National Park Service • U.S. Department of the Interior



Greenbelt Park
Cultural Landscape Report

February 2024



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Greenbelt Park

Cultural Landscape Report

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Introduction

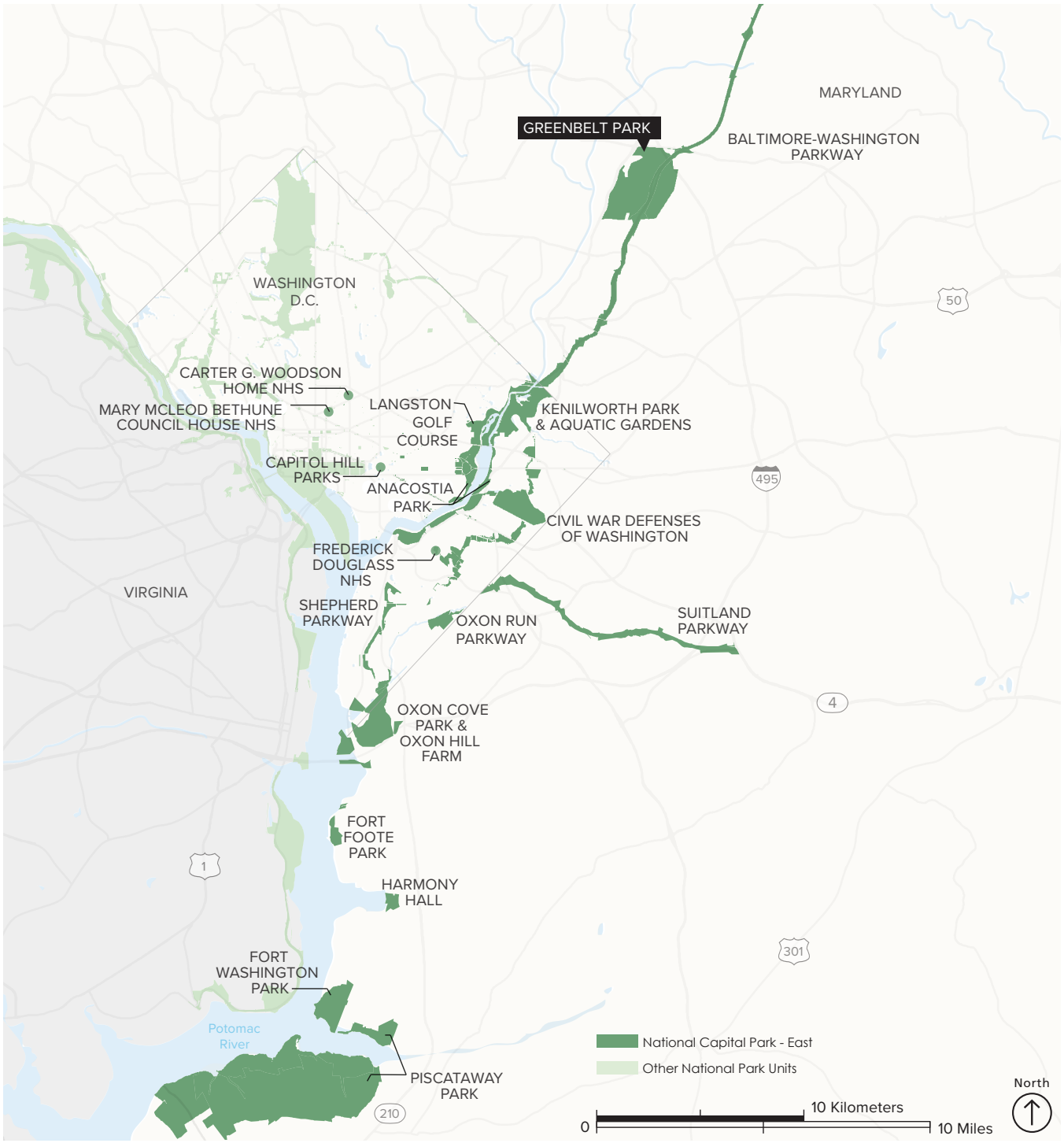


Figure 1-1. National Capital Park-East consists of fourteen park sites, parkways, and statuary (illustrated above). Greenbelt Park is located at the intersection of the Baltimore-Washington Parkway and I-95 (Capital Beltway) in a densely developed area of Prince George's County, Maryland. The park is centrally located twelve miles northeast of Washington D.C. and twenty-three miles southwest of Baltimore, Maryland, and attracts local, regional, and national visitors. Greenbelt Park provides high-quality camping, picnicking, and hiking in wooded areas and along stream corridors, preserves forests, and contributes to the protection of water quality in the Anacostia River Watershed (source: Mundus Bishop, adapted from NPS Map).

Introduction

Purpose of this Plan

This document presents the Cultural Landscape Report (CLR) for Greenbelt Park (the park). The park includes picnic areas, campgrounds, trails, roads, maintenance and administrative headquarters, and a U.S. Park Police Substation mostly planned, design, and built during the New Deal and Mission 66/Parkscape USA. Greenbelt Park, a unit of National Capital Parks-East (NACE), is a part of the Anacostia River Watershed.

This CLR is the primary treatment document for the cultural landscape. This CLR presents detailed documentation of historical development, existing condition, analysis of integrity, and identification of contributing features. This document establishes a treatment philosophy and treatment recommendations to guide long-term care and stewardship of the cultural landscape.

Greenbelt Park

Located 12 miles northeast of downtown Washington, D.C., and 23 miles southwest of Baltimore, Maryland, Greenbelt Park's 1,100 acres of open space and high-quality forest are part of a comprehensive system of urban parks that provide recreational experiences, preserve forest, and protect source water within the national capital region. The park serves as an ecological buffer between heavily developed areas and tributaries of the Anacostia River Watershed, protecting water quality and ecosystem resiliency. Greenbelt Park's location along the Baltimore-Washington Parkway and I-95 (Capital Beltway) makes it easily accessible to metropolitan residents and visitors to the nation's capital.

Master planning for the park began in the 1930s with the establishment of the Town of Greenbelt. Greenbelt was the first federally sponsored and planned community in the United States and was part of a larger plan for several such communities as part of President Roosevelt's New Deal. The park was initially set aside as temporary recreation lands until needed for the town's expansion. When federal programs responsible for the development and management of the Town of Greenbelt were eliminated in the 1940s, Greenbelt Park was re-envisioned as part of the network of recreational amenities accessed directly from the Baltimore-Washington Parkway.

Greenbelt Park was primarily planned, designed, and constructed between 1956 and 1974 as part of the Mission 66 and Parkscape USA Programs. The NPS developed the park to "...provide overnight camping facilities to meet the needs of individuals, families and groups visiting the Nation's Capital; and to serve as a regional park for residents of the National Capital area providing a program of day-use recreation, picnicking and interpretation. To preserve by appropriate management the area's remaining natural resources so that visitors may enjoy recreational experiences in a natural and pleasant environment."[1.1]

Today Greenbelt Park continues to serve as a destination for visitors to the nation's capital and as a regional park for residents of the national capital area. The Baltimore-Washington Parkway bisects the park into two distinct parcels—the west parcel and the east parcel. The west parcel includes high-quality forest, a U.S. Park Police Substation, park headquarters and maintenance facilities, and day and overnight recreational uses. The east parcel is undeveloped forest and is not publicly accessible.

1.1 United States Department of the Interior, National Park Service. *Greenbelt Park Master Plan*, (Washington, DC: National Capital Region, 1967), 1.

Project Objectives

This CLR addresses the need to preserve and repair the cultural landscape of Greenbelt Park. This document provides needed baseline documentation, records changes to the cultural landscape over time, supplements existing historical data, and provides recommendations for further study and holistic guidance for treatment of the cultural landscape and resource protection.

This CLR addresses the following objectives:

- Document the development of the historic landscape.
- Document the existing condition and character defining features of the historic landscape.
- Provide guidance on preservation, maintenance, and treatment for the cultural landscape.

Methodology

This document was conducted at a thorough level of investigation and documentation for historical research, existing condition assessment, and landscape analysis. This research methodology, as defined by the NPS, focuses on the use of select documentation of known and presumed relevance including readily available primary and secondary sources. This document was prepared in accordance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes*.[1.2]

Review of readily available primary and secondary sources included data provided by the park and the NPS' Denver Service Center Electronic Technical Information Center (eTIC), planning documents, administrative reports, technical reports, natural resource studies, drawings, photographs, correspondence from primary and secondary sources, and archeological documentation.

Drawings and illustrations were prepared using background data provided by the NPS. This data included original drawings developed for Mission 66 improvement of Greenbelt Park supplemented by site reconnaissance in Fall 2022 and Spring 2023 to document existing conditions and evaluate integrity. These investigations were conducted according to best practices.

1.2 Page, Robert R., Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Processes and Techniques*, (Washington D.C.: National Park Service, 1998).

Park Purpose and Significance

The U.S. Congress established Greenbelt Park in 1950 with the creation of the Baltimore-Washington Parkway. Pursuant to Public Law 81-643, Greenbelt Park was transferred from the U.S. Farm Security Administration (FSA), Department of Agriculture, to the Department of the Interior.[1.3]

The Foundation Document Overview for Greenbelt Park describes its purpose and significance.[1.4]

Park Purpose: Situated along the scenic and historic Baltimore-Washington Parkway, Greenbelt Park is part of the comprehensive and continuous development of the park system of the national capital. The park provides high quality camping, picnicking, and hiking in wooded areas and along stream corridor, preserving forests, and contributing to the protection of water quality in the Anacostia River Watershed.

Park Significance: Located 12 miles from downtown Washington, DC, Greenbelt Park offers more than 1,100 acres of easily accessible open space, camping, and high-quality forests in an intensively developed urban area.

Management

Greenbelt Park is managed by the National Capital Parks—East (NACE), an administrative unit of the National Park Service. Management is primarily guided by the 2016 Foundation Document for Greenbelt Park and the 1994 Resource Management Plan for Greenbelt Park.

Several management issues were identified through discussions with NPS staff and during the existing conditions evaluation. These issues are addressed by treatment recommendations.

- Natural resources and features are impacted by visitor use (i.e., soil compaction at campsites and along trails, social trails). Guidance is needed to improve the condition of natural resources—forest, meadows, campground vegetation, soil, stormwater.
- Campgrounds, picnic areas, and trails are highly used and are in need of repair or replacement.
- Guidance is needed to improve the overall condition of the cultural landscape and provide rehabilitation recommendations for circulation features, campgrounds, picnic areas, and aging infrastructure.

1.3 United States Department of Interior, National Park Service, *Information Base for a Development Concept Plan/General Management Plan* (Denver, CO: Denver Service Center, 1980), 31.
1.4 United States Department of Interior, National Park Service. *Foundation Document – Greenbelt Park*, (Washington D.C.: National Capital Parks-East, 2016), 2.

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Site History

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Introduction



Figure 2-1. Park Central Road, unknown date (source: NPS).

Greenbelt Park (the park) was established as a high-amenity rest stop for travelers along the Baltimore-Washington Parkway and a recreational park for visitors to the nation's capital and residents of the surrounding metropolitan community. The NPS planned, designed, and built recreational and administrative facilities through the Mission 66 and Parkscape USA programs. Mission 66 and Parkscape USA improvement of the park focused on facilitating public enjoyment by providing visitor and administrative facilities while emphasizing conservation, preservation of natural resources, and a modern design aesthetic for buildings, structures, and features.

This chapter provides the historical context and overview of the physical development of Greenbelt Park. A statement of significance with a period of significance of 1935 to 1974 describes the park's value and importance. A chronology, organized into three primary periods of physical development, documents the evolution of Greenbelt Park from its initial recreational use by the Girl Scouts and Boy Scouts to later planning and development completed during Mission 66 and Parkscape USA to present-day.

Statement of Significance

Set along the scenic and historic Baltimore-Washington Parkway, Greenbelt Park is part of an urban park system that provides recreational experiences, preserves forests, and protects source water. These parks and parkways were historically recognized as integral aspects of comprehensive planning and shaped the development of the national capital region, including the Town of Greenbelt. New Deal programs furthered planning and development of this regional system, with the planning, design, and development of Greenbelt Park largely occurring through Mission 66 and Parkscape USA programs. Greenbelt Park is an excellent representation of integrated park, parkway, and community planning within the national capital region and is significant for its association with New Deal, Mission 66, and Parkscape USA programs.

Greenbelt Park exemplifies New Deal programs goals to conserve natural resources, provide recreational amenities for communities along the Baltimore-Washington corridor, and serve as a high-amenity rest stop for tourists along the Washington-Baltimore Parkway. Greenbelt retains integrity as a park with regional and national use and serves as a physical record of the evolution of park, parkway, and community within the national capital region.

Greenbelt Park is further significant as an excellent example of the NPS' Mission 66 and Parkscape USA planning, design, and construction. Administrative and operation facilities, picnic areas, campground loops, comfort stations, and roads exemplify the programs' commitment to facilitating public enjoyment of the park while providing for administrative use, conserving natural resources, and embracing the Modern Movement's ideals for a modern design for buildings, structures, and features while retaining New Deal naturalistic principles of harmonizing with nature. Greenbelt Park retains integrity as an example of a park primarily planned, designed, and built by Mission 66/Parkscape USA programs with few alterations outside the park's period of significance.

The recommended period of significance for Greenbelt Park is 1935 to 1974. This coincides with the establishment of New Deal programs and ends with the completion of Mission 66 and Parkscape USA planning, design, and construction of Greenbelt Park.

Greenbelt Park is potentially eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its association with New Deal and Mission 66/Parkscape USA programs and under Criterion C for its association with community (park) planning and development.

Greenbelt Park is significant at the state level under Criterion A for its association with New Deal programs.

The Town of Greenbelt, the first federally sponsored, planned, and built community, was conceived under New Deal programs to aid farming and urban families. Communities were based on "garden city" principles and emphasized self-contained communities with ample green space. Present-day Greenbelt Park was part of the original 11,138.67 acres of farmland acquired in the 1930s by the U.S. Resettlement Administration (RA), most of which became the Town of Greenbelt. Present-day Greenbelt Park was originally set aside for temporary recreation until lands were needed for the town's future expansion. Planning in 1937 recommended the present-day park remain as a temporary recreation area for use by Boy Scouts, Girl Scouts, and 4-H clubs. The Girl Scouts of Prince George's County established Camp Conestoga on fifty acres within the present-day park in 1938. A Boy Scout camp, Camp Mulligan, was established at an unknown time in the vicinity of the Girl Scout Camp [2.1]

2.1 Robinson, *Historic Resource Study*, 62, 78-79; RK&K, *2019 Greenbelt Park DOE*, 8.

Planning for Greenbelt Park continued as New Deal programs expanded and revived previous proposals for the creation of the Baltimore-Washington Parkway, a green corridor and scenic gateway to the nation's capital with recreational amenities accessed directly from the parkway. The planning of the Baltimore-Washington Parkway informed the National Capital Region's development of Greenbelt Park and supported the agency's goal to provide a variety of recreational opportunities for the region's urban population after World War II (WWII).

Greenbelt embodies New Deal program goals to provide recreation for surrounding metropolitan communities while serving as a gateway to the nation's capital along the Baltimore-Washington Parkway

Greenbelt Park is significant at the state level under Criterion A for its association with the Mission 66 program and Parkscape USA.

Greenbelt Park exemplifies Mission 66 and Parkscape USA planning, design, and development of new parks in urban areas. Mission 66, the largest planning, design, and construction program in the history of the NPS, and Parkscape USA represent the most important phases of the planning and development of Greenbelt Park.

NPS Director Conrad Wirth initiated Mission 66—plan to modernize and expand the national park system—in 1956. Mission 66 was named after the target date for the plan's completion in 1966, the NPS' fiftieth anniversary. Mission 66 projects were funded and quickly initiated to demonstrate the efficiency of the NPS and its ability to manage the ten-year program. The Mission 66 program was extended under a new name, Parkscape USA, in 1967 to complete the long list of Mission 66 projects that remained by the centennial celebration of Yellowstone National Park in 1972.[2.2]

Mission 66 and Parkscape USA programs presented a mechanism for the NPS to develop Greenbelt Park after twenty years of planning and enabled the NPS to fulfill its goal of providing diverse recreational opportunities to the region's urban population after WWII–picnic and camping facilities, hiking trails, ballfields, interpretation of natural resources, and facilities for local residents and tourists visiting the nation's capital. Greenbelt Park's facilities are those typical of Mission 66 development–campgrounds, picnic areas, maintenance, administrative, and recreational opportunities.

Mission 66 design of Greenbelt Park embraced the Modern Movement's ideals of a modern design aesthetic for buildings, structures, and features while retaining New Deal naturalistic principles of harmonizing with nature. Buildings, roads, and site features were designed and sited to minimize earthwork and blend final grading with native topography. Native plant materials were used to repair construction scarring and tree removal was minimized. Special attention was focused on the automobile, specifically improving infrastructure to facilitate automobile access.[2.3]

Mission 66's use of modern materials and design precepts are evident in comfort stations throughout the park and development patterns of the maintenance

2.2 Mission 66 emphasized the use of master plans and park-wide studies, embraced the Modern Movement style, focused on facilitating public enjoyment of parks, and maximized conservation and preservation of natural resources. Parkscape USA "included five major goals: "completing" the park system by 1972; developing "cooperative programs with other agencies;" "utilizing the national park concept" to improve life in American cities; "communicating the values of park conservation;" and developing an international assistance program in anticipation of the second World Conference of National Parks which was scheduled to be held in Yellowstone and Grand Teton National Parks in 1972." (Carr, Ethan, Elaine Jackson-Retondo, and Len Warner. *National Register of Historic Places Multiple Property Documentation Form: Mission 66 Era Resources*, United States Department of the Interior, National Park Service, 2015, 7.

2.3 The Modern Movement style promoted horizontality and clean styling with minimal detailing, utilized new structural forms (e.g., concrete) and machine-driven methods of construction, and was informed by technology, factories, practicality and usefulness.

and administrative area, picnic areas, campground, trails, and roads. Features of the maintenance and administrative headquarters area, picnic areas, and campgrounds, express the Mission 66 modern design aesthetic for buildings, structures, and features and naturalistic principles of harmonizing with nature. The buildings and landscape characteristics of Greenbelt Park retain integrity and convey a cohesive sense of Mission 66 planning and design.[2.4]

Greenbelt Park is significant at the state level under Criterion C for its association with community (park) planning and development.

Planning for Greenbelt Park began in the 1930s with New Deal Era development of the federally owned and managed Town of Greenbelt. This continued through the 1950s with the creation of the Baltimore-Washington Parkway and the later establishment of the Mission 66 program. Mission 66 institutionalized an NPS system-wide approach to planning and design.

Greenbelt Park was initially planned by the NPS and NCPP in the l950s to support tourism, recreation, and operations. Greenbelt Park planning was representative of Mission 66 master plans (developed between 1956 and 1966). This approach to holistic planning addressed visitor and administrative needs and provided a comprehensive vision for Greenbelt Park. Site planning was informed by topography, proximity to transportation routes, and protection of tributaries and forests.

Mission 66 master planning for Greenbelt Park concentrated development into clusters to protect natural resources and grouped facilities by use and function. This assured "balanced relationships between preservation of the park resources and visitor needs." Concentrated development protected the natural landscape and provided exemplary visitor experiences. Administrative and maintenance uses were zoned into small clusters and partitioned from visitor uses.[2.5]

Greenbelt Park embodies Mission 66/Parkscape USA ideals of national park planning and development. Improvement of Greenbelt Park after 1974 largely followed design principles developed during the Mission 66 program and completed during Parkscape USA. The historic character of this cultural landscape remains intact and retains integrity.

2.4 For additional information regarding the park context refer to the 2006 Greenbelt Park Historic Resources Study and the 2011 National Register of Historic Places Multiple Property Documentation Form: Mission 66-Era Visitor Centers, Administration Buildings, and Public Use Areas in the Maryland, Virginia, West Virginia and the District of Columbia Parks of the National Capital Region of the National Park Service.

2.5 Carr, Ethan, Elaine Jackson-Retondo, and Len Warner. *National Register of Historic Places Multiple Property Documentation Form: Mission 66 Era Resources*, (United States Department of the Interior, National Park Service, 2015), 44.

Historical Context and Overview

Humans have occupied the Chesapeake Bay region for at least 13,000 years. The region's earliest inhabitants were primarily hunter-gatherers who frequently moved in search of food. The Late Woodland period (900 to 1600 CE) marked an increase in cultivated crops for subsistence and the associated shift towards the establishment of permanent villages. Permanent villages were typically set on high ground near streams where a wide range of resources were plentiful. The transition to a sedentary lifestyle contributed to smaller foraging and hunting ranges, increased population density, regular trade with other groups, and the rise of chiefdoms and hierarchical political organizations. Social and political interactions among native tribes in the region led to an alliance of coastal plain Algonquian groups prior to European contact.

The Piscataway tribe emerged in the region in the thirteenth and fourteenth centuries and, by the time of European contact in the late sixteenth century, were one of the most powerful tribes in the Chesapeake Bay. Their traditional homelands included present-day Greenbelt Park. Interactions between the Piscataway and English colonizers led to the development of trading posts, forts, and reservations, and to the expansion of colonization and subsequent displacement of the Piscataway.[2.6]

Colonization of the region began with the establishment of the colony of Maryland in 1632. Initial colonization occurred along Anacostia River with surrounding lands, including present-day Greenbelt Park, remaining as undeveloped forest. European settlement expanded outward after 1680 to unclaimed lands where colonists logged forests and cultivated crops. [2.7]

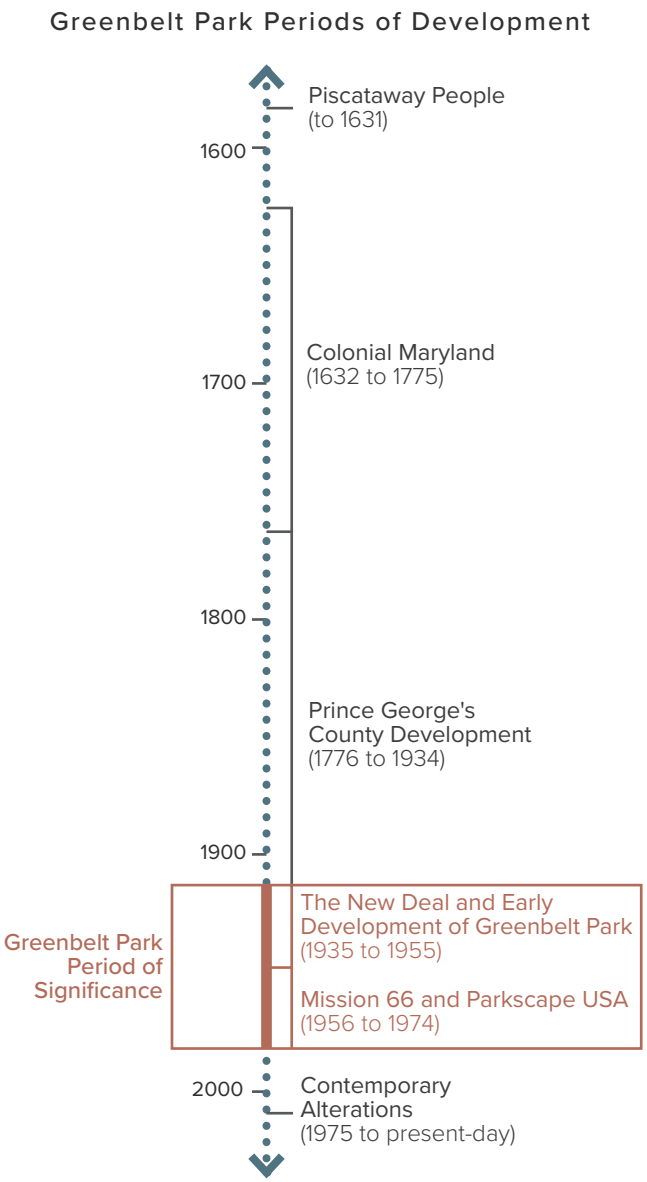


Figure 2-2. The period of significance is characterized by two periods of physical development and change which includes early development of Greenbelt Park between 1935 and 1955 and primary planning, design, and construction of the park between 1959 to 1974 as part of the Mission 66 Program.

Piscataway stewardship, traditional use, and connections to the park extend beyond 1631 to present-day but were irreversibly altered by English Colonization.

2.6 New South Associates, *Archeological Resources Identification Survey, Construction of New Bridges Over Still Creek and Rehabilitation of Roads and Parking Areas, Greenbelt Park* (Sterling, Virginia: Federal Highway Administration, 2012), 14-16, 20; St. Mary's College of Maryland, *Ethnographic Overview and Assessment Piscataway National Park - Draft* (Washington, D.C.: National Capital Regional Cultural Anthropology Program), 34.

2.7 National Park Service, *Information Base for a Development Concept Plan/General Management Plan* (Denver, CO: Denver Service Center, 1980), 113.

Settlement of the region increased during the 1720s as European colonizers and tobacco farmers sought unclaimed lands. As tobacco quickly depleted soil, landowners continually sought out fresh ground that remained untilled and unfertilized with manure. Landowners established small land patents for satellite tobacco plantations in the area surrounding present-day Greenbelt Park.[2.8]

Five of the fourteen properties comprising present-day Greenbelt Park were patented between 1720 and 1749. Twice as many were patented between 1750 and 1775. Poor agricultural and logging practices eroded lands and created steep ravines throughout the region. Conifers, primarily Virginia pine, established in previously mixed deciduous forests, dominated by red and white oaks, sweetgum, and yellow poplar.[2.9] [2.10]

Following the end of the American Revolutionary War in 1793, parcels comprising present-day Greenbelt Park were further subdivided and remained in agricultural use. Nineteenth and early twentieth-century maps indicate a nearly constant turnover in ownership.

The establishment of roads and railroads throughout the region spurred development and facilitated the transport of produce to markets in Washington D.C. and Baltimore, Maryland. The State of Maryland, established in 1778, authorized the construction of U.S. Route 1 from Washington to Baltimore to the west of Greenbelt Park in 1812. Railroad lines were established east and west of Greenbelt Park.[2.11]

Table 2-1. Land patents issued by the State of Maryland and areas of potential historical interest within Greenbelt Park (see appendix C for a summary of landownership)

Year	Patent Title	Owner	Acres
1723	Denmark	Gunder Erickson and Arthur Nelson	uncertain
1724	Hog Pen Enlarged	uncertain	435
1744	Strife	uncertain	31
1745	Bee Tree	Samuel Banks	25
1751	Pleasant Hills	Benjamin Belt, Jr.	300
1713	Part of Yarrow	uncertain	369.5
1753	Addition to Yarrow	uncertain	126
1751	Pleasant Hills	Benjamin Belt, Jr.	uncertain
1756	Addition to Pleasant Hills	Benjamin Belt, Jr.	
1756	Smith's Neglect	Benjamin Beall	337.25
1760	Snowden's Discovery	Thomas Snowden, Sr.	500
1761	Mary's Choice	unknown	94
1771/ 72	Clover Farm	James Hunt	735.25
	Part of Clover Farm	unknown	unknown
1757	Toaping Castle	Isaac Walker	64
	Vacant Land		

2.8 New South Associates, *Archeological Resources*, 18; NPS, *SOW for Greenbelt Park CLR*, 6.

2.9 Robinson & Associates, Inc, *Greenbelt Park, National Capital Park-East Historic Resources Study* (Washington, DC: National Park Service, National Capital Park-East, 2006), 29; NPS, Information Base, 113.

2.10 Logging and agricultural production of Greenbelt Park are undocumented.

2.11 New South Associates, *Archeological Resources*, 20.

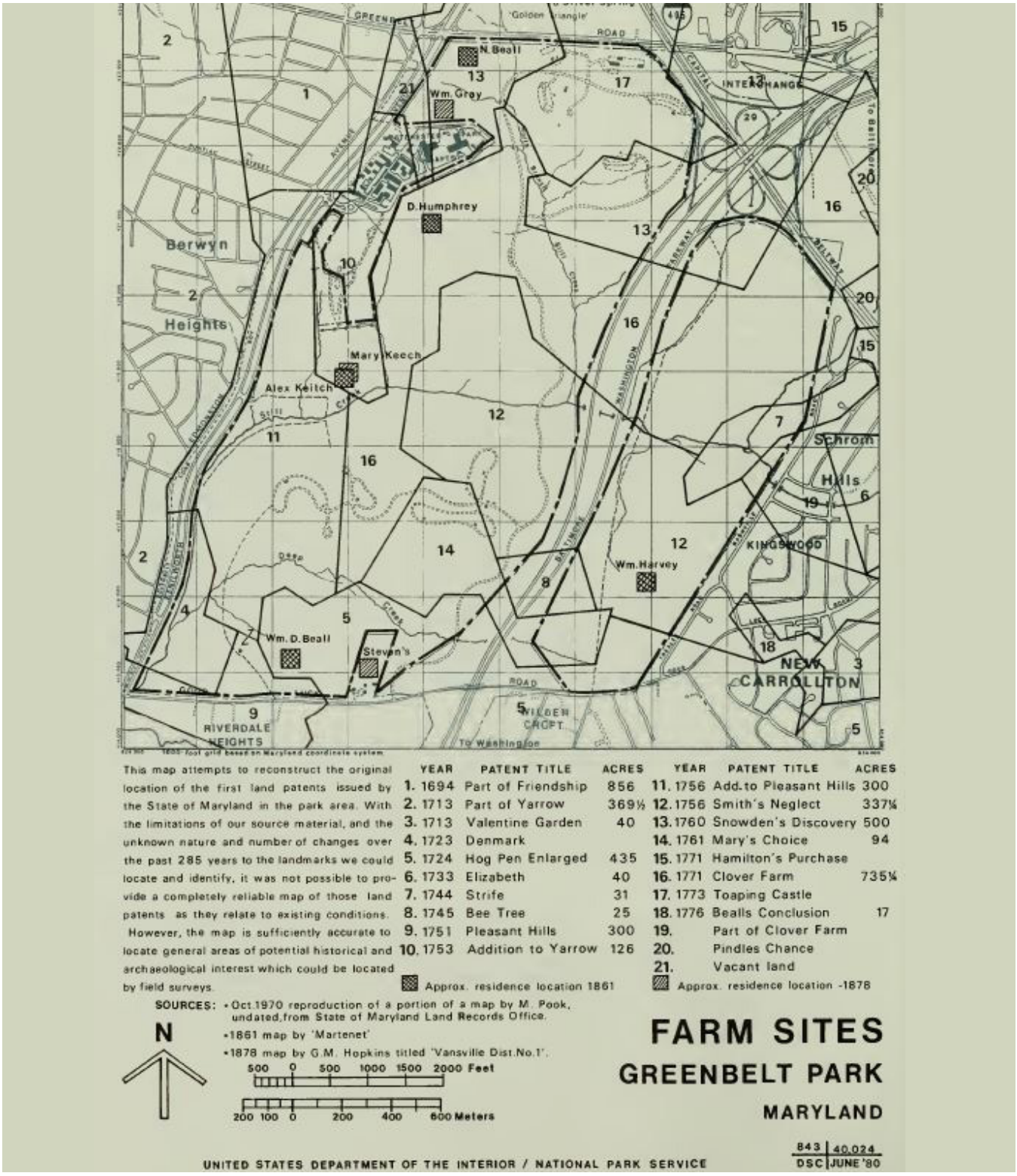


Figure 2-3. The 1980 Greenbelt Park Information Base reconciled historical documentation of the region to identify the first land patents issued by the State of Maryland within Greenbelt Park. Five of the twenty-one properties comprising present-day Greenbelt Park were patented between 1720 and 1749. Twice as many were patented between 1750 and 1775 (1980 Greenbelt Park Information Base, NPS, 30).

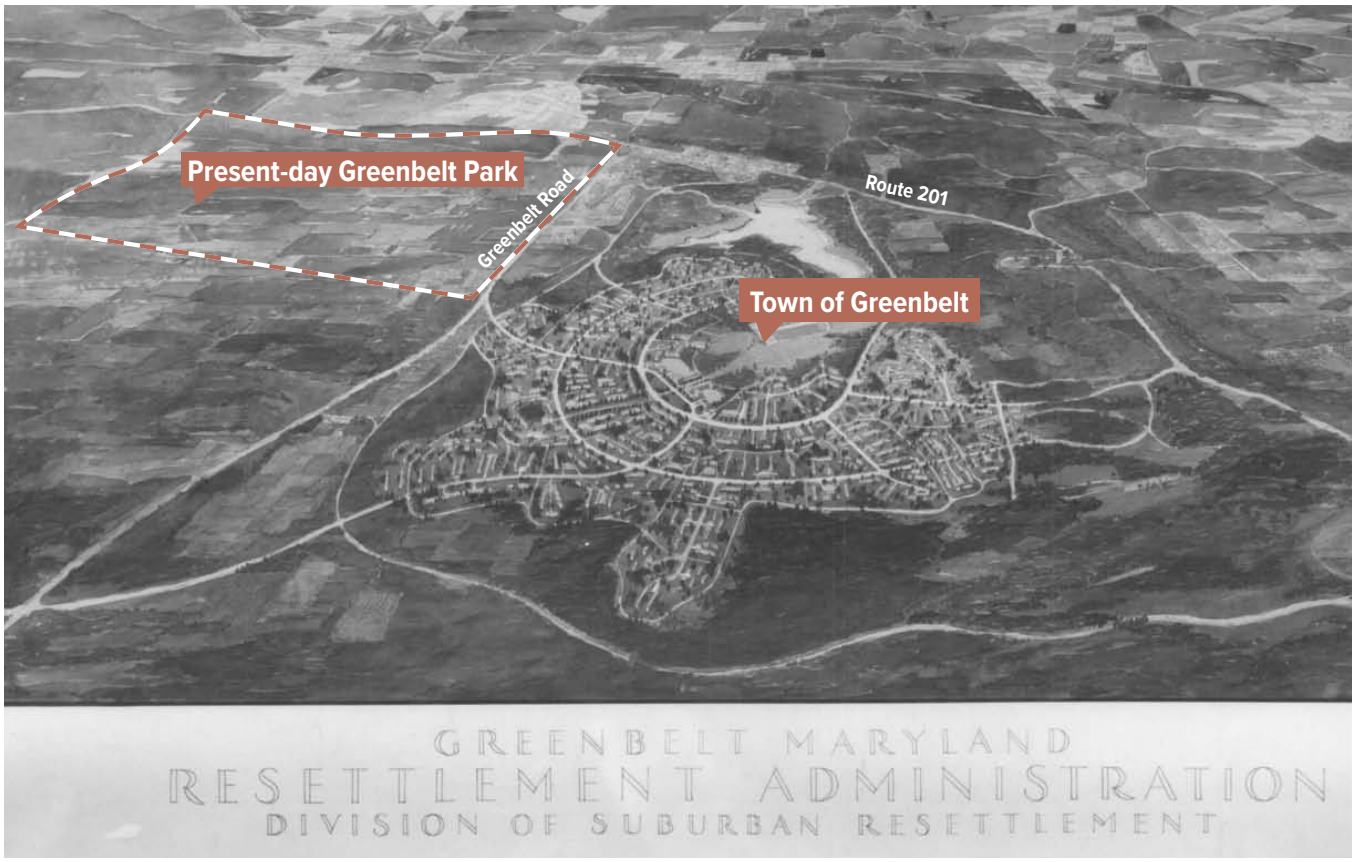


Figure 2-4. Plan for the Town of Greenbelt with present-day Greenbelt Park set aside as an area for temporary recreation until needed for the town's expansion, date unknown (source: Library of Congress Prints and Photographs Division Washington, D.C.).

The New Deal and Development of the Town of Greenbelt (1935 to 1956)

Agrarian growth of the region slowed as poor agricultural practices rendered land unsuitable and unprofitable for farming in the twentieth century. Lands within the boundaries of present-day Greenbelt Park and throughout the region were abandoned and left fallow by the start of the Great Depression in 1929. These abandoned lands became part of a larger New Deal program for sub-marginal farmland. The program, administered through the U.S. Resettlement Administration (the RA), offered aid to farming and urban families through low-rent housing and improved living conditions. The RA established federally owned towns, including the Town of Greenbelt, on unprofitable agricultural lands.[2.12]

The government began buying land for the Town of Greenbelt in the spring of 1935. More than 11,000 acres were purchased for the town and over 9,000 workers were involved in the project. Over $13,450,000 was allocated for utilities, roads, a shopping center, municipal services, and land purchases.

The first tenants arrived in September 1937 and the town's population reached 3,000 by the end of the year. The town remained exclusively white until 1950.[2.13]

2.12 The RA, along with a series of other programs, public work projects, financial reforms, and regulations instituted by President Franklin D. Roosevelt during the Great Depression, aimed to restore prosperity to Americans and provide support for farmers, the unemployed, youth, and the elderly.

2.13 RK&K, LLP, *Greenbelt Park Draft Maryland Historical Trust Determination of Eligibility Form* (Baltimore, Maryland: MDOT State Highway Administration, 2019), 8; Reblando, Jason. "Farm Security Administration Photographs of Greenbelt Towns: Selling Utopia During the Great Depression." Utopian Studies 25, no. 1 (2014): 52–86.



Figure 2-5. Camp Conestoga at Greenbelt Park, date unknown (source: NPS)

Planning and design for the Town of Greenbelt, the largest of three Greenbelt towns built in the 1930s by the RA, followed English urban planner Ebeneezer Howard's late nineteenth-century concept for Garden Cities. Howard promoted Garden Cities as self-contained communities surrounded by ample green space. Commercial, civic, and residential uses were clustered around a central location and surrounded by forest and farmland to provide the benefits of both urban and rural living to its residents.[2.14]

Hale Walker, Harold Bursley, and Reginald Wadsworth, planners for the Town of Greenbelt arranged the crescent shaped town along a gently curving ridge. Neighborhoods were organized as four to five acre blocks based on the Radburn "Neighborhood Unit" plan. Houses were oriented inward towards open spaces, pedestrian paths bisected the blocks, roads radiated from the middle of the town, and houses were designed in the "International Style" of Walter Gropius and the Bauhaus.[2.15]

Plans for the Town of Greenbelt identified present-day Greenbelt Park as temporary recreation until lands were needed later in the town's future expansion. Planning in 1937 recommended the present-day park remain as a temporary recreational area for use by Boy Scouts, Girl Scouts, and 4-H clubs. Nine months later, the "Zone Plan for Area within Corporate Limits" for Greenbelt changed the designation of the present-day park to "agricultural use." Although designated for agricultural use, the Girl Scouts of Prince George's County established a camp—Camp Conestoga—on fifty acres within the present-day park in 1938. A Boy Scout camp, Camp Mulligan, was established at an unknown time in the vicinity of the Girl Scout Camp [2.16]

2.14 Robinson, *Historic Resource Study*, 56.

2.15 Arnold, Joseph L. "Greenbelt, Maryland 1936–1984." Built Environment (1978-) 9, no. 3/4 (1983): 198–209; United States Department of the Interior, National Park Service. *Greenbelt Historic District National Register of Historic Places Inventory-Nomination Form*. Greenbelt, MD: City of Greenbelt, 1980.

2.16 Robinson, *Historic Resource Study*, 62, 78-79; RK&K, *2019 Greenbelt Park DOE*, 8.



Figure 2-6. Baltimore-Washington Parkway passing through Greenbelt Park, date unknown (source: Library of Congress Prints and Photographs Division Washington, D.C.).

New Deal programs also presented an opportunity to revive and build the long-proposed parkway extending from Washington to Baltimore. This broadened plans for Greenbelt Park which was envisioned as part of a network of recreational lands along the parkway. Planning halted with the start of World War II in 1939.

The Farm Security Administration, the successor of the RA, which had managed the Town of Greenbelt's construction, was eliminated in 1946. President Harry Truman signed Public Law 65 in 1949 authorizing the transfer of the Town of Greenbelt property to private owners and other government agencies.[2.17]

Planning for Greenbelt Park resumed with the establishment of Public Law 65. The National Capital Park and Planning Commission (NCPPC) and National Capital Region (NCR) of the NPS developed a plan for Greenbelt Park in 1949. This plan recommended a variety of activities for both tourists and the surrounding community. The western parcel included an eighteen-hole golf course with a driving range, clubhouse, and tennis courts to the north, and wooded areas with trails, picnic areas, and wildlife areas to the south. The smaller eastern parcel included campsites for tourists, trailers, and organizations such as the Girl Scouts.[2.18]

The Capper-Crampton Act, signed the following year, authorized the completion of the Baltimore-Washington Parkway and allowed the Department of the Interior to accept the transfer of lands adjacent to the parkway, including Greenbelt Park, for park and recreation purposes. The NPS was responsible for the design, construction, administration, and maintenance of these lands. Baltimore-Washington Parkway, lined with picnic areas and rest stops, was envisioned as a tree-lined commuter freeway and parkway providing an attractive naturalistic entry into Washington, D.C. Greenbelt Park was transferred to the Department of the Interior on November 30, 1950.[2.19]

2.17 Robinson, *Historic Resource Study*, 57.
2.18 Robinson, *Historic Resource Study*, 60-61.
2.19 Robinson, *Historic Resource Study*, 66.

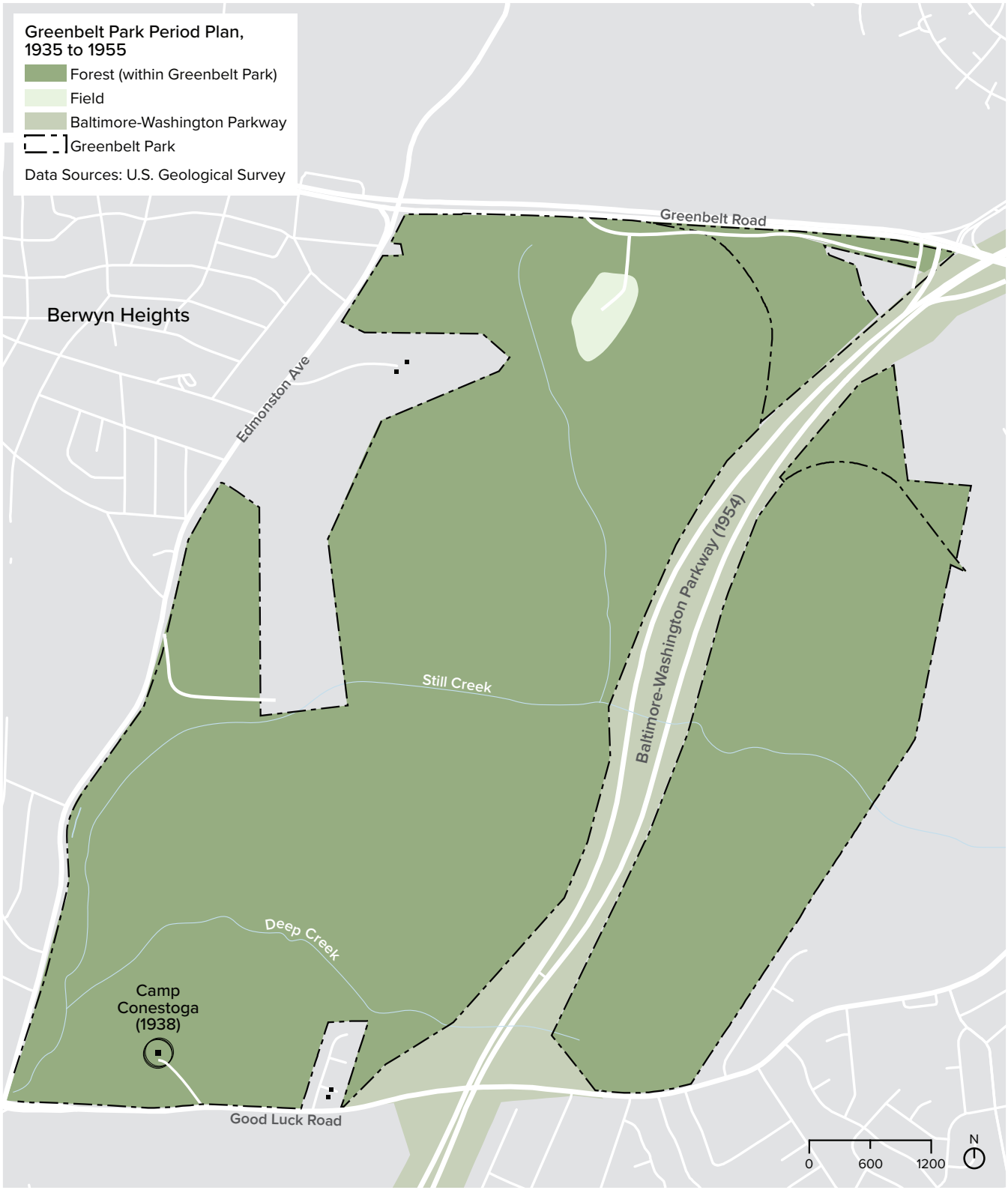


Figure 2-7. Greenbelt Park Period Plan, 1935 to 1955 (source: Mundus Bishop, 2023).

