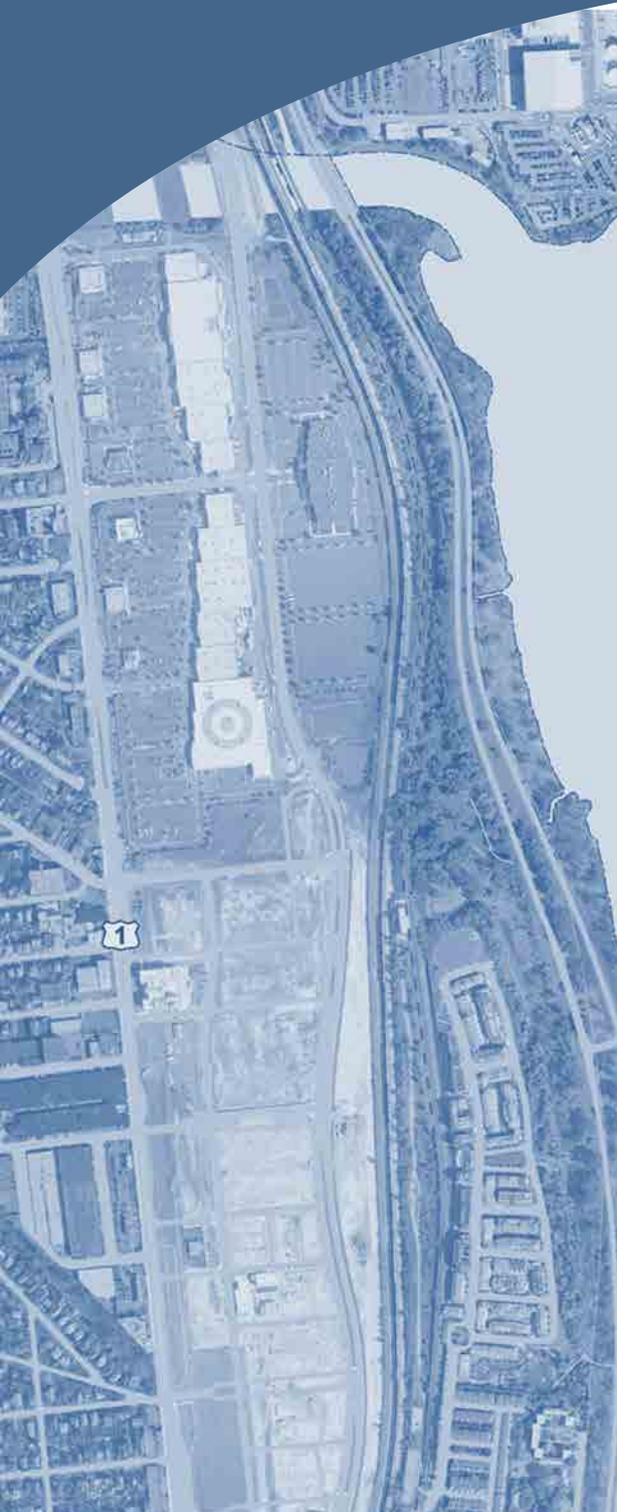


POTOMAC YARD METRORAIL STATION ENVIRONMENTAL IMPACT STATEMENT



Greens Scenic Area Easement: Background and Title Documents Technical Memorandum

February 2015



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GREENS SCENIC AREA EASEMENT BACKGROUND AND TITLE DOCUMENTS

INTRODUCTION

This memorandum provides background information and title documents for the Greens Scenic Area easement located in the project study area for the Potomac Yard Metrorail Station.

The scenic easement comprises 15.27 acres that are administered by the National Park Service (NPS) and located on land owned by the City of Alexandria to the north and east of the Potomac Greens neighborhood along the George Washington Memorial Parkway (GWMP) (see **Figure 1**). The purpose of the easement, as stated in the title documents, is to conserve and preserve the natural vegetation, topography, habitat, and other natural features within its area. The scenic easement prohibits most improvements, clearing, tree removal, and grading, except for uses such as light passive recreation and underground utilities, for which any improvements require prior written approval of the United States. The easement comprises areas of emergent wetland, forested wetland, and upland treed area habitats.

The location of the Greens Scenic Area easement relative to GWMP and City of Alexandria parkland is depicted in **Figure 2**, and its location relative to historic architectural resources is depicted in **Figure 3**. **Photographs 1 through 12** of the Greens Scenic Area easement, including its forest and wetland areas, walking paths, and views to and from the easement from adjacent areas are included on the pages following the map figures.

The Greens Scenic Area is also a Resource Protection Area (RPA) designated by the City of Alexandria under Virginia's Chesapeake Bay Preservation Act. RPAs comprise buffer areas of tributaries, shore line, and delineated wetland areas where development is subject to restrictions under the City of Alexandria Zoning Ordinance.