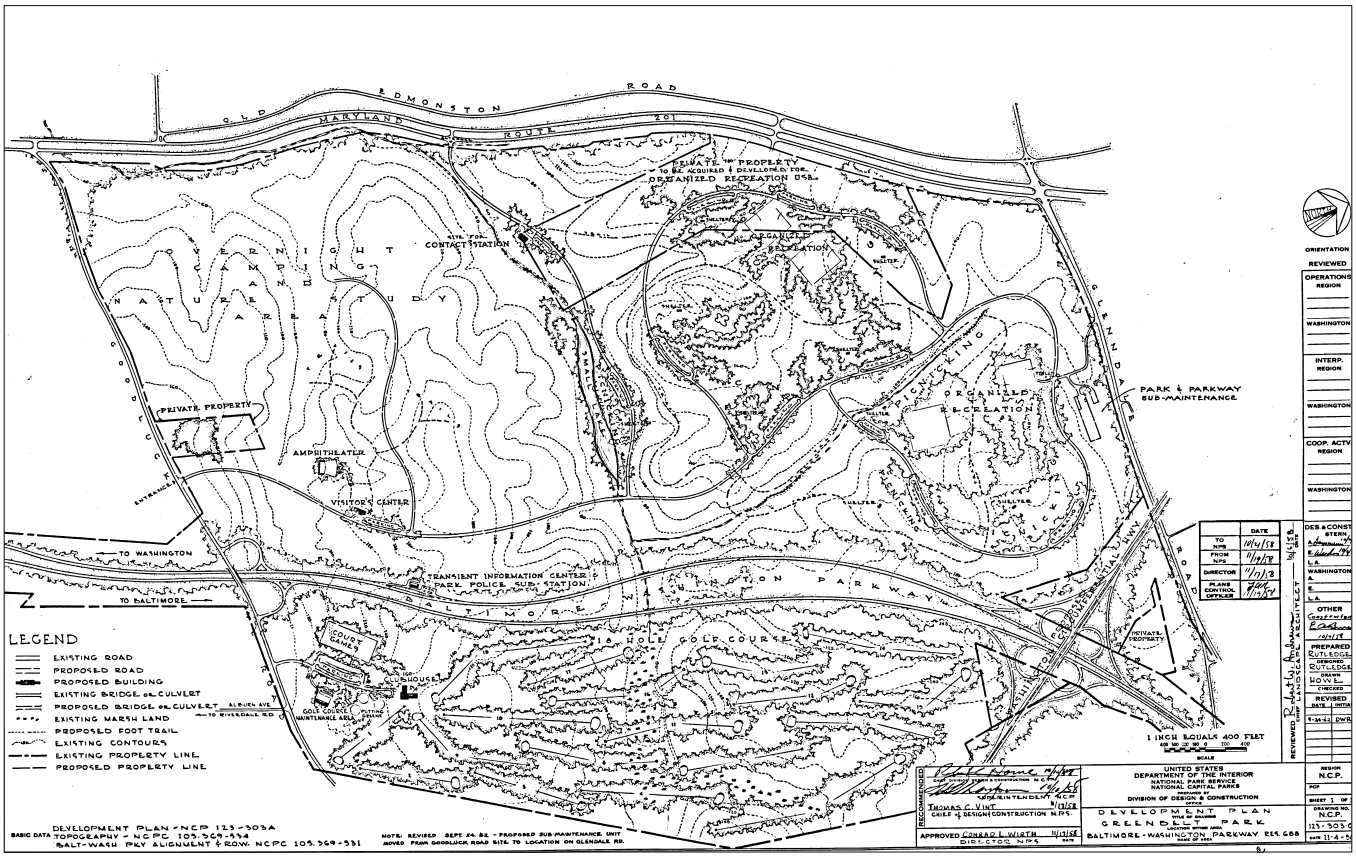


Figure 2-8. 1958 Preliminary Plan for Greenbelt Park (source: NPS).

Mission 66 and Parkscape USA (1956 to 1974)

Planning for Greenbelt Park continued for nearly a decade as legislators attempted to secure funding for the new park. Funds for the initial development of Greenbelt Park were allocated through the Mission 66 program of the NPS.

Unlike other National Capital Park units, for which Mission 66 functioned as a means to upgrade existing facilities and provide new buildings and services in already established parks, Greenbelt Park was a new park for which Mission 66 was a means to develop the park.[2.20]

The NPS announced plans for the development of Greenbelt Park in 1958. Greenbelt Park was envisioned as a park and high-amenity stop for travelers along the Baltimore-Washington Parkway. Cloverleaf exit ramps would provide direct access from the parkway to the park and a Transit Information Center/Park Police Sub-Station would serve as a shared facility. The 1958 plan proposed a golf course east of the parkway and picnic areas, campgrounds, nature study area, visitor center, maintenance yard, amphitheater, artificial lake, and contact station west of the parkway. The NPS planned to acquire the privately-owned Jaeger Tract on Edmonston Road and the DiCamillo Property on Good Luck Road. [2.21]

2.20 Robinson & Associates, Inc, *Mission 66-Era Visitor Centers, Administration Buildings, and Public Use Areas in the Maryland, Virginia, West Virginia, and the District of Columbia Parks of the National Capital Region of the National Park Service Multiple Property Documentation Form* (Washington, DC: National Park Service, National Capital Park-East, 2006), 32.

2.21 RK&K, *Greenbelt Park DOE*, 8-9.

Mission 66

Post-WWII prosperity and the rise of the automobile culture increased visitation to national parks and overwhelmed park staff and infrastructure. NPS Director Drury responded to this demand by calling for the creation of a program, based on earlier New Deal programs, to address decades of decreased funding, deferred maintenance, and increased visitation. Director Conrad Wirth introduced Mission 66, a plan to modernize and expand the national park system, in 1956. Mission 66 was named for the target date for the plan's completion in 1966, the NPS' fiftieth anniversary.

Mission 66 institutionalized an NPS system-wide approach to planning and design, embraced the Modern Movement style, focused on facilitating public enjoyment of parks, maximized conservation and preservation of natural resources, and prioritized sensitive siting in the landscape to capitalize on topography and natural features. Mission 66 projects were funded and quickly initiated to demonstrate the efficiency of the NPS and its ability to manage the ten-year program. The program was extended under a new name, Parkscape USA, in 1967 to complete the long list of projects that remained.

Mission 66's use of modern materials and design precepts such as horizontality and clean styling with minimal detailing is evident in the park's buildings, as is the use of new structural forms, concrete and concrete masonry units (CMU), and machine-driven methods of construction. Mission 66 designers created standard designs for several building types, including comfort stations. Designs suggested exterior finishes for use in different surroundings, from forested areas to seashores.

Thousands of new campsites were added to the national park systems through the expansion of existing campgrounds, the addition of new campgrounds, and the relocation of campgrounds to protect resources.

Campground Design

Mission 66 campground design built upon principles developed during the New Deal period. This included use of local plant material, indoor/outdoor spaces such as amphitheaters, design campsites as an outdoor home, and guidance developed by E.P. Meinecke, a plant pathologist with the U.S. Forest Service, to confine camping to designated campsites and limit and organize vehicular access within natural areas.

Typical campgrounds included large, multi-loop road campgrounds; large parking spurs or pull-through turnouts for parking; large campsites; mass-produced picnic tables; and grates/grills at each campsite. Campgrounds included comfort stations and often other amenities such as amphitheaters.

National Capital Parks

Mission 66 improvement of National Capital Parks responded to increased park use and recreational needs of metropolitan residents. This included new campgrounds, park roads, recreation facilities, park housing, visitor centers, recreational amenities, new parkland—Greenbelt Park, and other improvements.[2.22] [2.23]

2.22 National Park Service, *Campground Design Guidelines*, 7-9; Robinson, *Mission 66*, 40.
2.23 Refer to the 2021 NPS Campground Design Guidelines for additional historical context of campgrounds within the NPS.

The U.S. Congress appropriated funding in 1959 for the initial stages of the development of Greenbelt Park including roads, trails, picnic areas, and comfort stations.[2.24]

The first stage of development included Park Central Road and parking areas. Construction began in 1960 and the park opened in 1961. Fifty walk-in campsites at Holly Picnic Area near the northern boundary of the park served as a temporary campground as the NPS developed campground loops.

The majority of Greenbelt Park's buildings and landscape features were completed by 1967. This included the Maintenance Building, U.S. Park Police Substation, three picnic areas with associated parking and comfort stations in the north half of the park and a campground with 178 campsites arranged as four loops (Campground Loops A, B, C, D) with six comfort stations in the south half of the park. Each campsite was accessed via a paved parking spur and furnished with a picnic table and presumably a grill and fire ring. Features such as concrete gutters, curbs, wheel stops, sidewalks, and rough-hewn timber guardrails were also completed throughout the park.



Figure 2-9. Park Central Road, date unknown (source: NPS).



Figure 2-10. Fifty walk-in temporary campsites at Holly Picnic Area, date unknown (source: GREE Archives).

2.24 Robinson, *Historic Resource Study*, 68.



Figure 2-11. Greenbelt Park campsite, c. 1967 (source: NPS).



Figure 2-12. The NPS placed a trailer at the entrance of the campground to serve as a visitor contact station, date unknown (source: NPS).

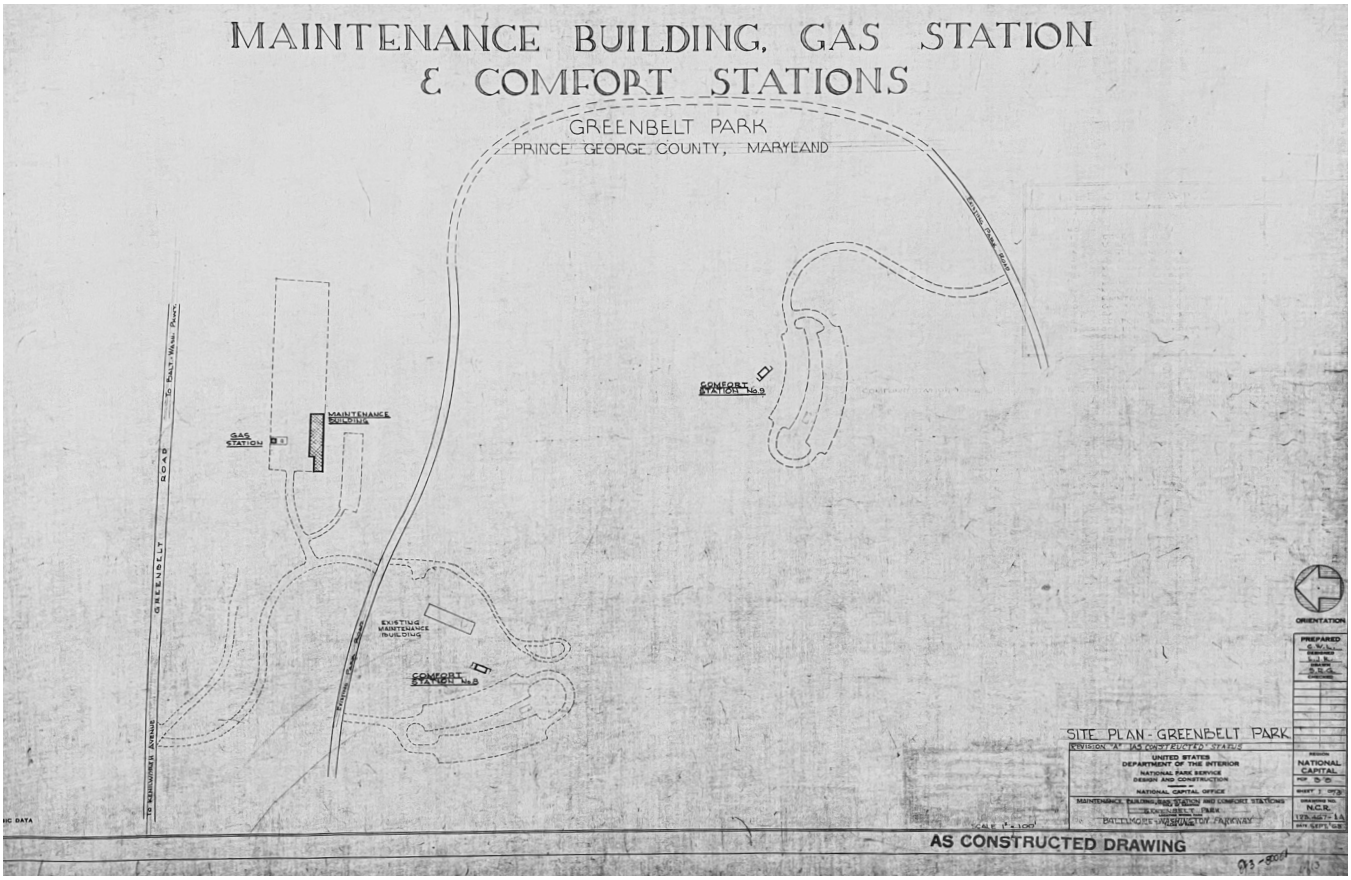


Figure 2-13. As constructed drawings illustrating site plans for Maintenance Building and parking, Laurel Picnic Area (top, right), and Sweetgum Picnic Area (bottom, left). The original maintenance building which may date to previous owners of the site is located near Sweetgum Picnic Area. The original arrangement of buildings and circulation is similar to present-day with the addition of buildings along the perimeter of the northern maintenance parking area (source: NPS).

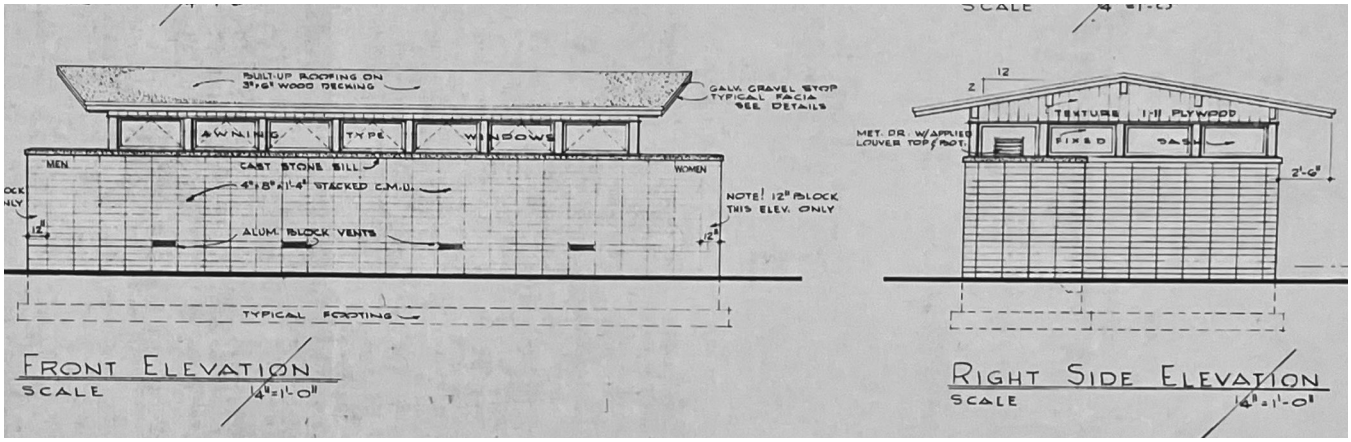


Figure 2-14. As constructed drawings illustrating front and side elevations for comfort stations at Sweetgum Picnic Area and Laural Picnic Area (source: NPS).

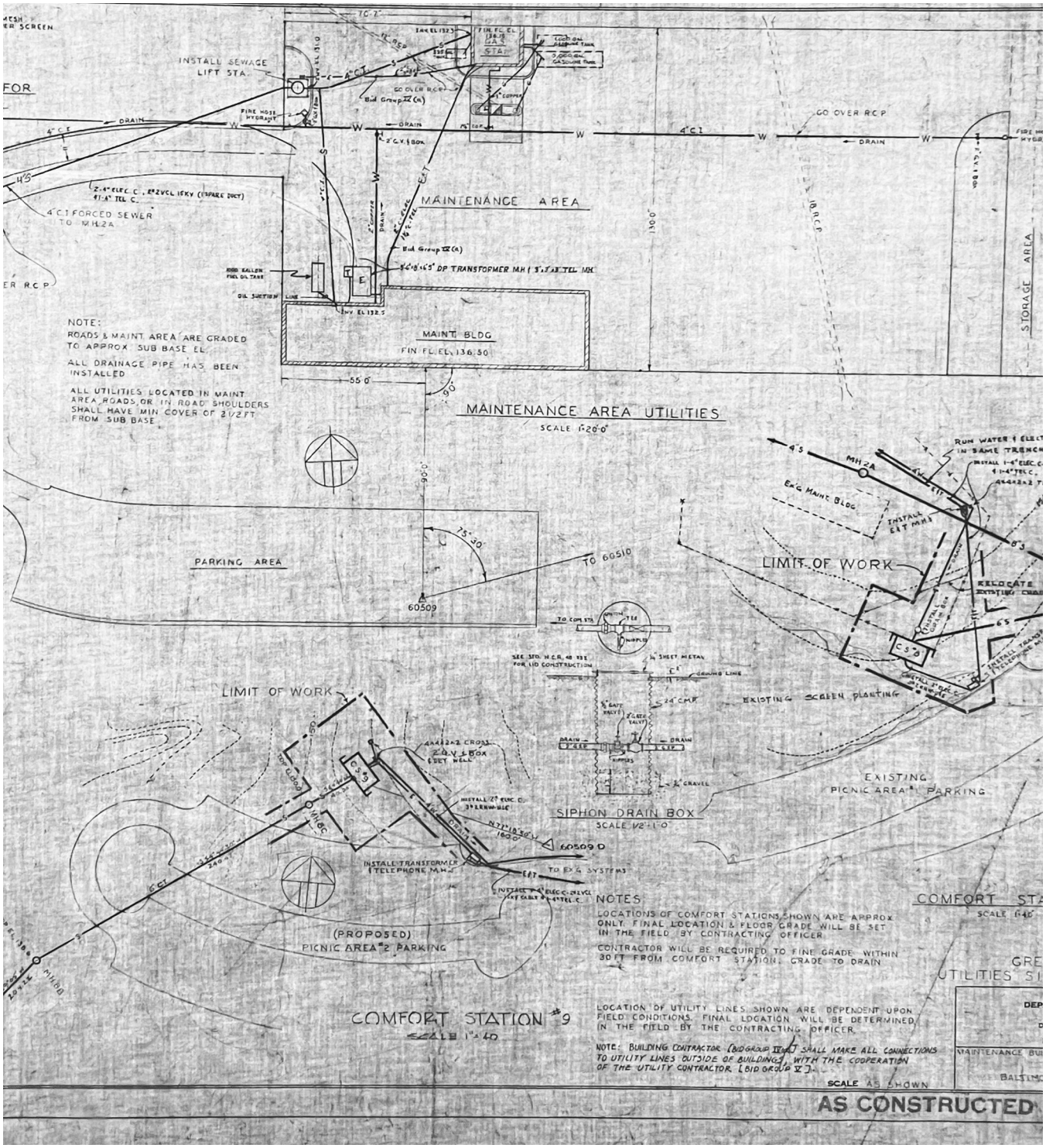


Figure 2-15. As constructed drawings illustrating site plans for Maintenance Building and parking (top), Sweetgum Picnic Area (bottom, left), and Laural Picnic Area (middle, right) (source: NPS).



Figure 2-16. As constructed drawing illustrating site plan for U.S. Park Police Substation. Site work included a flagstone terrace footbridge, walks from parking to building entrances to the north and south of the building, a 35-vehicle parking area north of the building, a police parking area to the south of the building, and a boulder dam in the tributary to the north of the building. The original arrangement of the building and circulation is similar to present-day (source: NPS).



Figure 2-17. U.S. Park Police Substation date unknown (source: NPS).

Limited development occurred after the completion of the Mission 66 program in 1967. The NPS continued to plan for Greenbelt Park with an updated master plan in 1967 for additional phases of development. To the west of the Baltimore-Washington Parkway, plans included expanded picnicking, increased overnight accommodations (campsites and youth hostel), organized day camp, horse stable, and visitor information and ranger station with an amphitheater. To the east of the Baltimore-Washington Parkway, plans included an 18-hole golf course, swimming center, recreation center, bicycle trail, and parking area. These improvements were never implemented.[2.25]

The NPS acquired portions of the privately-owned Jaeger Tract in the 1970s and continued planning but were unable to secure funding for additional phases of improvement. The most ambitious plan for Greenbelt Park was introduced in 1972 with a proposal for a theme park called “The Spirit of America,” which was later abandoned.

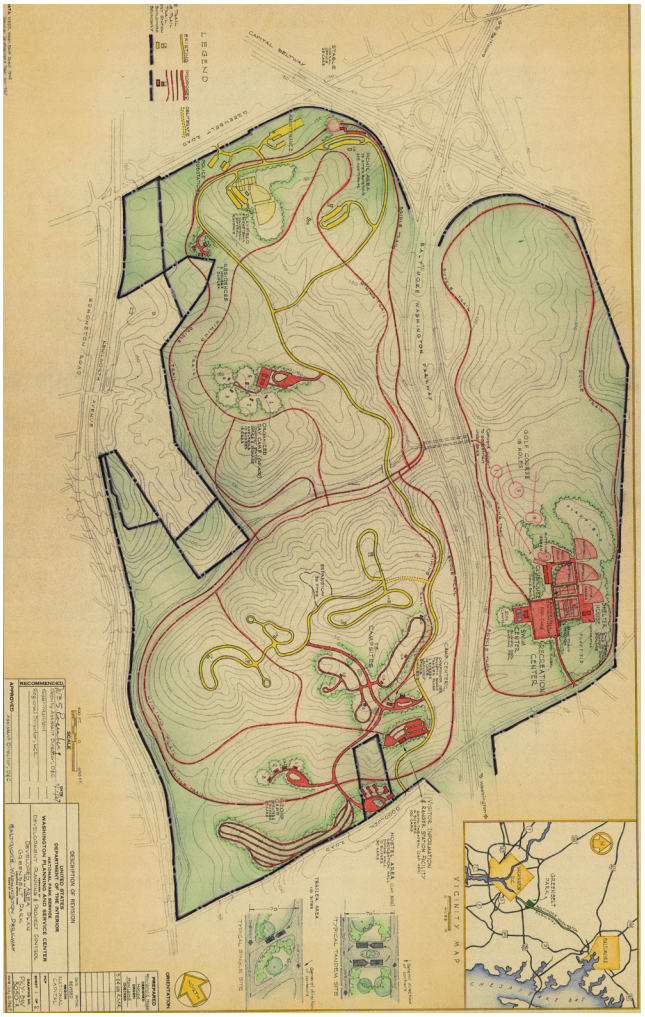


Figure 2-18. 1967 Master Plan for Greenbelt Park illustrating existing and future phases of development. To the west of the Baltimore-Washington Parkway this included expanded picnicking, increased overnight accommodations (campsites and youth hostel), organized day camp, horse stable, and visitor information and ranger station with an amphitheater. To the east of the Baltimore-Washington Parkway this included an 18-hole golf course, swimming center, recreation center, bicycle trail, and parking area. These improvements were never implemented (source: NACE Archives).

2.25 United States Department of the Interior, National Park Service. *Greenbelt Park Master Plan*, (Washington, DC: National Capital Region, 1967), 10-13.

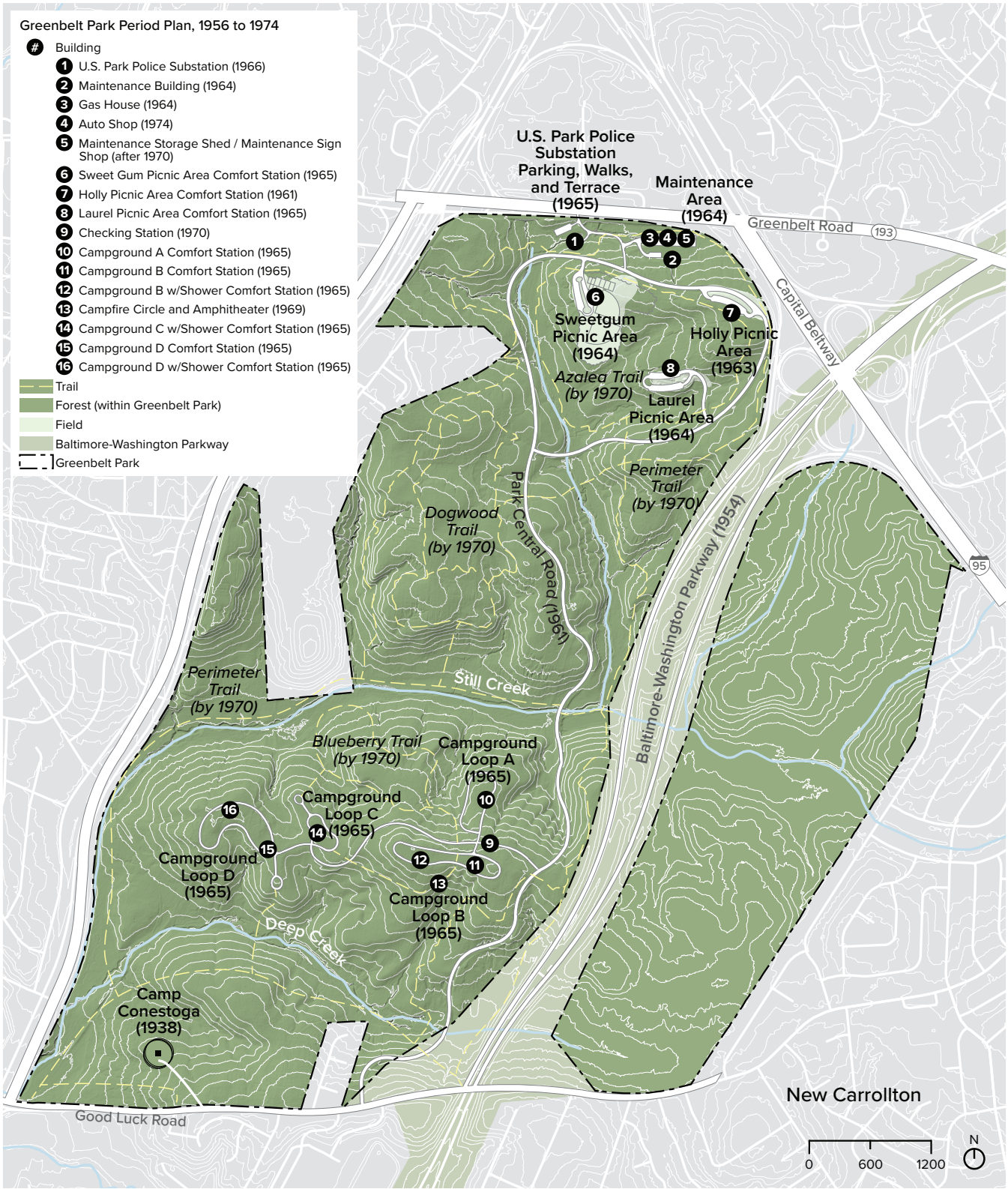


Figure 2-19. Greenbelt Park Period Plan, 1956 to 1974 (source: Mundus Bishop, 2023).

Contemporary Alterations (1975 to present)

Federal budget cuts in the early 1980s left Greenbelt Park with a substantially reduced operating budget for much of the decade. The NPS considered transferring Greenbelt Park to the state of Maryland along with the planned transfer of the Baltimore-Washington Parkway. Park officials developed an alternative to the transfer to address budget shortfalls while making plans to focus efforts on improving the park's natural setting, trails, picnic areas, and interpretation. This included converting a segment of Park Central Road from a vehicular route to a hiking-biking route with a parking area at Good Luck Road. Improvements to administrative facilities included the repair of the interior of U.S. Park Police Substation in 1987, the creation of a Park Headquarters by adding a second story to Maintenance Building in 1989, and the establishment of an open salt shed in 1989 and its replacement in 2019.

Modifications to picnic areas and campgrounds are largely undocumented but include the addition of Ranger Station in 1994, removal of Girl Scout cabins at Camp Conestoga in 2000, the replacement of Laurel Comfort Station in 2003, and repair of road, trails, and parking.[2.26]

Greenbelt Park trails and picnic areas were temporarily closed after a severe windstorm in July 2022. The NPS removed more than 100 fallen and hazardous trees from the park. Fallen trees remain throughout forested areas after trail and picnic areas were re-opening in March 2023.[2.27]

2.26 Robinson, *Historic Resource Study,* 96-97, 100.

2.27 Vaise, Vince. "2022 Greenbelt Park Storm Damage." Greenbelt Park. March 8, 2023. https://www.nps.gov/gree/learn/news/2022-greenbelt-park-storm-damage.htm.

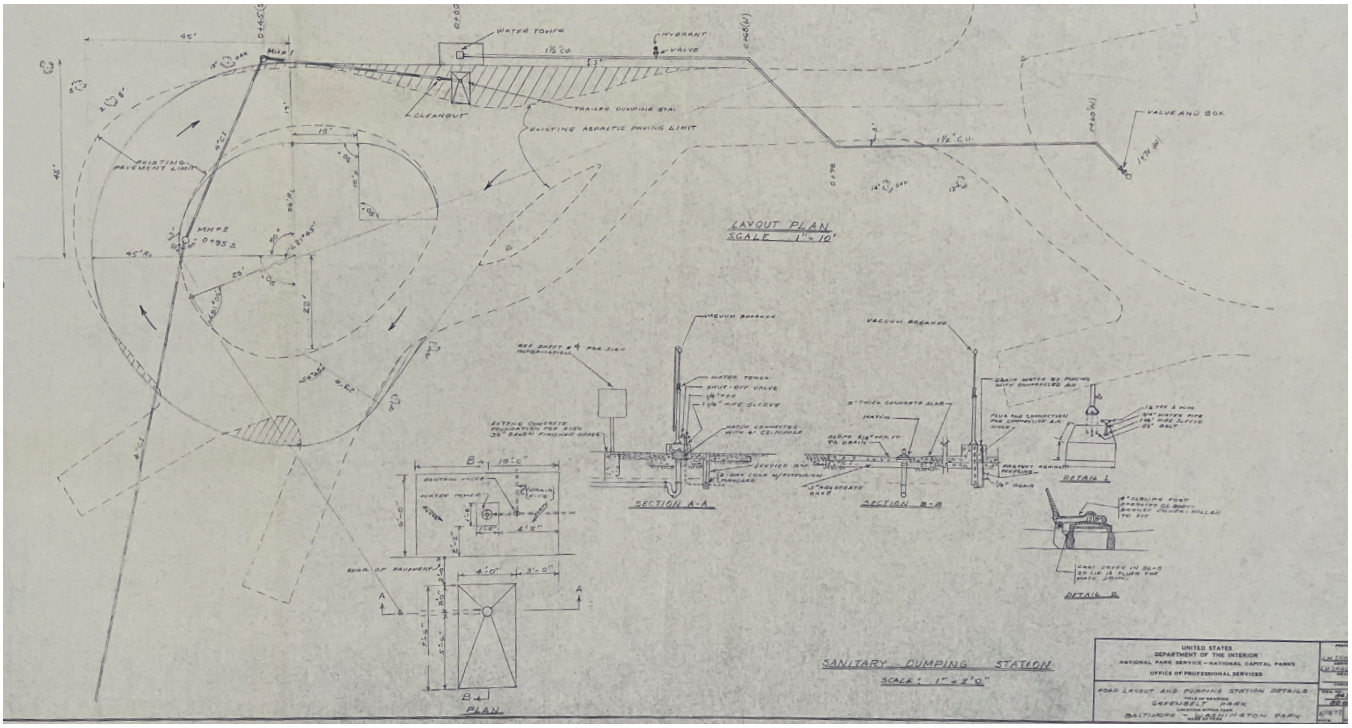


Figure 2-20. 1977 Sanitary Dumping Station at Campground Loop C (source: NACE Archives).

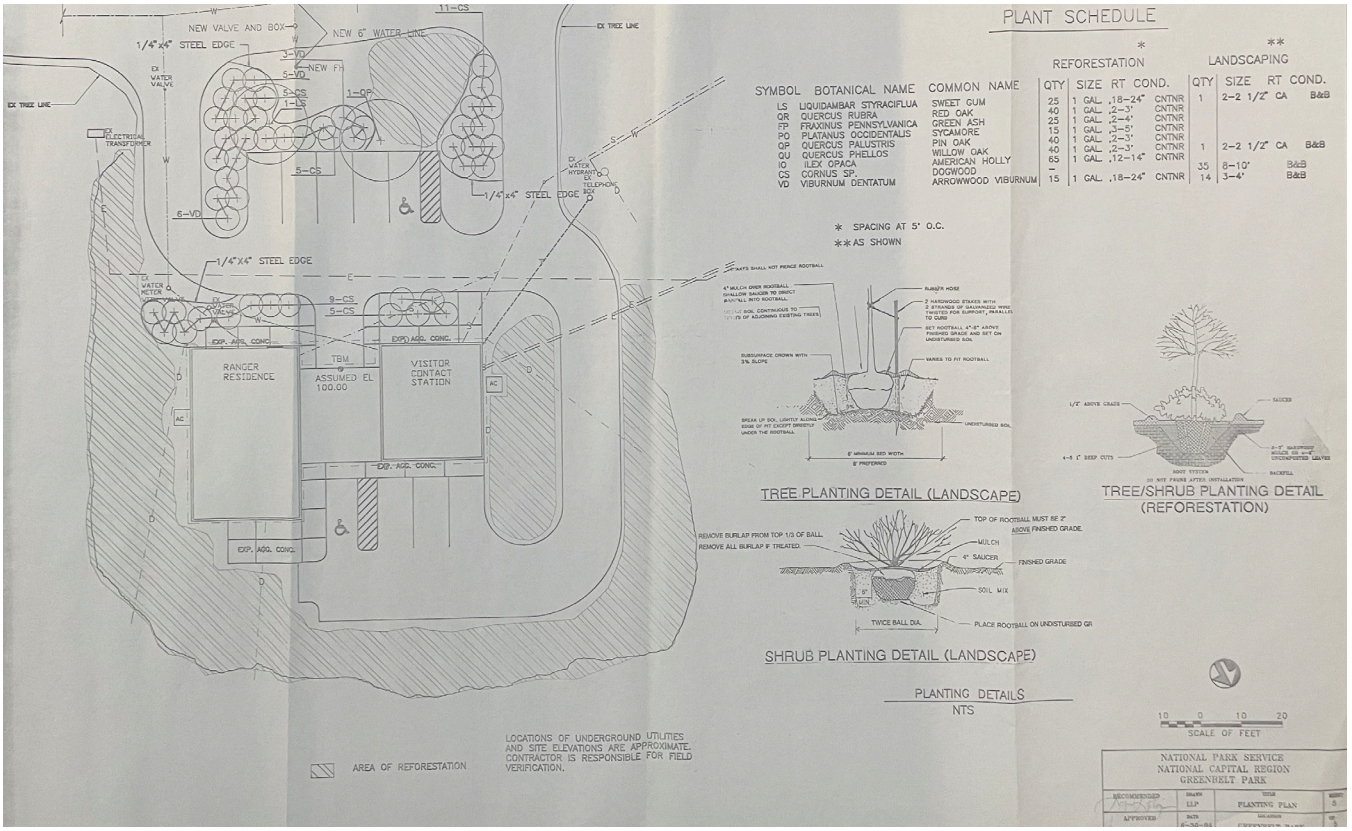


Figure 2-21. 1994 Ranger Station site improvements included asphalt drives and parking, exposed aggregate concrete entrance walks, and tree and shrub plantings (source: GREE Archives).

Chronology

The New Deal and Development of the Town of Greenbelt (1935 to 1956)

The U.S. Resettlement Administration (RA) began acquiring farmland, including present-day Greenbelt Park, in 1935 for what would become the Town of Greenbelt. Greenbelt Park was set aside for temporary recreation use with development potential as the town grew. Identified temporary used included a trailer camp, a picnic area, parking, and facilities for Girl Scouts, Boy Scouts, and 4-H Clubs. [2.28] [2.29]

Initial improvement of the park included camps for Girl Scouts and Boy Scouts within Greenbelt Park in the southwest quadrant of the park. The Girl Scouts of Prince George's County established Camp Conestoga in 1938. The Boy Scouts established Camp Mulligan in the vicinity of Camp Conestoga. Both camps were accessed to the south from Good Luck Road. The Boy Scouts continued to use campsites after a fire destroyed a cabin at Camp Mulligan in 1948.[2.30]

1935 to 1937

The government began buying marginalized farmland, including present-day Greenbelt Park, for the Town of Greenbelt in the spring of 1935 and its first tenants arrived in September 1937. [2.31]

1938

The Girl Scouts of Prince George's County established the fifty-acre Camp Conestoga in the southwest corner of the park. The camp operated on a fourteen-year lease and included at least one log cabin. A water line was added at an unknown time.[2.32]

1948

Fire destroyed a cabin at the Boy Scout's Camp Mulligan. The Boy Scouts continued to use the campsites. [2.33]

1950

The Public Housing Administration transferred the original 1,147 acres of Greenbelt Park to the Department of the Interior for park and recreational purposes. The NPS was responsible for the design, construction, administration, and maintenance of the park. [2.34]

1952

Prince George's County approved the Girl Scouts' request to renew their lease to use Camp Conestoga.[2.35]

1953

The U.S. Park Police assumed jurisdiction and patrol of Baltimore-Washington Parkway and Greenbelt Park.[2.36]

1954

The completed Baltimore-Washington Parkway included a divided four-lane highway with a wide green median and a wooded buffer lined by polychromatic ashlar masonry bridges and walls.[2.37]

1956

The botanical character of National Capital Parks, including Greenbelt Park, was surveyed. The survey noted that trees in Greenbelt Park were mature (over 50 years old) and mostly consisted of pines and oaks. It concluded the park would be an ideal site for campgrounds and organized youth groups.[2.38]

2.28 RK&K, *Greenbelt Park DOE*, 8.
2.29 Robinson, *Historic Resource Study*, 56- 57.
2.30 Robinson, *Historic Resource Study*, 62, 78-79.
2.31 RK&K, *Greenbelt Park DOE*, 8.
2.32 Robinson, *Historic Resource Study*, 61- 62.
2.33 Robinson, *Historic Resource Study*, 62.
2.34 NPS, *1980 Greenbelt Park Information Base*, 139.
2.35 Robinson, *Historic Resource Study*, 61-62.
2.36 Robinson, *Historic Resource Study*, 68.
2.37 Robinson, *Historic Resource Study*, 63-64.
2.38 Robinson, *Historic Resource Study*, 66.

Mission 66 and Parkscape USA (1959 to 1974)

Planning for Greenbelt Park continued through with the establishment of the Mission 66 program. Mission 66 planning and design for Greenbelt Park emphasized conservation (clustered development) and preservation of natural resources. It focused on a modern design aesthetic for buildings, structures, and features but retained the New Deal's naturalistic principle of harmonizing with nature. Buildings, roads, and site features were designed and sited to minimize earthwork and blend final grading with native topography. Native plant materials were used to repair construction scarring and tree removal was minimized. Special attention was focused on the automobile, specifically improving infrastructure to facilitate automobile access.

Recreational and administrative facilities were largely completed between 1961 and 1974 as part of the Mission 66 and Parkscape USA programs. Projects had limited budgets and were planned, designed, and completed in short time frames and designed based on Mission 66 design standards.

Mission 66 improvements included park roads, trails, and parking areas along with three picnic areas, four campground loops, nine comfort stations, U.S. Park Police Substation, and the maintenance area.

1959

The U.S. Congress appropriated funding for the initial stages of Greenbelt Park as part of the Mission 66 program. Development included roads, trails, picnic areas, and comfort stations.[2.39]

The same year a fire near the Girl Scout Camp burned nine acres of Greenbelt Park. The location of the nine acres is not documented.[2.40]

1961

Park Central Road, the main park road on the western parcel, was completed. The road extended from the north entrance of the property and formed a large loop before continuing south to the Good Luck Road entrance. Several parking areas adjacent to the road were included along the northern loop. Development on the North Loop included Holly Picnic Area Comfort Station.[2.41]

Fire destroyed a log cabin in Camp Conestoga that housed the camp office and infirmary. Documentation of building construction is unclear. This cabin may be the same cabin that was on site when the camp opened in 1938 or could be an additional cabin built in 1939.[2.42]

1962

A sewer line, installed along segments of Park Central Road, disturbed streambanks and adjacent areas.[2.43]

1963

The NPS approved the Girl Scouts' request to renew their lease to use Camp Conestoga.[2.44]

1964

Greenbelt Park development included three miles of park roads, parking areas, fifty walk-in temporary campsites at Holly Picnic Area, Holly Picnic Area Comfort Station, Laurel Picnic Area parking, Sweetgum Picnic Area parking, and Maintenance Building. Comfort stations at Laurel and Sweetgum Picnic Areas were under construction.[2.45]

2.39 Robinson, *Historic Resource Study*, 68.
2.40 Robinson, *Historic Resource Study*, 61-62.
2.41 Robinson, *Historic Resource Study*, 69.
2.42 Robinson, *Historic Resource Study*, 78.
2.43 New South Associates, *Archeological Resources*, 23.
2.44 Robinson, *Historic Resource Study*, 78.
2.45 Robinson, *Historic Resource Study*, 13, 72; United States Department of the Interior, National Park Service. *1964 Annual Report of the Regional Director of the National Capital Region*, (Washington, DC: National Capital Region, 1964), 10.

1964 (continued)

More than three acres were cleared in the northern area of the western parcel for a picnic site. Site improvements included grubbing, grading, and placement of topsoil and sod, and concrete and asphalt hardscape, water lines to provide water to picnic areas and campsites, and a drainage system of concrete or brick catch basins, cast-iron grating, covers, frames, and drainpipes. Special care was taken to preserve specimen trees. [2.46]

1965

The Superintendent of Catoctin Mountain Park assumed management of Greenbelt Park. An NPS memorandum noted no improvements or changes in the management of the Girl Scout Camp were planned.[2.47]

The original maintenance building at Greenbelt Park was removed, leveled, and seeded for a playfield. This maintenance building is undocumented and may date to previous ownership of the park. The 1962 proposed development plans included a note to "obliterate existing maintenance yard, road and dump" in the area west of present-day Sweetgum Picnic Area. Utility plans developed the following year indicate the location of a "Maintenance Building (existing)" and "trash area" at the site of present-day Sweetgum Picnic area lawn.[2.48]

Greenbelt Park development included Campground Loops A, B, C, and D; comfort stations at Campground Loop A (one), Campground Loop B (two), Campground Loop C (one), Campground Loop D (two), Laurel Picnic Area (one), and Sweetgum Picnic Area (one); and park roads.

Park roads included concrete gutters and curbs with rough-hewn timber guardrails where needed. Road design was informed by native soils and topography. Roads were largely planned for one-way traffic but were built with widths to accommodate two cars.[2.49]

1965 to 1970

Trails within the west parcel were completed between 1965 and 1970. This included Perimeter Trail, Dogwood Trail, Azalea Trail, and Blueberry Trail.[2.50]

1966

U.S. Park Police Substation was completed and police moved into the building on August 2, 1966. Site improvements included a flagstone terrace with flagpole and bench; footbridge; flagstone walk to the north building entrance; steps and a walk to the south building entrance; a 35-vehicle parking area with lighting set north of the building, a police parking area to the south of the building; a boulder dam in the tributary to the north of the building; and a drainage ditch from the north parking area to the tributary.[2.51]

2.46 Robinson, *Historic Resource Study*, 79-80.

2.47 Robinson, *Historic Resource Study*, 78; Elder-Norquist, Elise, *Catoctin Mountain Park Administrative History Update* (Washington, DC: National Park Service, Resource Stewardship and Science, 2020), 250.

2.48 United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – July 1965*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1965), 3; United States Department of the Interior, National Park Service. *Maintenance Building, Gas Station, and Comfort Station Drawings*, (Washington, DC.: National Capital Office, 1963).

2.49 Robinson, *2006 Historic Resource Study*, 72, 79.

2.50 Robinson, *Historic Resource Study*, 13.

2.51 United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – April 1966,* (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1966), 3; United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – July 1966*. (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1966), 4, 5; United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – June 1966*. (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1966), 6; Duane & Lawrence Architects. *U.S. Park Police Substation – Greenbelt Park*. (Washington, DC.: National Capital Office, 1964).

1966 (continued)

Prince George's County maintenance crews planted seventy-five Virginia pine trees and fifty mountain laurel shrubs on the Greenbelt Park side of Good Luck Road.[2.52]

Improvement of Greenbelt Park campgrounds continued with the placement of a trailer at the campground to serve as a visitor contact station, completion of campground utilities, and site clearing and placement of fireplaces and tables in Loops C and D. Crushed rock drainage wells below spigots in campgrounds were inadequate and quickly filled and overflowed to adjacent roads and campsites.[2.53]

1967

The Federal Highway Administration gained the right of access to Edmonston Road and moved the road west to build a new county highway (Kenilworth Avenue).[2.54]

Greenbelt Park improvements included a group campsite, picnic area, two nature trails, and repairs throughout the park. Group campground improvements included tables, fireplaces, trash receptacles, and pit toilets. Sweetgum Picnic Area improvements included fifteen fireplaces, eight trash can bases, and six picnic tables. 700 cubic yards of fill was placed behind number 8 parking area to create a play area. Field tile and washed gravel was placed below campground spigots to eliminate overflow and subsequent runoff to roads and campsites. Dead and dangerous trees were removed throughout the park.[2.55]

1969

Campfire Circle was completed and used by rangers for night-time programs.[2.56]

The B.F. Saul Company built two high-rise buildings on the Jaeger Tract at the park's western boundary on Kenilworth Avenue. The buildings created a visual encroachment on the park.[2.57]

around 1970

Checking Station was built at the entrance to Campground Road.[2.58]

1974

Auto Shed was built in the maintenance yard adjacent to the Maintenance Building. [2.59]

2.52 United States Department of the Interior, *National Park Service. Superintendent's Monthly Narrative Report – September 1966*. (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1966), 3.

2.53 United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – April 1966,* (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1966), 3; United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – July 1966*. (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1966), 4, 5; United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – June 1966*. (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1966), 6.

2.54 Robinson, *Historic Resource Study*, 81.

2.55 United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – February 1967*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1967), 3; United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – January 1967*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1967), 4; United States Department of the Interior, National Park Service. *Superintendent's Monthly Narrative Report – June 1967*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1967), 4.

2.56 Robinson, *Historic Resource Study*, 85.

2.57 Robinson, *Historic Resource Study*, 69.

2.58 Robinson, *Historic Resource Study*, 87.

2.59 Robinson, *Historic Resource Study*, 87.

Contemporary Alterations (1975 to present day)

Limited development occurred after the end of Mission 66 and Parkscape USA programs. Planning continued through the 1970s. The most ambitious plan for Greenbelt Park was introduced in 1972 with a proposal for a theme park called "The Spirit of America," which was later abandoned.

The NPS successfully acquired portions of the privately-owned Jaeger Tract in 1977 and 1979 but was unable to secure funding for additional phases of park improvement. By 1980, the Westchester Park high-rise and townhouse community was built on the last remaining undeveloped, private land west of Greenbelt Park.[2.60]

Federal budget cuts in the early 1980s left the park without an operating budget for most of the decade. The NPS closed Park Central Road from Good Luck Road to Campground Road to vehicles and retained this segment as a hiking and biking route with parking at the former Good Luck Road entrance. Improvements to administrative facilities included the repair of the interior of U.S. Park Police Substation in 1987 and the establishment of a Park Headquarters by adding a second story to the park's Maintenance Building in 1989. Modifications to picnic areas and campgrounds are largely undocumented but included replacement of Laurel Picnic Area Comfort Station and addition of Ranger Station. [2.61]

1975

Operation and management of Camp Conestoga was transferred from the Girl Scouts' to the National Park Service. Camp Conestoga became known as Camp Sassafras or the group campground.[2.62]

1977

Construction drawings were developed and approved for the sanitary dump station at Campground Loop C. Dates of construction for the sanitary dump station are undocumented.[2.63]

1977 to 1979

The owners of the Jaeger Tract, B. F. Saul, Carl Jaeger, Jr., and others, donated 18.8-acres of their privately-owned property to the National Park Foundation, who then donated the property to the NPS. The NPS cleared the property of trash and debris and gained an additional 9.4 acres to the southwest of the Jaeger Tract in 1979 from B. F. Saul, Carl Jaeger, Jr., and others.[2.64]

2.60 Robinson, *Historic Resource Study*, 87, 88, 90.
2.61 Robinson, *Historic Resource Study*, 96-97, 100.
2.62 United States Department of the Interior, National Park Service. *Annual Report – 1975*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1975), 2.
2.63 United States Department of the Interior, National Park Service. *Construction of Sanitary Dumping Station – Greenbelt Park*, (Washington, DC.: National Capital Office, 1977).
2.64 Robinson, *Historic Resource Study*, 87, 90.

1978
The Youth Conservation Corp (YCC) improved Greenbelt Park's trails and installed and repaired guardrails.[2.65]

Nearly 3,000 participants of the "Longest Walk" occupied the southern half of Greenbelt Park from July 13 to July 29, 1978. Participants stayed at Campground Loops A, B, C, and D, and Camp Sassafras. The U.S. Government provided tents, field kitchens, and other amenities. Participants traveled to Washington, D.C. for marches, rallies, and ceremonies.[2.66] [2.67]

1979
YCC members improved Greenbelt Park trails.[2.68]

1980
Federal budget cuts forced the park to close half of its 174 campsites.[2.69]

after 1982
The NPS closed a portion of Park Central Road following the approval of the 1981 Development Concept Plan Revision. Park Central Road, from Good Luck Road to Campground Road, was closed to vehicles and was retained as a hiking and biking route. A parking area at the former Good Luck Road entrance was built. An upgraded maintenance road provided access between the family and group campground.[2.70]

1983
Park volunteers cleaned and repaired Campground Loop A, placed 25 new grills in Holly Picnic Area, and installed a new movie screen in Campfire Circle.

The original Checking Station was removed and replaced with a new kiosk.

Greenbelt Park maintenance facilities were expanded with the addition of ten additional bays to the equipment shed, a weather break vestibule at the west end of the administrative trailer, and enclosure of three bays in Maintenance Building.[2.71]

1985 and 1993
The NPS authorized the Williams Construction Company to use the Jaeger Site for a temporary dirt landfill in exchange for regrading and stabilizing the tract in 1985. A similar contract was issued in 1993 to Goldin & Stafford, Inc. Both included unsuccessful provisions to control contaminants from entering Still Creek.[2.72]

1987
U.S. Park Police Substation was renovated.[2.73]

Park volunteers work included resetting split rail fences along campground loops, placing split rail fence at the entrance to Horse Trail, and installing exercise equipment along the park exercise trail.[2.74]

2.65 United States Department of the Interior, *National Park Service. Annual Report – 1978*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1978), 25.
2.66 NPS, *Information Base*, 31; Valentine, Paul W. 1978. "Government to Provide Camp Facilities For Indians During 8-Day D.C. Protest." The Washington Post, July 14, 1978.
2.67 More than eighty nations participated in the walk from Sacramento, CA to Washington, D.C. The walk protested "legislation before the U.S. Congress that would abrogate existing treaties and end sovereign relationships between Indian nations and the U.S. Government (NPS, Information Base, 31).
2.68 United States Department of the Interior, National Park Service. *Annual Report – 1979*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1979), 13.
2.69 Robinson, *Historic Resource Study*, 95.
2.70 Robinson, *Historic Resource Study*, 96-97.
2.71 United States Department of the Interior, National Park Service. *Annual Report – 1983*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1983), 3-5, 9, 10.
2.72 Robinson, *Historic Resource Study*, 90.
2.73 Robinson, *Historic Resource Study*, 100.
2.74 United States Department of the Interior, National Park Service. *Annual Report – 1987*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1987, 2,3.

1989

Improvement of administrative and maintenance facilities included construction of an open salt shed, a second-story addition with offices and an entrance vestibule to Maintenance and Administrative Headquarters Building. Stone steps and a boardwalk were built at Maintenance and Administrative Headquarters Building. A permanent Ranger Station was built east of the campground. Ranger Station was constructed as two small structures–a visitor center with administrative offices and a park ranger's residence connected by a breezeway carport.[2.75]

Signs were replaced throughout the park and tree blazes along trails were repainted. [2.76]

Members of the YCC completed nine projects at Greenbelt Park. This included trimming and clearing vegetation, transplanting trees, repairing campsite markers and campground site improvements, rerouting an obsolete section of horse trail, removing an obsolete bridge, installing erosion control along trails, painting nine comfort stations, installing a chain link fence backstop in Sweetgum Picnic Area ballfield, and painting the interior of administrative buildings.[2.77]

1992

Campground Loops A, B, and C, Administrative Office parking area, and Police Parking rear parking area were repaved.[2.78]

1994

Drawings were developed and approved for Ranger Station site improvements. Improvements included removing gravel drives, gravel parking, a shed, and a trailer (likely the temporary trailer used as a ranger station prior to construction of Ranger Station in 1989). Site improvements included new water lines, exposed aggregate concrete paved entrance walks, asphalt paved entrance drives, asphalt paved parking north and south of Ranger Station, and plantings south of Ranger Station. Tree and shrubs species included sweetgum (*Liquidambar styraciflua*), red oak (*Quercus rubra*), green ash (*Fraxinus pennsylvanica*), sycamore (*Platanus occidentalis*), pin oak (*Quercus palustris*), willow oak (*Quercus phellos*), American holly (*Ilex opaca*), dogwood (*cornus sp.*), arrowwood viburnum (*Viburnum dentatum*). Dates for construction of site improvements are undocumented. [2.79]

after 1994

Emergency repair of the faulty pump, pipe, and electrical wiring for operation of sewage pumping station at the U.S. Park Police Substation was completed. Work included excavation of a 24" trench in an area of previous disturbance.[2.80]

1995

Management of Greenbelt Park transferred to National Capital Parks-East.[2.81]

2.75 Robinson, *Historic Resource Study*, 100, 101.
2.76 Robinson, *Historic Resource Study*, 100.
2.77 United States Department of the Interior, National Park Service. *Annual Report – 1989*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1989), 4.
2.78 United States Department of the Interior, National Park Service. *Annual Report – 1992*, (Thurmont, Maryland: Catoctin Mountain Park and Baltimore-Washington Parkway, 1992), 2.
2.79 United States Department of the Interior, National Park Service. *Site Improvements – Ranger Station/Residence*, (Washington, DC.: National Capital Office, 1994).
2.80 NPS, Greenbelt Park PEPC Entries.
2.81 Elder-Norquist, *Catoctin Mountain Park Administrative History Update*, 255.

2000
Girl Scout cabins at Camp Conestoga were demolished and water source was terminated. Stone building foundations remain.[2.82]

2003
Laurel Comfort Station was replaced with a new comfort station after being extensively damaged by erosion. The NPS designed and rebuilt the comfort station according to the original Mission 66 design but increased the size of the building by two feet to meet current ABAAS requirements. [2.83]

2016
Greenbelt Park and Baltimore-Washington Parkway were organized to be managed under a "sub-Superintendent" to the Superintendent of National Capital Parks-East. Organization reverted back to the traditional management structure in 2022.

2019
The open air salt shed was demolished and the new Salt Shed was built to the northeast of Maintenance and Administrative Headquarters Building.[2.84]

Segments of Greenbelt Park's roadways, including Park Central Road, were repaired and a vehicular bridge over Still Creek was replaced. Replacement of the bridge included relocation of a Washington Suburban Sanitary Commission concrete sewer line along the south of the abutment of the bridge.[2.85]

2022
Potential environmental impacts associated with implementing a white-tailed deer management plan for several park units administered by National Capital Parks–East were evaluated, including Greenbelt Park. It was determined the management plan would have no adverse effect on historic properties and archeological resources. The management plan supports long-term protection, preservation, and restoration of native vegetation and cultural landscapes.[2.86]

2022 to 2023
Greenbelt Park trails and picnic areas were temporarily closed after a severe windstorm in July 2022. The NPS removed more than 100 fallen and hazardous trees from the park. Fallen trees remain throughout forested areas after trail and picnic areas were re-opened in March 2023. One section of Perimeter Trail near the southern end of Greenbelt Park remained closed to repair a trail washout.[2.87]

2.82 Robinson, *Historic Resource Study*, 101.
2.83 Robinson, *Historic Resource Study*, 101.
2.84 RK&K, *2019 Greenbelt Park DOE*, 12.
2.85 NPS, Greenbelt Park PEPC Entries.
2.86 United States Department of the Interior, National Park Service. *Finding of No Significant Impact – White-Tailed Deer Management Plan*, (Washington, D.C.: National Capital Parks – East 2022).
2.87 Vaise, Vince. "2022 Greenbelt Park Storm Damage." Greenbelt Park. March 8, 2023. https://www.nps.gov/gree/learn/news/2022-greenbelt-park-storm-damage.htm.

3

Existing Condition and Analysis

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Introduction

This chapter presents the existing condition of the cultural landscape, analyzes integrity according to the Secretary of the Interior's Standards seven aspects of integrity, and presents treatment guidance to inform planning and design for Greenbelt Park.[3.1]

This assessment of Greenbelt Park was undertaken to understand the cultural landscape as a whole; to identify and document qualities that contribute to its historic character, and to identify individual features that contribute to its significance. Site investigations documented the existing condition of the cultural landscape. Existing condition is evaluated using the following criteria. Condition was evaluated during two field investigations conducted in 2022 and 2023.

- Good—Those features that do not require treatment. Only minor or routine maintenance is needed at this time.
- Fair—Some deterioration, decline, or damage is noticeable; the feature may require immediate intervention. If intervention is deferred, the feature will require extensive attention in a few years.
- Poor—Deterioration, decline, or damage is serious; the feature is seriously deteriorated, damaged, or presents a hazardous condition. Due to the level of deterioration, damage, or danger, the feature requires extensive and immediate attention.

This document evaluates Greenbelt Park according to landscape characteristics that include tangible and intangible aspects. These landscape characteristics collectively create the historic character of the park and aid in understanding its cultural significance. The following ten landscape characteristics are included.

- Natural Systems are natural aspects that have influenced the development and physical form of the cultural landscape.
- Spatial Organization is the arrangement of elements creating the ground, vertical, and overhead planes that define and create space, including topography, buildings, and vegetation.
- Land Use is the organization, form, and shape of the landscape in response to land use.
- Cluster Arrangement is the location and organization of buildings, structures, and campsites that define and create space and include topography—the three-dimensional configuration of the landscape surface.
- Circulation are features and materials that constitute systems of movement.
- Topography is the three-dimensional configuration of the landscape surface characterized by features and orientation.
- Buildings and Structures are three-dimensional man-made constructs.
- Views and Vistas create or allow a range of vision which can be natural or designed and controlled.
- Small Scale Features are three-dimensional man-made constructs.
- Archeological Sites are areas containing surface and subsurface remnants related to historic or prehistoric land use.

3.1 United States Department of Interior, National Park Service. *The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.* Washington, DC: Cultural Resource Stewardship and Partnerships, 1996.

Assessment of Integrity

Integrity is the ability of a cultural landscape to convey its significance. Greenbelt Park was assessed to determine if the landscape characteristics that shaped the cultural landscape during the period of significance are present today. Integrity is evaluated according to seven aspects or qualities: location, setting, feeling, design, materials, workmanship, and association.

Greenbelt Park retains integrity through extant features and buildings, cluster arrangement, and circulation. The park remains as originally designed through the Mission 66 program and retains integrity in all aspects: location, setting, feeling, materials, workmanship, design, and association.

Seven Aspects of Integrity[3.2]

Location is the place where the cultural landscape was constructed or a historic event occurred.
The physical environment associated with the development of Greenbelt Park remains in its original location. The park's distinct clusters of development set within the forest remain in original locations.

Setting is the physical environment of the cultural landscape.
The park's historic setting retains integrity with original relationships between the parkway, bounding roads, adjacent development, and Town of Greenbelt remaining as do natural features including the undeveloped forest, Still Creek, Deep Creek, and unnamed streams.

Feeling is the cultural landscape's expression of the aesthetic or historic sense of a particular period of time.
The park retains the original Mission 66 aesthetic of when it was designed and built and conveys a strong feeling of what local and national visitors would have experienced when visiting the park during the period of significance.

Materials are physical elements that were combined or deposited during the period(s) of time and in a particular pattern or configuration to form the cultural landscape.
Contributing features retain materials from their original construction—e.g., timber fences, bulletin boards, signage, and guardrails; trail, road, and walk surface material; and CMU block, board-and-batten siding, and asphalt shingle building materials.

Workmanship includes the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
Contributing features retain the original aesthetic of the Mission 66 and Parkscape USA programs that emphasized a modern design aesthetic for buildings, structures, and features while retaining New Deal naturalistic principles of harmonizing with nature.

Design is the combination of elements to create the form, plan, space, structure, and style of the cultural landscape.
The design of administrative and operation facilities, picnic areas, campground loops, comfort stations, and roads retain integrity. Portions of campgrounds are diminished due to modifications that occurred after the period of significance but do not detract from the overall integrity of design.

Association is the direct link between the important historic event or person and a cultural landscape.
The park retains integrity in association, clearly communicating its connection to New Deal planning and design of the Town of Greenbelt and Baltimore-Washington Parkway and the Mission 66 and Parkscape USA planning, design, and development of administrative, operational, and visitor features.

3.2 NPS. *The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.*

Contributing Features

Contributing features are individual elements or landscape characteristics extant from the period of significance that contribute to the cultural landscape.

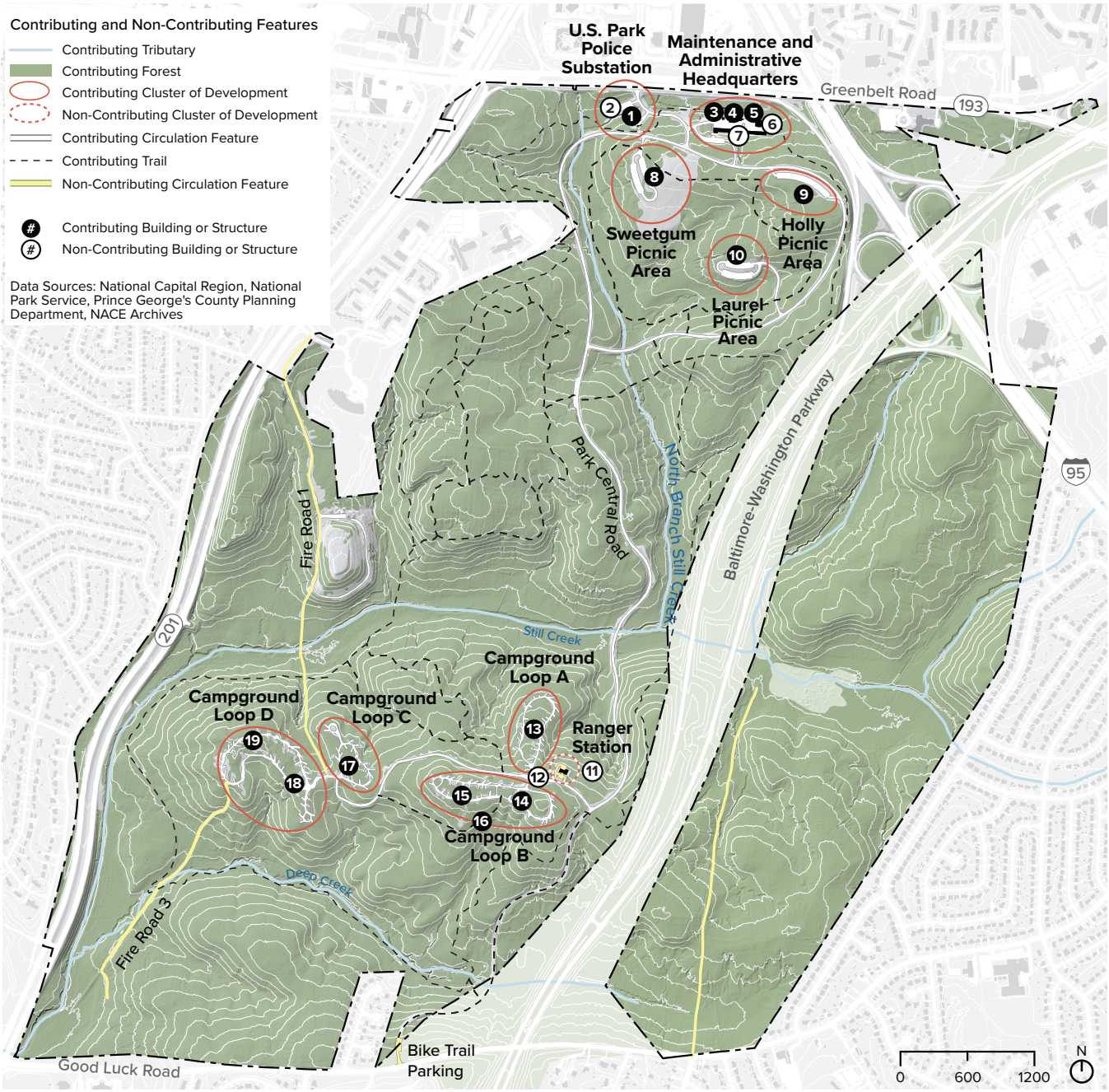
Non-contributing features do not contribute to the cultural landscape either because they were not present during the period of significance, do not relate to the documented significance of the property, no longer possess historical integrity, or are not capable of yielding important information relevant to the significance of the property.

Table 3-1. Contributing and Non-Contributing Features

Feature	Contributing / Non-Contributing
Natural Systems and Features	
Streams	Contributing
Vegetation	Contributing
Spatial Organization	
Relationship between Park Central Road and Clusters of Development	Contributing
Land Use	
Maintenance, Administrative, and Recreational Uses	Contributing
Cluster Arrangement	
U.S. Park Police Substation Cluster	Contributing
Maintenance and Administrative Headquarters Cluster	Contributing
Sweetgum Picnic Area Cluster	Contributing
Holly Picnic Area Cluster	Contributing
Laurel Picnic Area Cluster	Contributing
Ranger Station Cluster	Non-Contributing
Campground Loop A Cluster	Contributing
Campground Loop B Cluster	Contributing
Campground Loop C Cluster	Contributing
Campground Loop D Cluster	Contributing
Circulation	
Main Entrance Road	Contributing
Park Central Road	Contributing
U.S. Park Police Substation Parking	Contributing
U.S. Park Police Park Police Gravel Parking	Non-Contributing
U.S. Park Police Park Police Maintenance Area	Non-Contributing
Maintenance Area Access	Contributing
Greenbelt Maintenance Yard	Contributing
Park Headquarters Parking	Contributing
Park Headquarters Parking Exit Road	Non-Contributing
Sweetgum Picnic Parking	Contributing
Holly Picnic Area Parking	Contributing
Laurel Picnic Area Parking and Access Road	Contributing
Main Entrance Road	Contributing
Park Central Road	Contributing
U.S. Park Police Substation Parking	Contributing
U.S. Park Police Park Police Maintenance Area	Contributing
Maintenance Area Access	Contributing
Park Headquarters Parking	Contributing
Greenbelt Maintenance Yard	Contributing
Sweetgum Picnic Parking	Contributing
Holly Picnic Area Parking	Contributing
Laurel Picnic Area Parking and Access Road	Contributing
Dogwood Nature Trail Parking	Contributing
Ranger Station Parking	Non-Contributing
Campground Road	Contributing
Loop A Road	Contributing
Loop B Road	Contributing
Loop C Road	Contributing

Table 3-1. Contributing and Non-Contributing Features (continued)

Feature	Contributing / Non-Contributing
Loop D Road	Contributing
Fire Road 1	Non-Contributing
Fire Road 2	Non-Contributing
Fire Road 3	Non-Contributing
Bike Trail Parking	Non-Contributing
U.S. Park Police Substation Pedestrian Circulation	Contributing
Maintenance and Administrative Headquarters Walks	Non-Contributing
Sweetgum Picnic Area Comfort Station Walks	Contributing
Holly Picnic Area Comfort Station Walks	Contributing
Laurel Picnic Area Comfort Station Walks	Contributing
Ranger Station Walks	Non-Contributing
Campground A Comfort Station Walks	Contributing
Campground B Comfort Station Walks	Contributing
Campground B with Shower Comfort Station Walks	Contributing
Campfire Circle Path	Contributing
Campground C with Shower Comfort Station Walks	Contributing
Campground D Comfort Station Walks	Contributing
Campground D with Shower Comfort Station Walks	Contributing
Perimeter Trail	Contributing
Azalea Trail	Contributing
Blueberry Trail	Contributing
Dogwood Trail	Contributing
Bike Trail	Contributing
Topography	
Topographic Landforms	Contributing
Buildings and Structures	
U.S. Park Police Substation	Contributing
U.S. Park Police Substation Trailer	Non-Contributing
Gas House	Contributing
Auto Shop	Contributing
Maintenance Storage Shed / Maintenance Sign Shop	Contributing
Salt Shed	Non-Contributing
Maintenance and Administrative Headquarters	Non-Contributing
Sweet Gum Picnic Area Comfort Station	Contributing
Holly Picnic Area Comfort Station	Contributing
Laurel Picnic Area Comfort Station	Contributing
Ranger Station	Non-Contributing
Checking Station	Non-Contributing
Campground A Comfort Station	Contributing
Campground B Comfort Station	Contributing
Campground B w/shower Comfort Station	Contributing
Campfire Circle	Non-Contributing
Campground C Comfort Station	Contributing
Campground C w/Shower Comfort Station	Contributing
Campground D Comfort Station	Contributing
Campground D w/Shower Comfort Station	Contributing
Views and Vistas	
Views to U.S. Park Police Substation	Contributing
Views from Visitor Use Areas	Contributing
Small Scale Features	
U.S. Park Police Substation Features	Non-Contributing
U.S. Park Police Substation Stone Walls	Contributing
Maintenance and Administrative Headquarters Features	Non-Contributing
Maintenance and Administrative Headquarters Stone Walls	Contributing
Sweetgum Picnic Area Features	Non-Contributing
Holly Picnic Area Features	Non-Contributing
Laurel Picnic Area	Non-Contributing
Ranger Station	Non-Contributing
Campground Loop A	Non-Contributing
Campground Loop B	Non-Contributing
Campfire Circle Path	Non-Contributing
Campground Loop C	Non-Contributing
Disposal Station	Non-Contributing
Campground Loop D	Non-Contributing



Contributing and Non-Contributing Buildings and Structures

1. U.S. Park Police Substation (1966)
2. U.S. Park Police Weight Room Trailer (after 1974)
3. Gas House (1964)
4. Auto Shop (1974)
5. Maintenance Storage Shed / Maintenance Sign Shop (after 1974)
6. Salt Shed (2019)
7. Maintenance and Administrative Headquarters (1964; second story added in 1989)
8. Sweet Gum Picnic Area Comfort Station (1965)
9. Holly Picnic Area Comfort Station (1961)
10. Laurel Picnic Area Comfort Station (1965, 2003)
11. Ranger Station (1989)
12. Checking Station (1983)
13. Campground A Comfort Station (1965)
14. Campground B Comfort Station (1965)
15. Campground B w/Shower Comfort Station (1965)
16. Amphitheater/Campfire Circle (1969)
17. Campground C w/Shower Comfort Station (1965)
18. Campground D Comfort Station (1965)
19. Campground D w/Shower Comfort Station (1965)

Figure 3-1. Contributing and Non-Contributing Features (source: Mundus Bishop, 2023).



Figure 3-2. Natural systems and features retain integrity and contribute to the historic character of the cultural landscape (source: Mundus Bishop, 2023).

Natural Systems and Features

Existing Condition and Analysis

Mission 66 planning and design capitalized on Greenbelt Park's natural systems and features to provide visitors with nature-oriented outdoor experiences while conserving the natural landscape. Forest, streams, and topography shaped the development and character of Greenbelt Park. Mission 66 design for Greenbelt Park prioritized the conservation of natural features by concentrating development in small clusters of development surrounded by forest, designing roads and trails to follow existing topography, setting development within limited areas of nearly level to sloping topography to minimize earthwork, protecting specimen trees, and setting Sweetgum Picnic area within an area of previous development.

Natural systems and features retain integrity and contribute to the historic character of the cultural landscape. Features, including streams and vegetation, that influenced the park's improvement through the Mission 66 and Parkscape USA programs remain and continue to inform park improvement, management, and use.



Figure 3-3. Visitor use areas retain original settings within small clearings of forest and groves of native trees and contribute to the significance of the park (source: Mundus Bishop, 2023).

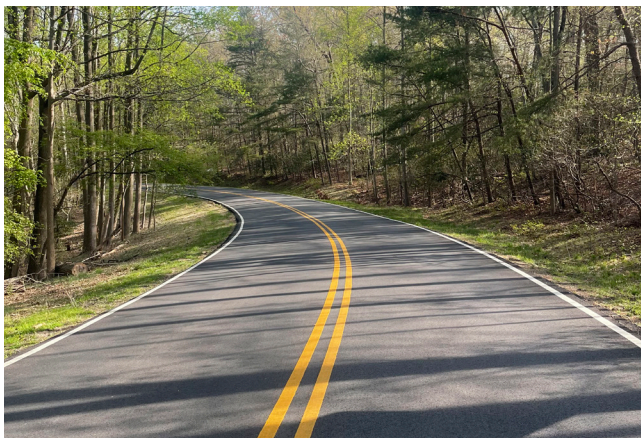


Figure 3-4. Park roads retain original alignments designed to follow the park's topography and contribute to the significance of the park (source: Mundus Bishop, 2023).

Table 3-2. Natural Systems and Features Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing
Streams	Streams throughout Greenbelt Park, including Still Creek, North Branch Still Creek, Deep Creek, and unnamed streams.	Varies	Contributing
Vegetation	Forests, grasslands, meadows, shrubland, wetland, swamps, and bogs of Greenbelt Park.	Varies	Contributing

Physiography

Greenbelt Park is within the Coastal Plain physiographic province of Maryland. The Coastal Plain is characterized by flat to rolling uplands with gentle slopes dissected by streams and rivers in dendritic drainage patterns with sandy bottoms. Greenbelt Park's terrain is sharply dissected and encompasses a series of narrow to medium-width ridges overlooking Still Creek. Elevations range from 25 feet to 200 feet above sea level. Stream valleys are narrow with moderate to steep hillsides.[3.3]

Streams

Primary streams of Greenbelt Park include Still Creek, North Branch Still Creek, and Deep Creek. Still Creek is a second order tributary to the Northeast Branch of the Anacostia River. North Branch Still Creek, Deep Creek, and several unnamed streams are first order tributaries to Still Creek. The streams are primarily sandy-bottomed with interspersed gravel riffles and pools and flow from the north and east to the southwest corner of the park.

Significant streambank and streambed erosion occurs throughout Greenbelt Park. Stormwater runoff from the impervious areas (within and upstream of the park) and debris jams within streams contribute to erosion. While debris jams provide habitat for fish and benthic macroinvertebrates, the frequency of jams threatens stream channel stability and increases erosive forces along streambanks.

Stormwater

Stormwater runoff from roads, parking areas, and campgrounds contributes to erosion along hillsides and trails. Concentrated flows from stormwater outfalls and stormwater inlets clogged with organic debris impact trails and create concentrated flow paths and eroded rills and gullies along hillsides. Still Creek water quality is impacted by erosion, rilling, and salt and other pollutants from the Maintenance Area.



Figure 3-5. Erosion of North Sill Creek and deer browse understory along Azalea Trail impacts the condition of stream and vegetation (source: Mundus Bishop, 2023).





Figure 3-6. Concentrated flows from stormwater outfalls filled with organic debris (top image) at Sweetgum Picnic Area parking area create eroded rills along hillsides (bottom image) (source: Mundus Bishop, 2023).

3.3 New South Associates, *Archeological Resources Identification Survey, Construction of New Bridges Over Still Creek and Rehabilitation of Roads and Parking Areas, Greenbelt Park* (Sterling, Virginia: Federal Highway Administration, 2012), 7.



Figure 3-7. Forests contribute to the significance of the park. Forest condition is impacted by deer browse and a destructive 2022 tornado (source: Mundus Bishop, 2023).

Vegetation

Vegetation is primarily characterized as second-growth forest with areas of wetland and meadow. Uplands are dominated by oak, sweetgum, and tuliptree forest communities, oak-pine forest communities, and to a smaller extent Virginia pine forest communities. Forested floodplains and wetlands adjacent to stream channels are dominated by maple-sweetgum and maple-blackgum forest communities.

The NPS has documented a Magnolia Bog, classified as a seepage wetland, within Greenbelt Park. Magnolia Bog is an exceedingly rare wetland type endemic to the Washington, D.C. region.

Factors impacting plant communities include invasive species, human disturbance, and deer browse. Overstory vegetation forms a dense canopy and assists in preventing the establishment of shade-intolerant invasive species throughout the park.

Invasive species are established along forest edges, within gaps in the overstory, and where human activity (e.g., walking trails, picnic areas, etc.) provide points of entry and routes for spreading invasive species.

Common invasive species include Japanese stiltgrass (*Microstegium vimineum*), Japanese barberry (*Berberis thunbergii*), and Japanese honeysuckle (*Lonicera japonica*) with small patches of wavyleaf basketgrass (*Oplismenus undulatifolius*).

Vines are common along canopy edges. Non-native vines may cover the crown of trees and block light from reaching the leaves in addition to adding undesirable weight to the crown. Deer browse of seedlings, saplings, and other emergent vegetation occurs throughout the park and inhibits the growth of understory trees, shrubs, and ground vegetation, leads to compromised understory communities, and impacts regeneration of future canopy growth.

Greenbelt Park represents one of a few large open spaces that remain intact within the Anacostia River Watershed. Greenbelt Park contributes to the protection of water quality in the Anacostia River Watershed and provides critical habitat for bird and wildlife species.

Spatial Organization

Existing Condition and Analysis

Mission 66 planning and design organized three distinct areas of development into well-defined complexes organized by use and function along Park Central Road. Greenbelt Park was organized with maintenance and administrative uses near the primary park entrance with visitor use areas—picnic areas and campgrounds—organized along parking areas and secondary roads accessed from Park Central Road. Clusters of development were surrounded by natural areas and connected by Park Central Road and trails.

Spatial organization retains a high level of integrity as planned, designed, and built by Mission 66/ Parkscape USA programs. Greenbelt Park's original organization of well-defined areas of development surrounded by natural areas and connected by Park Central Road remain and contribute to the significance of the park.

Greenbelt Park is bisected by the Baltimore-Washington Parkway with park development set west of the parkway. The spatial organization of the cultural landscape is arranged along Park Central Road with clusters of park development organized and accessed directly from the road. U.S. Park Police Substation is set prominently near the park's entrance with the Maintenance and Administrative Headquarters set nearby out of public view. Park Central Road forms a loop south of Maintenance and Administrative Headquarters to define a day use area with three picnic areas and trails connecting the sites. Four campground loops are set along Campground Road.

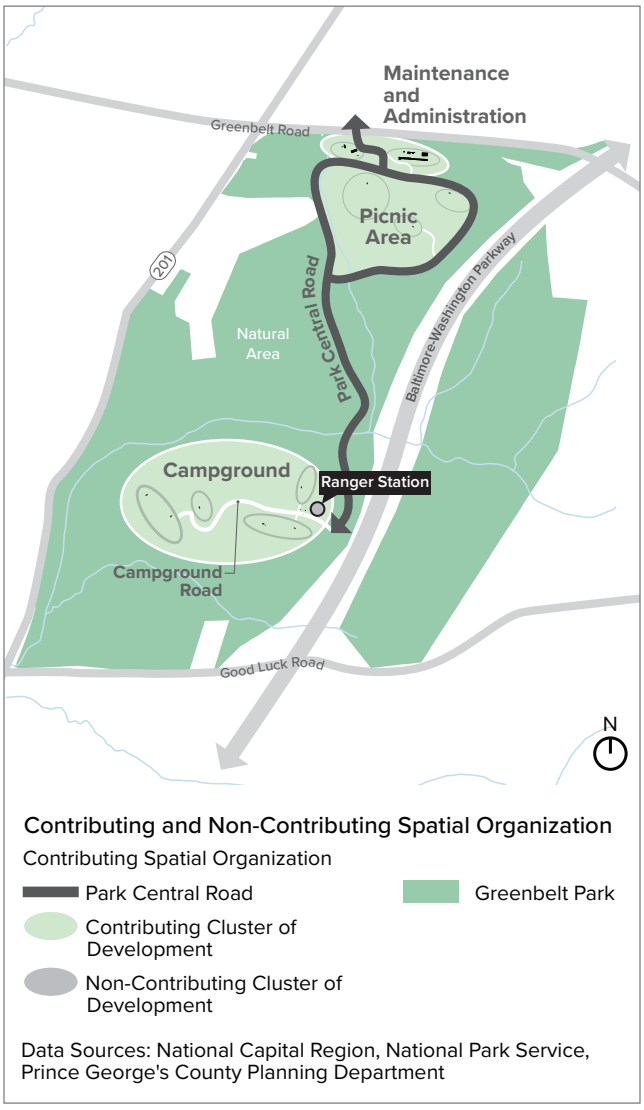


Figure 3-8. Spatial organization contributes to the significance of the park (source: Mundus Bishop, 2023).

Table 3-3. Spatial Organization Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing
Relationship between Park Central Road and Clusters of Development	Design of the park, arranged linerally along Park Central Road.	Good	Contributing

Land Use

Existing Condition and Analysis

Mission 66 planning for Greenbelt Park organized facilities by use, separating visitor and maintenance and administrative uses. Maintenance and administrative uses were set at the north entrance to Greenbelt Park with visitor uses located to the south.

Land use retains a high degree of integrity as planned, designed, and built by Mission 66/ Parkscape USA programs. Land use related to the park's development during period of significance as a recreational park and maintenance/administration headquarters remain with minor modifications related to the removal of Camp Conestoga in 2000.

The NPS continues to own and manage Greenbelt Park for recreational, administrative, and maintenance uses as it has since the period of significance. Maintenance and administrative uses at the entrance to the park include U.S. Park Police Substation and the park's maintenance and administrative headquarters. Recreational day and overnight uses are south of maintenance and administrative uses and include recreation, picnicking, gathering, trails, camping, interpretive and educational programming, and visitor contact.

Natural areas, originally left undisturbed due to their natural resource significance, remain similar to the period of significance. Public access and use within natural areas is restricted to trails.

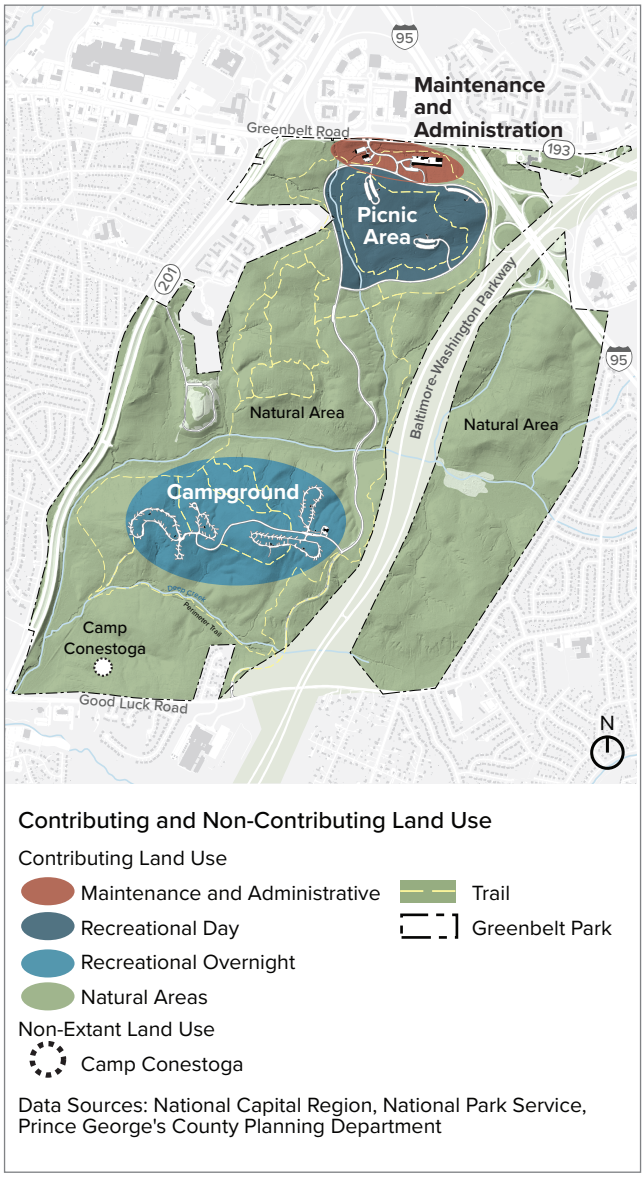


Figure 3-9. Land use contributes to the significance of the park (source: Mundus Bishop, 2023).

Table 3-4. Land Use Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing
Maintenance, Administrative, and Recreational Uses	Maintenance, administrative, visitor, and natural land uses remain defined as distinct areas of development within Greenbelt Park.	Good	Contributing



Figure 3-10. Cluster arrangement contributes to the significance of the park (source: Mundus Bishop, 2023).

Cluster Arrangement

Introduction

Mission 66 planning and design for Greenbelt Park maximized protection of the predominately forested site to provide administrative and visitor facilities in a natural setting. Development included administration, day use, and overnight facilities. Mission 66 planners concentrated development into well-defined complexes surrounded by natural areas and organized by use and function along Park Central Road. These distinct clusters of development were designed to maximize the protection of natural resources and capitalize on existing topography and vegetation for screening. Maintenance and administrative uses were physically and visually separated from visitor uses.

The design of Greenbelt Park as a series of clusters of development to meet specific uses and accommodate a range of facilities embodies the Mission 66 program. This cluster arrangement approach is representative of Mission 66's emphasis on conservation (i.e., clustered development) and preservation of natural resources as the new identity for the NPS. Greenbelt Park's design is a key example of Mission 66's focus on modern design aesthetic for buildings, structures, and features that also retained the naturalistic principle of harmonizing with nature.

The cluster arrangement of Greenbelt Park retains integrity and contributes to the historic character of the cultural landscape with few modifications outside the period of significance. Modifications include the addition of Checking Station in 1983, Ranger Station in 1989, parking areas at U.S. Park Police Substation after 1974, and buildings and parking at Maintenance and Administrative Headquarters after 1974.

This section is organized to present the existing condition and analysis by area of development. This includes the following.

U.S. Park Police Substation 3-18

Maintenance and Administrative Headquarters 3-20

Picnic Area 3-22
- Sweetgum Picnic Area 3-23
- Holly Picnic Area 3-24
- Laurel Picnic Area 3-25

Campground 3-26
- Campground Loop A 3-28
- Campground Loop B 3-30
- Campground Loop C 3-32
- Campground Loop D 3-34

Table 3-5. Cluster Arrangement Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
U.S. Park Police Substation	U.S. Park Police Substation Building, flagstone terrace, and parking areas with modifications after the period of significance (addition of building and structures within the original area of development).	Good	Contributing	18583	4100
Maintenance and Administrative Headquarters	Maintenance and Administrative buildings and yard with modifications after the period of significance (addition of building and structures within the original area of development).	Good	Contributing	90257	1300
Sweetgum Picnic Area	Central parking area, comfort station, two picnic areas with playgrounds, and large sloping lawn.	Good	Contributing	29106	3100
Holly Picnic Area	Picnic area condition is impacted by 2022 tree damage.	Fair	Contributing	21362	3100
Laurel Picnic Area	Picnic area condition is impacted by 2022 tree damage.	Fair	Contributing	29109	3100
Ranger Station	Added after the period of significance.	Good	Non-Contributing	18573	4100
Campground Loop A	Campsites retain integrity—A17, A19, A24.	Good	Contributing	28882	0000
	Campsites retain integrity with conditions impacted by erosion or failing asphalt—A03, A05, A11, A13, A14, A15, A18, A20, A21, A23, A25, A27, A29, A30.	Fair to Poor	Contributing	28882	0000
	Campsites modified after the period of significance with diminished integrity—A01, A02, A04, A06, A09, A12, A16, A22, A26, A28, A31, A32.	Good	Non-Contributing	28882	0000
	Campsites modified after the period of significance with diminished integrity and conditions impacted by erosion or failing asphalt—A01, A06, A25, A26, A31.	Fair to Poor	Non-Contributing	28882	0000
Campground Loop B	Campsites retain integrity—B38, B43, B47, B51, B53, B54, B55, B57, B75, B76, B80, B81.	Good	Contributing	28889	0000
	Campsites retain integrity with conditions impacted by erosion or failing asphalt—B36, B37, B40, B45, B49, B72, B74, B78, B79, B82.	Fair to Poor	Contributing	28889	0000
	Campsites modified after the period of significance with diminished integrity—B44, B46, B48, B50, B56, B59, B60, B63, B65, B66, B68 .	Good	Non-Contributing	28889	0000
	Campsites modified after the period of significance with diminished integrity and conditions impacted by erosion or failing asphalt—B39, B41, B42, B52, B58, B61, B62, B64, B67, B69, B70, B71, B73, B77.	Fair to Poor	Non-Contributing	28889	0000

Table 3-5. Cluster Arrangement Contributing Features (continued)

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
Campground Loop B	Campfire circle was modified after the period of significance; diminished integrity.	Fair to Poor	Contributing	28889	0000
Campground Loop C Cluster	Campsites retain integrity—C88, C90, C91, C93, C95, C96, C97, C98, C99, C100, C101.	Good	Contributing	28897	0000
	Campsites retain integrity with conditions impacted by erosion or failing asphalt—C83, C84, C85, C87, C89, C92, C94, C102, C103, C104, C105, C106.	Fair to Poor	Contributing	28897	0000
	Campsites modified after the period of significance with diminished integrity and conditions impacted by erosion or failing asphalt—C86.	Fair to Poor	Non-Contributing	28897	0000
Campground Loop D Cluster	Campsites retain integrity—D164, D109, D111, D112, D116, D117, D118, D120, D122, D124, D125, D131, D132, D136, D137, D138, D143, D144, D150, D152, D153, D155, D157, D158, D161, D162.	Good	Contributing	28902	0000
	Campsites retain integrity with conditions impacted by erosion or failing asphalt—D107, D114, D115, D123, D149, D154, D163.	Fair to Poor	Contributing	28902	0000
	Campsites modified after the period of significance with diminished integrity—D108, D119, D121, D128, D129, D133, D134, D135, D139, D140, D141, D145, D147, D156, D159, D160.	Good	Non-Contributing	28902	0000
	Campsites modified after the period of significance with diminished integrity and conditions impacted by erosion or failing asphalt—D113, D126, D130, D145, D148, D151.	Fair to Poor	Non-Contributing	28902	0000

Cluster Arrangement—U.S. Park Police Substation

Existing Condition and Analysis

U.S. Park Police Substation was built as part of the Mission 66 development of Greenbelt Park, retains integrity, and contributes to its historic character.

U.S. Park Police Substation is prominently located at the entrance to the park, and located to be visible to visitors as they entered the park from Greenbelt Road. Parking and buildings are oriented parallel to an unnamed stream that divides the site. Mature vegetation obscures historic views to U.S. Park Police Substation. Buildings and walks parallel the main parking area to the west and south. A bridge crosses the streams and provides access from parking to a small terrace and to the building to the south. A gravel parking area and maintenance area enclosed by a perimeter fence is south of the building.

Modifications after the period of significance include the placement of a temporary trailer (U.S. Park Police Weight Room Trailer), gravel parking area, and expansion and addition of storage buildings in the maintenance area after the period of significance.

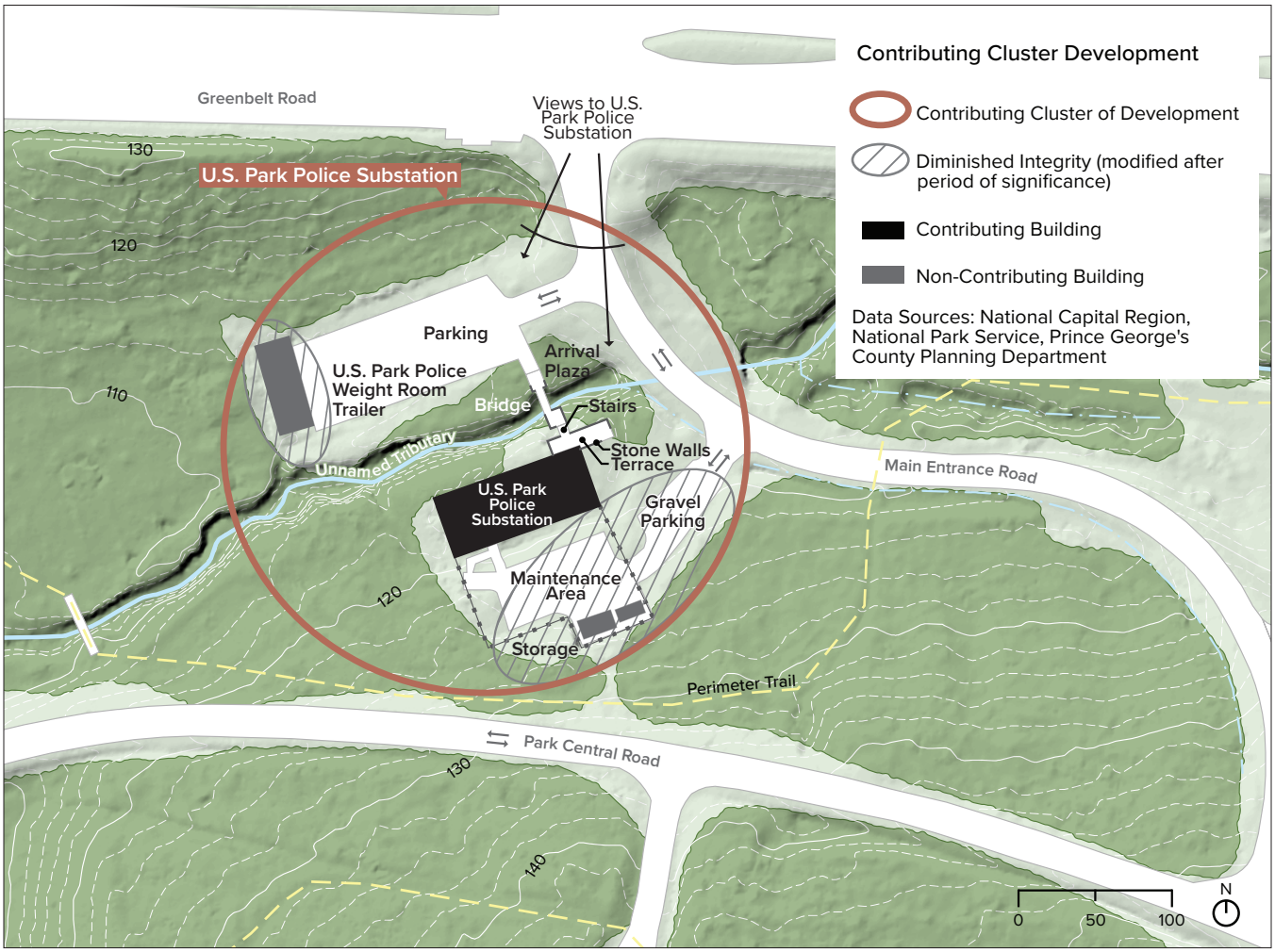


Figure 3-11. U.S. Park Police Substation contributes to the significance of the park (source: Mundus Bishop, 2023).