The appendix is organized as follows:

- Map figures of Greens Scenic Area easement
- Photographs of Greens Scenic Area easement
- Section 2: Background
- Section 3: Chronology of Events

The following documents related to the easement are provided as attachments:

- Attachment A: 1938 Indenture, Title Document 0443-0083
- Attachment B: 1970 Exchange Agreement, Title Document 727-723
- Attachment C: 2000 Release and Scenic Easement Agreement, Title Document 000005341
- Attachment D: 2004 Dedication of Underlying Property to City of Alexandria, Title Document 050027503
- Attachment E: Parcel Ownership in Vicinity of Greens Scenic Area

In addition, the following documents relating to the National Register of Historic Places (NRHP) listing of the GWMP are provided at attachments:

- Attachment F: Mount Vernon Memorial Highway NRHP Nomination Form
- Attachment G: George Washington Memorial Parkway NRHP Nomination Form

Figure 1: Greens Scenic Area Easement, Location Map

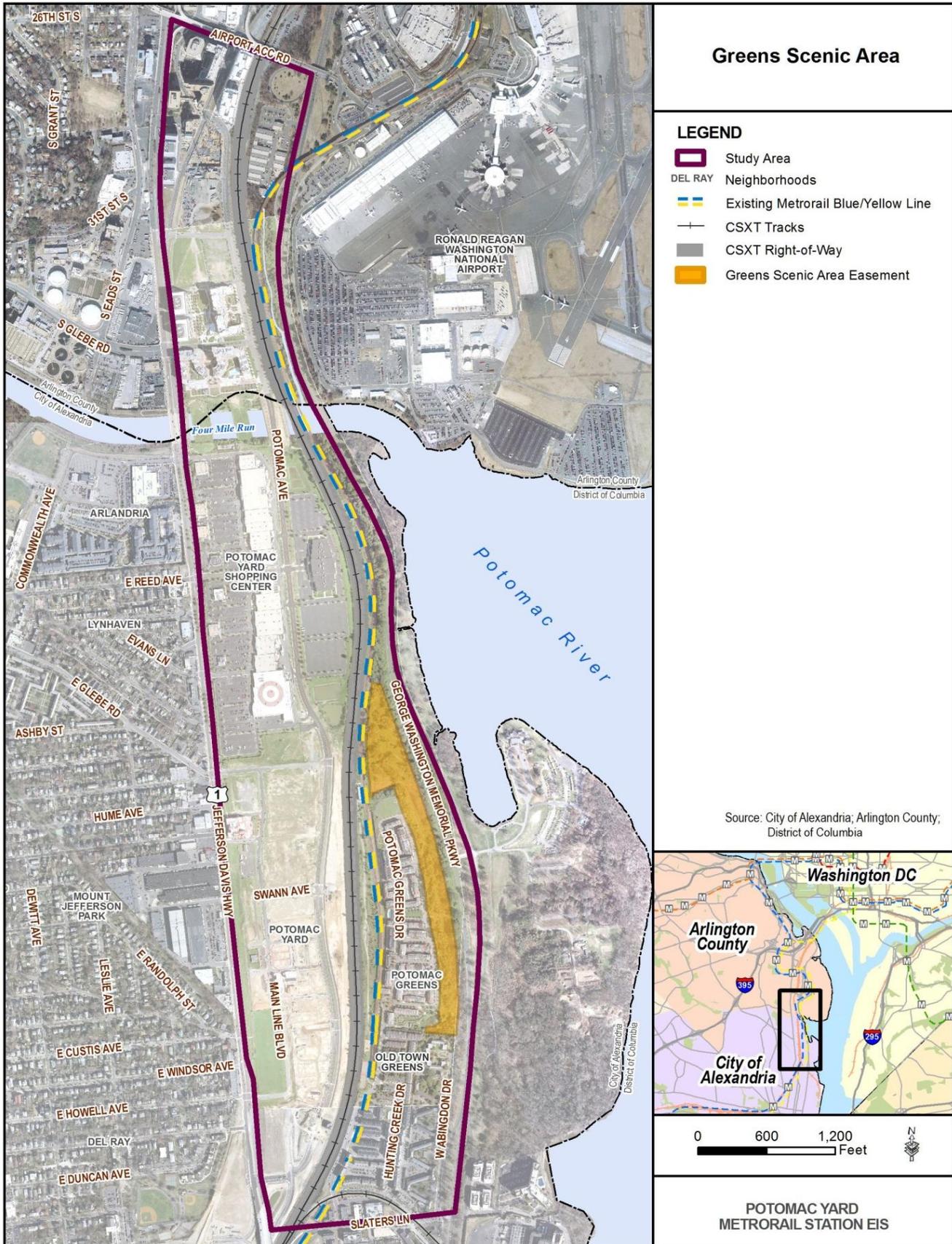


Figure 2: Greens Scenic Area Easement and Adjacent Parklands

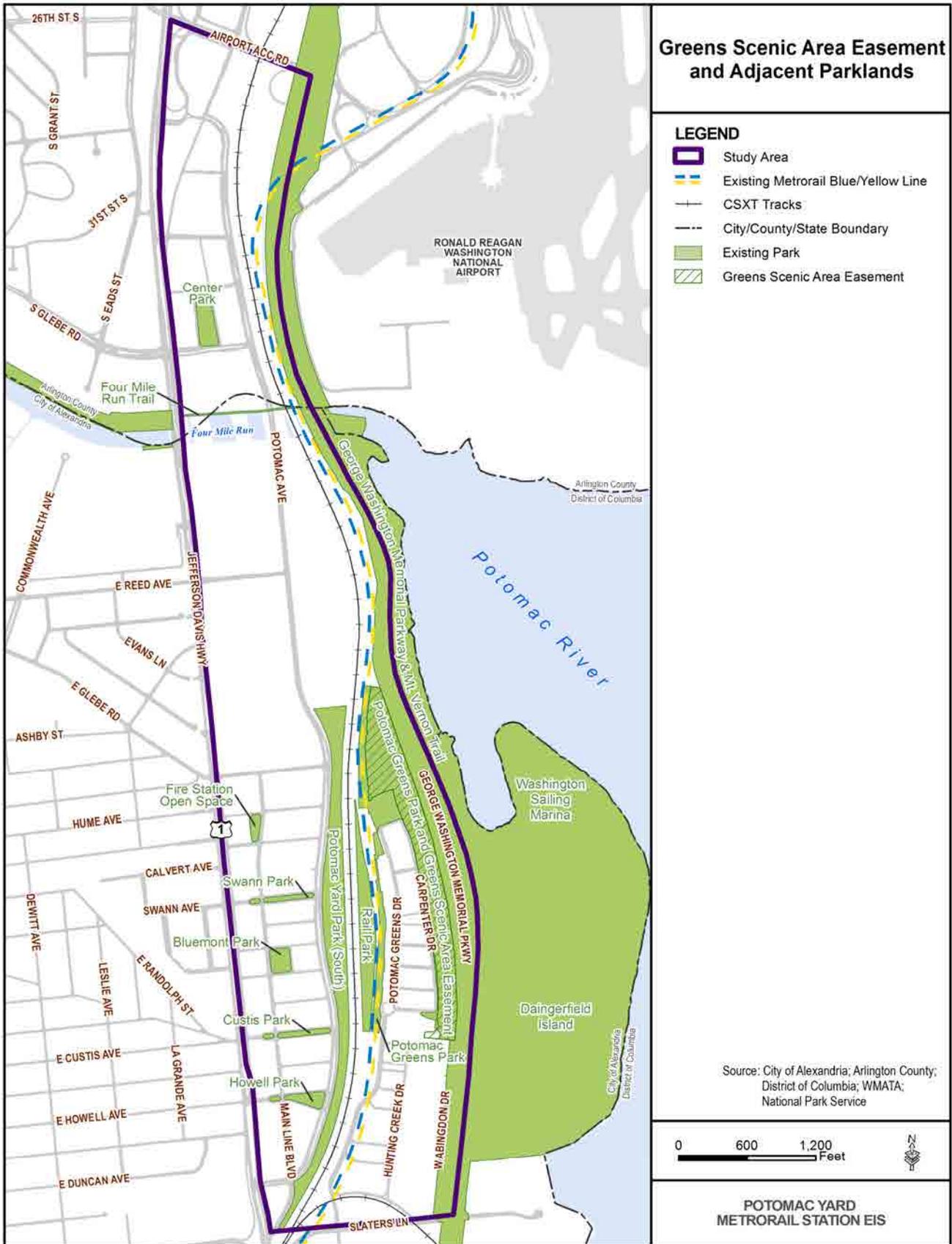


Figure 3: Greens Scenic Area Easement and Historic Architectural Resources

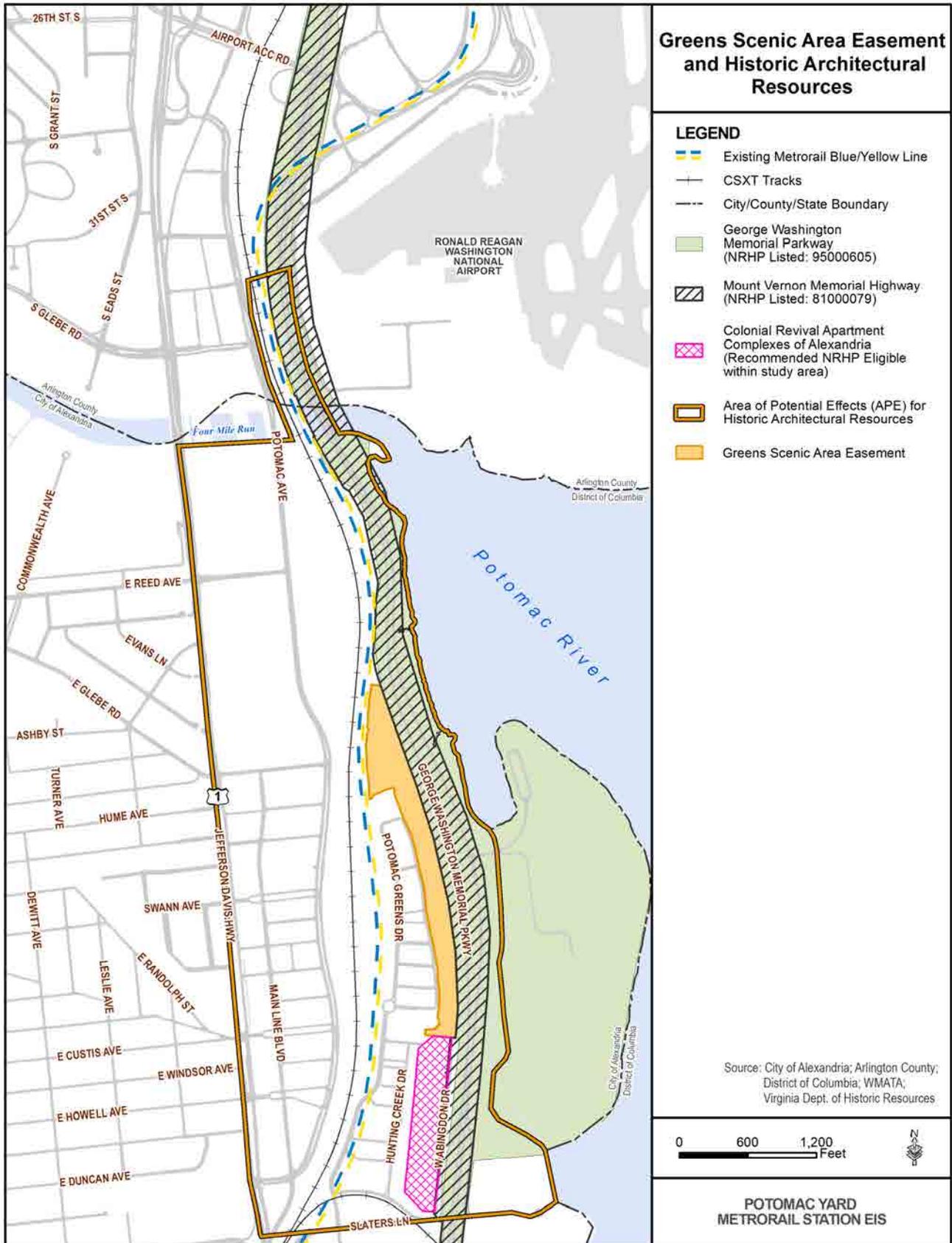




Photo 1: Wetland area within Greens Scenic Area, view north with GWMP in background



Photo 2: Interpretive exhibit, walking path and wetland area within Greens Scenic Area; view east with GWMP in background



Photo 3: Walking path and upland treed area within Greens Scenic Area



Photo 4: Walking path within Greens Scenic Area, view west with Metrorail tracks and substation building in background



Photo 5: Southbound GWMP, view south with northern end of Greens Scenic Area beyond immediate line of vegetation on right



Photo 6: Southbound GWMP, view south with middle part of Greens Scenic Area beyond immediate line of vegetation on right



Photo 7: View west across GWMP to northern end of Greens Scenic Area, with elements of Metrorail track and Potomac Yard development in background



Photo 8: View west across GWMP to middle part of Greens Scenic Area, with Potomac Greens townhomes and Potomac Yard development in background