Figure 3-12. Mission 66 development of U.S. Park Police Substation, 1977 (source: M-NCPPC 1977Grayscale Imagery).



Figure 3-13. U.S. Park Police Substation is prominently set within a small clearing west of Park Entrance Road. A terrace defined by low stone walls marks the main entrance to the building (right) and a secured maintenance area marks the secondary, administrative entrance to the building (left) is set within a clearing (center) (source: Mundus Bishop, 2022).



Figure 3-14. U.S. Park Police Parking and non-contributing Weight Room Trailer (source: Mundus Bishop, 2022).



Figure 3-15. Mature vegetation obscures historic views to U.S. Park Police Substation. (source: left image: NPS, before 1975; right image: Mundus Bishop, 2022).

Cluster Arrangement—Maintenance and Administrative Headquarters

Existing Condition and Analysis

An identified goal of the Mission 66 program included improving the NPS' ability to maintain and service park infrastructure. Maintenance areas provided a centralized location for maintenance facilities, vehicles, equipment, and storage. Maintenance and Administrative Headquarters supported operations of the new park and the Baltimore-Washington Parkway. Maintenance and Administrative Headquarters was established with Mission 66 development of Greenbelt Park and contributes to its historic character.

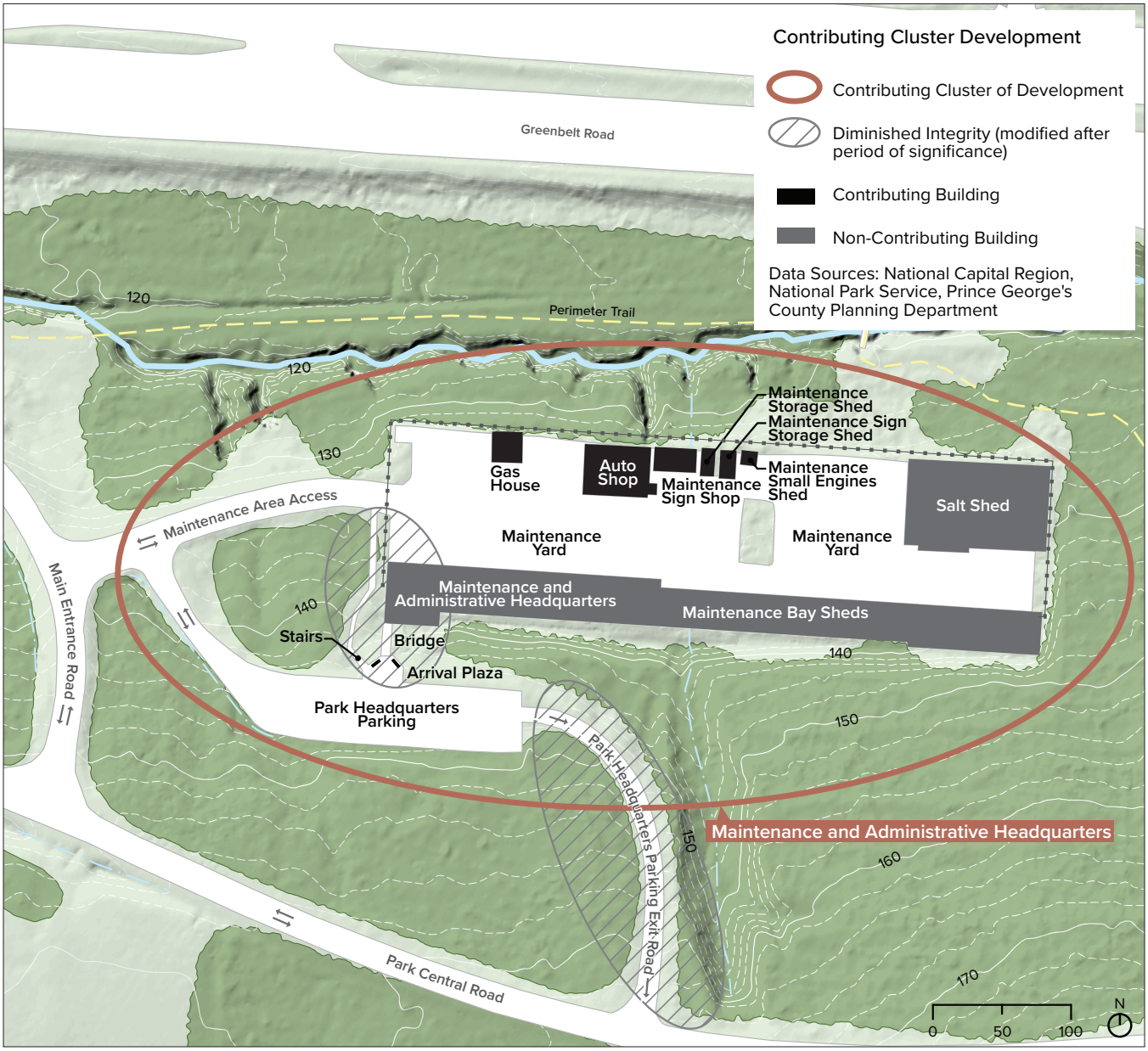


Figure 3-16. Maintenance and Administrative Headquarters contributes to the significance of the park (source: Mundus Bishop, 2023).

Development during the period of significance included the Maintenance and Administrative Headquarters Building, Gas House, Maintenance Storage Shed / Maintenance Sign Shop, and Maintenance Yard. The site has been modified by the additions after the period of significance. These include the addition of maintenance bay sheds, Salt Shed, and second floor of the Maintenance and Administrative Headquarters and associated arrival plaza, bridge, walks, and Park Headquarters Parking Exit Road.

The Maintenance and Administrative Headquarters site is set near the entrance to Greenbelt Park. It is set back from the road with vegetative screening minimizing views from Main Entrance Road and Park Central Road into the site. Maintenance Area Access provides a vehicular route from Park Central Road into Greenbelt Maintenance Yard (on the north) and parking (on the south). The Maintenance Yard is enclosed by fencing on the north, east, and west edges, and buildings and steep topography to the south. From the parking area to the south, topography slopes steeply from an elevation of 146 feet to an elevation of 134 feet at Maintenance Yard. The change in elevation provides on-grade access to the first floor of Park Headquarters at the south elevation and the basement floor at the north elevation.



Figure 3-17. Mission 66 development of Maintenance and Administrative Headquarters, 1977 (source: M-NCPPC 1977 Grayscale Imagery).



Figure 3-18. The contributing Maintenance Yard is defined by the building and chain link fences (source: Mundus Bishop, 2022).



Figure 3-19. The contributing Park Headquarters Parking is set nearly fifteen feet above the elevation of the Maintenance Yard. A non-contributing bridge spans the steep bank to provide access to the main (second floor) entrance to Maintenance and Administrative Headquarters (source: Mundus Bishop, 2022).

Cluster Arrangement—Picnic Area

Existing Condition and Analysis

Picnic Area was built with Mission 66 development of Greenbelt Park. It was organized as a series of discrete clusters within a loop created by Park Central Road. Azalea Trail forms a loop within the interior of Park Central Road and connects the picnic areas—Sweetgum, Holly, and Laurel. Picnic Area is typical of Mission 66 picnic areas where each includes centrally located parking and comfort station. Picnic areas retain integrity with intact historic clusters of development surrounded by forest.

Modifications to Sweet Gum Picnic Area playgrounds and recreational fields are undocumented and likely includes play equipment replacement, changes to the size and extent of play areas, and removal of formalized recreation fields (e.g., ballfield).

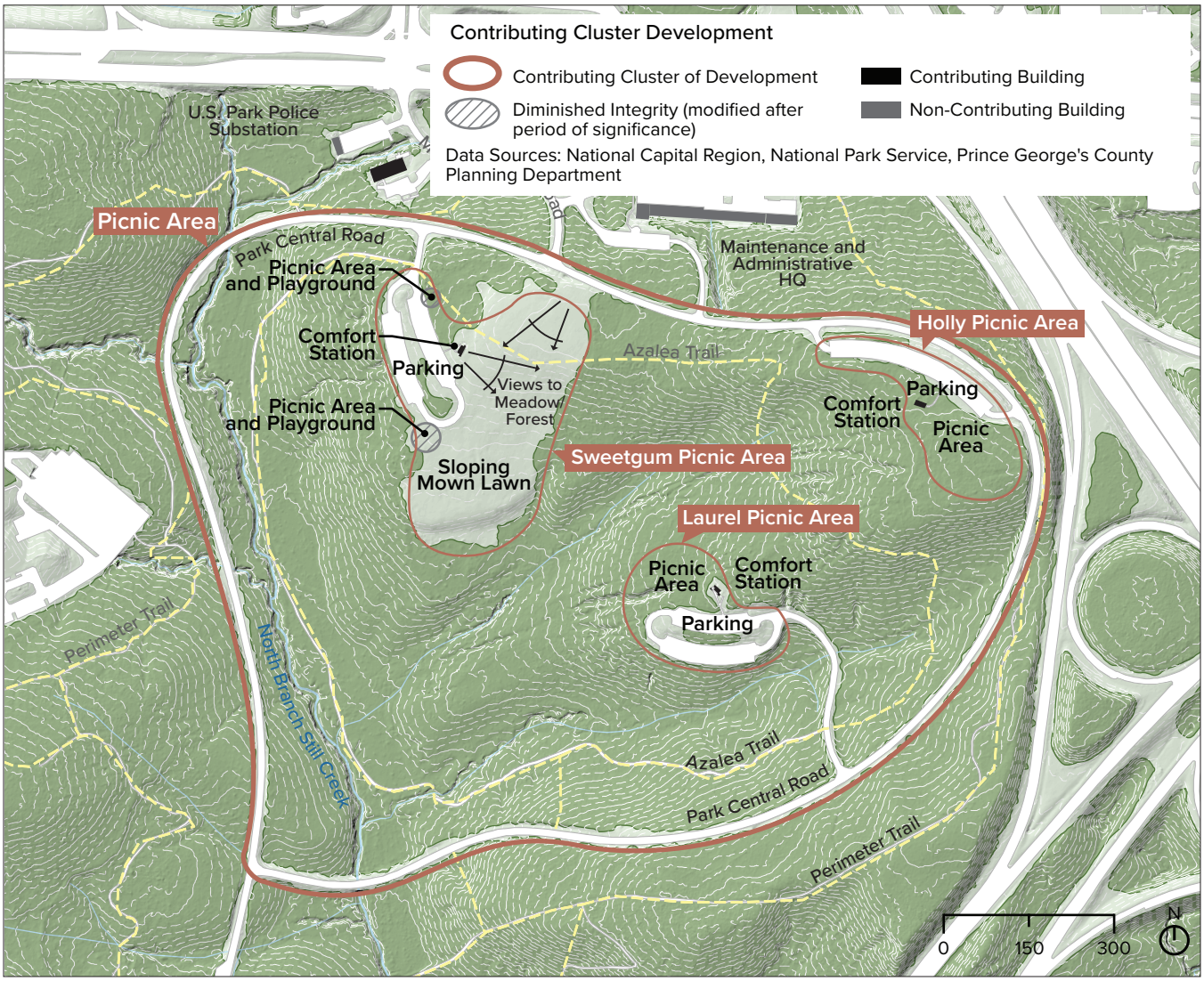


Figure 3-20. Picnic Area contributes to the significance of the park (source: Mundus Bishop, 2023).

Sweetgum Picnic Area

Sweetgum Picnic Area is set in a clearing at the northwest portion of Park Central Road loop. An access road connects Park Central Road to a looped parking area with a central landscaped island between two bays of parking and a comfort station to the east. A walk leads from the parking area to entrances at the north and south façades of the comfort station. Two picnic areas with play areas are set in groves of trees to the northeast and southwest of the parking area. A large mown lawn is set to the east of the parking area with topography sloping nearly forty feet from north to south. Early plans for proposed development indicate the lawn was formerly a maintenance yard and dump. Topography was modified after the removal of these features to create a sloping lawn. The open lawn was modified by the removal of a baseball backstop and field at the south of the lawn at an unknown date.

Sweetgum Picnic Area retains integrity and contributes to the historic character of the cultural landscape. Modifications to Sweet Gum Picnic Area playgrounds and recreational fields are undocumented and likely include play equipment replacement, possible changes to the size and extent of play areas, and removal of formalized recreation fields (e.g., ballfields).

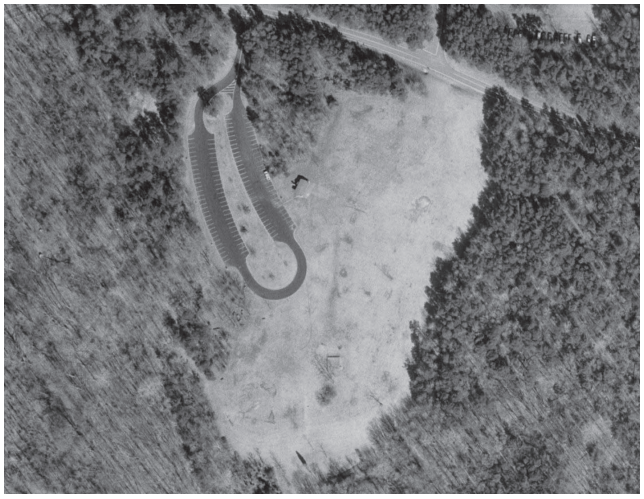


Figure 3-21. Mission 66 development of Sweetgum Picnic Area, 1977 (source: M-NCPPC 1977 Grayscale Imagery).



Figure 3-22. Contributing Sweetgum Picnic Area parking and comfort station are set within a clearing in the northwest portion of the loop created by Park Central Road with a sloping mown lawn to the east (source: Mundus Bishop, 2022).



Figure 3-23. Picnic areas with playgrounds are set in groves of trees north and south of the parking area and contribute to the significance of the park (source: Mundus Bishop, 2022).

Holly Picnic Area

Holly Picnic Area is set in a clearing at the northeast portion of the loop created by Park Central Road. An access road leads to a parking area paralleling Park Central Road with a comfort station and picnic area set in a grove of trees to the south. A walk leads from the parking areas to entrances at the north and south façades of the comfort station.

Holly Picnic Area retains integrity and contributes to the historic character of the cultural landscape.



Figure 3-24. Mission 66 development of Holly Picnic Area, 1977 (source: M-NCPPC 1977 Grayscale Imagery).



Figure 3-25. Holly Picnic Area is set within a grove of trees at an elevation above Park Central Road and contributes to the significance of the park (source: Mundus Bishop, 2022).



Figure 3-26. Holly Picnic Area Comfort Station and picnic areas are set within a grove of trees in close proximity to parking and contributes to the significance of the park (source: Mundus Bishop, 2022).

Laurel Picnic Area

Laurel Picnic Area is set in a clearing at the southeast portion of the loop created by Park Central Road. An access road leads to a parking area with a central landscaped island separating two bays of parking with a comfort station to the north. A walk leads from the parking area to entrances at the north and south façades of the comfort station. A picnic area is set in a grove of trees to the northwest of the parking area.

Laurel Picnic Area retains integrity and contributes to the historic character of the cultural landscape.

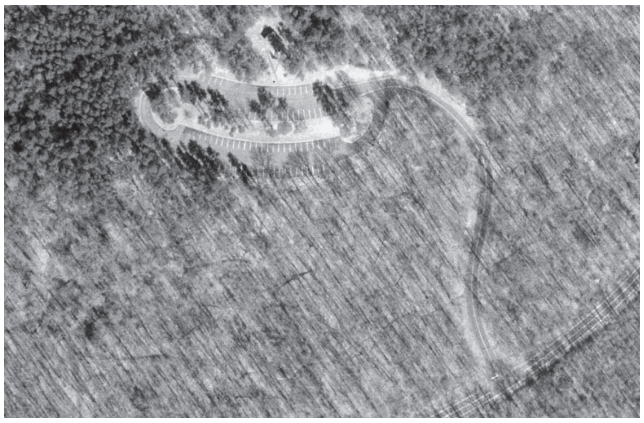


Figure 3-27. Mission 66 development of Laurel Picnic Area, 1977 (source: M-NCPPC 1977 Grayscale Imagery).



Figure 3-28. The contributing Laurel Picnic Area picnic sites are set within a grove of mature trees to the Holly Picnic Area Comfort Station and picnic areas are set within a grove of trees north of parking (source: Mundus Bishop, 2022).



Figure 3-29. The contributing Laurel Picnic Area is located within dense forest with a small clearing for parking. A central landscaped island separates two bays of parking (source: Mundus Bishop, 2022).

Cluster Arrangement—Campground

Existing Condition and Analysis

"Mission 66 campgrounds were typically located in areas within attractive natural settings, near park attractions, and/or connected by vehicular circulation systems and hiking trails, and designed to respond to natural features without causing impacts from the campground development. Typical campgrounds included large, multi-loop road campgrounds; large parking spurs or pull-through turnouts for parking; large campsites; mass-produced picnic tables; and grates/grills at each campsite. Campgrounds included comfort stations and often other amenities such as camp stores, campfire circles, and amphitheaters."[3.4]

Greenbelt Park's Campground was built with Mission 66 development of the park. The Campground was organized as a series of discrete clusters—Campground Loops A, B, C, and D—within small clearings of forest connected by Campground Road. Campground Loops A, B, C, and D are set on relatively flat plateaus defined by steeply sloping hillsides and stream valleys. Campground Loop Roads A, B, C, and D were organized as one-way roads with individual campsites alternating on opposite sides of the road and comfort station(s) centrally located within the loops. Campsites were fit into the landscape and topography where possible.

Greenbelt Park Campground retains integrity as four defined clusters of development arranged as loops along Campground Road. Campground Loops remain intact with campsites arranged in herringbone patterns

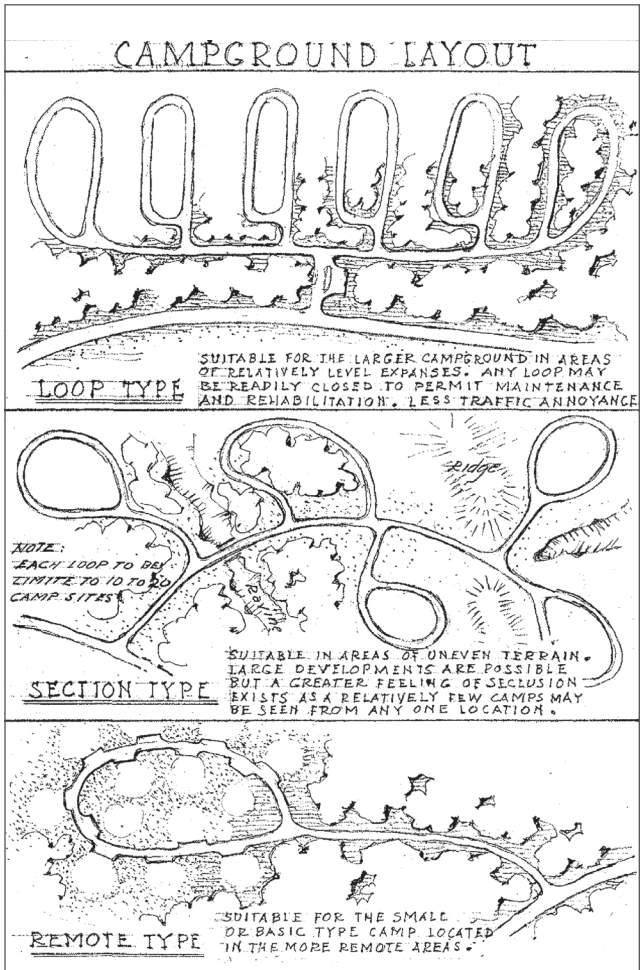


Figure 3-30. Mission 66 campground design built upon principles developed during the New Deal period. This included use of local plant material, indoor/outdoor spaces such as amphitheaters, design campsites as an outdoor home, and guidance developed by E.P. Meinecke, a plant pathologist with the U.S. Forest Service, to confine camping to designated campsites and limit and organize vehicular access within natural areas.

This typical campground layouts, developed by NPS Region Four landscape architects, illustrates Mission 66 guidance to respond to increasing use and larger vehicles while maximizing protection of natural resources (source: United States Department of the Interior, National Park Service. Campground Study – A Report of the Committee to Study Camping Policy and Standards. San Francisco, California: Campground Committee, Region Four, 1959).

3.4 United States Department of Interior, National Park Service. *Historic Mission 66 Campground Treatment Guidelines – Companion to the National Park Service Campground Design Guidelines*, 2.

on opposite sides of roads and centrally located comfort stations.

Modifications to Greenbelt Park's Campground after the period of significance include the addition of campsites, removal of campsites, redesign of historic parking spurs (e.g., conversion of angled to perpendicular parking), and the addition of Ranger Station.

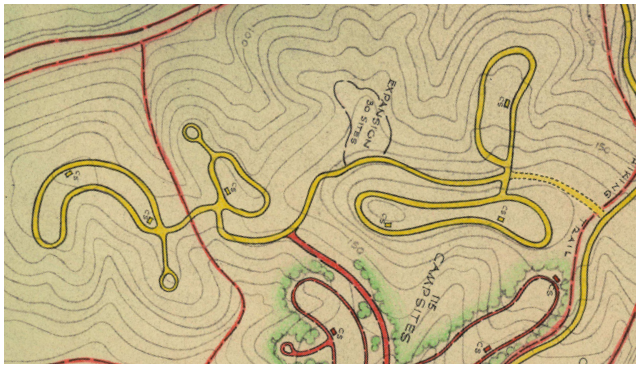


Figure 3-31. 1967 Master Plan for Greenbelt Park illustrating existing (yellow) and future phases (red) of development (source: NACE Archives).

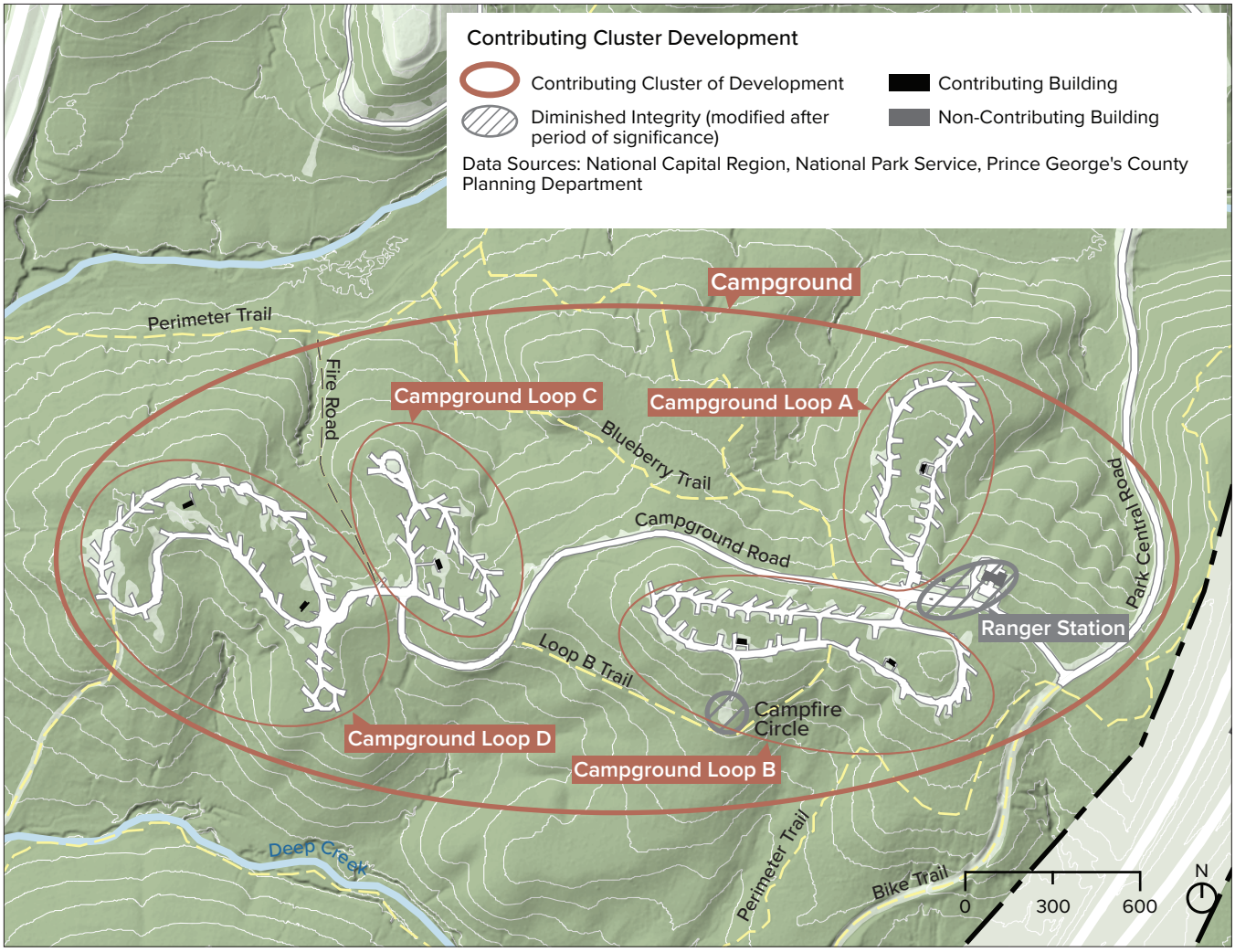


Figure 3-32. Campground contributes to the significance of the park (source: Mundus Bishop, 2023).

Campground Loop A

Campground Loop A is designated for use by scouts, youth, and organized groups and is set at the Campground's northeast edge. Its entrance is marked by directional signage and an announcement board. A short segment of a two-way road is lined by two storage sheds with parking, a dumpster, and Campground Host Site. Two gates mark the entrance and exit of the one-way loop road. One comfort station serves this cluster. The comfort station is set near the center of the loop and is oriented towards the road. Walks lead from the road to building entrances at the building's north and south façades.

Campground Loop A is set on a plateau defined by steep topography sloping downhill to the north, east, west, and south. Campsites are arranged along the

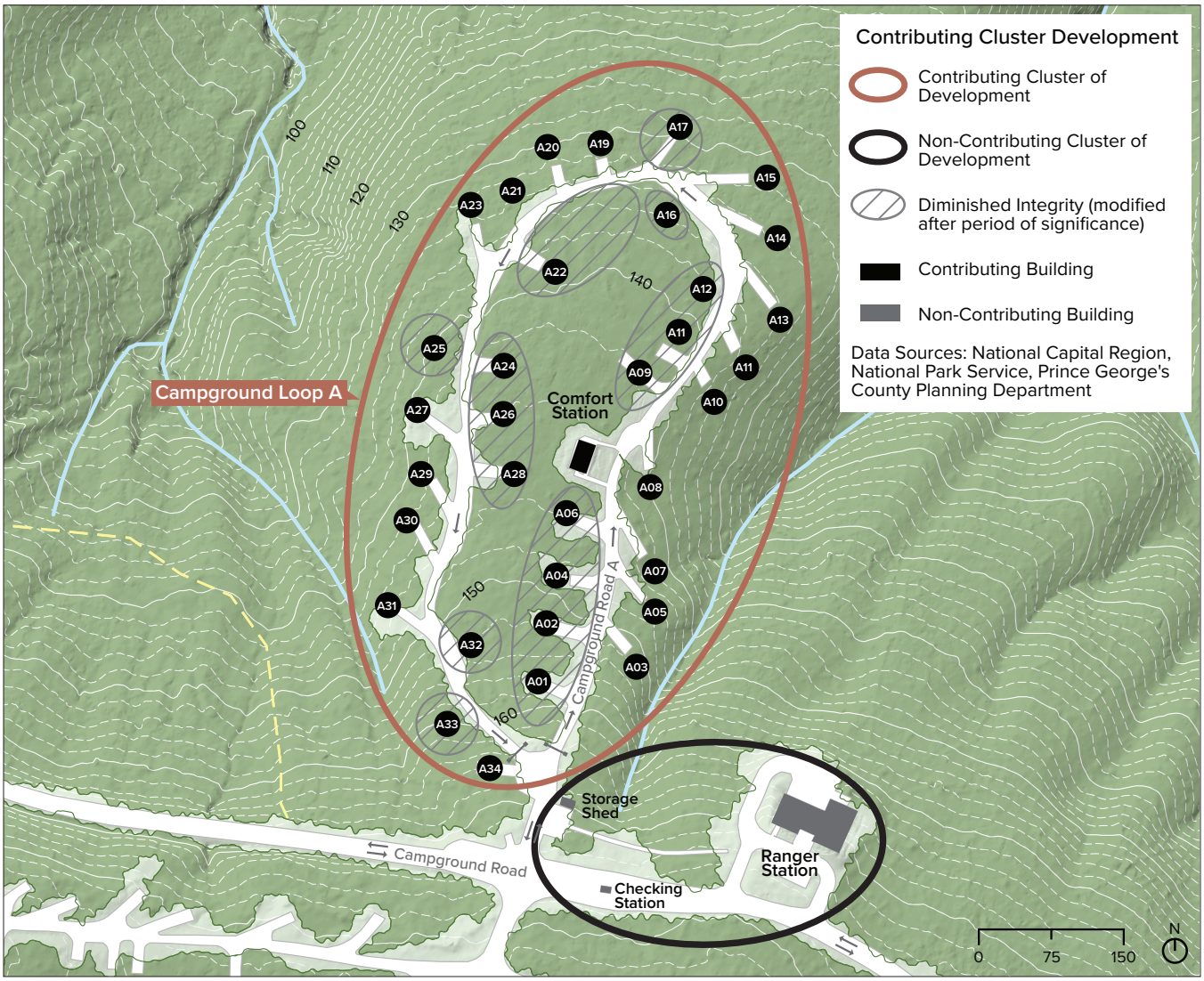


Figure 3-33. Campground Loop A contributes to the significance of the park (source: Mundus Bishop, 2023).

loop road within small clearings. Campsites on the interior of the loop road and near the comfort station are set close together without vegetation or other methods to define campsites.

Campground Loop A includes thirty-three campsites and one host campsite. Several campsites along the exterior of the loop are impacted by erosion (A05, A06, A13, A14, A15, A18, A20, A21, A23) and/or have failing asphalt paving (A01, A02, A04, A06, A09, A22, A26, A27, A29, A30, A31, A34).

Soil compaction at campsites is typical throughout Campground Loop A. Compaction and lack of definition of individual campsites is exacerbated as the number of tents at campsites frequently exceeds campsite capacity.

Campground Loop A retains the original Mission 66 herringbone campsite patterns along the exterior of the loop. This loop has been modified by the enlargement and redesign of spurs to accommodate larger vehicles. Modifications to Campground Loop A appear to include the conversion of angled spurs to perpendicular spurs (A01, A02, A04, A06, A09, A17, A22, A24, A26, A28) and modifications to pull-thru parking spurs (A12, A16, A25, A32, A33).

Campground improvements and additions after the period of significance modified portions of Campground Loop A. However, the campground as a whole retains integrity in all aspects.



Figure 3-34. Original herringbone parking patterns remain along segments of Campground Loop A. Parking patterns are reversed from original back-in spurs (to the right of the road) to perpendicular or pull-in angled spurs (to the left of the road) (source: Mundus Bishop, 2023).



Figure 3-35. Individual campsites along the exterior of the loop (right) are generally better defined by vegetation and physical spacing between sites. Campsites along the interior of the loop (left) are closer together, more open, and lack definition by vegetation (source: Mundus Bishop, 2023).



Figure 3-36. Campsite condition is impacted by failing asphalt (source: Mundus Bishop, 2023).

Campground Loop B

Campground Loop B is at the Campground's southeast edge. Its entrance is marked by directional signage and a gate. A dumpster and Campground Host Site are set near the entrance. Two comfort stations are centrally located in the east and west sections of the loop. The comfort stations are set within small clearings and oriented toward the loop road, facing the south. Walks lead from the road to entrances at the building's east and west façades. Split rail fences define the north edge of the loop road and pull-off ABAAS parking to the south of the road. A path leads from the west comfort station to Campfire Circle set in a small clearing to the south of the loop road.

Campground Loop B is set on a plateau defined by steep topography sloping to the north, east, west, and south. Campsites are arranged along the loop road in small clearings. Campsites on the loop's interior and near comfort stations are set close together without vegetation or other methods defining campsites.

Campground Loop B includes forty-six campsites, one host campsite, and one host parking site. Several campsites are impacted by erosion (B57, B61, B62, B67, B70, B79, B82) or have failing asphalt paving (B36, B37, B39, B40, B41, B43, B45, B49, B51, B52, B58, B62, B64, B69, B70, B71, B72, B73, B74, B77, B78, B79, B82). Several campsites are closed (B36, B49, B57, B61, B66, B69, B71, B73, B77, B79).

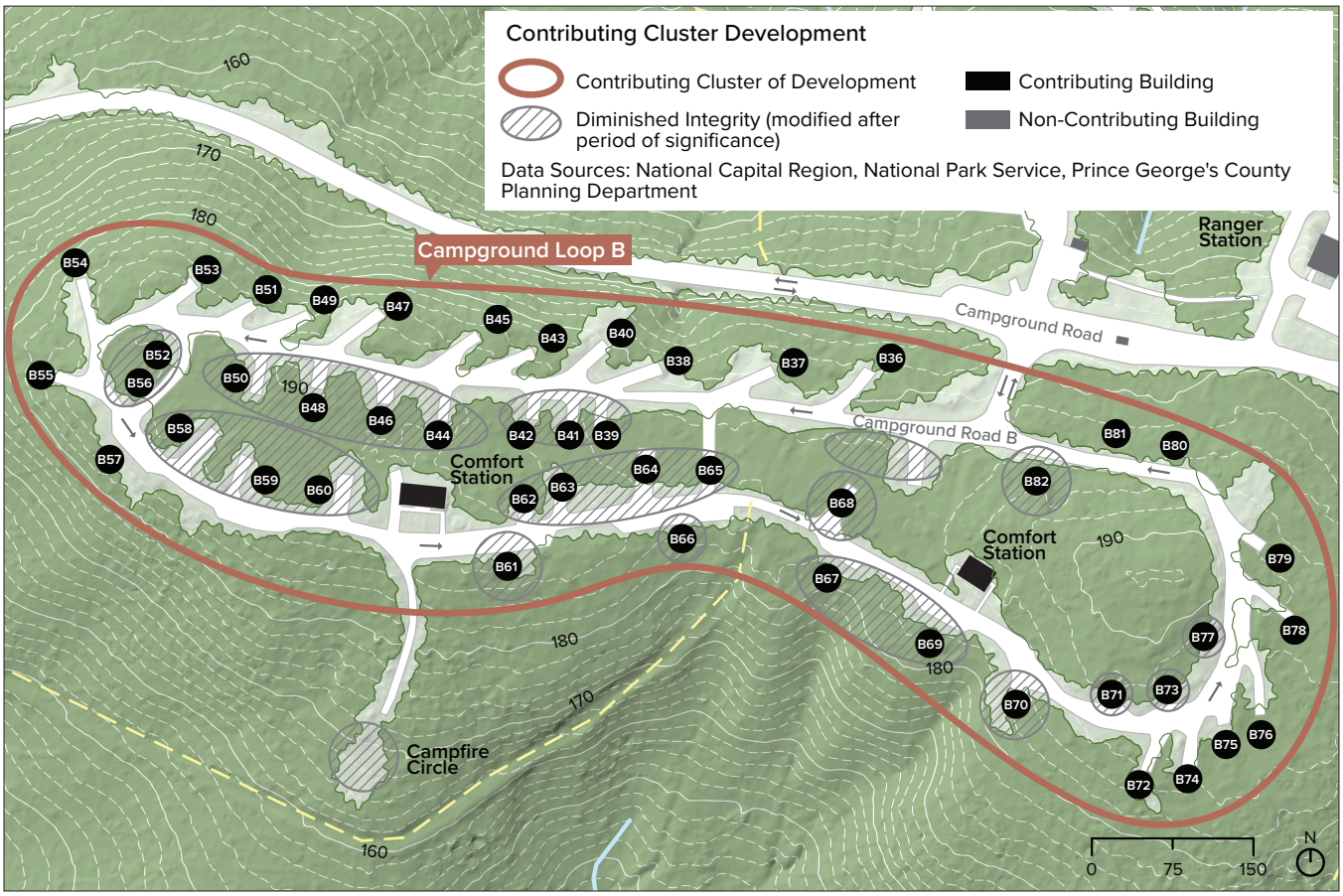


Figure 3-37. Campground Loop B contributes to the significance of the park (source: Mundus Bishop, 2023).

Soil compaction at campsites is typical throughout Campground Loop B. Campsites B68 and B69 are identified as ABAAS campsites but are non-compliant in slope and paving.

Campground Loop B retains the original Mission 66 herringbone campsite patterns along the exterior of the loop. This loop has been modified by the enlargement and redesign of spurs to accommodate larger vehicles. Modifications to Campground Loop B are undocumented but appear to include the change of angled spurs to perpendicular spurs (B39, B41, B42, B44, B46, B48, B50, B52, B56, B58, B59, B60, B62, B63, B64, B65, B82), modifications to pull-thru parking spurs or larger pull-thru parking spurs (B61, B66, B67, B69, B71, B73, B77), and possible additions (B63, B74, B75, B76).

Campground improvements and additions after the period of significance modified portions of Campground Loop B. However, the campground as a whole retains integrity in all aspects.

Campfire Circle

Campfire Circle, set south of Campground Loop B, is accessed by a asphalt paved path leading from Campground Loop B's west comfort station. Set in a small clearing, arched rows of benches are set on a sloping surface and oriented to a projection screen. A campfire ring is set east of the seating area. Campfire Circle was replaced after the period of significance. The original design is undocumented but likely featured a similar arrangement with the short path leading to a small clearing with arced rows of benches centered on a screen and a firepit small campfire with seating.

Significant modifications were made outside the period of significance and Campfire Circle no longer retains integrity as planned, designed, and built by Mission 66/ Parkscape USA programs.



Figure 3-38. Campsites within the interior of Campground Loop B lack definition (source: Mundus Bishop, 2023).



Figure 3-39. Campsites along the exterior of Campground Loop B are better defined than interior campsites (source: Mundus Bishop, 2023).



Figure 3-40. Campfire Circle set within a small clearing (source: Mundus Bishop, 2023).

Campground Loop C

Campground Loop C is near the center of the Campground. Its entrance is marked by directional signage and two gates marking the entrance and exit to the one-way loop road. One comfort station is centrally set within this loop. The comfort station is oriented towards the west. Walks lead from the road to entrances at the building's south and north façades. A disposal station is on the north edge of Campground Loop C on a one-way loop road that also provides access to three campsites. This area is a level site set at the top of a steep hillside.

Campground Loop C is set on a plateau defined by steep topography sloping downhill on the north, east, west, and southwest and sloping uphill on the southeast. Campsites are arranged along the loop road. Campsites along the exterior are set within small

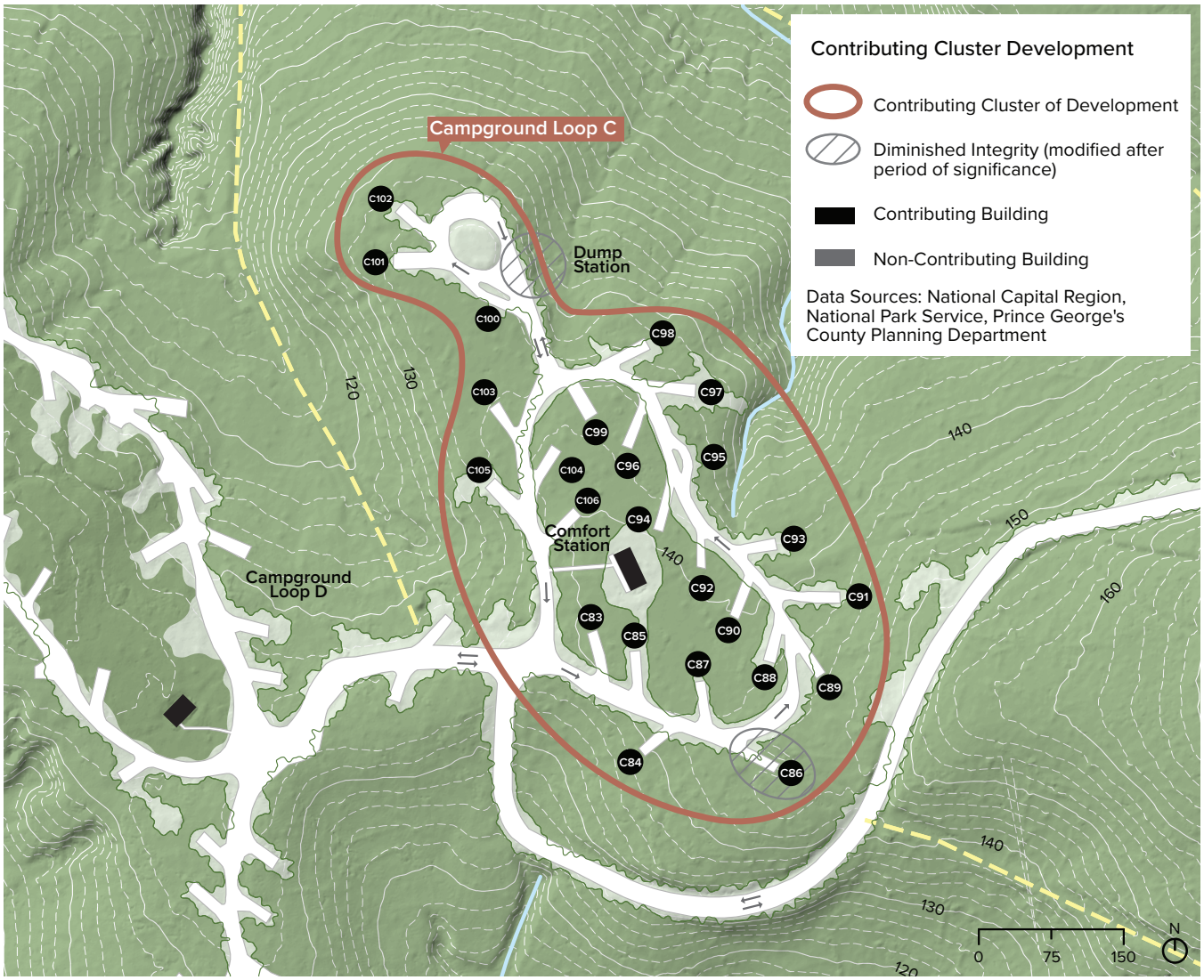


Figure 3-41. Campground Loop C contributes to the significance of the park (source: Mundus Bishop, 2023).

clearings of forest and campsites along the interior set within mown lawn with clusters and individual tree plantings.

Campground Loop C includes twenty-one campsites and one host campsite. Several campsites are impacted have failing asphalt paving (C83, C84, C85, C86, C87, C89, C92, C94, C102, C103, C104, C105, C106).

Soil compaction at campsites is typical throughout Campground Loop C. Campsite C106 is identified as an ABAAS campsite but is non-compliant.

Campground Loop C retains the original Mission 66 herringbone campsite patterns. Modifications were made to the angle and length of campsite spurs. These are undocumented but likely occurred to accommodate larger vehicles.

Disposal Station was added to the Campground Loop C after the period of significance. A change in the one-way directional flow occurred (from clockwise to counterclockwise) at the Disposal Station after the period of significance. Original road alignments and widths were maintained but traffic flow direction was modified to accommodate vehicular access to Disposal Station.

Campground improvements and additions after the period of significance modified portions of Campground Loop C. However, the campground as a whole retains integrity in all aspects.

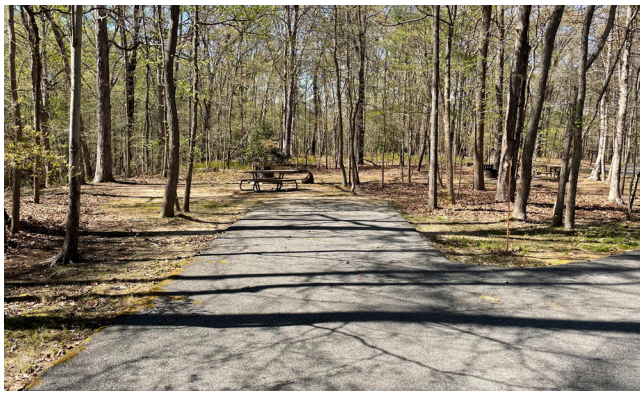


Figure 3-42. Campsites along the exterior of Campground Loop C are clearly defined by vegetation (source: Mundus Bishop, 2023).



Figure 3-43. Campsites within the interior of Campground Loop C lack definition, buffers between campsites, and are impacted by compaction (source: Mundus Bishop, 2023).



Figure 3-44. Several Campground Loop C campsites are set near Campground Road. They lack a vegetative buffer and are highly visible from the road (source: Mundus Bishop, 2023).

Campground Loop D

Campground Loop D is at the Campground's west edge. Its entrance is marked by directional signage, an announcement board, and a comfort station. Two comfort stations are within the northwest and southeast portions of the loop centrally location within each section. The comfort station within the southwest section is oriented to the southeast. Walks lead from the road to the northeast and southwest façades. The comfort station within the northwest section is oriented to the northwest. Walks lead from the road to the building's northeast and southwest façades.

Campground Loop D is set on a plateau defined by steep topography sloping downhill to the north, east, west, and south. Campsites are arranged along the loop road with campsites set in small forest clearings.