Photo 9: Winter view from Mount Vernon Trail west across GWMP to northern end of Greens Scenic Area, with Potomac Yard development in background



Photo 10: Summer view from Mount Vernon Trail west across GWMP to northern end of Greens Scenic Area, with Potomac Yard development in background



Photo 11: View from edge of Potomac Greens residential development, north across lawn area of Potomac Greens Park to Greens Scenic Area



Photo 12: View from edge of Potomac Yard development, east across CSXT railroad tracks and Metrorail tracks to Greens Scenic Area

BACKGROUND

This section describes the various events, including previous property agreements and development proposals that led to the *Release Agreement and Scenic Easement* in 2000, establishing the Greens Scenic Area easement.

The timeline begins with the 1938 indenture, which resolved a property dispute between the United States and the Richmond, Fredericksburg and Potomac Railroad Company (RF&P), and restricted the use of the disputed property to railroad purpose. As RF&P began to wind down operations of the Potomac Yard rail yard, it began to contemplate development of the property. In 1970, the Exchange Agreement between RF&P, the United States, and Charles Fairchild allowed for the proposed construction of an interchange from the planned Potomac Greens neighborhood to the GWMP roadway to facilitate development of the neighborhood.

No development on the Potomac Greens property occurred during the 1970s, and in the 1980s several development proposals were submitted to the City of Alexandria. The U.S. Commission of Fine Arts and the National Capital Planning Commission issued approvals for the interchange onto GWMP in 1983. Citizens groups filed a lawsuit in 1986 to prevent construction of the interchange, and in 1987 the U.S. Congress barred NPS from issuing any construction permit for an interchange with the Parkway until an EIS had been prepared. The *George Washington Memorial Parkway-Potomac Greens Final EIS* (1991) proposed several methods of preserving views from GWMP, including the purchase of a visual buffer along the area between the Potomac Greens and Potomac Yard developments and GWMP. This document was prepared under direction from the U.S. Congress, rather than under NEPA; consequently, no record of decision was prepared.