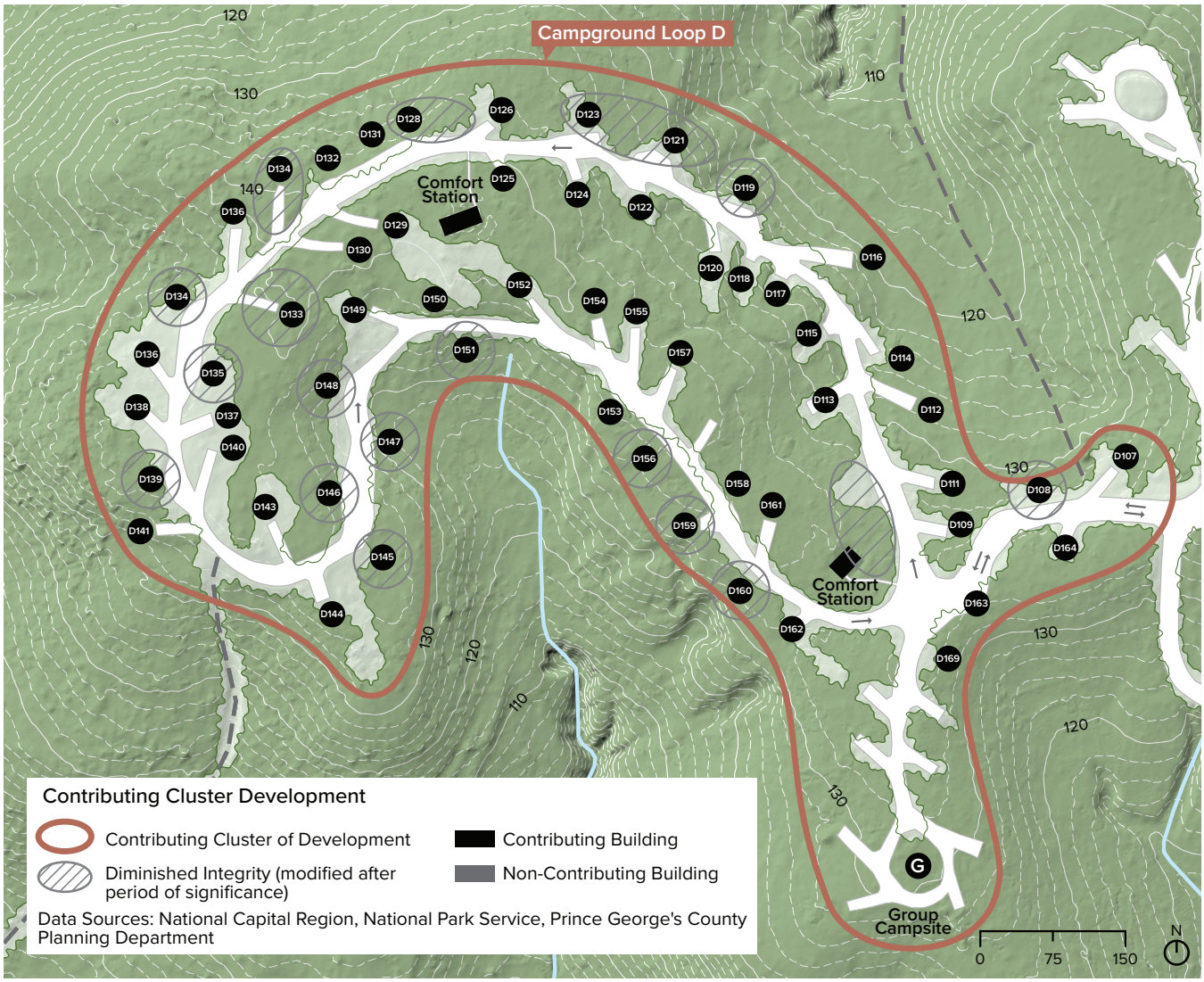


Figure 3-45. Campground Loop D contributes to the significance of the park (source: Mundus Bishop, 2023).

Campground Loop D includes fifty-two campsites, eight group campsites, two host campsites, and one host parking site. Group campsites are located south of the entrance to the loop. Campsites are impacted by erosion (D114, D163) or have failing (heaving) asphalt paving (D115, D130, D149, D151, D154).

Soil compaction at campsites is typical throughout Campground Loop D.

Group campsites and several campsites are closed (D107, D126, D146, D148).

Campground Loop D retains the original Mission 66 herringbone campsite patterns. Modifications to the angle and length of campsite spurs were made. These are undocumented but likely occurred to accommodate larger vehicles (D108, D113, D133, D134, D135, D156, D159, D160) or modifications to pull-thru parking spurs (D119, D121, D123, D128, D135, D139, D146, D148, D151). Several campsites appear to have been added after the initial campground development (D117, D118, D120, D137, D140, D142).

Campground improvements and additions after the period of significance modified portions of Campground Loop D. However, the campground as a whole retains integrity in all aspects.



Figure 3-46. Campground Loop D retains original pull-thru campsites defined by vegetated islands (source: Mundus Bishop, 2023).



Figure 3-47. Enlarged pull-thru campsite without a vegetated island (source: Mundus Bishop, 2023).



Figure 3-48. Campground D retains the original herringbone parking spurs with vegetation between the campsites (source: Mundus Bishop, 2023).



Figure 3-49. Circulation contributes to the significance of the park (source: Mundus Bishop, 2023).

Circulation

Introduction

Mission 66 planning and design of Greenbelt Park's circulation system reflected the program's guidance to minimize visual impacts; enhance the visitor experience; protect the natural setting; and accommodate large vehicles and high volume of traffic and visitors. Circulation features were designed to minimize earthwork and blend with existing topography. Park Central Road connected development areas and provided the organizing structure of Greenbelt Park. [3.5]

Circulation remains as planned, designed, and built by Mission 66/Parkscape USA programs with modifications outside the park's period of significance that minimally impact overall integrity. The historic hierarchy of roads, trails, and walkways supporting visitor, maintenance, and administrative use remains intact. Modifications include the change in use of a segment of Park Central Road from a vehicular road to a hiking and biking trail (Bike Trail) with parking at Good Luck Road; removal of Camp Conestoga roads and trails; removal of a segment of Perimeter Trail east of present-day Bike Trail; removal of a trail along Still Creek; addition of Azalea Trail fitness equipment; and replacement of original exposed aggregate paving at comfort stations and other visitor use areas. Undocumented changes to historic circulation likely include the removal or modifications to historic trail alignments.

This section is organized to present the existing condition and analysis by use.

Vehicular Circulation.....3-42

Pedestrian Circulation.....3-44

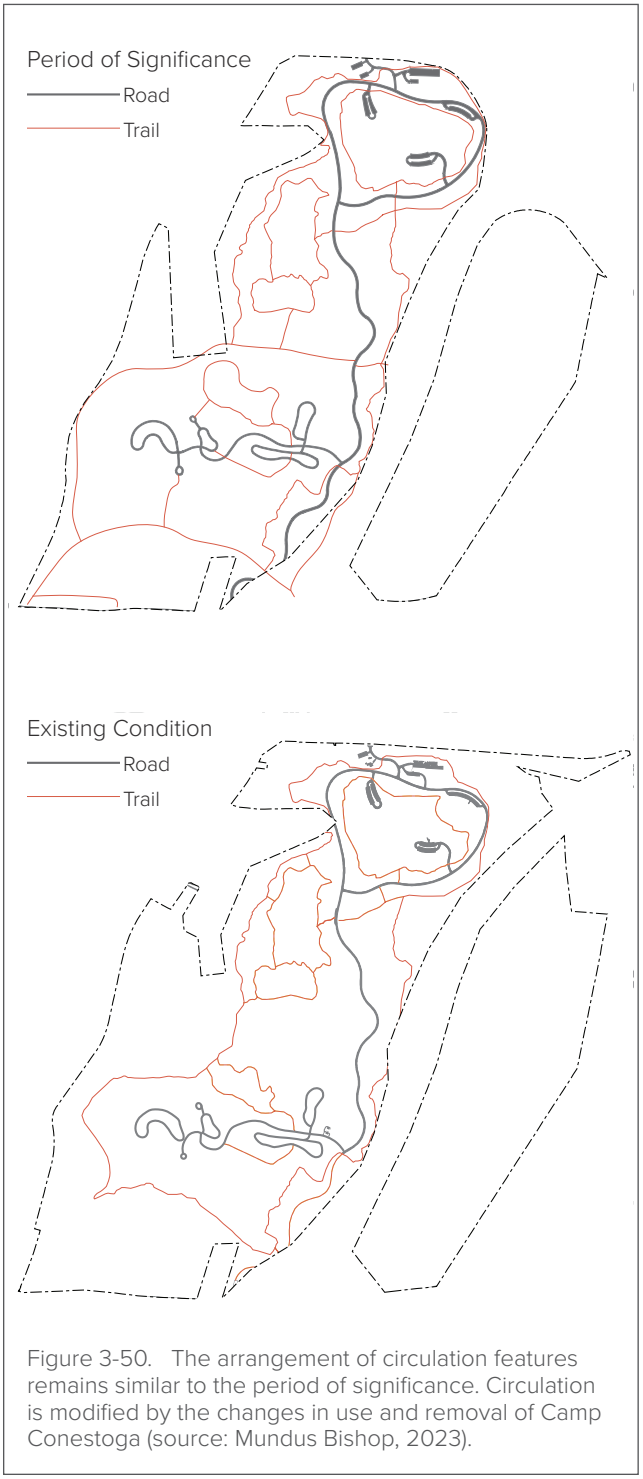


Figure 3-50. The arrangement of circulation features remains similar to the period of significance. Circulation is modified by the changes in use and removal of Camp Conestoga (source: Mundus Bishop, 2023).

3.5 Carr, Ethan, Elaine Jackson-Retondo, and Len Warner. *National Register of Historic Places Multiple Property Documentation Form: Mission 66 Era Resources*, (United States Department of the Interior, National Park Service, 2015), 92.

Table 3-6. Circulation Features Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
Vehicular Features					
Main Entrance Road	20'-0" +/- wide two-way asphalt paved road from Greenbelt Road to Park Central Road with narrow mown shoulders. Segments of the road included drainage swales and wood post-and-beam guardrails. A metal double swing gate is located near the intersection of Main Entrance Road and Park Central Road.	Good	Contributing	52758	1100
Park Central Road	20'-0" +/- wide two-way asphalt paved road from Main Entrance Road to Campground with wide mown shoulders. Segments of the road included drainage swales and wood post-and-beam guardrails.	Good	Contributing	52759	1100
U.S. Park Police Substation Parking	58'-0" by 162'-0" +/- wide asphalt paved parking area with pull-in parking spaces to the north and south, concrete curb and gutters, and perimeter lighting.	Good	Contributing	21416	1300
U.S. Park Police Park Police Gravel Parking	20'-0" by 50'-0" +/- gravel paved parking added after the period of significance.	Good	Non-Contributing	52796	1300
U.S. Park Police Park Police Maintenance Area	40'-0" by 80'-0" +/- asphalt paved parking area enclosed by chain link fence was modified after the period of significance. Asphalt is failing on road to parking area and in fair condition.	Fair	Non-Contributing	52796	1300
Maintenance Area Access	20'-0" +/- wide asphalt paved two-way road from Main Entrance Road to Greenbelt Maintenance Yard with mown shoulders and drainage swales and wood post-and-beam guardrails along segments.	Good	Contributing	52765	1100
Greenbelt Maintenance Yard	475'-0" by 130'-0" +/- asphalt paved parking area with segments of concrete curb and gutters surrounded by chain link fence. Asphalt is failing.	Fair	Contributing	28880	0000
Park Headquarters Parking	46'-0" by 180'0" +/- asphalt paved parking area with pull-in parking to the south and parallel parking to the north with segments of concrete curb and gutters.	Good	Contributing	21417	1300
Park Headquarters Parking Exit Road	12'-0" wide asphalt paved road from Park Headquarters Parking to Park Central Road.	Good	Non-Contributing	21417	1300
Sweetgum Picnic Area Parking	Asphalt paved travel lane forms a loop connecting two bays of pull-in parking (52'-0" by 270'-0" +/-) by with a central vegetated island. Segments of concrete curb and gutters line the parking with inlets at northwest corners of parking bays.	Good	Contributing	90254	1300
Holly Picnic Area Parking	Asphalt paved travel lane with pull-in parking to the north and south with rolled asphalt curbs (52'-0" by 162'-0" +/-).	Good	Contributing	21410	1300

Table 3-6. Circulation Features Contributing Features (continued)

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
Vehicular Features					
Laurel Picnic Area Parking and Access Road	Asphalt paved travel lane forms a loop connecting two bays of head-in parking (52'-0" by 270'-0" +/-) with a central vegetated island. Segments of concrete curb and gutters line parking.	Good	Contributing	29109	3100
Dogwood Nature Trail Parking	Pull-in asphalt paved parking along Park Central Road (24'-0" by 245'-0" +/-).	Good	Contributing	21409	1300
Ranger Station Parking	Asphalt paved parking to the north (49'-0" by 18'-0" +/-) and south (40'-0" by 18'-0" +/-) of Ranger Station. Added after the period of significance.	Good	Non-Contributing	52797	1300
Campground Road	20'-0" +/- wide asphalt paved two-way road from Park Central Road to Campground Loop D Road with narrow mown shoulders, and segments including drainage swales and wood post-and-beam guardrails. Segments of the road are susceptible to washouts during heavy rain events. This includes a section of road south of Loop C Road where asphalt is failing and stormwater erosion is prevalent along the hillside.	Varies	Contributing	52760	1100
Loop A Road	12'-0" +/- wide asphalt paved one-way loop road. Ponding occurs at comfort station.	Good	Contributing	52788	1100
Loop B Road	12'-0" +/- wide asphalt paved one-way loop road.	Good	Contributing	52791	1100
Loop C Road	12'-0" +/- wide asphalt paved one-way loop road. Segment of asphalt are failing.	Poor	Contributing	52792	1100
Loop D Road	12'-0" +/- wide asphalt paved one-way loop road. Road was likely widened after the period of significance. Segments of asphalt are failing.	Poor	Contributing	52793	1100
Fire Road 1	10'-0" +/- wide natural surface service drive from Loop D to the Yeager Tract. Closed to public use.	Varies	Non-Contributing	52772	1100
Fire Road 2	10'-0" +/- wide natural surface service drive from Kenilworth Avenue to the Yeager Tract. Closed to public use.	Varies	Non-Contributing	52782	1100
Fire Road 3	10'-0" +/- wide natural surface service drive from Loop D to Good Luck Road. Closed to public use.	Varies	Non-Contributing	52785	1100
Bike Trail Parking	108'-0" by 18'-0" +/- asphalt paved parking area accessed from Good Luck Road. Added after the period of significance.	Poor	Non-Contributing	52798	1300

Table 3-6. Circulation Features Contributing Features (continued)

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
Pedestrian Features					
U.S. Park Police Substation Pedestrian Circulation	12'-0" +/- wide exposed aggregate concrete paved walks north of the building. Modifications to original walks are undocumented but may include the replacement of flagstone walks with concrete, modifications to walk widths to the north of the footbridge, and replacement of original footbridge materials. Footbridge is in poor condition and sections of concrete are failing. Pedestrian circulation has diminished integrity. Features do not meet current ABAAS requirements.	Varies	Contributing	18583	4100
Maintenance and Administrative Headquarters Walks	4'-0" +/- wide concrete paved walks and ABAAS sidewalk ramp south of building are in fair condition and do not meet current ABAAS requirements. Pedestrian footbridge, and steps south of building are in good condition. Asphalt path west of building is in poor condition.	Varies	Non-Contributing	90257	1300
Sweetgum Picnic Area Comfort Station Walks	2'-0" +/- wide asphalt paved walks and ABAAS sidewalk ramp from parking to comfort station. Original concrete walks remain near comfort station and water fountain. Condition is impacted by failing concrete.	Poor	Contributing	18585	4100
Holly Picnic Area Comfort Station Walks	2'-0" +/- wide asphalt paved walks and ABAAS sidewalk ramp from parking to comfort station. Condition is impacted by failing concrete.	Fair	Contributing	18592	4100
Laurel Picnic Area Comfort Station Walks	2'-0" +/- wide asphalt paved walks and ABAAS sidewalk ramp from parking to comfort station. Segments of original concrete walks may remain. Condition is impacted by failing concrete.	Fair	Contributing	20749	4100
Ranger Station Walks	4'-0" +/- wide exposed aggregate concrete walks. Added after the period of significance.	Good	Non-Contributing		
Campground A Comfort Station Walks	3'-6" +/- wide seeded aggregate concrete paved walks to comfort station. Asphalt replaces original seeded aggregate concrete to the northwest. Condition is impacted by failing concrete.	Fair	Contributing	18586	4100
Campground B Comfort Station Walks	3'-6" +/- wide asphalt and smooth concrete paved walks at entrances replaces original seeded aggregate concrete walks. Condition is impacted by failing concrete.	Poor	Contributing	18588	4100
Campground B with Shower Comfort Station Walks	3'-6" +/- wide asphalt paved replaces original exposed aggregate concrete paved walks. Condition is impacted by failing concrete.	Poor	Contributing	20736	4100
Campfire Circle Path	6'-0" +/- wide asphalt paved walk from Loop B to Campfire Circle. Asphalt is in poor condition.	Poor	Contributing	28889	0000

Table 3-6. Circulation Features Contributing Features (continued)

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
Campground C with Shower Comfort Station Walks	3'-6" +/- wide asphalt paving replaces original exposed aggregate concrete paved walks. Condition is impacted by failing concrete.	Fair	Contributing	18589	4100
Campground D Comfort Station Walks	3'-6" +/- wide asphalt paving replaces original exposed aggregate concrete paved walks. Condition is impacted by failing concrete.	Fair	Contributing	18590	4100
Campground D with Shower Comfort Station Walks	3'-6" +/- wide asphalt paving replaces original exposed aggregate concrete paved walks. Condition is impacted by failing concrete.	Fair	Contributing	20738	4100
Perimeter Trail	5'-0" +/- wide soft surface paved trail forming a loop along Deep Creek and the west, north, east boundaries of the west parcel. Trail includes ten bridges, timber water bars, wood benches, and trail signage. Trail condition is impacted by fallen trees, poor drainage, and erosion.	Varies	Contributing	21358	2100
Azalea Trail	5'-0" to 7'-0" +/- wide soft surface paved trail paralleling the interior of the picnic area loop created by Park Central Road. Trail includes one bridge 30' in length, timber water bars, wood benches, trail signage, and access points from picnic parking areas. Trail condition is impacted by fallen trees, poor drainage, and areas of erosion along the North Branch of Still Creek and unnamed streams. Trail was modified for accessibility and the establishment of a fitness trail near Sweetgum Picnic Area.	Varies	Contributing	21358	2100
Blueberry Trail	5'-0" to 7'-0" +/- wide soft surface paved trail. Lollipop trail with primary access from a west of Loop A and from Perimeter Trail. Trail includes one 13' bridge, timber water bars, wood benches, trail signage, and blue trail blazes on trees along trail. Trail condition is impacted by fallen trees. and erosion.	Varies	Contributing	21358	2100
Dogwood Trail	5'-0" to 7'-0" +/- wide soft surface paved trail. Stacked loop trail with primary access from Dogwood Nature Trail Parking and Perimeter Trail. Trail includes three bridges, timber water bars, timber edging, wood benches, trail signage, and blue trail blazes on trees along trail. Trail condition is impacted by fallen trees, poor drainage, and erosion.	Varies	Contributing	21358	2100
Loop B Trail	5'-0" +/- wide soft surface paving, unmarked trail.	Varies	Contributing		
Bike Trail	10'-0" +/- asphalt surface paving trail with mown shoulders. Segments of asphalt are failing along the trail.	Poor	Contributing	21358	2100

Circulation—Vehicular

Existing Condition and Analysis

Vehicular circulation retains integrity and is generally in good condition. Documented modifications after the period of significance include the change in use of a segment of Park Central Road from a vehicular road to a hiking and biking trail (Bike Trail) with parking at Good Luck Road; removal of Camp Conestoga roads; addition of a gravel parking area and likely expansion of the maintenance area south of U.S. Park Police Substation. Undocumented changes to historic vehicular circulation likely include widening of Campground Loop Roads and the addition, removal, and modification of campsite spurs.

Vehicular Entrances

Vehicular entrances include the park's primary northern entrance at Greenbelt Road and a secondary entrance on the south at Good Luck Road. Good Luck Road was modified after the period of significance with the closing of the southern portion of Park Central Road to vehicular traffic. This entrance serves as trailhead parking.

Parking Areas

Visitor parking is provided at picnic areas, Ranger Station, Good Luck Road Trailhead, Dogwood Trail Trailhead, Ranger Station, comfort stations, and campsites. Restricted parking for administrative use is provided at U.S. Park Police Substation, at Maintenance and Administrative Headquarters, and at Ranger Station. Parking areas remain similar to the period of significance with modifications to historic parking areas for accessible parking and ramps and the addition of parking areas at U.S. Park Police Substation and Ranger Station.

Park Central Road

Park Central Road, a two-way asphalt paved road, provides primary access through the park. Park Central Road includes several culverts that cross North Branch Still Creek and Still Creek, head-in parking at Dogwood Nature Trail Parking, drainage swales, and segments of wood post-and-beam guardrails. The road retains its historic alignment and is in good condition.

Campground Road

Campground Road, a two-way asphalt paved road, provides access from Park Central Road to Campground Loop Roads A, B, C, and D. Campground Road follows the topography of the campground and includes segments of drainage swales and guardrails. The road retains its historic alignment and is generally in good condition. Segments of the road are susceptible to washouts during heavy rain events.

Campground Loop Roads

Campground Loop Roads A, B, C, and D, narrow one-way asphalt paved roads, provide access from Campground Road to campsites. Gates are set at the entrance and exit of each loop to restrict visitor access. Campground Loop Roads retain historic alignment with minor modifications to widths to accommodate larger vehicles. Campground Loop Roads are generally in good condition.

Fire Roads

Fire roads are unpaved, natural surface narrow routes that provide administrative access east and west of Baltimore-Washington Parkway. Documentation does not indicate when Fire Roads were established.



Figure 3-51. Main Entrance Road (source: Mundus Bishop, 2023).



Figure 3-52. Park Central Road (source: Mundus Bishop, 2023).



Figure 3-53. Dogwood Nature Trail Parking (source: Mundus Bishop, 2023).



Figure 3-54. Park Central Road Bridge (source: Mundus Bishop, 2023).



Figure 3-55. Good Luck Road Trailhead (source: Mundus Bishop, 2023).



Figure 3-56. Typical Campground Loop Road (source: Mundus Bishop, 2023).



Figure 3-57. Campground Road (source: Mundus Bishop, 2022).



Figure 3-58. Typical Fire Road (source: Mundus Bishop, 2023).



Figure 3-59. Typical Picnic Area Access (source: Mundus Bishop, 2023).

Circulation—Pedestrian

Existing Condition and Analysis

Pedestrian circulation retains integrity and is generally in good condition. Documented modifications to historic circulation include the change in use of a segment of Park Central Road from a vehicular road to a hiking and biking trail (Bike Trail); addition of Azalea Trail fitness equipment; and replacement of original exposed aggregate paving at comfort stations and other visitor use areas; and accessibility improvements at parking areas, comfort stations, and other visitor use areas.

Modifications to Greenbelt Park's original trail network—Perimeter Trail, Azalea Trail, Blueberry Trail, Dogwood Trail—after the period of significance are largely undocumented. This includes ongoing maintenance for visitor use, realignments to increase trail accessibility and sustainability, and removal of a trail along Still Creek.

Walks

Paved walks provide access to NPS facilities and amenities including U.S. Park Police Substation, Maintenance and Administrative Headquarters, comfort stations, and the Ranger Station. Main entrances to these facilities included small arrival plazas. Original exposed aggregate concrete paved walks to comfort stations are replaced with asphalt but retain original alignments.

Trails

Trails include the Perimeter Trail, Azalea Trail, Blueberry Trail, Dogwood Trail, and Bike Trail. Trails are marked with wayfinding signage and blazes painted on trees. Trail structures include boardwalks and bridges. Trail condition is largely impacted by compaction and erosion. Trails retain integrity and remain similar to the period of significance.



Figure 3-60. U.S. Park Police Substation arrival plaza (source: Mundus Bishop, 2022).



Figure 3-61. Campground Loop A Comfort Station exposed aggregate concrete paved walks (source: Mundus Bishop, 2022).



Figure 3-62. Campfire Circle asphalt paved path (source: Mundus Bishop, 2023).



Figure 3-63. Bike Trail (source: Mundus Bishop, 2022).



Figure 3-64. Perimeter Trail parallels Park Central Road (source: Mundus Bishop, 2023).



Figure 3-65. Perimeter Trail crossing Still Creek (source: Mundus Bishop, 2023).



Figure 3-66. Azalea Trail along North Branch Still Creek (source: Mundus Bishop, 2023).



Figure 3-67. Dogwood Trail and boardwalk (source: Mundus Bishop, 2023).



Figure 3-68. Blueberry Trail (source: Mundus Bishop, 2022).

Topography

Existing Condition and Analysis

Topography shaped the development and character of Greenbelt Park. Mission 66 design for Greenbelt Park prioritized the preservation of natural topography by designing roads and trails to follow existing topography, setting development within limited areas of nearly level to sloping topography to minimize earthwork (e.g. Campground Loops on relatively flat plateaus set above steep hillsides), and setting development on topographic rises for views (e.g. Sweetgum Picnic Area).

Topography retains integrity and contributes to the historic character of the cultural landscape.

Greenbelt Park's topography is sharply dissected and encompasses a series of narrow to medium-width ridges overlooking Still Creek. Elevations range from 32 feet to 200 feet above sea level. Stream valleys are narrow with moderate to steep hillsides. Plateaus, set above stream valleys, are relatively flat areas originally defined for park development (e.g., Campground Loops).[3.6]

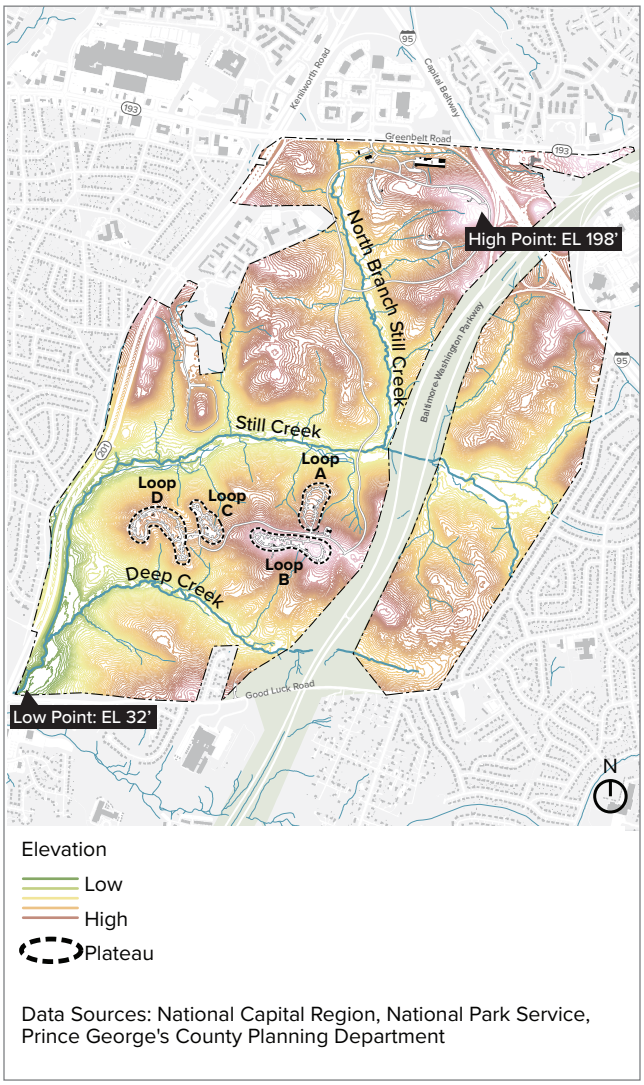


Figure 3-69. Topography contributes to the significance of the park (source: Mundus Bishop, 2023).

Table 3-7. Topography Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing
Topographic Landforms	Stream valleys, plateaus, ridges, steep hillsides, and sloping lawn at Sweetgum Picnic Area.	Good	Contributing

3.6 New South Associates, *Archeological Resources Identification Survey, Construction of New Bridges Over Still Creek and Rehabilitation of Roads and Parking Areas, Greenbelt Park* (Sterling, Virginia: Federal Highway Administration, 2012), 7.

Buildings and Structures

Existing Condition and Analysis

Greenbelt Park includes fourteen buildings built during the NPS' Mission 66 initiative—Maintenance and Administrative Headquarters, U.S. Park Police Substation, and nine comfort stations.

Mission 66's use of modern materials and design precepts such as horizontality and clean styling with minimal detailing is evident in the park's buildings, as is the use of new structural forms, concrete and concrete masonry units (CMU), and machine-driven methods of construction. Greenbelt Park's buildings follow Mission 66 practice of using standard designs for several building types, including comfort stations. Designs suggested exterior finishes for use in different surroundings, from forested areas to seashores.

Buildings identified as contributing date to the period of significance; retain original configuration and materials; and retain integrity of location, setting, design, materials, workmanship, association, and feeling. Changes made to exterior materials and design of contributing buildings minimally impact the overall integrity of materials and design.

This CLR provides high-level analysis of exterior building condition and treatment guidance. Additional guidance for comfort stations is provided in the 2019 Design and Maintenance Guidelines for Mission 66 Comfort Stations in the National Capital Region.

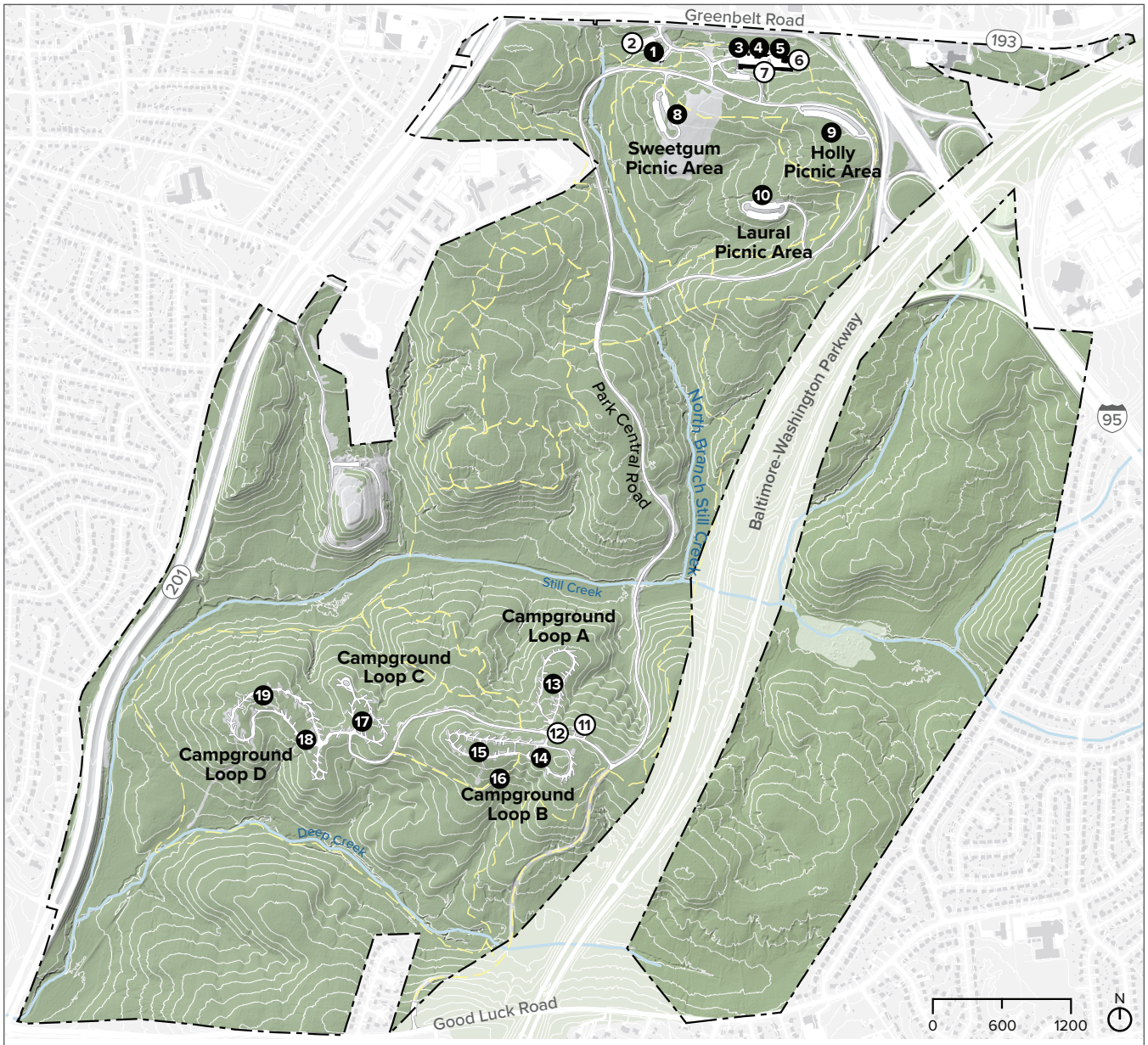
This section is organized to present the existing condition and analysis of Mission 66 Comfort station first followed by buildings by area of development. This includes the following.

Mission 66 Comfort Stations
- Type A: Holly Picnic Area Comfort Station ...3-52
- Type D: Laurel Picnic Area Comfort Station ...3-54
- Type D: Sweetgum Picnic Area Comfort Station ...3-54
- Type D: Campground A Comfort Station ...3-55
- Type D: Campground B Comfort Station ...3-55
- Type D: Campground D Comfort Station ...3-56
- Type D1: Campground B with Shower Comfort Station ...3-57
- Type D1: Campground C with Shower Comfort Station ...3-58
- Type D1: Campground D with Shower Comfort Station ...3-58

U.S. Park Police Substation
- U.S. Park Police Substation ...3-59
- U.S. Park Police Weight Room Trailer...3-59

Maintenance and Administrative Headquarters
- Maintenance and Administrative Headquarters... 3-60
- Gas House... 3-60
- Auto Shop...3-61
- Maintenance Storage/Sign Storage Shed...3-61
- Salt Shed...3-61

Campground
- Ranger Station...3-62
- Checking Station ...3-62
- Campfire Circle ...3-63
- Disposal Station ...3-63



Contributing and Non-Contributing Buildings and Structures

- (#) Contributing Building or Structure (numbered in black circle)
- (#) Non-Contributing Building or Structure (numbered in white circle)

1. U.S. Park Police Substation (1966)
2. U.S. Park Police Weight Room Trailer (after 1974)
3. Gas House (1964)
4. Auto Shop (1974)
5. Maintenance Storage Shed / Maintenance Sign Shop (after 1974)
6. Salt Shed (2019)
7. Maintenance and Administrative Headquarters (1964; second story added in 1989)
8. Sweet Gum Picnic Area Comfort Station (1965)
9. Holly Picnic Area Comfort Station (1961)
10. Laurel Picnic Area Comfort Station (1965, 2003)
11. Ranger Station (1989)
12. Checking Station (1983)
13. Campground A Comfort Station (1965)
14. Campground B Comfort Station (1965)
15. Campground B w/Shower Comfort Station (1965)
16. Amphitheater/Campfire Circle (1969)
17. Campground C w/Shower Comfort Station (1965)
18. Campground D Comfort Station (1965)
19. Campground D w/Shower Comfort Station (1965)

Data Sources: National Capital Region, National Park Service, Prince George's County Planning Department, NACE Archives

Figure 3-70. Buildings and structures contribute to the significance of the park (source: Mundus Bishop, 2023).

Table 3-8. Buildings and Structures Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
Mission 66 Comfort Stations					
Holly Picnic Area Comfort Station	Standard Type A Comfort Station. One-story, rectangular buildings built with wood construction with slab-on-grade foundations.	Good	Contributing	18592	4100
Laurel Picnic Area Comfort Station	Standard Type D Comfort Station design. One-story rectangular buildings built with CMU construction buildings with slab-on-grade foundations with slab-on-grade foundations with concrete footings.	Good	Contributing	20749	4100
Sweetgum Picnic Area Comfort Station	Standard Type D Comfort Station design. One-story rectangular buildings built with CMU construction buildings with slab-on-grade foundations with slab-on-grade foundations with concrete footings.	Good	Contributing	29106	3100
Campground A Comfort Station	Standard Type D Comfort Station design. One-story rectangular buildings built with CMU construction buildings with slab-on-grade foundations with slab-on-grade foundations with concrete footings.	Good	Contributing	18586	4100
Campground B Comfort Station	Standard Type D Comfort Station design. One-story rectangular buildings built with CMU construction buildings with slab-on-grade foundations with slab-on-grade foundations with concrete footings.	Good	Contributing	18588	4100
Campground D Comfort Station	Standard Type D Comfort Station design. One-story rectangular buildings built with CMU construction buildings with slab-on-grade foundations with slab-on-grade foundations with concrete footings.	Good	Contributing	18590	4100
Campground B with Shower Comfort Station	Standard Type D1 Comfort Station design. One-story rectangular buildings with CMU construction with slab-on-grade foundations with concrete footings.	Good	Contributing	20736	4100
Campground C with Shower Comfort Station	Standard Type D1 Comfort Station design. One-story rectangular buildings with CMU construction with slab-on-grade foundations with concrete footings.	Good	Contributing	18589	4100
Campground D with Shower Comfort Station	Standard Type D1 Comfort Station design. One-story rectangular buildings with CMU construction with slab-on-grade foundations with concrete footings.	Good	Contributing	20738	4100
U.S. Park Police Substation					
U.S. Park Police Substation	One-story building, rectangular in plan, with a gable roof with boxed overhanging eaves.	Good	Contributing	18583	4100
U.S. Park Police Weight Room Trailer	One-story premanufactured metal building.	Good	Non-Contributing		

Table 3-8. Buildings and Structures Contributing Features (continued)

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
Maintenance and Administrative Headquarters					
Maintenance and Administrative Headquarters	The building includes a two-story office section and several one-story enclosed and open-air garages. Building condition is impacted by areas of degradation of exterior wood siding, CMU wall paint, asphalt shingles, and corrugated metal roofing, and mortar joint erosion.	Good	Non-Contributing	18577	4100
Gas House	One-story building, square in plan, with a gabled roof, south eave cantilevered to cover the building entrance, and two hollow metal entry doors on the south façade. Chipping and peeling paint and damage to overhanging fascia board impact condition.	Fair	Contributing	18581	4100
Auto Shop	One-story building, rectangular in plan, with a gable roof, and three bays divided by brick columns with large overhead doors. CMU wall stress cracks, exterior wall paint deterioration, and eroded mortar impact condition.	Fair	Contributing	18578	4100
Maintenance Storage/Sign Storage Shed	One-story building, rectangular in plan, with two double door openings, and a gabled roof. Deterioration of building material, erosion, and high potential for foundation failure impact condition.	Poor	Contributing		
Salt Shed	Long rectangular, poured-in-place concrete and wood frame building with a gambrel roof.	Good	Non-Contributing	18579	4100
Campground					
Ranger Station	Two-story building, irregular in plan with a cross-hipped roof.	Good	Non-Contributing	18573	4100
Checking Station	Prefabricated metal panel building with a concrete ramp, handrails, and bollards. The building is no longer in use.	Fair	Non-Contributing	18575	4100
Campfire Circle	Fire ring, seating arranged in a semi-circle, and projection screen. All features are in need or replacement.	Poor	Non-Contributing		
Disposal Station	Disposal Station includes a water tower, hydrant, and trailer dumping station with cleanout. Features are in poor condition.	Fair	Non-Contributing	90256	1300

Mission 66 Comfort Stations

Nearly 600 comfort stations were built across the National Park system using standardized plans during the Mission 66 program. John B. Calbot, chief architect of the NPS's Eastern Office of Design and Construction, created standardized plans for typical Mission 66 comfort stations. Designed based on principles of Modernism, these modest buildings feature flat or low-pitched gable roofs with deep overhangs, ribbon windows emphasizing the horizontality of the building, and concrete block exteriors. Greenbelt Park's comfort stations were built during the Mission 66 program according to three standardized plans.

Type A comfort stations have more traditional features than other standardized comfort stations such as wood construction and siding, gable-on-hip roofs, and inset porches. Type A comfort stations at Greenbelt Park include the following.

- Holly Picnic Area Comfort Station



Figure 3-71. Type A Comfort Stations at Holly Picnic Area (source: Mundus Bishop, 2023).

Type D comfort stations have stacked CMU wall construction, horizontal ribbon windows, and low-pitched gable roofs with distinctive prow-like overhangs which are typical features of Mission 66 comfort stations across the NPS. Type D comfort stations at Greenbelt Park include the following.

- Laurel Picnic Area Comfort Station
- Sweetgum Picnic Area Comfort Station
- Campground A Comfort Station
- Campground B Comfort Station
- Campground D Comfort Station



Figure 3-72. Type D Comfort Station at Sweetgum Picnic Area (source: Mundus Bishop, 2023).

Type D1 features are identical to Type D but have larger floor plans and entrances along the main façade and provide showers at the gable end of the buildings. Type D1 comfort stations at Greenbelt Park include the following.[3.7]

- Campground B with Shower Comfort Station
- Campground C with Shower Comfort Station
- Campground D with Shower Comfort Station



Figure 3-73. Type D1 Comfort Stations at Campground Loop B (source: NPS, 2022).

3.7 United States Department of the Interior, National Park Service. *Design and Maintenance Guidelines Mission 66 Comfort Stations – National Capital Region*. (Washington, DC: National Capital Region, 2019), 8-10.

Comfort Stations

Type A Comfort Stations

Type A Comfort Stations are more traditional in design than other Mission 66 comfort stations, characterized by features such as wood construction, board-and-batten siding, and on 8:12 gable-on-hip (Dutch gable) roofs.

Type A Comfort Stations are one-story, rectangular buildings with slab-on-grade foundations, and a floor plan with a men's and women's restroom separated by a plumbing chase, interior vestibule, and small maintenance closet. Each restroom entrance has a small inset entrance porch sheltered by the building's roof and supported by a wood post.[3.8]

Type A Comfort Stations Exterior Character Defining Features[3.9]

- One-story
- Rectangular massing
- Poured concrete slab on-grade foundation
- Wood-frame construction
- Board-and-batten or horizontal wood siding
- Gable-on-hip roof
- Interior entrance vestibule
- Inset entrance porches to each restroom
- Symmetrical fenestration
- One-light horizontal windows



Figure 3-74. Holly Picnic Area Comfort Station Existing Condition (source: Ratio, 2022).

Holly Picnic Area Comfort Station (1961)

Holly Picnic Area Comfort Station is consistent with the standardized Type A Comfort Station design and includes all associated exterior features—board-and-batten on horizontal wood siding, gable-on-hip roof, small inset entrance porches at restroom entrances, symmetrical fenestration, and one-light horizontal windows.

Holly Picnic Area Comfort Station retains integrity in all aspects and is a contributing feature. Holly Picnic Area Comfort Station is in good condition with minor peeling of cosmetic exterior paint. It is distinct among the Mission 66 comfort stations in Greenbelt Park as the only example of Type A Comfort Station Design.[3.10]

3.8 NPS, *Mission 66 Comfort Stations*, 21.
3.9 NPS, *Mission 66 Comfort Stations*, 22.
3.10 United States Department of the Interior, National Park Service. *Greenbelt Park Comfort Stations*. (Washington, DC: Preservation Program, National Capital Region, 2022).

Type D Comfort Stations

Type D Comfort Stations are the most utilized of the standardized Mission 66 Comfort Station designs in Greenbelt Park and throughout the National Capital Region. Type D Comfort Stations design is unique from other standardized Mission 66 design as it has a small, separate utility sink closet accessed from the building's exterior and a low-slung gable roof with overhanging eaves that comes to a distinct point or prow on gable ends sheltering restroom entrances.

The NPS built two standardized versions of Type D Comfort Stations—Picnic Type and Campground Type. Picnic Type D Comfort Stations include a women's and men's restrooms separated by a plumbing chase/utility area. Campground Type D Comfort Stations are modified to provide access to a small utility sink closet on the exterior.

Type D Comfort Stations are one-story rectangular buildings built with 8-inch concrete masonry unit (CMU) buildings with slab-on-grade foundations with concrete footings, and a floor plan with a men's and women's restroom separated by a plumbing chase/utility area. Each restroom entrance is sheltered by low-pitched (1½:12) built-up gable roofs with overhanging eaves that come to a distinct point or prow on gable ends. Roofs are built over tongue-and-groove decking with exposed rafter tails and tongue-and-groove soffits. Horizontal ribbon windows with segmented cast concrete sills capping CMU walls are located directly below the roof. [3.11]

Type D Comfort Stations Exterior Character Defining Features[3.12]

- One story
- Rectangular massing
- Mechanical/utility area and small utility sink closet ("Campground Type" only) accessible from exterior of building
- CMU construction and exterior walls with segmented cast concrete sills
- Low-pitched built-up gable roof with prow overhang
- 4-inch on-center T1-11 plywood siding in gable ends
- Overhanging eaves with open cornices, exposed rafter tails, tongue-and-groove soffits, and prow roof overhang above the restroom entrances
- External CMU privacy screens adjacent to restroom entrances, capped with segmented cast concrete sills
- Single-leaf flat profile doors
- Ribbons of horizontal one-light awning or fixed windows, located below the roof eaves

3.11 NPS, *Mission 66 Comfort Stations*, 69-70.
3.12 NPS, *Mission 66 Comfort Stations*, 70.



Figure 3-75. Laurel Picnic Area Comfort Station Existing Condition (source: Mundus Bishop, 2023).



Figure 3-76. Sweetgum Picnic Area Comfort Station Existing Condition (source: Ratio, 2022).

Laurel Picnic Area Comfort Station (1965, rebuilt in 2003)

Laurel Picnic Area Comfort Station is consistent with the standardized Type D Comfort Station design. It was originally built in 1965 following standardized Campground Type D Comfort Station design and includes all associated exterior features—CMU exterior walls with cast concrete sills, CMU privacy screens, low-pitched built-up gable roof with prow overhang and plywood siding in gable ends, ribbons of horizontal windows below roof eaves, and overhanging eaves with open cornices, exposed rafter tails, tongue-and-groove soffits, and prow roof overhang above restroom entrances.

It was demolished and reconstructed in 2003 based on its original design. The 2003 construction varies from the design of the original Type D Comfort Stations with roof fascia boards and rake boards. Roof fascia boards and rake boards are painted brown while other Type D Comfort Stations are painted white. The building does not include a gutter or downspout system. The roof ends with anodized aluminum drip edge.

Laurel Station Area Comfort Station retains integrity and is a contributing feature. The comfort station is in good condition.[3.13]

Sweetgum Picnic Area Comfort Station (1965)

Sweetgum Picnic Area Comfort Station is consistent with the standardized Picnic Type D Comfort Station design and includes all associated exterior features—CMU exterior walls with cast concrete sills, CMU privacy screens, low-pitched built-up gable roof with prow overhang and plywood siding in gable ends, ribbons of horizontal windows below roof eaves, and overhanging eaves with open cornices, exposed rafter tails, tongue-and-groove soffits, and prow roof overhang above restroom entrances.

Variations from the standardized plan included gabled ends capped with a 1x8 rake board and 1x trim board along the fascia, both of which are painted white, anodized aluminum gutters attached to the fascia on the east and west ends with white PVC pipe downspouts.

Sweetgum Picnic Area Comfort Station retains integrity and is a contributing feature. The comfort station is generally in good condition with deterioration of a portion of the cast concrete sill along the privacy screen.[3.14]

3.13 NPS, *Greenbelt Park Comfort Stations*.
3.14 NPS, *Greenbelt Park Comfort Stations*.



Figure 3-77. Campground A Comfort Station Existing Condition (source: Mundus Bishop, 2023).



Figure 3-78. Campground B Comfort Station Existing Condition (source: Ratio, 2022).

Campground A Comfort Station (1965)

Campground A Comfort Station is consistent with the standardized Campground Type D Comfort Station and includes all associated exterior features—CMU exterior walls with cast concrete sills, CMU privacy screens, low-pitched built-up gable roof with prow overhang and plywood siding in gable ends, ribbons of horizontal windows below roof eaves, and overhanging eaves with open cornices, exposed rafter tails, tongue-and-groove soffits, and prow roof overhang above restroom entrances.

Modifications include the removal of one sink to add an additional single shower in each of the restrooms.

Campground A Comfort Station retains integrity and is a contributing feature. The comfort station is in fair condition with exterior cosmetic damage, including peeling paint and organic growth on CMU walls. Eroded sealant between walls and sidewalks at the CMU privacy may allow water infiltration between the walls and the pavement.[3.15]

Campground B Comfort Station (1965)

Campground B Comfort Station is consistent with the standardized Campground Type D Comfort Station design and includes all associated exterior features—CMU exterior walls with cast concrete sills, CMU privacy screens, low-pitched built-up gable roof with prow overhang and plywood siding in gable ends, ribbons of horizontal windows below roof eaves, overhanging eaves with open cornices, exposed rafter tails, tongue-and-groove soffits, and prow roof overhang above restroom entrances.

Variations from the standardized plan include a 1x8 white metal rake board wrap, anodized aluminum gutters attached to the fascia on the east and west ends with white PVC pipe downspouts.

Campground A Comfort Station retains integrity and is a contributing feature. The comfort station is generally in good condition. CMU privacy walls are in fair condition with evidence of prior corrections where walls have been braced by metal angle brackets at the corners. Further investigation is needed to determine the cause. CMU privacy walls lean towards the outside, away from the building.[3.16]

3.15 NPS, *Greenbelt Park Comfort Stations*.
3.16 NPS, *Greenbelt Park Comfort Stations*.



Figure 3-79. Campground D Comfort Station Existing Condition (source: Ratio, 2022).

Campground D Comfort Station (1965)

Campground D Comfort Station is consistent with the standardized Campground Type D Comfort Station design and includes all associated exterior features—CMU exterior walls with cast concrete sills, CMU privacy screens, low-pitched built-up gable roof with prow overhang and plywood siding in gable ends, ribbons of horizontal windows below roof eaves, and overhanging eaves with open cornices, exposed rafter tails, tongue-and-groove soffits, and prow roof overhang above restroom entrances.

Variations from the standardized plan include anodized aluminum gutters attached to the fascia on the east and west ends with white PVC pipe downspouts.

Campground D Comfort Station retains integrity and is a contributing feature. The comfort station is generally in good condition. Impacts to condition include CMU privacy walls leaning away from the building.[3.17]

3.17 NPS, *Greenbelt Park Comfort Stations*.

Type D1 Comfort Stations

Type D1 Comfort Station design is identical to Type D Comfort Stations, but with larger floor plans and entrances on the front elevations to accommodate showers on gable ends; ribbon windows that do not extend the entire façade; and small utility sink closets accessible through a door on the restroom entrance façade.

Type D1 Comfort Stations are one-story rectangular buildings with concrete masonry unit (CMU) construction with slab-on-grade foundations with concrete footings, and a floor plan with a men's and women's restroom separated by a plumbing chase/utility area. Type D1 Comfort Stations have low-pitched (1½:12) built-up gable roofs over tongue-and-groove decking with overhanging open eaves with exposed rafter tails and tongue-and-groove soffits.[3.18]

Type D1 Comfort Stations Exterior Character Defining Features[3.19]

- One story
- Rectangular massing
- Entrances to restrooms on front of building
- Mechanical/utility area and small utility sink closet accessible from front of building
- CMU construction and exterior walls with segmented cast concrete sills
- 4-inch on-center T1-11 plywood siding above CMUs
- Low-pitched built-up gable roof with prow overhang
- 4-inch on-center T1-11 plywood siding in gable ends
- Overhanging eaves with open cornices, tongue-and-groove soffits, and exposed rafter tails
- External CMU privacy screens to restroom entrances
- Single-leaf flat profile doors
- Ribbons of horizontal one-light wood-sash awning and one-light fixed windows located below the roof eaves



Figure 3-80. Campground B with Shower Comfort Station Existing Condition (source: Mundus Bishop, 2023).

Campground B with Shower Comfort Station (1965)

Campground B with Shower Comfort Station is consistent with the standardized Campground Type D1 Comfort Station design and includes all associated exterior features—CMU exterior walls with cast concrete sills, CMU privacy screens, low-pitched built-up gable roof with prow overhang and plywood siding in gable ends, ribbons of horizontal windows below roof eaves, restroom entrances on front of building, and overhanging eaves with open cornices, tongue-and-groove soffits, and exposed rafter tails.

Campground B with Shower Comfort Station retains integrity and is a contributing feature. The comfort station is in good condition. Minor cosmetic damage includes paint chipping along the roof line and at the CMU walls.[3.20]

3.18 NPS, *Mission 66 Comfort Stations*, 85-89.
3.19 NPS, Mission 66 Comfort Stations, 85.
3.20 NPS, *Greenbelt Park Comfort Stations*.



Figure 3-81. Campground C with Shower Comfort Station Existing Condition (source: Ratio, 2022).



Figure 3-82. Campground D with Shower Comfort Station Existing Condition (source: Ratio, 2022).

Campground C with Shower Comfort Station (1965)

Campground C with Shower Comfort Station is consistent with standardized the Campground Type D1 Comfort Station design and includes all associated exterior features—CMU exterior walls with cast concrete sills, CMU privacy screens, low-pitched built-up gable roof with prow overhang and plywood siding in gable ends, ribbons of horizontal windows below roof eaves, restroom entrances on front of building, and overhanging eaves with open cornices, tongue-and-groove soffits, and exposed rafter tails.

Campground C with Shower Comfort Station retains integrity and is a contributing feature. The comfort station is in fair condition with deterioration at the connection of the CMU walls and the foundation.[3.21]

Campground D with Shower Comfort Station (1965)

Campground D with Shower Comfort Station is consistent with the standardized Campground Type D1 Comfort Station design and includes all associated exterior features—CMU exterior walls with cast concrete sills, CMU privacy screens, low-pitched built-up gable roof with prow overhang and plywood siding in gable ends, ribbons of horizontal windows below roof eaves, restroom entrances on front of building, and overhanging eaves with open cornices, tongue-and-groove soffits, and exposed rafter tails.

Campground D with Shower Comfort Station retains integrity and is a contributing feature. The comfort station is in good condition.[3.22]

3.21 NPS, *Greenbelt Park Comfort Stations*.
3.22 NPS, *Greenbelt Park Comfort Stations*.

U.S. Park Police Substation

U.S. Park Police Substation (1965, 1987 interior renovation)

U.S. Park Police Substation was built in 1965 as part of the Mission 66 program. The building was designed by Duane & Lawrence Architects in the modernist style and retains its original use as administrative offices.

The building is near the entrance to Greenbelt Park. Parking areas are to the north and south of the building. A series of three small fieldstone plazas lead to the main entrance of the building along the north elevation. U.S. Park Police Substation is a one-story building, rectangular in plan, with a gable roof with boxed overhanging eaves. Exterior materials include wood board and batten siding painted brown, stacked field stone cladding, vinyl sliding slash windows, and an asphalt shingle roof.

U.S. Park Police Substation retains integrity and is a contributing feature. It retains its original exterior appearance. The interior of the building was modified in 1987 with a full interior rehabilitation.

U.S. Park Police Weight Room Trailer (after 1970)

Weight Room Trailer is located on the western edge of the north parking area. The 14'-0" by 60'-0" premanufactured metal building is generally in good condition. Weight Room Trailer was built after the period of significance and is a non-contributing feature.



Figure 3-83. U.S. Park Police Substation (source: Ratio, 2022).



Figure 3-84. U.S. Park Police Substation (source: Mundus Bishop, 2022).



Figure 3-85. U.S. Park Police Weight Room Trailer (source: Ratio, 2022).

Maintenance and Administrative Headquarters

Maintenance and Administrative Headquarters (1964, 1964-1989)

Maintenance and Administrative Headquarters, built during Mission 66, consists of a two-story office section and several one-story enclosed and open-air garages. The original building consists of the first story of the office section and ten adjacent garage bays. Three additional garage bays and four open equipment storage bays were added between 1964 and 1989. The second story of the office section was built in 1989.

The office section is a two-story building with CMU and brick on the first floor and brown painted wood siding on the second floor. Its main entrance is to the south, at the second story addition. The adjacent two bays are enclosed with brick. The office and garage sections of the building include side-gabled roofs clad in asphalt shingles with standing-seam metal shed roofs at open-air garages.[3.23]

Maintenance and Administrative Headquarters does not retain integrity of design and is a non-contributing feature. The original design was altered after the period of significance with the addition of storage bays and a second story of the office section. The building is generally in good condition. Issues include areas of degradation of exterior wood siding, CMU wall paint, asphalt shingles, and corrugated metal roofing, and mortar joint erosion.

Gas House (1964)

Gas House, built during Mission 66, is a one-story building, square in plan, with a gabled roof, south eave cantilevered to cover the building entrance, and two hollow metal entry doors with half windows on the south façade. Exterior materials include CMU, painted rough sawn wood paneling within the gable, and asphalt shingles.

Gas House retains integrity and a contributing feature. Integrity is diminished by the removal of the original gap pump island. Gas House is in fair condition with chipping and peeling paint and damage to the overhanging eave's fascia board.



Figure 3-86. Maintenance and Administrative Headquarters South Façade (source: Ratio, 2022).



Figure 3-87. Maintenance and Administrative Headquarters North Façade (source: Ratio, 2022).



Figure 3-88. Gas House (source: Ratio, 2022).

3.23 RK&K, *Greenbelt Park DOE*, 3,4.

Auto Shop (1974)

Auto Shop is a one-story building, rectangular in plan, with a gable roof, and three bays divided by brick columns with large overhead doors. Exterior materials include CMU, painted rough sawn wood paneling, white vinyl double hung windows, and asphalt shingles.

Auto Shop retains integrity and is a contributing feature. The building is in fair condition with impacts to condition including stress cracks at north and east elevations of CMU walls, paint deterioration on all exterior walls, rust on garage doors, and eroded mortar at brick columns.



Figure 3-89. Auto Shop (source: Ratio, 2022).

Maintenance Storage/Sign Storage Shed (after 1974)

Maintenance Storage/Sign Storage Shed is a one-story building, rectangular in plan, with two double door openings along the south face and a gabled roof with extended eaves.

Exterior materials include painted vertical rough sawn wood paneling and asphalt shingles with a prefinished metal drip edge. The two spaces are divided by a wood stud and plywood wall.

Maintenance Storage/Sign Storage Shed is a non-contributing feature. Maintenance Storage/Sign Storage Shed is in poor condition. Issues include deterioration of the exterior finish along the base of the building and wooden door sills, moisture absorption from below the structure to the interior, erosion of the asphalt under the northwest corner of the building, and high potential for failure of the foundation.



Figure 3-90. Maintenance Storage/Sign Storage Shed (source: Ratio, 2022).

Salt Shed (2019)

Salt Shed is a long rectangular, poured-in-place concrete and wood frame building with a gambrel roof oriented east-west. The building is in generally good condition. Salt Shed is a non-contributing feature. [3.24]



Figure 3-91. Salt Shed (source: Ratio, 2022).

3.24 RK&K, Greenbelt Park DOE, 3.

Campground

Ranger Station (1989)

Ranger Station is a two-story building, irregular in plan with a cross-hipped roof and walkout basement. A central carport connects the information center to the west to the offices to the east. Exterior materials include a parged concrete foundation, horizontal wood siding, asphalt shingles, and white vinyl windows. Ranger Station was added outside the period of significance and is a non-contributing feature.[3.25]



Figure 3-92. Ranger Station (source: Ratio, 2022).

Checking Station (1983)

Checking Station is a prefabricated metal panel building set on a concrete pad. The structure has a hipped standing steam metal roof, large windows on its north, west, and south façades, a door on the east elevation, and a concrete ramp with metal handrails from the door to the road. Concrete bollards, painted yellow, are set around its perimeter to protect the building.

The original 1970 Checking Station was replaced by the present-day Checking Station in 1983. Checking Station was added outside the period of significance and is a non-contributing feature.



Figure 3-93. Checking Station (source: Mundus Bishop, 2023).

3.25 RK&K, Greenbelt Park DOE, 7.

Campfire Circle (1969)

Design and construction of the original Campfire Circle is undocumented but likely included typical features of Mission 66 campfire circles—path lined with lights, arced rows of benches, projection screen, audio visual equipment structure, speakers, floodlights, and fire pit.

An asphalt paved path with footlights leads from Loop B Road south to a small clearing with benches arranged in a semi-circle. The site includes arced row benches that slope towards a central projection screen, a fire pit with several movable benches, and a small storage structure. Campfire Circle is in poor condition and has been extensively modified since 1969. It retains integrity in location and feeling but has lost integrity in materials, craftmanship, and design.

Disposal Station (after 1974)

Disposal Station is set on a short loop road to the northwest of Loop C Road. Disposal Station includes a water tower, hydrant, and trailer dumping station with cleanout. Disposal Station was added outside the period of significance and is a non-contributing feature.



Figure 3-94. Campfire Circle (source: Mundus Bishop, 2023).



Figure 3-95. Campfire Circle (source: Mundus Bishop, 2023).



Figure 3-96. Disposal Station (source: Mundus Bishop, 2023).

Views and Vistas

Existing Condition and Analysis

Views and vistas informed the planning and design of Greenbelt Park. U.S. Park Police Headquarters was prominently located at the primary entrance to Greenbelt Park with views to the building from Main Entrance Road. Maintenance and Administrative Headquarters was set back from Main Entrance Road with vegetative screening to minimize views into the administrative sites. Views from visitor use areas were oriented to capitalize on natural views (e.g. long views across the sloping lawn at Sweetgum Picnic Areas and views across steep stream valleys from campsites), and the Baltimore-Washington Parkway and adjacent development were buffered by vegetation from visitor use areas.

Views and vistas retain integrity and contribute to the historic character of the cultural landscape. Integrity is diminished at U.S. Park Police Headquarters where mature vegetation obscures historic views to the building and at visitor use areas where development to the west of the park rises above the forest and obscures historically buffered views of surrounding development.



Figure 3-97. Development to the west of Sweetgum Picnic Area rises above the forest and obscures historically buffered views of surrounding development (source: Mundus Bishop, 2022).

Table 3-9. Views and Vistas Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing
Views to U.S. Park Police Substation	Views to U.S. Park Police Substation building from Park Entrance Road contributing to a sense of arrival.	Poor	Contributing
Views from Visitor Use Areas	Views from picnic areas and campground loops. Historic views are modified by development to the west of the park but minimally impact the overall integrity.	Varies	Contributing

Small Scale Features

Existing Condition and Analysis

Mission 66 planning and design for Greenbelt Park addressed increasing visitation by providing small scale features to facilitate visitor use and protect resources. This reflected guidance provided by members of the NPS Region Four Campground Committee in 1959. The committee, including a landscape architect, assistant superintendent, superintendent, and ranger, recommended design standards and uniformity of facilities and services to address increased camping in national parks. Campground recommendations included providing bulletin boards, tables, fireplaces, garbage containers, campsite numbers, water hydrants, and barriers at campgrounds and establishing a standardized design for these features. This study on campgrounds provided typical designs for campground small scale features and likely served as the basis for Greenbelt Park.[3.26]

Small scale features are primarily non-contributing contemporary additions and replacements of original features and do not contribute to the significance of Greenbelt Park. With the exception of water foundations at picnic areas and guardrails along park roads, small scale features from the period of significance are largely non-extant.

Documentation of original features is limited but indicates typical small scale features included picnic tables, fireplaces, and spigots at campgrounds. Picnic tables, trash receptacles, fireplaces, and water fountains at picnic areas. Fences, lighting, flagpoles, and trash receptacles at administrative areas. Fences along the perimeter of the park and signage and guardrails along park roads.



Figure 3-98. Original campsite features included picnic tables and grills (source: NPS).



Figure 3-99. Non-contributing campsite features include campsite markers, picnic tables, and fireplaces (source: Mundus Bishop, 2023).

3.26 Region Four included the Western States including Hawaii and Alaska. Its name was changed to Western Regional Office in 1962.

Table 3-10. Small Scale Features Contributing Features

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
U.S. Park Police Substation	Chain link fences, split rail fence, metal USPS Mail Box, plastic trash receptacles, metal dumpsters, and interpretive, directional, and regulatory signage	Varies	Non-Contributing	18583	4100
U.S. Park Police Substation	Stone walls	Fair to Poor	Contributing	18583	4100
Maintenance and Administrative Headquarters	Chain link fences and gate, plastic trash receptacles, wood picnic tables, wood benches, bulletin boards, lights, wood post-and-beam guardrails, and interpretive, directional, and regulatory signage	Varies	Non-Contributing	90257	1300
Maintenance and Administrative Headquarters	Stone walls	Fair to Poor	Contributing	90257	1300
Sweetgum Picnic Area	Wood top with metal base picnic tables, steel grills, plastic trash receptacles, dumpsters, metal bike rack, metal vehicular swing gate, playground equipment, split rail fence, metal water fountain, and interpretive, regulatory, and directional signage	Varies	Non-Contributing	29106	3100
Holly Picnic Area	Wood top with metal base picnic tables, metal bike racks, bulletin board, metal water fountain, steel grill, metal vehicular swing gate, dumpster, and plastic trash receptacles, and interpretive, regulatory, and directional signage	Varies	Non-Contributing	21362	3100
Laurel Picnic Area	Wood top with metal base picnic tables, metal bike racks, bulletin board, metal water fountain, steel grill, metal vehicular swing gate, dumpster, and plastic trash receptacles, and interpretive, regulatory, and directional signage	Varies	Non-Contributing	29109	3100
Ranger Station	Added after the period of significance	Varies	Non-Contributing	18573	4100

Table 3-10. Small Scale Features Contributing Features (continued)

Feature	Description	Condition	Contributing / Non-Contributing	FMSS Number	Landscape Number
Campground Loop A	Wood bulletin boards, wood top with metal base picnic tables, metal fireplaces, metal campsite markers, spigots, plastic trash receptacles, metal dumpsters, split rail fences, regulatory and directional signage, metal vehicular swing gates, and electrical hook-ups	Varies	Non-Contributing	28882	0000
Campground Loop B	Wood bulletin boards, wood top with metal base picnic tables, metal fireplaces, metal campsite markers, spigots, plastic trash receptacles, metal dumpsters, split rail fences, regulatory and directional signage, metal vehicular swing gates, and electrical hook-ups	Varies	Non-Contributing	28889	0000
Campfire Circle Path	Footlights, wood benches, wood top with metal base picnic tables, wood projection screen, metal projector stand, fire ring, flood lights, wood bulletin board, regulatory signage	Varies	Non-Contributing	28889	0000
Campground Loop C	Wood bulletin boards, wood top with metal base picnic tables, metal fireplaces, metal campsite markers, spigots, plastic trash receptacles, metal dumpsters, split rail fences, regulatory and directional signage, metal vehicular swing gates, and electrical hook-ups	Varies	Non-Contributing	28897	0000
Disposal Station	Added after the period of significance	Varies	Non-Contributing	28897	0000
Campground Loop D	Wood bulletin boards, wood top with metal base picnic tables, metal fireplaces, metal campsite markers, spigots, plastic trash receptacles, metal dumpsters, split rail fences, regulatory and directional signage, metal vehicular swing gates, and electrical hook-ups	Varies	Non-Contributing	28902	0000

Small scale features include the following.

- Administrative areas: fences (chainlink and split rail), lighting, flagpoles, benches, signage, trash receptacles, and wheel stops at parking.
- Campgrounds: bulletin boards, picnic tables, fireplaces, campsite markers, trash cans, dumpsters, split rail fences, and spigots at campgrounds.
- Picnic areas: bulletin boards, kiosks, tables, trash receptacles, dumpsters, grills, play equipment, and wheel stops at parking.
- Trailheads: bulletin boards, kiosks, signage, trash receptacles, and wheel stops at parking.
- Trails: trail markers, bridges, boardwalks, water bars, signage, bollards, and wood benches along trails.
- Roads: signs and wood post-and-beam likely original guardrails along segments of park roads.
- Park entrance and perimeter: Site ID sign and chainlink perimeter fence.

Features such as trash and recycling dumpsters are sized for peak park use and are set in locations for convenience for visitors and for NPS operations to access. These features facilitate contemporary use but detract from the setting of campgrounds and picnic areas.



Figure 3-100. Extant features include water fountains at picnic area comfort stations (source: Mundus Bishop, 2023).



Figure 3-101. Extant features include guardrails along park roads (source: Mundus Bishop, 2023).



Figure 3-102. Typical non-contributing visitor arrival plaza features—trash cans, benches, and signage (source: Mundus Bishop, 2023).



Figure 3-103. Typical non-contributing parking area features—trash cans, signs, bike racks, and bulletin boards (source: Mundus Bishop, 2023).



Figure 3-104. Typical non-contributing picnic site features—picnic tables and grills (source: Mundus Bishop, 2023).



Figure 3-105. Typical non-contributing trailhead features—trash cans and signs with wheel stops at parking (source: Mundus Bishop, 2023).



Figure 3-106. Typical non-contributing bench used throughout Greenbelt Park (source: Mundus Bishop, 2023).



Figure 3-107. Non-contributing dumpsters facilitate contemporary use but detract from the setting of campgrounds (source: Mundus Bishop, 2023).

Archeological Sites

Existing Condition and Analysis

Further investigation is needed to determine the location, condition, and significance of archaeological features. Compliance activities were completed in 2012, 2018, and 2021 to identify archeological resources within areas of proposed ground disturbance. No sites of archeological significance were identified. Archeological sites dating to the period of significance are likely associated with Camp Conestoga and the adjacent Boy Scout Camp.[3.27]

3.27 Given the sizable population of American Indians throughout the region, undocumented archeological sites, predating the period of significance, likely exist in Greenbelt Park. Historic clearing, cultivation, and development of Greenbelt Park likely disturbed or destroyed archeological sites.

4

Treatment

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Introduction

This chapter presents treatment guidance to inform current and future planning and design for Greenbelt Park. This chapter is organized to present general treatment guidance first and is followed with detailed treatment guidance for specific topics and individual landscape characteristics.

General treatment guidance provides actions and recommendations to guide the rehabilitation of the entirety of Greenbelt Park. Detailed treatment guidance is provided for site design and individual landscape characteristics—natural systems and features, spatial organization, land use, cluster arrangement, circulation, topography, buildings and structures, views and vistas, small scale features, and archeological sites. Detailed treatment guidance is presented separately for U.S. Park Police Substation, Maintenance and Administrative Headquarters, Picnic Area, and Campground.

Treatment guidance is based upon the fundamental tenets of Greenbelt Park's original design, reflected in its period of significance of 1935 to 1974. Guidance is grounded in the principles of New Deal planning that influenced initial planning of Greenbelt Park and Mission 66 and Parkscape USA principles that guided planning, design, and construction through 1974.

Relevant Planning Documents

Design guidance for Greenbelt Park builds upon guidance provided in other relevant planning documents. These include the National Park Service Campground Design Guidelines (2021), Historic Mission 66 Campground Treatment Guidelines (2022), Mission 66 Comfort Stations Design and Maintenance Guidance (2019), NACE Deer Management Plan (2019), Tree Hazard Management Plan, Foundation Document for Greenbelt Park (2016), and Resource Management Plan for Greenbelt Park (1994).

Rehabilitation Treatment Approach

The selected treatment for Greenbelt Park is rehabilitation. Rehabilitation recommends the repair of contributing features and allows the addition of compatible improvements including buildings, structures, and features. Rehabilitation focuses on preserving the established patterns, features, and scale of Greenbelt Park while allowing new additions to enable the park to evolve.

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, or additions if those portions or features that convey its historic, cultural, or architectural values are preserved. Rehabilitation allows for new additions to be integrated into the cultural landscape in a manner that preserves established patterns and features. Additional actions include those that preserve, restore, or repair contributing features and qualities that contribute to the historic character.

Treatment recommendations for the park direct the rehabilitation and preservation of the cultural landscape as a whole. These recommendations provide holistic guidance to protect significant resources, repair contributing features, repair settings, and allow for contemporary additions. All future work planned for the cultural landscape will be guided by *The Secretary of the Interior's Standards for The Treatment of Historic Properties – Historic Landscapes. Appendix B* summarizes terminology used in this document to describe actions.

General Treatment Guidance

General treatment guidance applies to the entirety of Greenbelt Park. This guidance is to be followed when proposing modifications to contributing features and qualities that contribute to the park's historic character and for new development. General treatment guidance ensures proposed modifications and new development promote conservation and follow similar design principles employed in Greenbelt Park's initial development and in later compatible modifications.

Treatment guidance identifies actions and recommendations to guide the rehabilitation of Greenbelt Park.

Preserve Greenbelt Park as well-defined clusters of development organized as distinct areas–U.S. Park Police Substation, Maintenance and Administrative Headquarters, Picnic Area, and Campground–separated by topography and vegetation. Protect and repair characteristics that contribute to its historic character including organization by land use, relationships to natural features, shared orientation of development to roads and parking areas, and a hierarchy of circulation routes.

Preserve Park Central Road as the unifying spine of Greenbelt Park with a hierarchy of roads and trails.

Protect and enhance the ecological function of natural systems features. Follow best management practices to provide functional solutions adapted to the park's climatic conditions.

Ensure new additions or modifications to existing features respect, and do not interfere or diminish Greenbelt Park's scale or spatial organization.

- Design new vegetation and features with respect to established patterns and relationships to preserve Greenbelt Park's historic composition.
- Concentrate function and use into defined areas to protect resources and minimize disruption to natural features, e.g., streams and forest.

Allow removal of non-contributing features, features that do not contribute to Greenbelt Park's historic character, and features that diminish integrity (e.g., Bike Trail Parking, U.S. Park Police Substation Trailer, Ranger Station, Checking Station). Refer to Existing Condition and Analysis for contributing and non-contributing features.

Meet current Architectural Barriers Act Accessibility Standard (ABAAS) accessibility requirements for campsites, parking, and visitor access while protecting the historic character of Greenbelt Park and contributing features.

- Integrate measures for ABAAS accessibility to ensure protection of the cultural landscape, contributing features, and those qualities that contribute to historic character.
- Provide and demarcate ABAAS accessible campsites and picnic sites in a variety of loops and picnic areas to provide a range of experiences, preferably located for ease of access to amenities such as comfort stations.
- Provide and demarcate accessible paths to primary elements such as comfort stations, water fountains, and spigots. Ensure picnic tables and grills meet ABAAS accessibility requirements.

Conduct topographic surveys and hydrological modeling prior to design, repair, and improvement of park infrastructure, e.g., trail, bridges, culverts, utilities, in areas susceptible to flooding and erosion.

Conduct further studies to establish baseline documentation of the park, inform Greenbelt Park's management and improvement, and to guide the development of management plans, recommendations, and priorities/next steps. Recommended studies include the following.

- Archeological Overview and Assessment
- Ethnographic Overview and Assessment
- Hydrological Study
- Stream and Floodplain Restoration Study[4.1]
- Invasive Species Survey
- Rare Plant Evaluation and Management Plan
- Wildfire Fuel Loading Study
- Erosion Study
- Trail Assessment and Recommendations Plan

Prioritize the initiation of these studies by urgency and importance to avoid impacts to the condition and integrity of Greenbelt Park and to support the rehabilitation and preservation of the cultural landscape as a whole.

4.1 This feasibility study would include site reconnaissance to understand the site context, identify problem areas (e.g., stream bed and bank erosion), regulated resources (e.g., significant trees, wetlands, and waters), constraints, and opportunities associated with restoration and enhancement. Detailed documentation of baseline streambank erosion conditions could include Bank Erosion Hazard Index and Near Bank Stress Assessments.

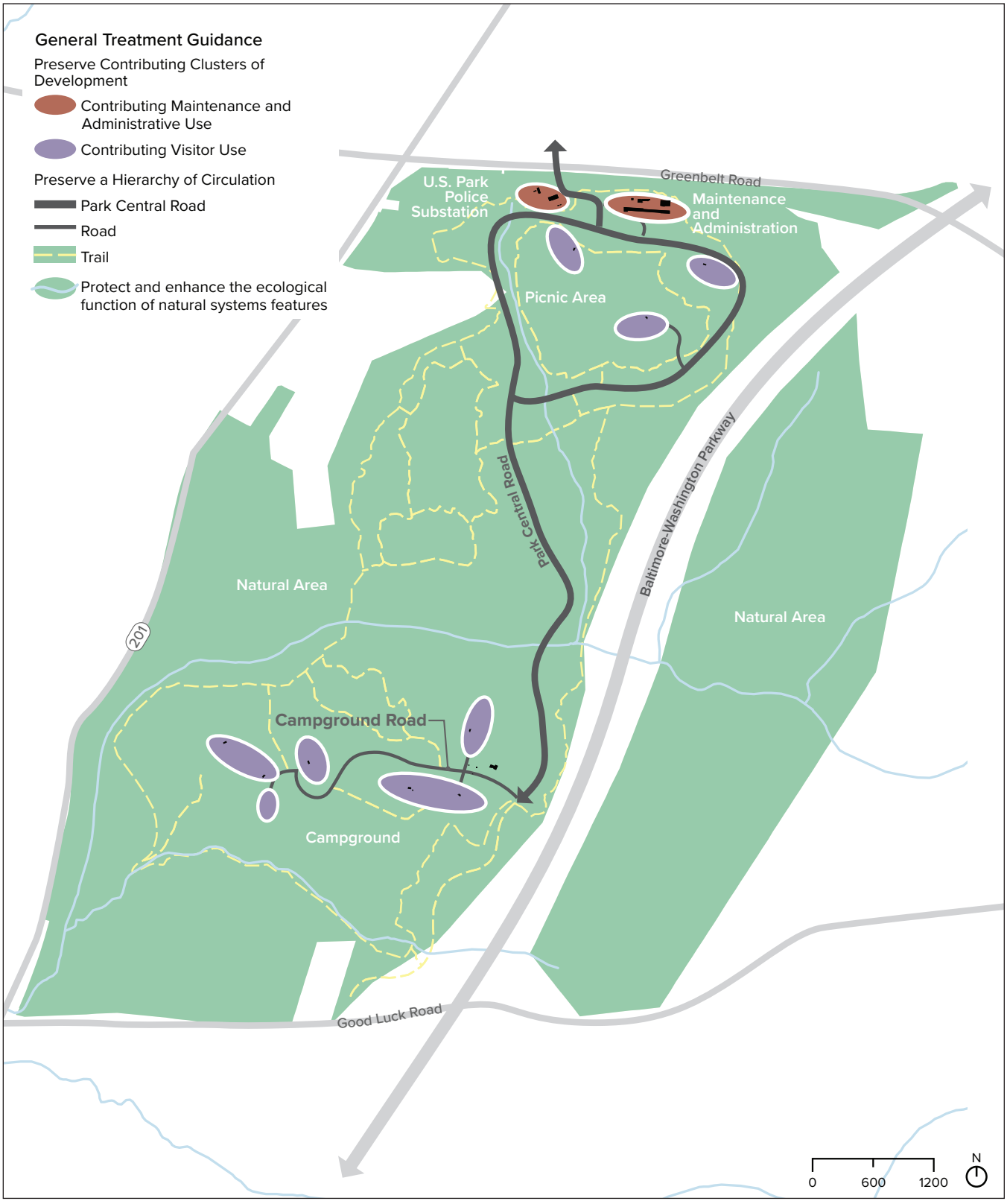


Figure 4-1. General Treatment Guidance (source: Mundus Bishop, 2023).

Detailed Treatment Guidance

Detailed treatment guidance ensures the protection of the cultural landscape through the preservation and repair of contributing features and provides direction for the planning and design of appropriate additions and modifications.

Natural Systems and Features

Greenbelt Park's forest, grassland, meadow, shrubland, wetland, swamp, and magnolia bog vegetation; streams—Still Creek, North Branch Still Creek, Deep Creek, and other unnamed streams; and topography characteristic of the Coastal Plain physiographic region of Maryland informed the development and character of Greenbelt Park.

The natural setting and relationship of park development to natural features remains similar to the period of significance. Treatment recommendations identify actions to protect the natural setting.

Protect forest, grassland, meadow, shrubland, wetland, swamp, and magnolia bog vegetation; streams—Still Creek, North Branch Still Creek, Deep Creek, and other unnamed streams; and natural topography by concentrating new uses and facilities within existing developed areas to minimize disruption to topographic features, soils, and plants.

Protect the pattern of forested natural areas as a character-defining feature that defines clusters of development and creates a sequence of spaces.

- Upland forests are dominated by oak, sweetgum, and tuliptree forest communities, oak-pine forest communities, and to a smaller extent Virginia pine forest communities. Forested floodplains and wetlands adjacent to stream channels are dominated by maple-sweetgum and maple-blackgum forest communities.

Maintain and expand opportunities to improve the ecological function of Greenbelt Park. This includes improvement of tributary corridors and collaboration with the Regional Integrated Pest Management (IPM) Program to determine the best approach for invasive species removal.

- Prioritize and implement invasive species management and control based on findings from the active Inventory and Monitoring Program and Scientists in Parks (starting winter 2023).

- Target invasive species management and control in areas of high visitor use where invasive species are introduced and spread throughout the park. This includes roads and trails.

- Prevent the spread of some common invasives, such as Japanese stiltgrass, wavy-leaved basketgrass, and Japanese honeysuckle, from these points of entry include both active treatment (herbicide application) and operational modifications (cleaning mowers) during routine maintenance activities.

- Identify opportunities for trained volunteers to assist in invasive plant management. Consider opportunities and partnerships to train volunteers at Greenbelt Park. Ensure all management and training activities are planned and completed in consultation with the IPM.

Restore and enhance stream and floodplain function and ecology. Conduct a stream and floodplain restoration feasibility study to identify opportunities and constraints associated with restoration and enhancement. Stream restoration opportunities may include but are not limited to raising the streambed to reconnect to the existing floodplain, stabilizing streambanks with rock or large woody material, and/or grading and vegetating exposed streambanks.

Continue to implement the Hazardous Tree Management Program guidance for dead and dying trees within the floodplain and adjacent to the streams that may contribute to excess in-stream debris.

Manage and enhance forested areas. Continue to implement the Deer Management Plan to address the impacts of deer overpopulation and to support long-term protection, preservation, and restoration of native forest communities.

Consider planting native forest species identified in historic documentation of the park—pines, oak, black gum, sweet gum, hickory, yellow poplar, sassafras, and red maple trees; arrowwood, laurel, holly, honeysuckle, and laurel understory; and partridgeberry, ground pine, and lady slipper groundcover. Select plant species that are likely to adapt to changing climate patterns and will support the biodiversity and resiliency of the park. If historic forest species are not suited to changing conditions, allow species of a similar form, size, and texture.[4.2]

Complete a stormwater management assessment to identify existing issues and potential opportunities for stormwater management and onsite retention within adjacent developed and forested areas (e.g., regenerative stormwater conveyance, permeable pavement, cisterns, impervious removal, etc.).

Consider opportunities to improve the ecological function of existing areas of lawn, including converting areas of lawn to pollinator habitat.

4.2 United States Department of the Interior, National Park Service. *Greenbelt Park Master Plan*, (Washington, DC: National Capital Region, 1967), 10-13.

Spatial Organization

Mission 66 planning and design organized the park into three distinct areas of development into well-defined complexes organized by use and function along Park Central Road. US Park Police Substation, Maintenance and Administration, and Picnic Area were set near the north entrance to the park with Campground set to the south.

Spatial organization retains integrity and remains similar to the period of significance. The park retains its linear spatial organization with developed park areas as planned and designed by the Mission 66 program. Treatment recommendations identify actions to preserve the spatial organization of Greenbelt Park.

Preserve the organization of Greenbelt Park's developed areas—U.S. Park Police Substation, Maintenance and Administrative Headquarters, Picnic Area, and Campground—as well-defined areas of development connected by Park Central Road.

Locate new uses and facilities within existing developed areas and preserve undeveloped natural areas.

Preserve Park Central Road as the unifying spine of Greenbelt Park and its historic alignment.

Protect original development patterns, spatial relationships, and organization of uses in Greenbelt Park when considering the addition of new features.

Allow additions on modified or previously developed sites—U.S. Park Police Substation, Maintenance and Administrative Headquarters, Picnic Area, and Campground—and where additions can follow established patterns of development. Locate and orient new buildings and features to follow established patterns of development.

Preserve the relationship of buildings to adjacent parking areas and walks.

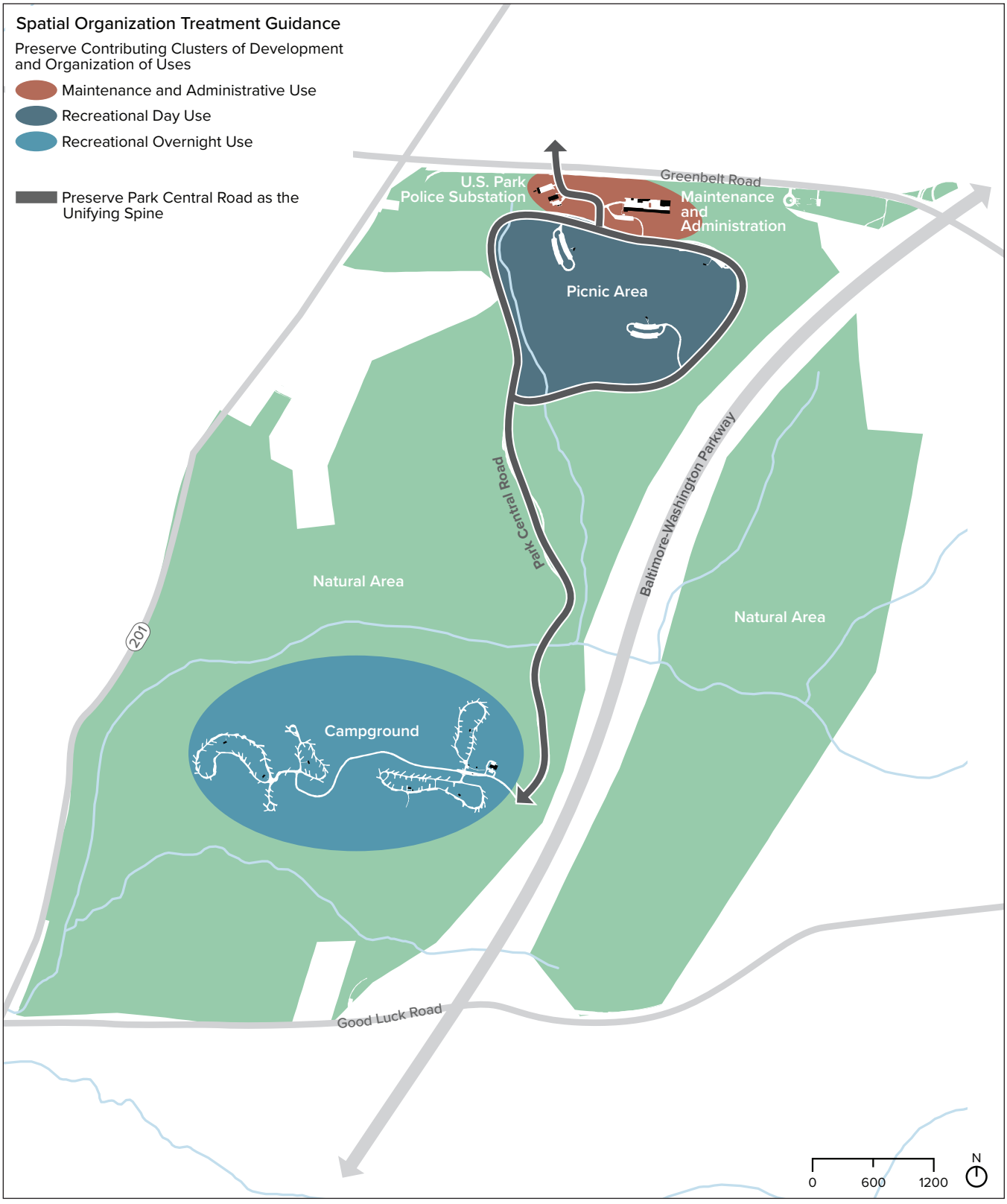


Figure 4-2. Spatial Organization Treatment Guidance (source: Mundus Bishop, 2023).

Land Use

Mission 66 planning for Greenbelt Park organized facilities by use, separating visitor and maintenance and administrative uses. Land use retains integrity and remains similar to the period of significance. Treatment guidance identifies actions to protect the cultural landscape and support maintenance, administrative, and recreational uses.

Preserve and ensure new development reinforces the historic organization of Greenbelt Park and its land use zones—maintenance and administrative use, recreational day use, recreational overnight use, and natural areas. Allow new visitor use (e.g. Campfire Circle) in the Picnic Area to facilitate contemporary use of Greenbelt Park.

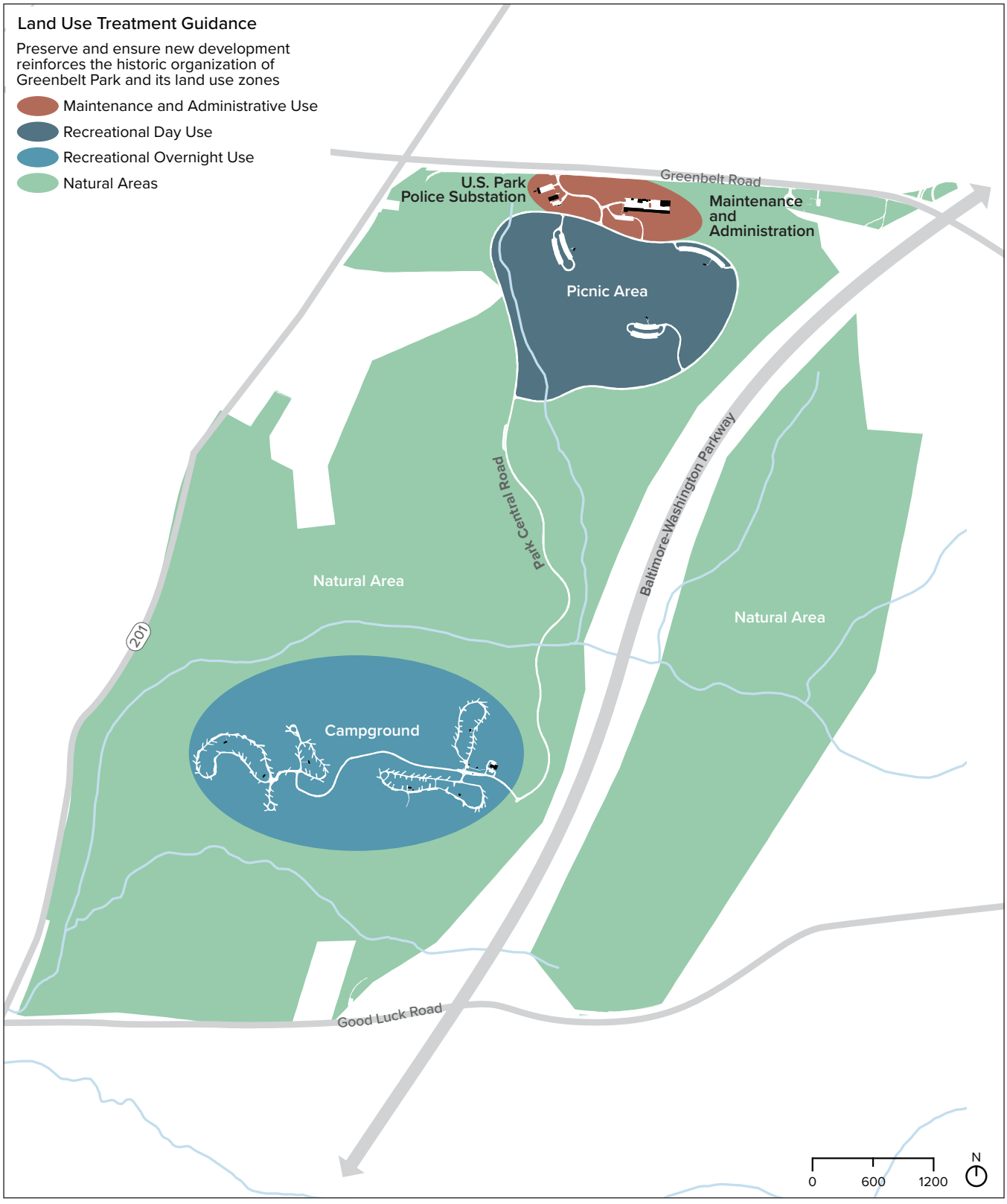


Figure 4-3. Land Use Treatment Guidance (source: Mundus Bishop, 2023).

Cluster Arrangement

Mission 66 planning and design for Greenbelt Park maximized protection of the predominately forested site to provide administrative and visitor facilities in a natural setting by concentrating development into well-defined complexes surrounded by natural areas. The park's cluster arrangement retains integrity and remains similar to the period of significance. Treatment guidance identifies actions to preserve the cluster arrangement of the park.

Retain original clusters of development—Maintenance and Administration, Picnic Area, and Campground.

Consider removal and revegetation of buildings and features in areas of non-contributing development, especially if it diminishes the integrity of Greenbelt Park.

- Allow modifications where cluster arrangement has been extensively modified and has diminished integrity.

- Ensure all work complies with *The Secretary of the Interior's Standards for the Treatment of Historic Properties – Historic Landscapes,* preserves the historic cluster arrangement of Greenbelt Park, and protects and maintains features, materials, and the design of the historic Mission 66 Campgrounds, Picnic Areas, and Maintenance and Administrative Areas.

Concentrate new uses and facilities to minimize disruption to the historic setting, topography, and natural systems and features.