The United States of America and Commonwealth Atlantic Properties (the owner of Potomac Yard at the time) signed the *Release Agreement and Scenic Easement* in 2000. The agreement enabled redevelopment of the land in Arlington County which had been restricted to railroad uses under the 1938 indenture, negated the right to build a highway interchange onto GWMP, and established a perpetual scenic easement over a portion of Potomac Greens (known as the Greens Scenic Area). The purpose of the easement, as stated in the title documents, is to conserve and preserve the natural vegetation, topography, habitat, and other natural features within its area. The scenic easement stipulates that no improvements shall be constructed or installed within the Greens Scenic Area, that no clearing, grading, or tree removal shall be permitted, and that the Greens Scenic Area shall not otherwise be disturbed without prior written approval of the United States.

In 2004, during development of the Potomac Greens neighborhood, the underlying fee simple property interest was dedicated to the City of Alexandria for Potomac Greens Park. The transfer did not affect the terms of the Greens Scenic Area perpetual easement, which is currently located on portions of the City public park. A small portion at the southern end of the Greens Scenic Area easement (0.19 acres) is on property owned by the Potomac Greens Homeowners Association.

CHRONOLOGY OF AGREEMENTS

1938 – The United States Department of the Interior and RF&P executed an indenture resulting in public law that provided direction to the settlement of conflicting titles to land associated with the shoreline of the Potomac River in the vicinity of the Mount Vernon Memorial Highway. In the indenture, the United States quitclaimed to RF&P a tract, labeled “Area 3,” which encompassed roughly 40 acres near Four Mile Run. The indenture specified that the transferred land is subject to a use restriction, which provides that the property is to be used by RF&P solely for the construction, maintenance and operation of the railroad and freight yard (refer to Title Document 0443-0083, provided in Attachment A).