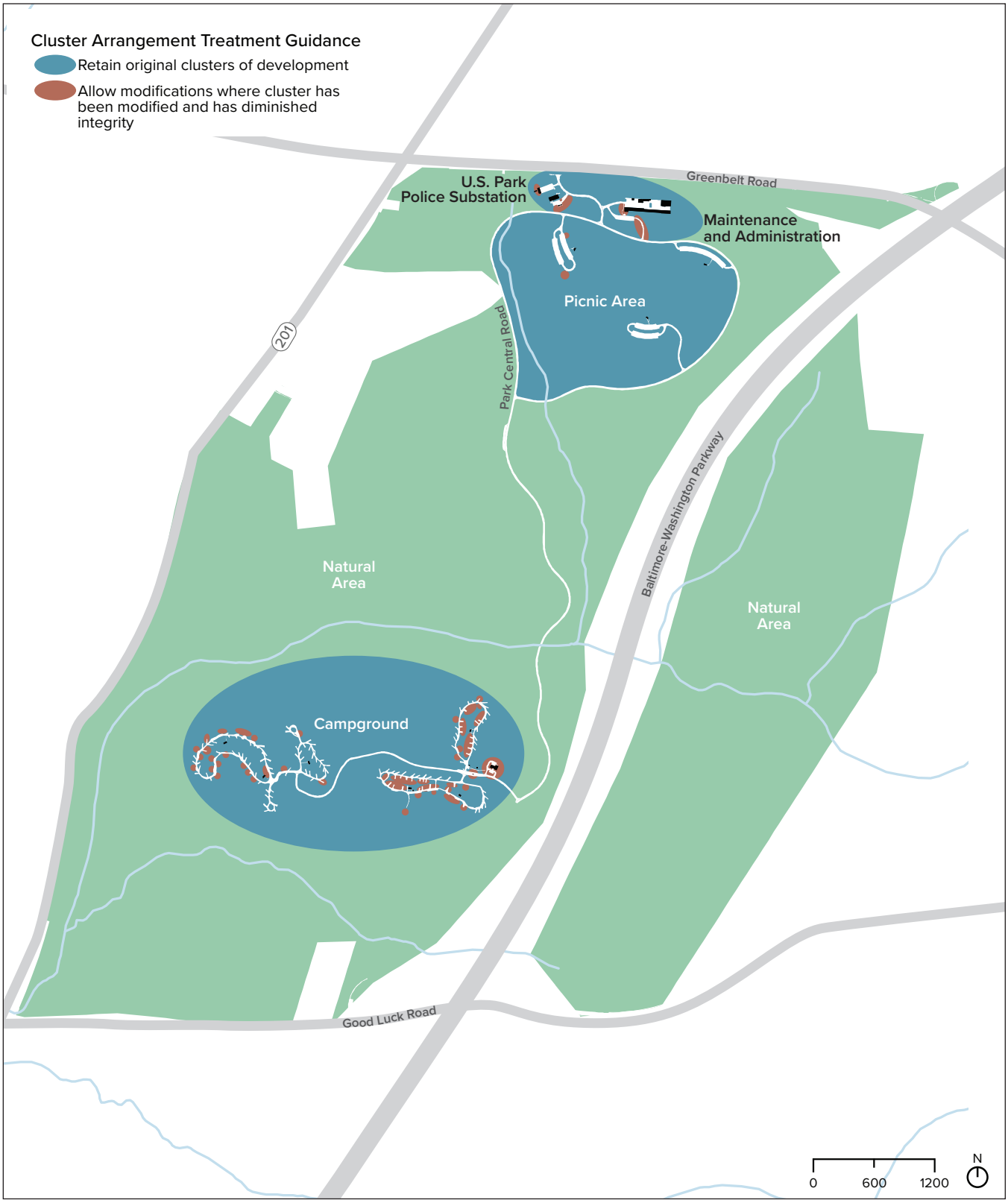


Figure 4-4. Cluster Arrangement Treatment Guidance (source: Mundus Bishop, 2023).

Circulation

A hierarchy of circulation routes was central to the development of Greenbelt Park. The overall arrangement of circulation remains from the period of significance but is modified by changes in surface material, widths, and use (e.g., the change in use of a segment of Park Central Road from vehicular use to pedestrian and bicycle use). Greenbelt Park's hierarchy of routes include the park's primary road, Park Central Road, providing access throughout Greenbelt Park; secondary road providing access from Park Central Road to visitor, administrative, and the park's network of non-motorized trails.

Treatment guidance identifies actions to preserve and repair contributing routes, Greenbelt Park's hierarchy of routes, and improve sustainability and accessibility of circulation features.

Preserve Park Central Road as the unifying spine of Greenbelt Park. Maintain its original width and two lanes of vehicular travel, alignment following the natural topography of Greenbelt Park, and narrow corridor.

Preserve Greenbelt Park's hierarchy of routes to distinguish use, assist in wayfinding, and reduce the need for directional signs through the use of consistent route widths, surfacing, and edge treatment. Maintain asphalt paving for vehicular use; concrete paving or a similar permeable paving material compatible with the cultural landscape for pedestrian use; asphalt paving or a similar permeable paving material compatible with the cultural landscape for bicycle vehicle use.

Conduct a trail study to assess public access, existing conditions (e.g., erosion), and resource protection (e.g., stream, wetlands, seeps, native vegetation).

- Establish prioritized maintenance and improvement recommendations.

- Ensure recommendations follow principles established by this CLR. Implement trail study recommendations with improvement of Greenbelt Park.

Ensure compliance with the planned Fire Management Study for fire roads (e.g., maintain, remove, convert to trail).

Ensure new circulation features are designed to reflect the principles of Mission 66 design. Design new features to minimize earthwork and blend with existing topography.



Figure 4-5. Preserve historic circulation features and ensure new features follow Mission 66 principles to minimize earthwork and blend features with existing topography (source: NPS).

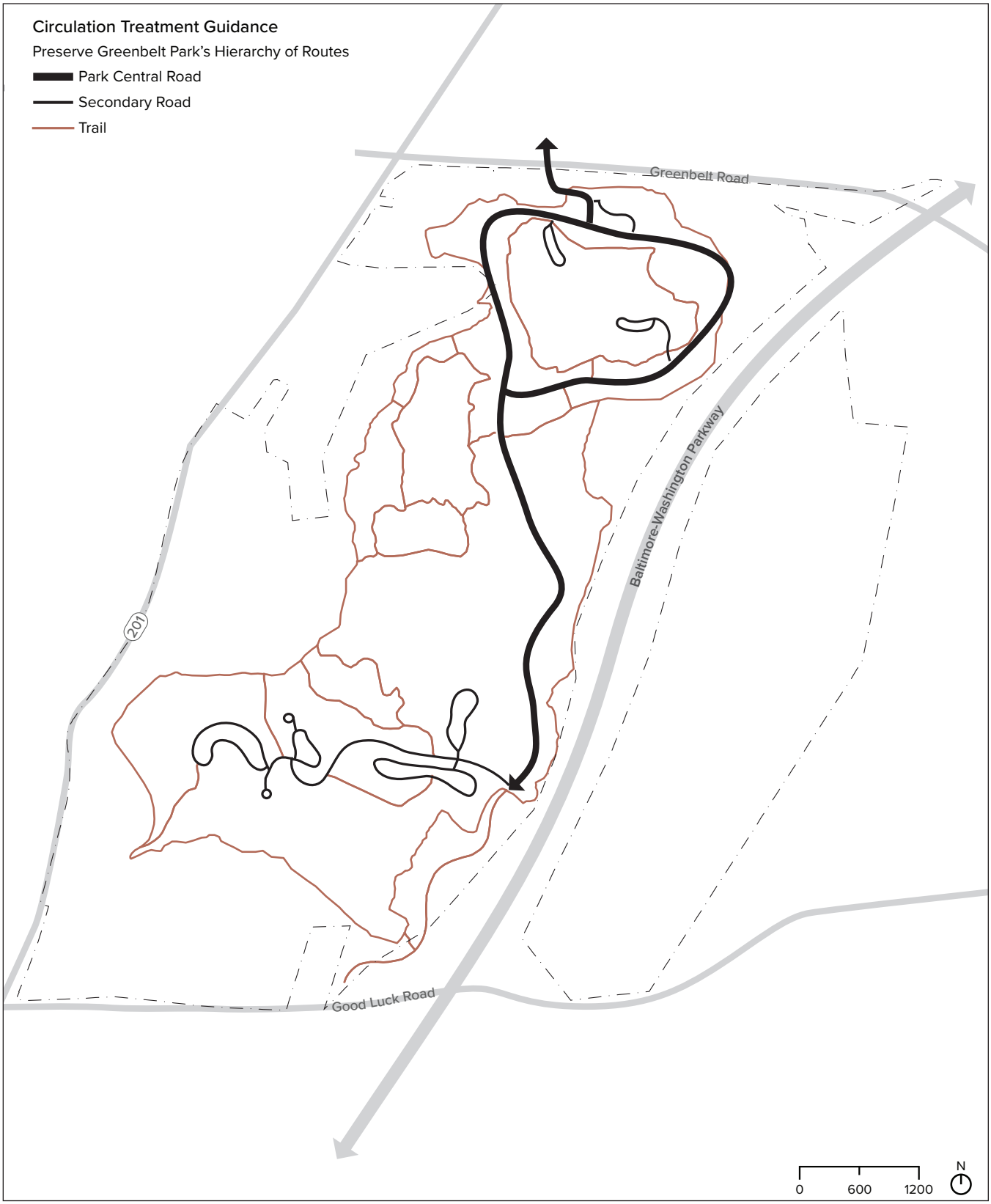


Figure 4-6. Circulation Treatment Guidance (source: Mundus Bishop, 2023).

Vehicular Features

Preserve Park Central Road as the unifying spine of Greenbelt Park. Maintain its original width and two lanes of vehicular travel, alignment following the natural topography of Greenbelt Park, and narrow corridor.

Preserve the alignment, width, and surfacing of contributing roads. Minimize modifications to existing features and topography. Avoid modifications that could impact forests and tributaries. Allow improvements for safety while ensuring modifications comply with the historic design of Greenbelt Park.

Ensure new roads comply with historic design while meeting NPS Park Road Standards for road design, alignment, and paving width and material, as well as road hierarchy.

Preserve the spatial qualities and circulation of contributing parking areas. Allow modifications to improve contemporary use, safety, accessibility, and water quality. Allow modifications to curbs and paving to integrate accessible ramps and features to be compliant with ABAAS accessibility standards.

Remove Good Luck Road Trailhead and revegetate the parking area. Maintain the alignment and width of Bike Trail from Good Luck Road to the Campground—originally Good Luck Road—as a contributing feature and repair erosion.

Consider opportunities to reduce areas of paved surfaces and increase the use of permeable paving where feasible.

Pedestrian Features

Preserve the alignment and width of contributing walks. Repair concrete paving using a consistent paving mixture. Match, width, alignment, and scoring pattern of existing walks. Consider using a consistent paving mixture and finish throughout Greenbelt Park to ensure future repair and patching is consistent.

Provide accessible routes where feasible for an equitable experience for all users, including accessible routes to buildings and public gathering areas from parking areas. Design accessible routes reflect the principles characteristic of Mission 66 design. Design new features to minimize earthwork and to blend with existing topography.

Ensure accessible routes are marked on park literature (e.g., maps, trailheads, brochures, and park websites) and park literature is compliant with NPS Harpers Ferry Center standards accessibility guidelines.

Preserve alignments and widths of contributing trails. Allow modifications for safety, sustainability, and protection of natural features. If trail alignment modifications are needed, ensure new alignments are outside of floodplains, wetlands, and streambanks.

When trail repair or resurfacing is required, retain the same surfacing or a material that is similar in color and texture. Replace trail features (e.g., water bars, boardwalks) using natural materials and colors that blend or assimilate the trail with the natural landscape.

Remove social trails. Revegetate disturbed areas with native species and repair erosion.

Ensure trail maintenance is based on Hazardous Tree Management Program guidance for dead and dying trees that may block trails, be a cause of erosion, and/or be a safety risk to people.

Provide consistent trail demarcation throughout Greenbelt Park. Ensure trailheads are compliant with Harpers Ferry Center standards.

Incorporate non-native invasive species control with trail maintenance based on invasive species inventory and trail study findings. For non-native invasive species control include both active treatment (herbicide application) and operational modifications (cleaning mowers) during routine maintenance activities.

Topography

Topography shaped the development and character of Greenbelt Park. Mission 66 design for Greenbelt Park prioritized the preservation of natural topography by designing roads and trails to follow existing topography and locating development to minimize earthwork. Topography retains integrity and remains similar to the period of significance. Treatment guidance identifies actions to preserve the topography of Greenbelt Park.

Protect the natural and man-made topography of Greenbelt Park, including the topographic rise and sloping lawn on which Sweetgum Picnic Area is set and the relationship of Campground Loops plateaus to steep hillsides of stream valleys.

Preserve the topography of Greenbelt Park by integrating modifications and additions with the natural topography.

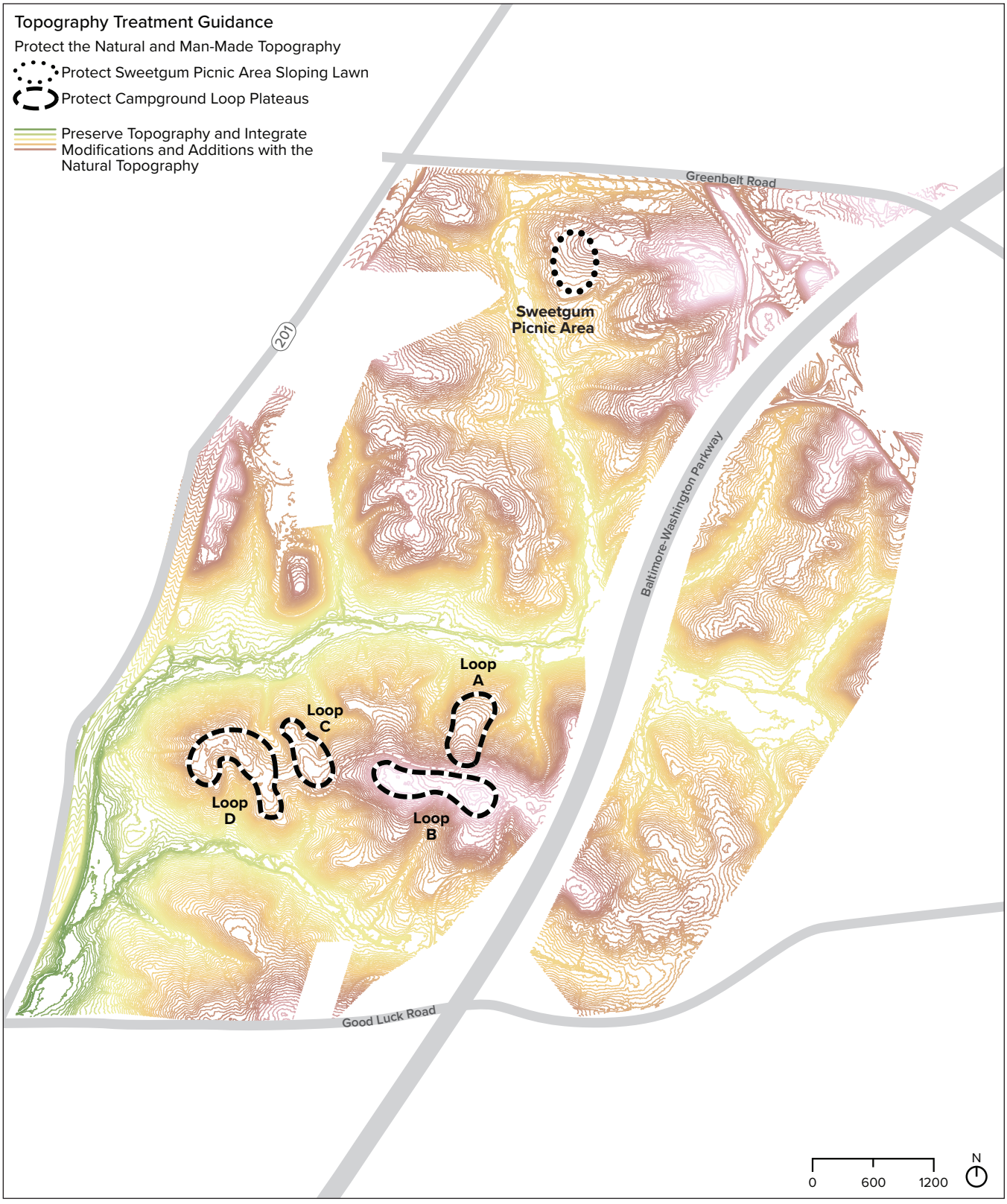


Figure 4-7. Topography Treatment Guidance (source: Mundus Bishop, 2023).

Buildings and Structures

Greenbelt Park includes fourteen buildings built during the NPS' Mission 66 initiative—Maintenance and Administrative Headquarters, U.S. Park Police Substation, and nine comfort stations. This CLR provides high-level treatment actions to preserve and repair contributing buildings.

Detailed treatment recommendations for comfort stations are included in Mission 66 Comfort Stations Design and Maintenance Guidance (2019).

Preserve and repair contributing buildings and comfort stations.

- Complete Historic Structure Reports for contributing buildings and consider annual inspections to assess the condition and appearance of foundations, structure, cladding, openings, finishes, equipment, roof, and drainage systems. Remedial maintenance work should be undertaken 'in-kind' and match the original in size, shape, material, color, scale, and design.

- Rehabilitate contributing buildings for current and future use while protecting character defining features. Allow modification to exterior doors and entrances to accommodate ABAAS access while retaining fenestration and opening patterns.

- Preserve and repair building settings to ensure access for all. Ensure ABAAS access to buildings is designed to be compatible with the historic character and to protect contributing features.

Ensure building additions or modifications are subordinate to the original building, primary elevations, and natural features.

- Maintain the low one-story profiles of contributing buildings when considering additions or modifications.

- Locate utilitarian functions (e.g., mechanical and solar infrastructure) outside of significant viewsheds and outdoor gathering spaces.

Allow removal of non-contributing buildings and structures. Consider non-contributing building sites for reuse or future park additions, including Salt Shed and Ranger Station.

Allow new buildings or structures when integrated as components that harmonize with the natural landscape, are compatible with contributing buildings, and respect the original spatial arrangement of buildings. Design elements can be drawn from Mission 66 buildings present within the park. Architectural language including scale, massing, fenestration, and materials should be consistent throughout Greenbelt Park.

Ensure design of additions and new buildings respect but do not imitate historic buildings and structures, are designed in a contemporary style, and are products of their own time. Ensure the design is compatible with construction materials of historic architecture and colors that blend with the natural landscape.



Buildings and Structures Treatment Guidance

- Preserve and repair contributing buildings and structures (indicated by number in black circle).
- Allow removal of non-contributing buildings and structures (indicated by number in white circle).

1. U.S. Park Police Substation (1966)
2. U.S. Park Police Weight Room Trailer (after 1974)
3. Gas House (1964)
4. Auto Shop (1974)
5. Maintenance Storage Shed / Maintenance Sign Shop (after 1974)
6. Salt Shed (2019)
7. Maintenance and Administrative Headquarters (1964; second story added in 1989)
8. Sweet Gum Picnic Area Comfort Station (1965)
9. Holly Picnic Area Comfort Station (1961)
10. Laurel Picnic Area Comfort Station (1965, 2003)
11. Ranger Station (1989)
12. Checking Station (1983)
13. Campground A Comfort Station (1965)
14. Campground B Comfort Station (1965)
15. Campground B w/Shower Comfort Station (1965)
16. Amphitheater/Campfire Circle (1969)
17. Campground C w/Shower Comfort Station (1965)
18. Campground D Comfort Station (1965)
19. Campground D w/Shower Comfort Station (1965)

Figure 4-8. Buildings and structures contribute to the significance of the park (source: Mundus Bishop, 2023).

Views and Vistas

Views and vistas influenced the historic siting and orientation of Greenbelt Park. U.S. Park Police Substation was set prominently near the entrance to the park with views to the building from Park Entrance Road to create a sense of arrival. Views to Maintenance and Administrative Headquarters and the Baltimore-Washington Parkway were buffered by vegetation from visitor use areas. Sweetgum Picnic Area was set at a high point with views across the open, sloping lawn.

Treatment guidance identifies actions to protect contributing views and preserve and repair views to natural features and buildings.

Protect contributing views to U.S. Park Police Substation. Prune and remove overgrown vegetation to repair historic views to the primary entrance of U.S. Park Police Substation from Main Entrance Road. Manage vegetation to enhance building façades and frame to the building. Ensure new features do not diminish or obstruct views to U.S. Park Police Substation.

Protect contributing views from picnic areas and campground loops. Protect and repair vegetation to buffer views to adjacent development. Consider planting native forest species identified in historic documentation of the park—pines, oak, black gum, sweet gum, hickory, yellow poplar, sassafras, and red maple trees; arrowwood, laurel, holly, honeysuckle, and laurel understory; and partridgeberry, ground pine, and lady slipper groundcover.[4.3] Select plant species that are likely to adapt to changing climate patterns and will support the biodiversity and resiliency of the park. If historic forest species are not suited to changing conditions, allow species of a similar form, size, and texture.

Protect and repair vegetation to buffer views to Maintenance and Administrative Headquarters, Baltimore-Washington Parkway, and adjacent development.

- Consider planting native forest species identified in historic documentation of the park—pines, oak, black gum, sweet gum, hickory, yellow poplar, sassafras, and red maple trees; arrowwood, laurel, holly, honeysuckle, and laurel understory; and partridgeberry, ground pine, and lady slipper groundcover.[4.4]

- Select plant species that are likely to adapt to changing climate patterns and will support the biodiversity and resiliency of the park. If historic forest species are not suited to changing conditions, allow species of a similar form, size, and texture.

Protect views from across the sloping lawn of Sweetgum Picnic Area to meadow and forest. Ensure new features do not diminish or obstruct views.

Prioritize views in site planning and design. Orient circulation features, gathering spaces, and campsites to capitalize on views to natural features.

4.3 United States Department of the Interior, National Park Service. *Greenbelt Park Master Plan*, (Washington, DC: National Capital Region, 1967), 10-13.

4.4 United States Department of the Interior, National Park Service. *Greenbelt Park Master Plan*, (Washington, DC: National Capital Region, 1967), 10-13.

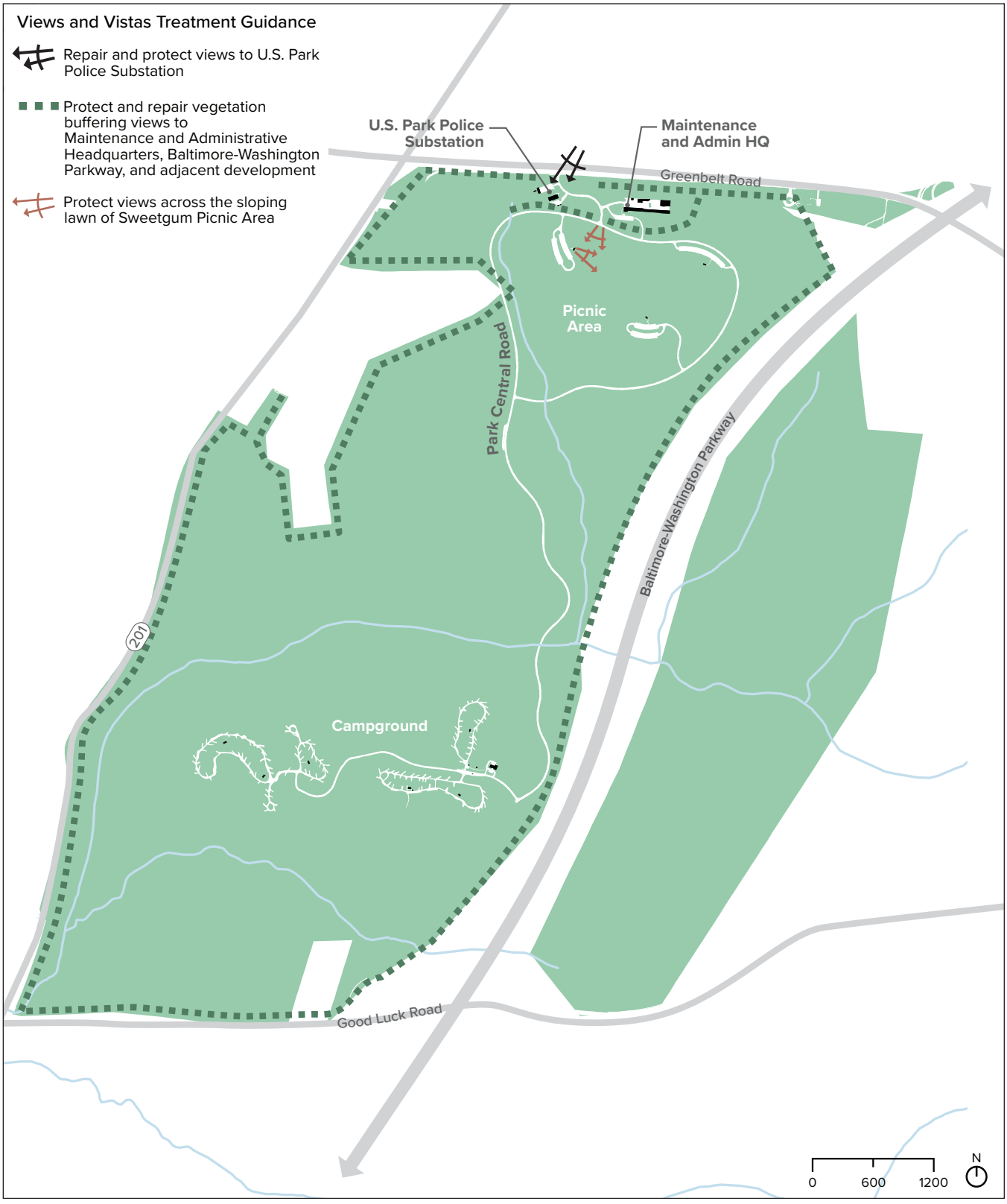


Figure 4-9. Views and Vistas Treatment Guidance (source: Mundus Bishop, 2023).

Small Scale Features

Historic small scale features of Greenbelt Park served visitor and operational functions. Most of these original features are non-extant but are similar in function to present-day small scale features.

Treatment guidance identifies actions to preserve features that contribute to the historic character of the park and to provide compatible additions to accommodate visitor and operational functions in a matter that protects the cultural landscape and views and vistas.

Preserve and repair features that contribute to the historic character of the park.

Provide a unified set of site furnishings carefully detailed and built of quality materials and craftsmanship to provide essential administrative, operational, and visitor use (e.g., trash and recycling receptacles, seating, water fountains, water spigots, signage, fences, and barriers).

- Ensure materials are durable, maintainable, and easily replaced.
- Ensure site furnishings blend with the natural environment and do not dominate natural settings.
- Establish a unified color palette for all site furnishings. Select muted, natural colors that are consistent with historic features of the park. Brightly colored finishes should be avoided.
- Locate site furnishings to provide for visitor and operational functions while ensuring they do not detract from the historic setting or obstruct views. If screening is needed, consider vegetative or screening that is of a scale, material, and color that harmonizes with the historic setting.
- Provide signage at select locations for site identification, building identification, wayfinding, and interpretation. Locate signage to provide function while minimizing the number so as to not detract from the setting.

Allow new small scale features where appropriate. Locate features to provide for visitor and operational functions while minimizing the number and ensuring they do not detract from this historic setting or obstruct views.

Preserve and repair stone walls as U.S. Park Police Substation and Maintenance and Administrative Headquarters and allow new stone walls as replacements.

- Repair stone walls to match original workmanship, including finishing joints, cutting stone, and laying in courses to match original construction. Repoint walls to replace missing mortar and reset missing stones.
- Match mixture and materials in mortar mix and rake joints to match original depths and technique.
- Reuse original stones to the greatest extent possible. If new stones are needed, match stone to original stone in composition, texture, color, and size to historic walls.

Ensure proposed utility, mechanical, and sustainability infrastructure or facilities are planned, sited, and designed to protect the cultural landscape, do not obscure views, and do not negatively interrupt the visitor experience. Locate and screen infrastructure in areas with established operations areas. Ensure infrastructure and screening is of a scale, material, and color that harmonizes with the historic setting and aesthetic.

Provide barriers to define visitor use areas (e.g. trails, campsites, picnic areas), protect vegetation, and reduce soil compaction. Select durable materials that minimize the need for ongoing maintenance. Locate barriers to be unobtrusive while effectively protecting resources.

Archeological Sites

Archeological sites dating to the period of significance are likely associated with Camp Conestoga and the adjacent Boy Scout Camp. Further investigation is needed to determine the location, condition, and significance of archeological features. Treatment guidance identifies actions to identify and protect archeological sites.

Determine the location, condition, and significance of archeological features, including archeological survey and historical documentation of Camp Conestoga and the adjacent Boy Scout Camp. Protect known and potential archeological sites. Consult with NPS cultural resources subject matter experts when conducting archeological investigations and excavations. Where appropriate, include other agencies and federally recognized tribes in consultation.

Ensure potentially sensitive resources and traditional cultural properties are identified, recorded, and evaluated through consultation with associated tribes. Ensure the integrity of traditional cultural properties is preserved and protected.

Consult with affiliated tribes to identify themes and approaches to interpreting their history and connection to Greenbelt Park.

U.S. Park Police Substation

U.S. Park Police Substation was built as part of the Mission 66 development of Greenbelt Park. This area was modified by the placement of a temporary trailer (U.S. Park Police Weight Room Trailer), gravel parking area, and likely expansion and addition of storage buildings in the maintenance area after the period of significance.

Treatment guidance identifies actions to preserve features that contribute to the historic character of Greenbelt Park.

Preserve U.S. Park Police Substation as a distinct cluster of development.

Protect the arrival sequence and sense of arrival to U.S. Park Police Substation, including views from Main Entrance Road to the building and the arrangement of the parking area, walks, arrival plaza, bridge, terrace, and primary building entrance.

Preserve original patterns of development with U.S. Park Police Substation prominently set at the entrance to the park with parking areas, walks, and terraces organized orthogonally around the building; short walks leading from parking to building entrances; and public/administrative parking use to the north and maintenance/administrative uses to the south. Allow removal of the non-contributing U.S. Park Police Weight Room Trailer and parking areas.

Prune and remove overgrown vegetation to repair historic views to the primary entrance of U.S. Park Police Substation from Main Entrance Road. Repair and maintain vegetation along Park Central Road as vegetative screening minimizing views of the Maintenance Area from Park Central Road and Perimeter Trail.

Consider additions or modifications to U.S. Park Police Substation Building based on the completion of a historic structures study or building use feasibility study. Ensure building additions or modifications retain character defining features; are subordinate to the original building, primary elevations, and natural features; maintain the low one-story profile of the building; and do not obstruct views to the original building from Main Entrance Road.





Figure 4-10. Repair historic views to the primary entrance of U.S. Park Police Substation from Main Entrance Road. Repair and protect the historic setting and contributing circulation features, including walks, bridges, and the arrival plaza and terrace (source: top image: NPS, before 1975; bottom image: Mundus Bishop, 2022).

Maintenance and Administrative Headquarters

Maintenance and Administrative Headquarters was built as part of the Mission 66 development of Greenbelt Park. This area was modified by the addition of maintenance bay sheds, Salt Shed, and second floor of the Maintenance and Administrative Headquarters and associated arrival plaza, bridge, walks, and Park Headquarters Parking Exit Road.

Treatment guidance identifies actions to preserve features that contribute to the historic character of Greenbelt Park.

Preserve Maintenance and Administrative Headquarters as a distinct cluster of development.

Protect the arrival sequence and sense of arrival to Maintenance and Administrative Headquarters, the arrangement of the parking area, walks, arrival plaza, bridge, and primary building entrance.

Preserve original patterns of development with Maintenance and Administrative Headquarters set at the entrance to the area with parking areas, walks, and outbuildings organized orthogonally around the building; and public/administrative parking use to the south and maintenance/administrative uses to the north. Allow removal of the non-contributing Salt Shed. Consider reuse of the building site for reuse or future park additions.

Maintain forest as vegetative screening minimizing views of the area from Main Entrance Road, Park Central Road, and Greenbelt Road.

Complete a stormwater management assessment to identify existing runoff issues and opportunities for disconnecting impervious cover and treating runoff closer to its source. Identify appropriate site specific stormwater best management practices to reduce runoff volume and salt and other contaminants from the Maintenance Yard to receiving streams thus mitigating pollution and streambank erosion (e.g., sheet flow to conservation areas, bio-swales, rain gardens, etc.).

Complete site surveys and hydrologic modeling to inform design and realignment of Perimeter Trail, culverts, and associated infrastructure.



Figure 4-11. Protect the arrival sequence and sense of arrival, including the arrangement of the parking area, walks, arrival plaza, bridge, and primary building entrance (source: Mundus Bishop, 2022).



Figure 4-12. Maintain forest as vegetative screening minimizing views of the area from Main Entrance Road (source: Mundus Bishop, 2023).

Picnic Area

Picnic Area was built with Mission 66 development as three discrete areas within a loop created by Park Central Road. Picnic Area retains historic development areas surrounded by forest and relationships to Park Central Road, comfort stations, adjacent picnic areas, and parking areas.

Treatment guidance identifies actions to preserve features that contribute to the historic character of Greenbelt Park.

Preserve Picnic Area as a distinct cluster of development and its arrangement of three distinct areas picnic areas connected by Park Central Road and Azalea Trail.

Preserve the arrival sequence and sense of arrival to Picnic Area, including views from parking areas to comfort stations and kiosks and original patterns of development with centrally located comfort stations oriented toward parking areas with short walks leading to entrances.

Provide play equipment that is accessible, equitable, and compatible with the cultural landscape. Ensure features blend with the natural environment and do not dominate natural settings.

If new uses are considered, ensure compatibility with the original recreational day uses of Picnic Area and protect established character defining features such as views across Sweetgum Picnic Area's sloping lawn; the use of vegetation to define space and buffer views to roads and adjacent development; the placement of and cluster arrangement. Provide ABAAS compliant amenities, parking, and access routes. Ensure all work complies with *The Secretary of the Interior's Standards for the Treatment of Historic Properties – Historic Landscapes*, preserves the historic cluster arrangement of Greenbelt Park, and protects and maintains features, materials, and the design of the historic Mission 66 Picnic Areas.



Figure 4-13. Preserve the historic setting of picnic areas set within forest, early 1960s (source: GREE).

Provide vegetation management based on Hazardous Tree Management Program guidance for dead and dying trees. Consider a five-year pruning cycle to reduce safety risks to people and structures from dead and dying trees.

Consider wood waste (wood chips) as soil amendments in heavy-use areas to reduce compaction. Ensure wood chips are sourced from within the park to avoid introducing external pests or disease. Ensure use and placement is compatible with the cultural landscape.

Design stormwater management for picnic and parking areas to preserve and protect natural resources from potential erosion and sediment loads.

Campground

Greenbelt Park Campground remains in its original location and setting as a defined cluster of development. The organization and arrangement of Campground Loops and Roads remain largely intact and similar to the original construction. Integrity is diminished by the addition of campsites, removal of campsites, redesign of historic parking spurs (e.g., conversion of angled to perpendicular parking), and the addition of Ranger Station.

Treatment guidance identifies actions to preserve features that contribute to the historic character of Greenbelt Park.

The National Park Service Campground Design Guidelines (2021) provide broad guidance for modern campground standards for arriving at the campground, signage, circulation (roads, routes, paths, and parking), campground and campsite layout, campground services, utilities, and comfort stations, amphitheaters, picnic areas, campsite amenities, dump stations, and car charging stations.

Historic Mission 66 Campground Treatment Guidelines (2022), the companion document to the National Park Service Campground Design Guidelines (2021), provide agency-wide guidance for modifications or improvements within Mission 66 campgrounds to ensure improvements are compliant with the Secretary of the Interior's Standards for the Treatment of Historic Properties Standards. The document provides guidance for Mission 66 campground landscapes, buildings, and structures.

The National Park Service Campground Design Guidelines (2021) and Historic Mission 66 Campground Treatment Guidelines (2022) should be referenced in unison when planning and designing campgrounds at Greenbelt Park.

Campground Cluster

Preserve Campground as a distinct cluster of development within Greenbelt Park and its arrangement of four distinct areas of development (Campground Loops) within small clearings of forest connected by Campground Road. Preserve Campground Loops where integrity remains.

Preserve the alignment, width, and surfacing of Campground Road and Campground Loop Roads A, B, C, and D as contributing features.

Preserve and repair contributing features including campground roads, trails, campsites, and comfort stations.

Consider removal and revegetation in areas of non-contributing development, especially if it diminishes the integrity of Greenbelt Park Campground. Allow modifications where cluster arrangement has been extensively modified and has diminished integrity. Ensure all work complies with *The Secretary of the Interior's Standards for the Treatment of Historic Properties – Historic Landscapes*, preserves the historic cluster arrangement of Greenbelt Park, and protects and maintains features, materials, and the design of the historic Mission 66 Campgrounds.

Allow removal of Checking Station.

Allow reuse or removal, repair, and revegetation of Ranger Station.

Provide vegetation management based on Hazardous Tree Management Program guidance for dead and dying trees. Consider a five-year pruning cycle to reduce safety risks to people and structures from dead and dying trees. Consider incorporating wood waste (wood chips) as soil amendments in heavy use areas to reduce compaction.

Consider a firewood program feasibility study to assess a park or concessioner program to provide firewood using onsite resources and protecting forested areas from tree pests and pathogens.

Design stormwater management to preserve and protect natural resources from potential erosion and sediment loads.

Campground Loops

Preserve Campground Loop A, B, C, and D as distinct clusters of development.

Preserve and repair Campground Loop A, B, C, and D's arrangement of campsites set along alternating sides of Loop Roads within small clearings of forest.

Consider removal and revegetation in areas of non-contributing development, especially if it diminishes the integrity of Greenbelt Park Campground. Allow modifications where cluster arrangement has been extensively modified and has diminished integrity. Ensure all work complies with *The Secretary of the Interior's Standards for the Treatment of Historic Properties—Historic Landscapes* and preserves the historic cluster arrangement of Greenbelt Park Campground. Allow modifications where cluster arrangement has been extensively modified and has diminished integrity.

Preserve original patterns of development with comfort stations located centrally within loops with buildings and structures oriented toward Campground Loop Roads and set back from the road with short walks leading to building entrances.

Design new parking spurs as compatible features with similar form, scale, and materials of contributing campsites. Ensure new parking spurs follow historic patterns with parking spurs on alternating side of Loop Roads. Ensure separation between parking and camp uses.

Preserve the alignment, width, and surfacing of Blueberry Trail and Loop B Trail as contributing features. Sensitively design new connections to protect the character of the contributing trails.

Design new trails to follow a similar form, scale, and materials of contributing trails. Ensure new trails are narrow well-defined routes that provide access between campsites, parking, and amenities and are designed to minimize impacts to soil and vegetation and protect contributing features. Consider formalizing social trails in Campground Loops to comfort stations.

Remove social trails. Revegetate disturbed areas with native species and repair erosion.

Consider wood waste (wood chips) as soil amendments in heavy use areas to reduce compaction.

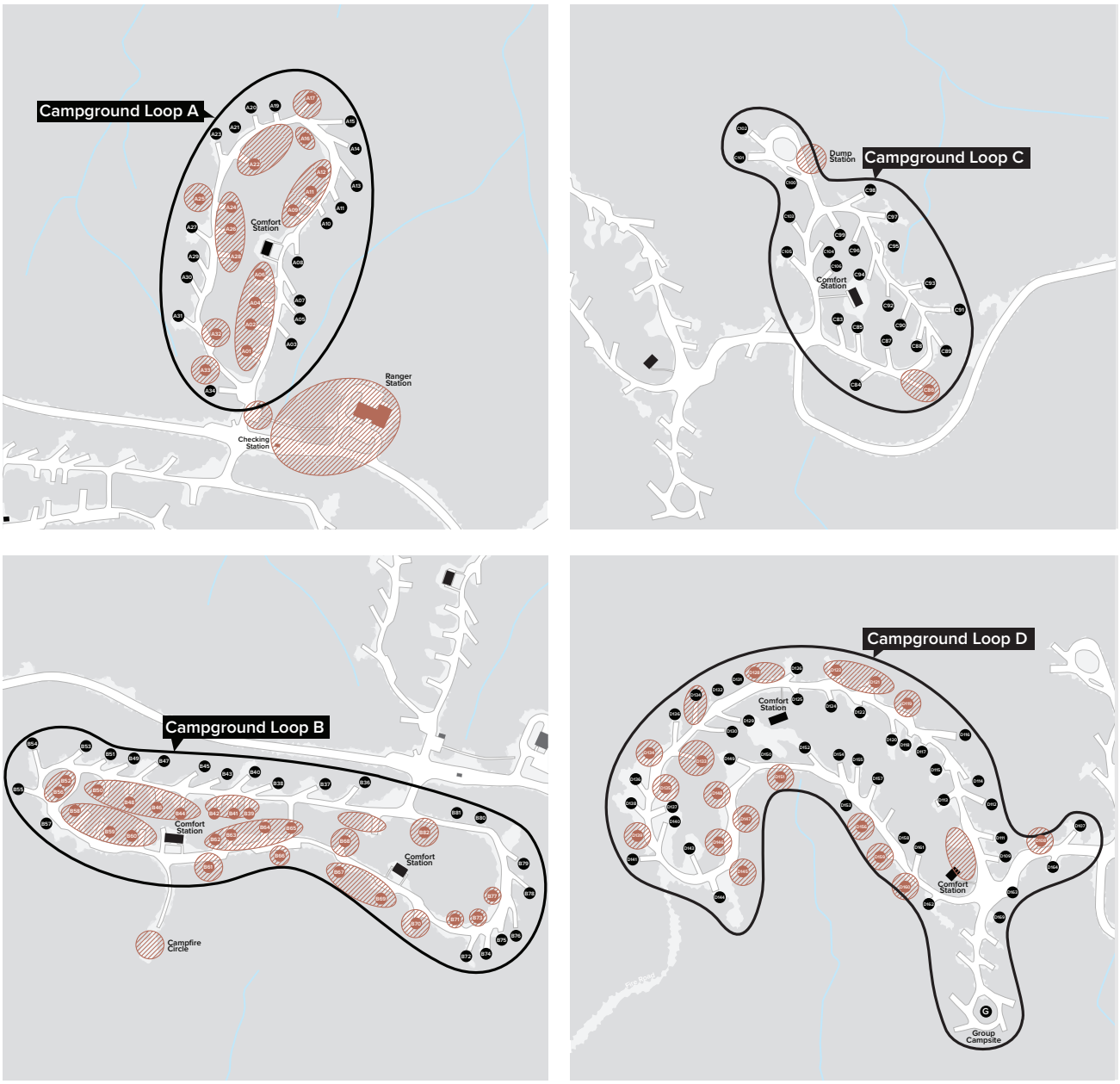
Provide ABAAS-compliant routes between ABAAS campsites, parking, and comfort stations.

Ensure new utilities and features are sited and routed to protect and preserve contributing cluster arrangements, campground roads, buildings, structures, and features, and to protect the natural landscape.

Repair Campfire Circle and access path for improved interpretive programming and to provide an accessible route and seating. Retain the scale, form, and topography of the space.

- Replace the fire circle, rows of benches set on the sloping surface, and projection screen centered along the low end of the space to face the audience.

- Provide lighting, speakers, and other features to facilitate interpretive programming. If Campfire Circle is relocated to another location within Greenbelt Park, consider rehabilitation of the site for compatible camp use.



Campground Loop A, B, C, and D Treatment Guidance

Preserve clusters of development.

Allow modifications in areas previously changed that have diminished integrity (re: Chapter 3: Cluster Arrangement for descriptions diminished integrity and modifications that occurred after the period of significance).

Campsites

Design new campsites and consider repairing existing campsites to be well-defined individual spaces.

- Use forest vegetation to provide an overstory canopy of larger trees and understory and groundcover vegetation to reestablish each campsite as a space with a defined boundary and to buffer campsites from one another, including large RVs and trailers.

- Provide defined areas for parking, tents, and picnic tables. Repair soil compaction and erosion.

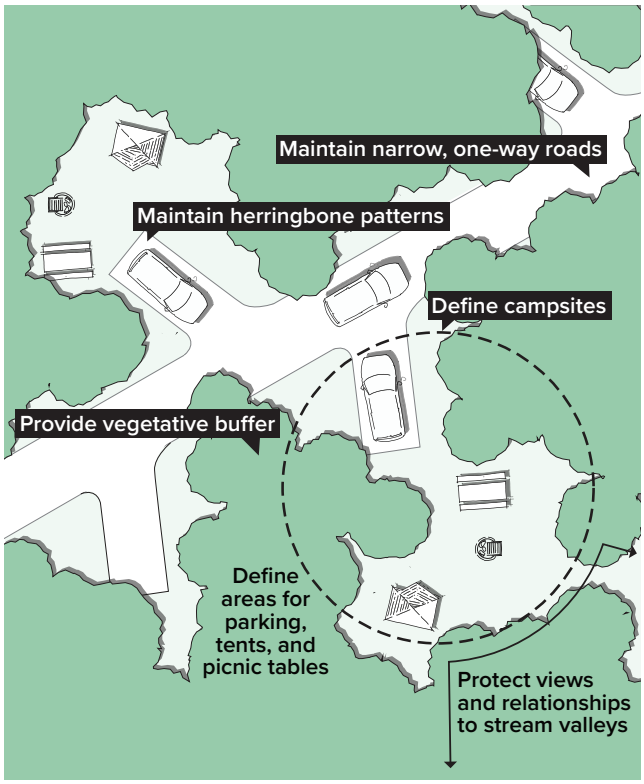
Arrange new plantings in natural or naturalistic patterns.

- Consider native forest species identified in historic documentation of the park—pines, oak, black gum, sweet gum, hickory, yellow poplar, sassafras, and red maple trees; arrowwood, laurel, holly, honeysuckle, and laurel understory; and partridgeberry, ground pine, and lady slipper groundcover.[4.5]

- Select plant species that are likely to adapt to changing climate patterns and will support the biodiversity and resiliency of the park. If historic forest species are not suited to changing conditions, allow species of a similar form, size, and texture.

Meet ABAAS accessibility requirements for campsites. Locate accessible campsites in a variety of loops to provide a range of experiences.

Allow new campground amenities. Ensure features blend with the natural environment and do not dominate natural settings.



Campsite Treatment Guidance

Repair and preserve characteristics of Mission 66 campsite design

4.5 United States Department of the Interior, National Park Service. *Greenbelt Park Master Plan*, (Washington, DC: National Capital Region, 1967), 10-13.

Appendices

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Appendix B: Treatment Terminology

The following terminology is used in this report to describe recommended actions.[1]

Consider is to routinely evaluate if a treatment action can be undertaken. Budget constraints and long-term maintenance may result in delayed treatment action. As circumstances change, the treatment action should be reevaluated and eventually completed.

Design intent refers to the creative objectives that were applied to the development of a historic property.

Introduce is the addition of a new, nonhistoric feature compatible with the cultural landscape. This may also include the replacement of a missing historic feature.

In-kind refers to the replacement of features extensively deteriorated or missing parts of features using materials that match the historic detail, configuration, and appearance as closely as possible.

Maintain refers to measures that sustain the form, integrity and materials of contributing features, either on a regular basis or as a nonrecurring event.

Preserve refers to those measures necessary to sustain the existing form, integrity, and materials of contributing features. It includes initial stabilization work, where necessary, as well as ongoing preservation maintenance and repair of historic materials and features.

Protect refers to actions to safeguard a historic feature by defending or guarding it against further deterioration or loss. Such action is generally of temporary nature and anticipates future preservation treatment.

Reconstruct refers to the act or process of depicting, by means of new work, the form, features, and detailing of a non-surviving historic structure or any part thereof, for the purpose of replicating its appearance at a specific time in its original location.

Rehabilitate refers to the act or process of allowing a compatible use through repair, alteration, or additions as long as those features that convey the historical, cultural, or architectural values are preserved.

Repair refers to those measures that are necessary to correct deteriorated, damaged, or faulty materials of features. These measures are more extensive than regular maintenance and undertake work necessary to bring a contributing feature or area to good condition.

Restore refers to those measures necessary to accurately depict the form, features, and character of a property as it appeared during a particular period of time by means of the removal of features from other periods in history and reconstruction of missing features from the restoration period.

Retain are those actions that are necessary to allow a feature (contributing or noncontributing) to remain in place in its current configuration and condition.

Stabilize refers to those measures that require more work than standard maintenance practices, and that are necessary to prevent the further deterioration, failure, or loss of contributing features.

1 Adapted from The Secretary of the Interior's Standards for the Treatment of Historic Properties as amended and annotated, 1995 and http://www.nps.gov/dscw/definitions.htm.

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Appendix C: Summary of Landownership

The following excerpt from the 2006 Greenbelt Park Historic Resource Study summarizes landownership of lands that became Greenbelt Park.

'The names of many of the owners of these parcels are known, and a few are mentioned in written colonial records. The parcels, listed in chronological order by the patent dates from the Denver Service Center map, are described below. Descriptive information has been derived from the Denver Service Center (DSC) map, the reproduction of the 1970 Cook map by R. Mercier, deed research contained in the Greenbelt Park Land Acquisition files at National Capital East headquarters in Anacostia Park, and several secondary sources. When sources disagree on the owner or patent date, the entry for that category is "uncertain." When no information has been discovered during research for this study, the entry will be "unknown."'

Summary of Landownership

Year	Patent Title	Owner	Acres	Description
1723	Denmark	Gunder Erickson and Arthur Nelson	uncertain	Park staff discovered a patent for a parcel called Denmark in the names of Erickson and Nelson. This tract, however, encompassed 450 acres, much larger than the tract shown on the Denver Service Center and Cook maps, which occupies the southwest corner of what is now Greenbelt Park, at the intersection of Good Luck and Edmonston roads. No other information was discovered in documents reviewed for this study.
1724	Hog Pen Enlarged	uncertain	435	The DSC and Cook maps date the patent for this parcel, which encompasses park land along its southern boundary, to 1724. Park staff discovered a record for Hog Pen Enlarged bearing the date of 1819. Two names were associated with that entry: James McKee and Arthur Campbell. No other information was discovered in documents reviewed for this study.
1744	Strife	uncertain	31	A portion of strife is located within park boundaries east of the Baltimore-Washington Parkway.Park staffers discovered a record for a parcel called Strife patented by Hugh Riley in 1721. As this tract encompassed 551 acres, its relation to the Strife parcel within Greenbelt Park is not clear. A man named Hugh Riley was impaneled on a Prince George's County jury on June 22, 1697.
1745	Bee Tree	Samuel Banks	25	The land formerly encompassed by the Bee Tree parcel straddles the Baltimore-Washington Parkway just north of Good Luck Road. No other information was discovered in documents reviewed for this study.

Year	Patent Title	Owner	Acres	Description
1751	Pleasant Hills	Benjamin Belt, Jr.	300	These two parcels both encompass some land now part of the park, mostly in its southeast section along Edmonston Road. The documentary record of the tracts is unclear as to their size, but it seems likely that they were owned by Benjamin Belt, Jr. A 116-acre tract known as Pleasant Hill was surveyed on August 1, 1751, for Benjamin Belt, Jr., and Andrew Beall, according to deed research in National Park Service records. Beall assigned his part of the tract to Belt on August 10, and Belt patented the land September 28, 1752. This is the parcel that began at the sixth line of James Edmonston's Yarrow. National Park Service research also recovered records for "Pleasant Hills Resurveyed," dated December 13, 1756. The resurveyed parcel totaled 300 acres and was patented by Benjamin Belt, Jr., on February 24, 1758. The DSC and Cook maps include parcels called Pleasant Hills (1751) and Addition to Pleasant Hills (1756). Although these dates match those of Pleasant Hills and Pleasant Hills Resurveyed, the acreage of the first does not. The Cook map lists the Pleasant Hills acreage as 300 acres, rather than 116.
1713	Part of Yarrow	uncertain	369.5	The original plantation known as Yarrow itself lies outside of park boundaries to the west. A portion of the addition to Yarrow lies inside park boundaries, south of the Jaeger tract. As has been mentioned, James Stoddart was an Eastern Branch planter and Indian trader who owned a plantation called Yarrow. It is possible that the plantation lands called Yarrow within and in the vicinity of the park were owned by Stoddart, but the connection is not made in research by park staff reviewed for this study. Stoddart was also a member of Prince George's Presbyterian congregation and was charged, along with seven others, with establishing the church at what is now Seat Pleasant in 1725. By that time, however, he had moved his primary residence to the southern part of the county. Another possible owner of these parcels was James Edmonston. His name is associated with Yarrow in land records for Pleasant Hill (or Hills). That parcel began, according to the 1751 record, at the sixth line of James Edmonston's Yarrow. Since Stoddart had died by this time and had moved south long before, it is possible that Edmonston purchased Yarrow from Stoddart and purchased the parcel patented in 1753. This connection is not clear in the deed research by park service staff reviewed for this study. Edmonston appears in county records for several years in the middle of the century as a justice of the peace and in 1742 was commissioned, along with four other men, to purchase 60 acres of property at Garrison's Landing for the establishment of a town to be known as Bladensburg.
1753	Addition to Yarrow	uncertain	126	

Year	Patent Title	Owner	Acres	Description
1751	Pleasant Hills	Benjamin Belt, Jr.	uncertain	These two parcels both encompass some land now part of the park, mostly in its southeast section along Edmonston Road. The documentary record of the tracts is unclear as to their size, but it seems likely that they were owned by Benjamin Belt, Jr. A 116-acre tract known as Pleasant Hill was surveyed on August 1, 1751, for Benjamin Belt, Jr., and Andrew Beall, according to deed research in National Park Service records. Beall assigned his part of the tract to Belt on August 10, and Belt patented the land September 28, 17 52. This is the parcel that began at the sixth line of James Edmonston's Yarrow. National Park Service research also recovered records for "Pleasant Hills Resurveyed," dated December 13, 1756. The resurveyed parcel totaled 300 acres and was patented by Benjamin Belt, Jr., on February 24, 1758. The DSC and Cook maps include parcels called Pleasant Hills (1751) and Addition to Pleasant Hills (1756). Although these dates match those of Pleasant Hills and Pleasant Hills Resurveyed, the acreage of the first does not. The Cook map lists the Pleasant Hills acreage as 300 acres, rather than 116.
1756	Addition to Pleasant Hills	Benjamin Belt, Jr.		
1756	Smith's Neglect	Benjamin Beall	337.25	This parcel, running northwest to southeast across what is now the center of the park, was patented by Benjamin Beall in 1756. The patentee was probably related to Ninian Beall, who came to Maryland as an indentured servant in 1658 and eventually patented more than 25,000 acres of land, most of which lay in the western part of Calvert County that became Prince George's County in 1696. Ninian Beall, a militia colonel, was also elected on May 7, 1696, as one of the county's first delegates to the provincial assembly. Beall died in 1717 at Bacon Hall, his estate near Marlborough. Ninian Beall was father of Charles Beall, who was the pressmaster of New Scotland Hundred, the government administrative unit that included the Greenbelt Park area. A pressmaster was empowered by the government to secure food and other specified items from citizens during times of crisis, such as Indian attacks. It may have been this Charles Beall who provided land for a Presbyterian meeting house near (or in) what became Bealltown in 1718. An Alexander Beall also lived near the Eastern Branch. Allan Kulikoff used the Bealls in the Eastern Branch region to describe kindred networks in Maryland in his book Tobacco and Slaves, noting that what began in the 1710s as a family with blood relations to only one other family in the neighborhood (second cousin James Edmonston), grew by the time of the American Revolution into an interrelated network of relations that provided financial, social, and political support for each other. The Eastern Branch Bealls included both gentry and yeoman, and nearly all worshipped at the Presbyterian meeting house on land formerly owned by Charles Beall. The reuse of family names during the eighteenth century obscures the exact relationship of the Benjamin Beall of Smith's Neglect to this branch of the Beall family, but it seems likely that he moved within its orbit. A Benjamin Beall agreed with the county court to replace a bridge over the Eastern Branch near Bladensburg on May 4, 1773. The bridge - 130 feet long and 12 feet wide- was to be completed by October 15 of that year. A Benjamin Beall entered a will into county records on March 4, 1776. Mentioned in the will are Beall's wife Sarah, son Josiah, and kinsmen Richard and Thomas Beall.

Year	Patent Title	Owner	Acres	Description
1760	Snowden's Discovery	Thomas Snowden, Sr.	500	Thomas Snowden, Sr., (1720-1770) inherited the family ironworks on the Patuxent River. He patented the 500-acre tract called Snowden's Discovery in 1760. Wrapping around the Toaping Castle parcel, Snowden's Discovery included park land at the intersections of Edmonston and Greenbelt roads and Greenbelt Road, the Capital Beltway, and the Baltimore-Washington Parkway. According to a will dated July 31, 1765, Thomas Snowden bequeathed 200 acres of Snowden's Discovery to his son Richard (1747-1772). Richard was the second child of Thomas and Mary Wright Snowden. He received other lands as well, according to the will. Since the remaining 3 00 acres of Snowden' s Discovery was not specifically assigned to one of Thomas Sr.'s descendants, the land was presumably split among Richard's brothers Henry and Thomas. The will called for such disposal of property not otherwise mentioned in the will. If this was the case, then this tract of park land was at least partially owned at one time by Major Thomas Snowden, who constructed the late-Georgian mansion called Montpelier near Laurel in the last two decades of the eighteenth century.
1761	Mary's Choice	unknown	94	The 94 acres of Mary's Choice encompasses land in the southern part of Greenbelt Park on both sides of the Baltimore-Washington Parkway. Its patent date on the Cook and DSC maps is 1761, but no name is associated with the patent. No other information was discovered in documents reviewed for this study.
1771/ 72	Clover Farm Part of Clover Farm	James Hunt unknown	735.25 unknown	Clover Farm is the largest single tract of land within park boundaries, stretching from its northeast comer across to the Jaeger tract and south toward Good Luck Road. A patent for a parcel called Clover Farm for the exact amount of land specified on the Cook and DSC maps for Clover Farm was discovered by NPS researchers. Dated 1772, this patent bears the name of James Hunt. In the August 1774 court term for Prince George's County, a committee of three men was appointed to report on a petition before the court to change the course of a road that ran from the Deep Branch bridge to James Hunt's land. If this reference refers to Clover Farm, it would mean that the land in and around Greenbelt Park - or Hunt himself - was considered important enough to be included in the county's public roads system. No information was discovered during research for this study on the parcel called "Part of Clover Farm," a portion of which lies within park boundaries at its extreme eastern edge.
1757	Toaping Castle	Isaac Walker	64	According to a family history, Isaac Walker, a native of Scotland, received a warrant for 64 acres of land on February 5, 1754. Another warrant was issued on September 29, 1757. Park Service research discovered a patent dated 1757. A resurvey of the land in 1786 resulted in a patent for 169 3/4 acres. This parcel lies on both sides of Greenbelt Road, Walker land occupying park land along its border with Greenbelt Road and the Capital Beltway. A historical marker indicating the location of the Walker house stands in Buddy Attic Park in the City of Greenbelt. Under the new state constitution of 1776, Isaac Walker was appointed a constable for Eastern Branch Hundred on November 25, 1777. Twice, in 1788 and 1796, he served on committees to supervise the construction of bridges over local streams, including a bridge over Paint Branch at Baltimore Road (now the approximate course of Route 1). Walker also served as a justice of the peace in 1795.

Year	Patent Title	Owner	Acres	Description
1771/1772	Clover Farm	James Hunt	735¼	Clover Farm is the largest single tract of land within park boundaries, stretching from its northeast comer across to the Jaeger tract and south toward Good Luck Road. A patent for a parcel called Clover Farm for the exact amount of land specified on the Cook and DSC maps for Clover Farm was discovered by NPS researchers. Dated 1 772, this patent bears the name of James Hunt. In the August 1774 court term for Prince George's County, a committee of three men was appointed to report on a petition before the court to change the course of a road that ran from the Deep Branch bridge to James Hunt's land. If this reference refers to Clover Farm, it would mean that the land in and around Greenbelt Park - or Hunt himself - was considered important enough to be included in the county's public roads system. No information was discovered during research for this study on the parcel called "Part of Clover Farm," a portion of which lies within park boundaries at its extreme eastern edge.
unknown	Part of Clover Farm	unknown	unknown	
	Vacant Land			One piece of land partially within park boundaries remained unclaimed prior to the American Revolution. The southern section stands within the Westchester Park apartment complex. A small piece of land lies within park boundaries between the apartment group and Edmonston Road. The remainder of the parcel lies across Edmonston Road.

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Appendix D: Greenbelt Park Plans

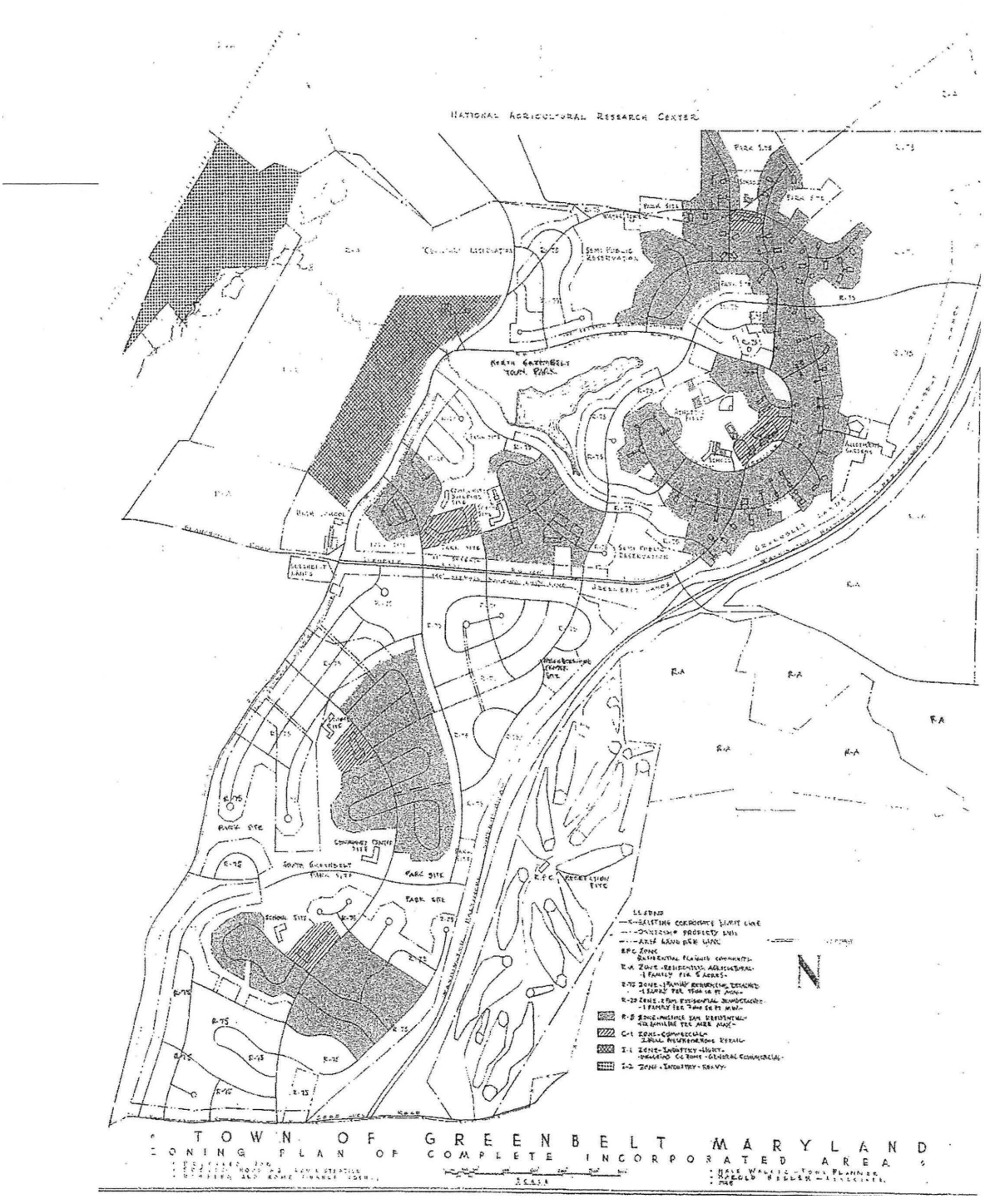


Figure D-1. Town of Greenbelt Maryland, Zoning Plan of Complete Incorporated Area, 1948 (source: NPS).

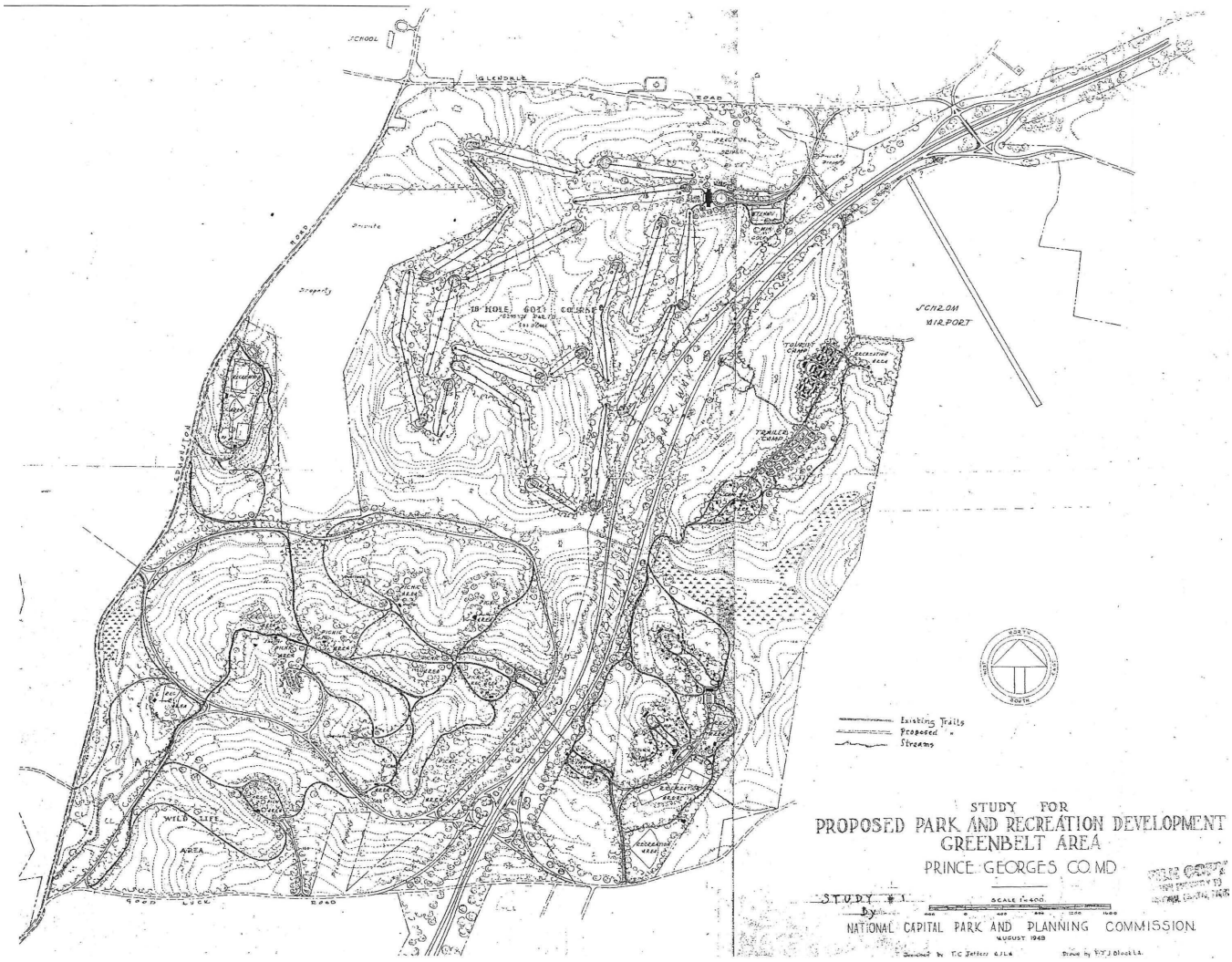


Figure D-2. Study for Proposed Park and Recreation Development, 1949 (source: NPS).

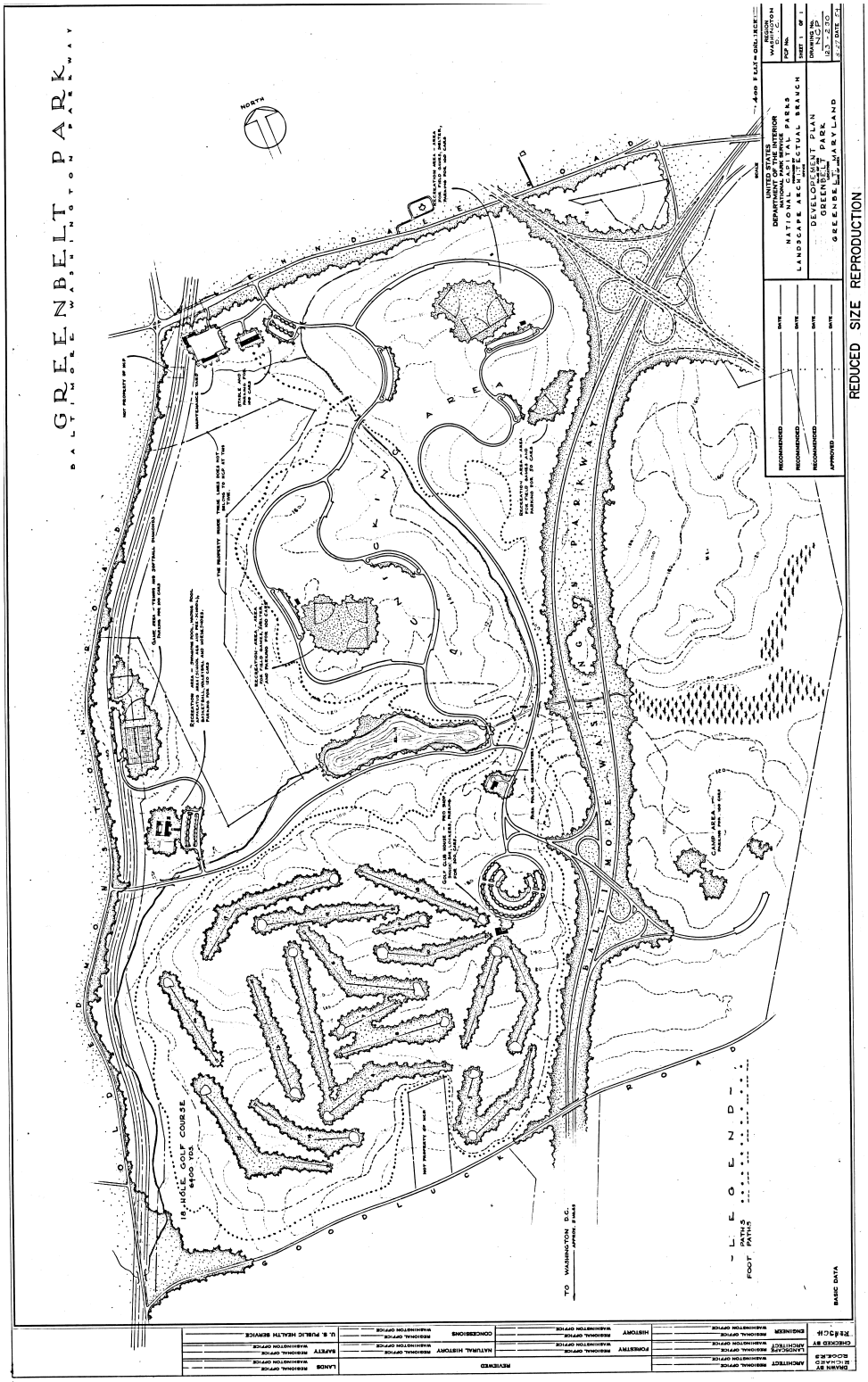


Figure D-3. 1954 Development Plan (source: NPS).



Figure D-4. 1958 Development Plan "A" (source: NPS).

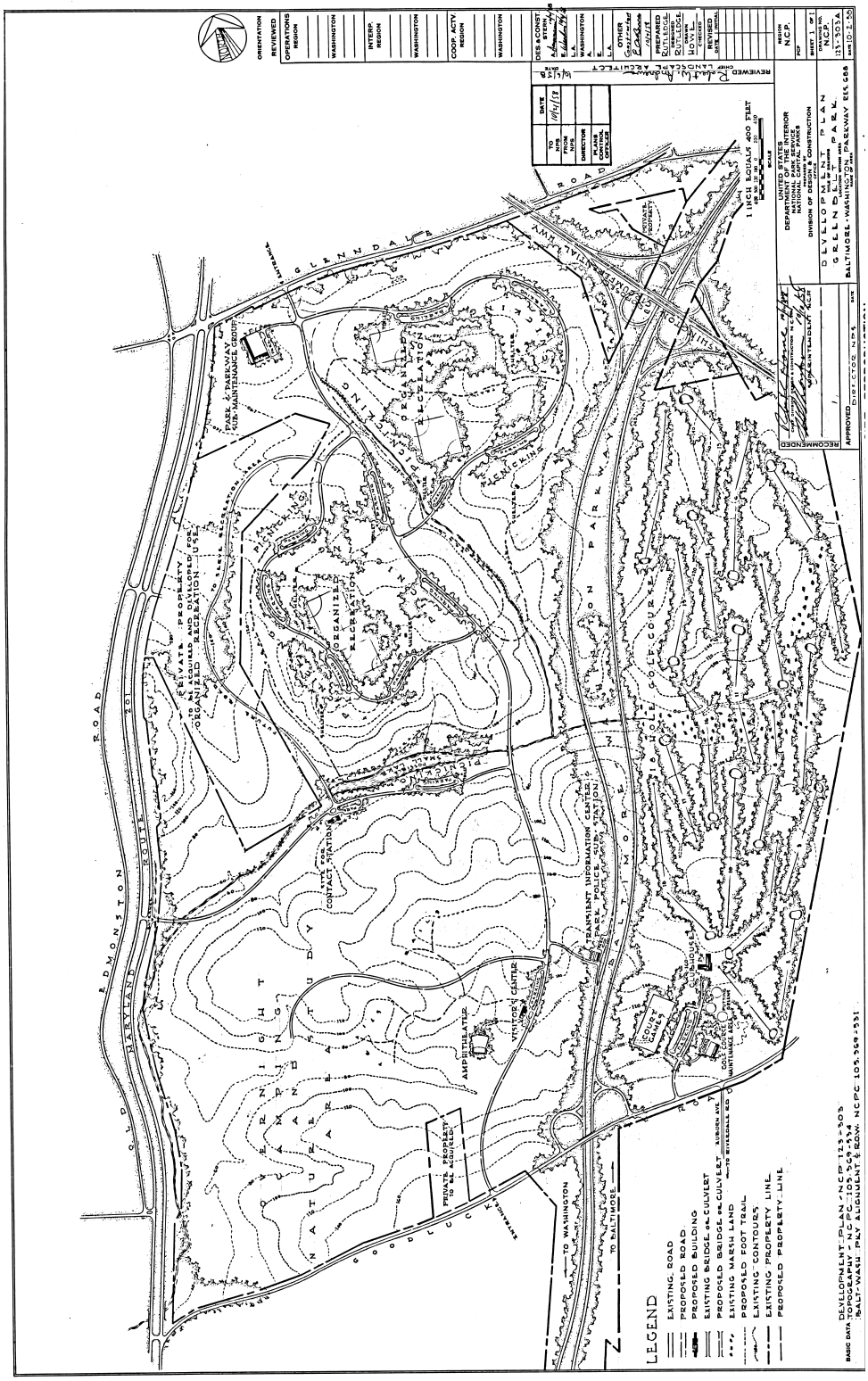


Figure D-5. 1958 Development Plan "B" (source: NPS).

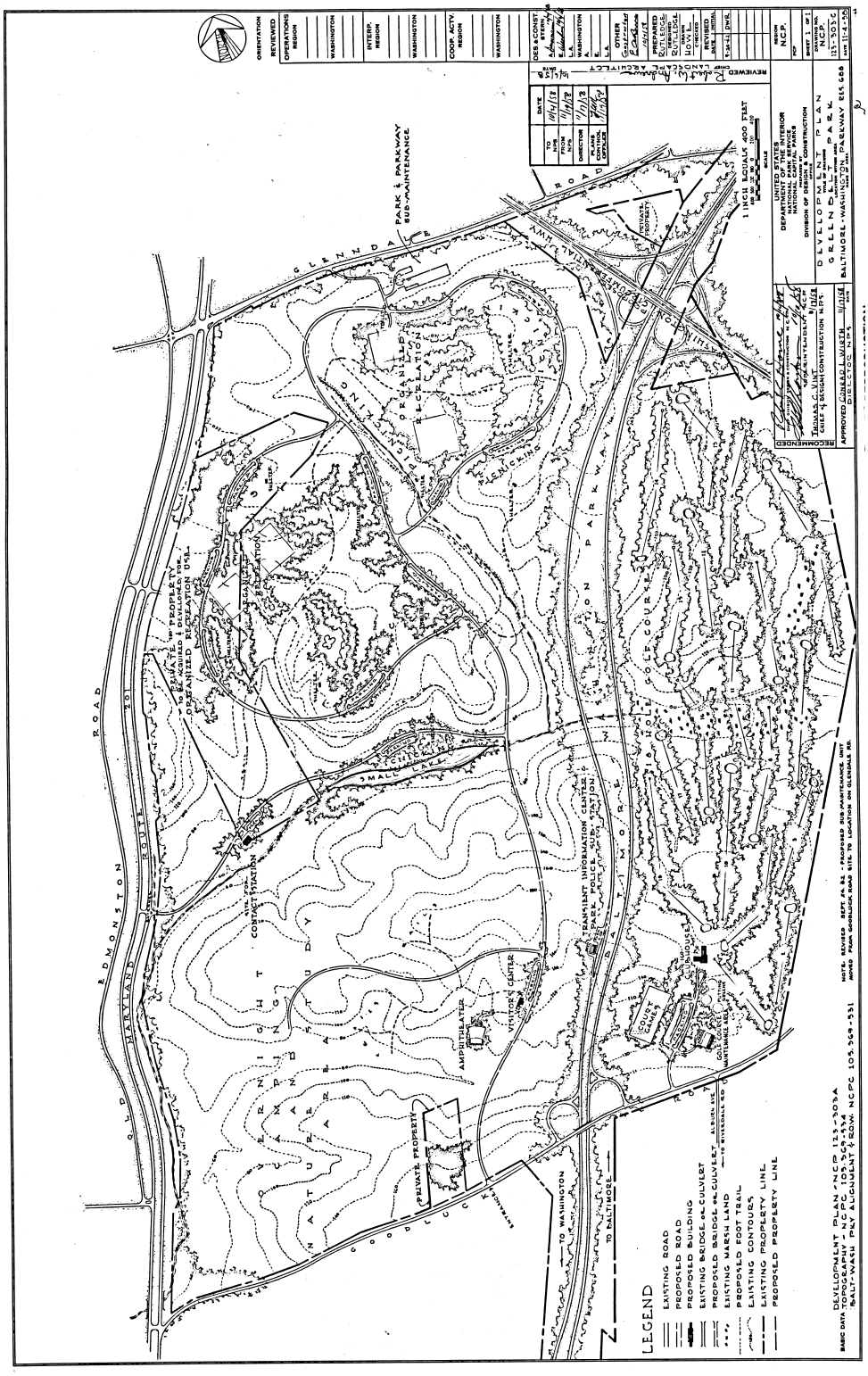


Figure D-6. 1958 Development Plan "C" (source: NPS).



Figure D-7. 1962 Development Plan (source: NPS).



Figure D-8. 1967 Proposed Development (source: NPS).

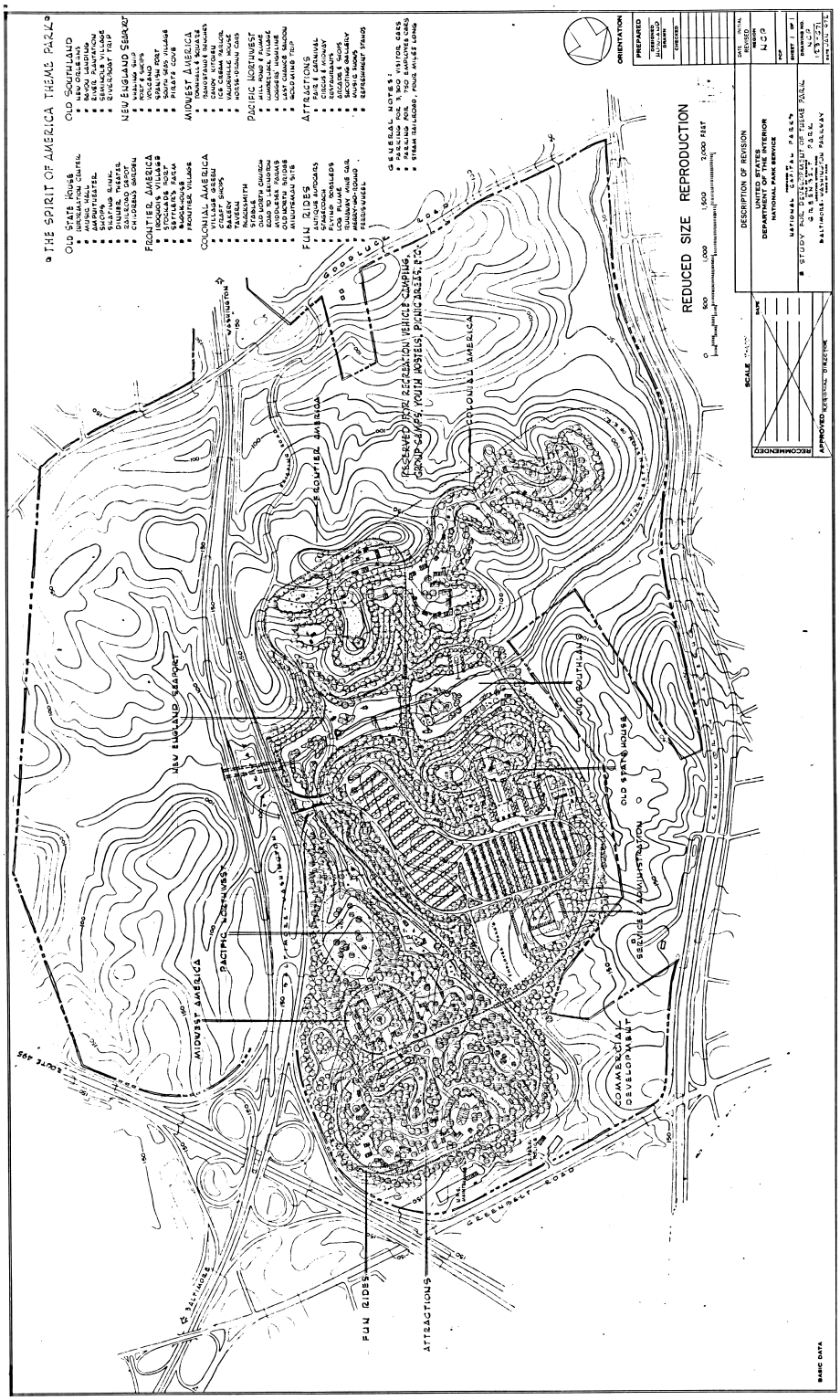


Figure D-9. 1972 Study for Development of Theme Park (source: NPS).



Figure D-10. Greenbelt Park Map, 1980 (source: NPS).

Appendix E: FMSS

	FMSS Data				Cultural Landscape Feature to FMSS Data Crosswalk - Treatment Summary			
Landscape Characteristic	FMSS Number	Feature Name	IN FMSS?	Landscape Number	CLR Treatment Project Component Task / FMSS Work Order	FMSS Work Type / Sub-Type	Contributing / Non-Contributing	Recurring Maintenance Needed
Natural Systems and Features								
	N/A	N/A	N	NPS Assign	Invasive species inventory	to be added		Y
	N/A	N/A	N	NPS Assign	Invasive species removal	to be added		Y
	N/A	N/A	N	NPS Assign	Stream and floodplain restoration feasibility study	to be added		N
	N/A	N/A	N	NPS Assign	Hydrological Study	to be added		N
	N/A	N/A	N	NPS Assign	Stormwater management assessment	to be added		
	N/A	N/A	N	NPS Assign	Rare plant evaluation and management plan	to be added		N
	N/A	N/A	N	NPS Assign	Wildfire fuel loading study	to be added		N
Circulation								
	N/A	N/A	N	NPS Assign	Trail Study	to be added		N
	52758	Main Entrance Road	Y	1100	Maintain Main Entrance Road	Facility Maintenance / Deferred Maintenance	Contributing	Y
	52759	Park Central Road	Y	1100	Maintain Park Central Road	Facility Maintenance / Deferred Maintenance	Contributing	Y
	21416	U.S. Park Police Substation Parking	Y	1300	Maintain U.S. Park Police Substation Parking	Facility Maintenance / Deferred Maintenance	Contributing	Y
	52796	U.S. Park Police Park Police Gravel Parking	Y	1300	Maintain U.S. Park Police Park Police Gravel Parking	Facility Maintenance / Deferred Maintenance	Non-Contributing	Y
	52796	U.S. Park Police Park Police Maintenance Area	Y	1300	Maintain U.S. Park Police Park Police Maintenance Area	Facility Maintenance / Deferred Maintenance	Non-Contributing	Y
	52765	Maintenance Area Access	Y	1100	Maintain Maintenance Area Access	Facility Maintenance / Deferred Maintenance	Contributing	Y
	28880	Greenbelt Maintenance Yard	Y	0000	Maintain Greenbelt Maintenance Yard; Identify appropriate site specific stormwater best management practices to reduce runoff volume and salt and other contaminants from the Maintenance Yard to receiving streams thus mitigating pollution and streambank erosion.	Facility Maintenance / Deferred Maintenance	Contributing	Y
	21417	Park Headquarters Parking	Y	1300	Maintain Park Headquarters Parking	Facility Maintenance / Deferred Maintenance	Contributing	Y

	FMSS Data				Cultural Landscape Feature to FMSS Data Crosswalk - Treatment Summary			
Landscape Characteristic	FMSS Number	Feature Name	IN FMSS?	Landscape Number	CLR Treatment Project Component Task / FMSS Work Order	FMSS Work Type / Sub-Type	Contributing / Non-Contributing	Recurring Maintenance Needed
	21417	Park Headquarters Parking Exit Road	Y	1300	Maintain Park Headquarters Parking Exit Road	Facility Maintenance / Deferred Maintenance	Non-Contributing	Y
	90254	Sweetgum Picnic Area Parking	Y	1300	Maintain Sweetgum Picnic Area Parking and provide stormwater management.	Facility Maintenance / Deferred Maintenance	Contributing	Y
	21410	Holly Picnic Area Parking	Y	1300	Maintain Holly Picnic Area Parking and provide stormwater management.	Facility Maintenance / Deferred Maintenance	Contributing	Y
	29109	Laurel Picnic Area Parking and Access Road	Y	3100	Maintain Laurel Picnic Area Parking and Access Road and provide stormwater management.	Facility Maintenance / Deferred Maintenance	Contributing	Y
	21409	Dogwood Nature Trail Parking	Y	1300	Maintain Dogwood Nature Trail Parking and provide stormwater management.	Facility Maintenance / Deferred Maintenance	Contributing	Y
	52797	Ranger Station Parking	Y	1300	Maintain Ranger Station Parking and provide stormwater management.	Facility Maintenance / Deferred Maintenance	Non-Contributing	Y
	52760	Campground Road	Y	1100	Maintain Campground Road	Facility Maintenance / Deferred Maintenance	Contributing	Y
	52788	Loop A Road	Y	1100	Maintain Loop A Road	Facility Maintenance / Deferred Maintenance	Contributing	Y
	52791	Loop B Road	Y	1100	Maintain Loop B Road	Facility Maintenance / Deferred Maintenance	Contributing	Y
	52792	Loop C Road	Y	1100	Maintain Loop C Road	Facility Maintenance / Deferred Maintenance	Contributing	Y
	52793	Loop D Road	Y	1100	Maintain Loop D Road	Facility Maintenance / Deferred Maintenance	Contributing	Y
	52772	Fire Road 1	Y	1100	Determine future use	Facility Maintenance / Deferred Maintenance / Capital Improvement	Non-Contributing	Y
	52782	Fire Road 2	Y	1100	Determine future use	Facility Maintenance / Deferred Maintenance / Capital Improvement	Non-Contributing	Y
	52785	Fire Road 3	Y	1100	Determine future use	Facility Maintenance / Deferred Maintenance / Capital Improvement	Non-Contributing	Y
	52798	Bike Trail Parking	Y	1300	Remove Good Luck Road Trailhead and revegetate the parking area. Maintain the alignment and width of Bike Trail from Good Luck Road to the Campground	Capital Improvement	Non-Contributing	N

	FMSS Data				Cultural Landscape Feature to FMSS Data Crosswalk - Treatment Summary			
Landscape Characteristic	FMSS Number	Feature Name	IN FMSS?	Landscape Number	CLR Treatment Project Component Task / FMSS Work Order	FMSS Work Type / Sub-Type	Contributing / Non-Contributing	Recurring Maintenance Needed
	18583	U.S. Park Police Substation Pedestrian Circulation	Y	4100	Maintain walks and repair walks and bridges and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	90257	Maintenance and Administrative Headquarters Walks	Y	1300	Maintain walks and repair walks and bridges and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Non-Contributing	Y
	18585	Sweetgum Picnic Area Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	18592	Holly Picnic Area Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	20749	Laurel Picnic Area Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	N/A	Ranger Station Walks	N	NPS Assign	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Non-Contributing	Y
	18586	Campground A Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	18588	Campground B Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	20736	Campground B with Shower Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	28889	Campfire Circle Path	Y	0000	Determine future use	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	18589	Campground C with Shower Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	18590	Campground D Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	20738	Campground D with Shower Comfort Station Walks	Y	4100	Maintain walks and provide ABAAS compliant access	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	21358	Perimeter Trail	Y	2100	Maintain trails; identify opportunities for ABAAS routes; provide wayfinding and trail amentities.	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	21358	Azalea Trail	Y	2100	Maintain trails; identify opportunities for ABAAS routes; provide wayfinding and trail amentities.	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y

	FMSS Data				Cultural Landscape Feature to FMSS Data Crosswalk - Treatment Summary			
Landscape Characteristic	FMSS Number	Feature Name	IN FMSS?	Landscape Number	CLR Treatment Project Component Task / FMSS Work Order	FMSS Work Type / Sub-Type	Contributing / Non-Contributing	Recurring Maintenance Needed
	21358	Blueberry Trail	Y	2100	Maintain trails; identify opportunities for ABAAS routes; provide wayfinding and trail amentities.	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	21358	Dogwood Trail	Y	2100	Maintain trails; identify opportunities for ABAAS routes; provide wayfinding and trail amentities.	Facility Maintenance / Deferred Maintenance / Capital Improvement	Contributing	Y
	N/A	Loop B Trail	N	NPS Assign	Maintain trails.	Facility Maintenance / Deferred Maintenance	Contributing	Y
	21358	Bike Trail	N	2100	Repair and maintain trail.	Facility Maintenance / Deferred Maintenance	Contributing	Y
Circulation								
	18592	Holly Picnic Area Comfort Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	20749	Laurel Picnic Area Comfort Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	29106	Sweetgum Picnic Area Comfort Station	Y	3100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	18586	Campground A Comfort Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	18588	Campground B Comfort Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	18590	Campground D Comfort Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	20736	Campground B with Shower Comfort Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	18589	Campground C with Shower Comfort Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	20738	Campground D with Shower Comfort Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	18583	U.S. Park Police Substation	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	N/A	U.S. Park Police Weight Room Trailer	N	NPS Assign	Already addressed by FMSS. CLR does not include treatment for buildings.		Non-Contributing	
	18577	Maintenance and Administrative Headquarters	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Non-Contributing	
	18581	Gas House	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	18578	Auto Shop	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	N/A	Maintenance Storage/Sign Storage	N	NPS Assign	Already addressed by FMSS. CLR does not include treatment for buildings.		Contributing	
	18579	Salt Shed	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Non-Contributing	
	18573	Ranger Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Non-Contributing	
	18575	Checking Station	Y	4100	Already addressed by FMSS. CLR does not include treatment for buildings.		Non-Contributing	

	FMSS Data				Cultural Landscape Feature to FMSS Data Crosswalk - Treatment Summary			
Landscape Characteristic	FMSS Number	Feature Name	IN FMSS?	Landscape Number	CLR Treatment Project Component Task / FMSS Work Order	FMSS Work Type / Sub-Type	Contributing / Non-Contributing	Recurring Maintenance Needed
	N/A	Campfire Circle	N	NPS Assign	Determine future use. Consider new location.	Facility Maintenance / Deferred Maintenance / Capital Improvement	Non-Contributing	
	90256	Disposal Station	Y	1300		Facility Maintenance / Deferred Maintenance	Non-Contributing	
Views								
	N/A	N/A	N	NPS Assign	Repair and protect views to U.S. Park Police Substation.	Facility Maintenance / Deferred Maintenance	Contributing	Y
	N/A	N/A	N	NPS Assign	Protect and repair vegetation buffering views to Maintenance and Administrative Headquarters, Baltimore-Washington Parkway, and adjacent development.	Facility Maintenance / Deferred Maintenance	Non-Contributing	Y
	N/A	N/A	N	NPS Assign	Protect views across the sloping lawn of Sweetgum Picnic Area to meadow and forest.	Facility Maintenance / Deferred Maintenance	Contributing	Y
Small Scale Features								
	N/A	N/A	N	NPS Assign	Preserve and repair stone walls as U.S. Park Police Substation and Maintenance	Facility Maintenance / Deferred Maintenance	Contributing	Y
	N/A	N/A	N	NPS Assign	Preserve and repair stone walls as Administrative Headquarters	Facility Maintenance / Deferred Maintenance	Contributing	Y
Small Scale Features								
	N/A	N/A	N	NPS Assign	Determine the location, condition, and significance of archeological features, including archeological survey and historical documentation of Camp Conestoga and the adjacent Boy Scout Camp	Facility Maintenance / Deferred Maintenance	N/A	N/A
	29106	Sweetgum Picnic Area	Y	3100	Provide play equipment that is accessible, equitable, and compatible with the cultural landscape.	Capital Improvement	N/A	N/A

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Greenbelt Park

Cultural Landscape Report

February 2024