1970 – RF&P leased the land encompassing Potomac Greens (then called Potomac Center) to Charles Fairchild, who intended to develop the parcel. An Exchange Agreement between the United States, RF&P, and Charles Fairchild (refer to Title Document 727-723, provided in Attachment B) was executed whereby the United States (National Park Service) exchanged access rights to the George Washington Memorial Parkway from Potomac Greens in exchange for 28 acres in Fairfax County known as Dyke Marsh.

1982 – RF&P terminated Fairchild’s lease and pursued Federal approvals for construction of the interchange with the Parkway.

1983 – Approvals for the highway interchange were issued by the U.S. Commission of Fine Arts and the National Capital Planning Commission.

1986-1988 – Various plans for a mixed-use development at the Potomac Greens site were submitted to the City of Alexandria.

1986 – Daingerfield Island Protective Society, a citizen group, filed a lawsuit against NPS challenging the 1970 Federal decision that gave developers the rights and obligation to construct an interchange between the Potomac Greens site and the Parkway. The lawsuit also alleged that the interchange design approval violated various Federal laws.

1987-1991 – The U.S. Congress barred NPS from issuing any construction permit for an interchange with the Parkway until an EIS had been prepared. The *George Washington Memorial Parkway-Potomac Greens Final EIS* (1991) evaluated four alternative development scenarios. The first alternative included the development proposals. Alternatives 2, 3 and 4 assumed, respectively, purchase of the interchange rights, purchase of a visual buffer to protect the Parkway, and purchase of the entire site.

Late 1980s/Early 1990s – The RF&P pursued redevelopment in “Area 3”, above the height of the existing freight yard rails. The RF&P took legal action against the National Parks Service to allow redevelopment in two courts, with the U.S. prevailing in each court and each appeal. RF&P could not proceed without acquiring additional interests. It was under this situation that the appraised, valued exchange of land interests occurred between the Railroad and the U.S. The Release Agreement was a component of the Land Exchange. NPS proposed to drop the railroad use restriction for Area 3 (Arlington Potomac Yard), in exchange for RF&P giving up the right to build an interchange with the Parkway. Instead, RF&P filed an action to “quiet title” in the parcel, seeking a declaration that the use restriction in the indenture had ceased to be effective or, in the alternative, that the restriction was satisfied by RF&P’s use of a portion, rather than the entirety, of the property for railroad purposes. In 1991, the United States Court of Appeals, Fourth Circuit, upheld lower court rulings that dismissed RF&P’s request. (RF&P v. United States, 1991, <http://openjurist.org/945/f2d/765/richmond-fredericksburg-potomac-railroad-company-v-united-states>).

1994 – The United States Court of Appeals, District of Columbia Circuit, affirmed lower court rulings which dismissed challenges to the 1970 exchange agreement, and affirmed that the design approval of the Parkway interchange did not contravene any of the cited laws. (Daingerfield Island Protective Society v. Babbitt, 1994, <http://openjurist.org/40/f3d/442/daingerfield-island-protective-society-v-babbitt-us>.)

2000 – Commonwealth Atlantic Properties, the owner of the property in Potomac Yard at the time, entered into the Release Agreement and Scenic Easement with the United States of America, Department of the Interior (refer to Title Document 000005341¹, provided in Attachment C). Key agreements included:

- Commonwealth Atlantic Properties relinquished the right of ingress and egress from the Parkway.
- The United States agreed to release the restrictions from the 1938 indenture agreement related to Area 3 in Arlington County.
- Commonwealth Atlantic Properties agreed to grant the United States a perpetual scenic easement (Greens Scenic Area) over and across certain portions of Potomac Greens.

2001-2003 – Commonwealth Atlantic Properties deeded the property underlying the Greens Scenic Area, along with other adjacent land that will be part of the Potomac Greens neighborhood, to Crescent Potomac Greens, LLC. In 2001, the underlying property is deeded to Potomac Greens Associates, LLC. The transfers do not affect the Greens Scenic Area perpetual scenic easement over portions of the property.

2004 – The underlying property (City tax parcel # 025.02-01-36) is dedicated to the City of Alexandria for “public park and/or open space uses” as Potomac Greens Park (refer to Title Document 050027503², provided in Attachment D). The dedication to the City of the Potomac Greens Park property does not affect the Greens Scenic Area scenic easement over portions of the property. A detailed map of current parcel ownership (fee simple interest) in the vicinity of the Greens Scenic Area is provided in Attachment E.

¹ Title Document 000005341 amended the original Release Agreement and Scenic Easement title document 000005037, as noted: “Agreement is being re-recorded to follow the deed re-recorded immediately prior hereto in the chain of title.” Aside from the note, the title documents are identical.

² Title document 050027503 is the current title document included minor corrections to the original title document 040050111. The corrections did not affect the terms of the dedication of the Potomac Greens Park property to the City or the Greens Scenic Area perpetual scenic easement.

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**ATTACHMENT A:
1938 INDENTURE, TITLE DOCUMENT 0443-0083**

RICHMOND, FREDERICKSBURG AND POTOMAC
RAILROAD COMPANY

to and from AGREEMENT
UNITED STATES OF AMERICA

RAILROAD COMPANY, a corporation organized and existing under the laws of the State of Virginia, party of the first part; the UNITED STATES OF AMERICA, acting by and through the Secretary of the Interior, party of the second part; CENTRAL HANOVER BANK AND TRUST COMPANY, formerly Central Trust Company of New York, a corporation organized and existing under the laws of the State of New York, trustee in the Consolidated Gold Mortgage of the Richmond, Fredericksburg and Potomac Railroad Company dated April 1, 1890, party of the third part; CENTRAL HANOVER BANK AND TRUST COMPANY, formerly Central Trust Company of New York, a corporation organized and existing under the laws of the State of New York, trustee in the General Gold Mortgage of the Richmond, Fredericksburg and Potomac Railroad Company dated April 1, 1903, party of the fourth part; and SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, MARYLAND, trustee in the First Gold Mortgage of the Washington Southern Railway Company dated June 1, 1903, party of the fifth part.

WHEREAS, doubts have arisen concerning the boundaries between land claimed to be owned by the Richmond, Fredericksburg and Potomac Railroad Company, party of the first part, and land claimed to be owned by the United States of America, party of the second part, along the shores of the Potomac River and controversies have arisen between said party of the first part and the party of the second part as to their respective rights, titles, interests and estates in and to certain lands, submerged or partly submerged lands, and made lands in, under and adjacent to the Potomac River and the shores thereof; and

WHEREAS, by the Act of Congress entitled "An Act authorizing the Secretary of the Interior, with the approval of the National Capital Park and Planning Commission and the Attorney General of the United States, to make equitable adjustments of conflicting claims between the United States and other claimants of lands along the shores of the Potomac River, Anacostia River and Rock Creek in the District of Columbia" approved June 4, 1934, c. 375" (48 Stat. 836), it is, among other things, provided that, for the purpose of establishing and making clear the title of the United States in and to any parcel of land or water in, under and adjacent to the Potomac River, including the shores and submerged or partly submerged land, as well as the banks of said waterway, and also the upland immediately adjacent thereto, including made land, flat lands and marsh lands in which persons and corporations may or pretend to have any right, title, claim or interest adverse to the complete title of the United States and in order to facilitate the same by making equitable adjustments of such claims and controversies between the United States of America and such adverse claimants, the Secretary of the Interior is authorized to make and accept on behalf of the United States, by way of compromise when deemed to be in the public interest, such conveyances, including deeds of quitclaim and restrictive and collateral covenants of the lands in dispute as shall be also approved by the National Capital Park and Planning Commission and the Attorney General of the United States; and

RECORDED BY
[Signature]
COMPARED BY
N. Warwick
MAILED TO
Armistead L. Boothe
108 North Euint Asaph St. Alex., Va.
10/31/38

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WHEREAS, in order to facilitate the settlement of such claims and controversies and the establishment of the title of the United States of America in and to lands in, under and adjacent to said Potomac River by making equitable adjustments of such claims and controversies between the United States of America, party of the second part, and the Richmond, Fredericksburg and Potomac Railroad Company, party of the first part, the Secretary of the Interior has made a compromise agreement with the said Richmond, Fredericksburg and Potomac Railroad Company and said agreement has received the approval of the National Capital Park and Planning Commission and the Attorney General of the United States, and it is necessary in order to carry said agreement into effect that the party of the first part and the party of the second part shall reciprocally convey and quitclaim each to the other the parcels of land hereinafter described and the rights, easements, legal and equitable servitudes, privileges, appurtenances and restrictive covenants hereinafter in this indenture set forth; and

WHEREAS, by agreement of merger dated February 2, 1920, effective February 24, 1920, between the Richmond, Fredericksburg and Potomac Railroad Company and the Washington Southern Railway Company, the Richmond, Fredericksburg and Potomac Railroad Company, as successor to the Washington Southern Railway Company, is vested with all right, title and interest in and to the land hereinafter conveyed which formerly vested in the Washington Southern Railway Company; and

WHEREAS, the said Richmond, Fredericksburg and Potomac Railroad Company by the compromise agreement hereinbefore mentioned has agreed to convey to, and vest in, the United States of America the several parcels of land hereinafter described as granted to the party of the second part in fee simple and the rights, easements, legal and equitable servitudes, privileges, appurtenances and restrictive covenants hereinafter in this indenture set forth; and

WHEREAS, under the said mortgages or deeds of trust hereinbefore referred to, the said Trustees are authorized to release the liens, respectively, of said mortgages or deeds of trust upon certain of the property mortgaged under the terms and conditions of said mortgages or deeds of trust, respectively set forth, and each of said Trustees has consented and agreed to release from the liens, respectively, of each of said mortgages or deeds of trust the real estate hereinafter conveyed, and the requisite, proper and necessary action has been taken by the Board of Directors of the Richmond, Fredericksburg and Potomac Railroad Company, as required by the terms and conditions of said mortgages or deeds of trust, authorizing and directing the conveyance of the property hereinafter conveyed to the United States of America; and

WHEREAS, on or about June 18, 1918, Central Trust Company of New York, pursuant to the laws of the State of New York, merged into itself Union Trust Company of New York and simultaneously changed its name to Central Union Trust Company of New York; and

WHEREAS, on or about May 15, 1929, Central Union Trust Company of New York, pursuant to the laws of the State of New York, merged into itself the Hanover Bank of the City of New York, and simultaneously changed its name to Central Hanover Bank and Trust Company and under said name is the duly constituted Trustee under said Consolidated Gold Mortgage of the Richmond, Fredericksburg and Potomac Railroad Company, dated April 1, 1890; and

WHEREAS, on or about June 18, 1918, Central Trust Company of New York, pursuant to the laws of the State of New York, merged into itself Union Trust Company of New York, and simultaneously changed its name to Central Union Trust Company of New York; and

WHEREAS, on or about May 15, 1929, Central Union Trust Company of New York, pursuant to the laws of the State of New York, merged into itself the Hanover Bank of the City of New York, and simultaneously changed its name to Central Hanover Bank and Trust Company, and under said name is the duly constituted Trustee under said General Gold Mortgage of the Richmond, Fredericksburg and Potomac Railroad Company, dated April 1, 1903; and

WHEREAS, the Safe Deposit and Trust Company of Baltimore, Maryland, is Trustee in the First Gold Mortgage of the Washington Southern Railway Company, dated June 1, 1903, conveying certain property of the Washington Southern Railway Company;

NOW, THEREFORE, THIS INDENTURE WITNESSETH: That for and in consideration of the premises and for the purpose of carrying into effect the provisions of the aforesaid compromise agreement made and entered into by and between the Richmond, Fredericksburg and Potomac Railroad Company, party of the first part, and the United States of America, acting by and through the Secretary of the Interior with the approval of the National Capital Park and Planning Commission and the Attorney General of the United States, party of the second part, and in further consideration of the mutual conveyances, quitclaims, covenants and agreements made reciprocally by and between said party of the first part and said party of the second part hereinafter in this indenture set forth, the party of the first part and the party of the second part do respectively grant and convey each to the other the properties, estates, rights, interests, easements, servitudes, privileges and appurtenances hereinafter in this indenture stated and do covenant and agree one with the other in the manner and form and to the purpose and effect hereinafter in this indenture declared and set forth, that is to say:

I. The Richmond, Fredericksburg and Potomac Railroad Company, party of the first part, does by these presents grant and convey with general warranty of title unto the United States of America, party of the second part, its successors and assigns forever, the three following parcels or tracts of land hereinafter designated respectively as Area A, Area B and Area E, together with improvements thereon and the rights, ways, easements and appurtenances thereunto belonging, with all real and personal rights, powers, privileges, franchises and immunities now owned, possessed or enjoyed by said party of the first part, and specifically including all riparian rights, located in Arlington County, Virginia, and more particularly described as follows:

AREA A. A part of a parcel of land situated near the southerly end of the Highway Bridge over the Potomac River, formerly owned by R. P. and Allen Dodge and conveyed by William M. Lewin, Substitute Trustee, et als to R. Thomas Robinson by deed recorded among the land records of Arlington County, Virginia, in Liber 122 at Folio 341, and by R. Thomas Robinson to the Washington Southern Railway Company by deed recorded among the land records of Arlington County, Virginia, in Liber 122 at Folio 477; the part of the

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said parcel to be herein conveyed being described by metes and bounds as follows:

BEGINNING at a point on the westerly boundary of the original parcel N. 18° 17' 20" E. 1842.93 feet from the most southerly corner of same, said point of beginning being also the northeasterly corner of a parcel of land conveyed to the United States of America by William M. Lewin, Trustee, for an approach to the Highway Bridge, by deed recorded among the records of Arlington County, Virginia, in Liber 111 at Folio 56; running thence with the easterly line of said bridge approach extended (1) N. 18° 17' 20" E. 29.67 feet to a point on the former shore line of the Potomac River; thence with said former shore line the nine following courses and distances: (2) S. 63° 22' 0" E. 143.49 feet; (3) S. 69° 20' 40" E. 51.99 feet; (4) S. 52° 0' 50" E. 50.15 feet; (5) S. 56° 35' 10" E. 100.26 feet; (6) S. 60° 33' 0" E. 100.84 feet; (7) S. 43° 32' 40" E. 101.74 feet; (8) S. 56° 0' 30" E. 50.10 feet; (9) S. 31° 57' 10" E. 52.84 feet; (10) S. 40° 14' 40" E. 102.96 feet; thence leaving said former shore line of the Potomac River and running across said original parcel (11) N. 55° 27' 30" W. 732.49 feet to the point of beginning, as shown on the plat hereto annexed; and also

X AREA B. All that part of a parcel of land situated near the southerly end of the Philadelphia, Baltimore and Washington Railroad Bridge across the Potomac River conveyed by Manor Real Estate and Trust Company to Washington Southern Railway Company by deed recorded among the Land Records of Arlington County, Virginia, in Liber 127 at Folio 516; BEGINNING for the same at the most westerly corner thereof and running thence with the outlines of said parcel (1) S. 84° 42' 50" E. 142.94 feet; (2) N. 61° 44' 40" E. 67.08 feet to the northwesterly corner of a tract of land conveyed to the United States of America for the Mt. Vernon Memorial Highway by deed dated April 1, 1930, and recorded among the Land Records of Arlington County, Virginia, in Liber 314 at Folio 41; thence leaving aforementioned outlines and running with the northwesterly line of said granted tract for said right of way for the Mt. Vernon Memorial Highway parallel to and distant 93.11 feet more or less from the center line of the Philadelphia, Baltimore and Washington Railroad Bridge extended (3) S. 33° 59' W. 156.86 feet; thence (4) N. 52° 18' W. 87.86 feet to a point on the aforementioned original Washington Southern Railway parcel, said corner being N. 37° 26' 40" W. 104.26 feet from the northeasterly corner of the parcel mentioned in Area A above conveyed by R. Thomas Robinson to the Washington Southern Railway Company by deed recorded among the land records of Arlington County, Virginia, in Liber 122 at Folio 477; thence with the outlines of the parcel conveyed to the Washington Southern Railway Company by the Manor Real Estate & Trust Company (5) N. 37° 26' 40" W. 72.74 feet

to the point of beginning, as shown on the plat hereto annexed; and also

AREA E. All that part of two certain parcels of land conveyed to the Richmond, Fredericksburg and Potomac Railroad, the first being conveyed by Mary E. Cullinane et al by deed recorded in the Land Records of Arlington County, Virginia, in Liber 228 at Folio 560, the second by Milton Hopfenmaier et ux by deed recorded in said records in Liber 224 at Folio 202; the tract herein conveyed and designated as Area E being described as follows:

BEGINNING for the same at a point on the dividing line between the two parcels aforesaid and running thence (1) N. 6° 12' 04" W. 319.08 feet to a point on the 1863 high tide shore line of the Potomac River as defined by United States Coast Survey chart 910a; thence with said 1863 high tide line (2) S. 43° 27' 50" E. 139.74 feet; (3) S. 20° 29' 10" E. 371.40 feet; (4) S. 37° 33' 20" E. 36.66 feet to a point on a curve, thence leaving said 1863 high tide line and running (5) with the arc of a circular curve having a radius of 5,054.65 feet and chord bearing S. 6° 54' 07" W. 651.76 feet, an arc distance of 652.21 feet to a point of curve, thence (6) S. 3° 12' 20" W. 50.17 feet; thence (7) N. 8° 47' 56" W. 868.53 feet to the point of beginning as shown on the plat hereto annexed.

And said party of the first part does by these presents remise, release and forever quitclaim unto the party of the second part, the United States of America, its successors and assigns, forever, all right, title, interest and estate whatsoever, both at law and in equity, of said party of the first part in or to the three following described parcels or tracts of land, marsh land and land under water hereinafter designated, respectively, as Area C, Area D and Area F, together with the improvements thereon and the rights, ways, easements and appurtenances thereunto belonging with all real and personal rights, powers, privileges, franchises and immunities now owned, possessed or enjoyed by said party of the first part and specifically including all riparian rights whether said tracts of land, marsh land and land under water be held to be located in Arlington County, State of Virginia, or in the District of Columbia, said Area C, Area D and Area F being more particularly described as follows:

AREA C. All that parcel or tract of land situated near the southerly end of the Philadelphia, Baltimore and Washington Railroad Bridge over the Potomac River described as follows: BEGINNING for the same at the most northerly corner of a tract of land conveyed by the Richmond, Fredericksburg and Potomac Railroad Company to the United States of America by a deed dated April 1, 1930, and recorded among the land records of Arlington County, Virginia, in Liber 314 at Folio 41, being numbered therein as Parcel No. 4, said point of beginning being also in the south abutment of old Long Bridge; running thence with the outlines of said Parcel (1) S. 28° 17' 20" W. 317.78 feet, (2) N.

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84° 42' 50" W. 189.42 feet; thence leaving the outlines of said United States parcel and running parallel to and distant 150 feet from the centerline of the Philadelphia, Baltimore and Washington Railroad Bridge, (3) N. 33° 59' E. 143.51 feet; thence (4) N. 56° 35' 40" E. 246.48 feet, (5) N. 28° 51' 20" E. 30.0 feet to the south abutment of old Long Bridge; thence with said abutment (6) S. 51° 42' 40" E. 42.75 feet, to the point of beginning, being part of a parcel of land conveyed to the Washington Southern Railway Company by deed recorded among the land records of Arlington County, Virginia, in Liber 122 at Folio 477, and accretions thereto, as shown on the plat hereto annexed; and also

AREA D. All that area or tract of land, marsh land or land under water lying below the original high water line of the Potomac River in that part thereof commonly known as Roaches Run or Shallow Bay, and described as follows:

BEGINNING for the same at the most northerly corner of a parcel of land conveyed to the United States of America by the Richmond, Fredericksburg and Potomac Railroad Company by deed recorded among the land records of Arlington County, Virginia, in Liber 314 at Folio 41, and running thence with a line of said parcel (1) S. 22° 06' 50" W. 160.59 feet to the northwesterly corner of a tract of land conveyed by Sarah Hopfenmaier Guggenheim, Trustee, to the United States of America by deed recorded in the land records of Arlington County, Virginia, in Liber 314 at Folio 29; thence with the westerly boundary of said parcel (2) along the arc of a circular curve having a radius of 5,054.65 feet and chord bearing S. 11° 56' 05" W. 235.72 feet, an arc distance of 235.74 feet, to a point on the high tide shore line of the Potomac River of the year 1863 as defined by United States Coast Survey chart 910a; thence leaving the westerly boundary of United States parcel and running with said 1863 high tide line (3) N. 37° 33' 20" W. 36.66 feet, (4) N. 20° 29' 10" W. 371.40 feet, (5) N. 43° 27' 50" W. 139.74 feet; thence leaving the 1863 high tide line and running (6) N. 3° 21' 47" E. 504.61 feet, (7) S. 19° 19' 10" E. 94.38 feet, (8) S. 26° 45' 30" E. 245.0 feet, (9) S. 29° 27' 50" E. 164.7 feet, (10) S. 34° 51' 30" E. 184.62 feet to the point of beginning, as shown on the plat hereto annexed; and also

AREA F. All that area or tract of land, marsh land and land under water lying below the original high water line of the Potomac River in that part thereof known as the cove of Four Mile Run and described as follows:

BEGINNING for the same at a point in the 24th line of quitclaim deed from the Richmond, Fredericksburg and Potomac Railroad Company to the United States of America recorded in Arlington County, Virginia, in Liber 314 at Folio 62, distant 60.0 feet from the end of said 24th line;

running thence with lines of said conveyance reserved (1) S. 39° 06' 19" W. 628.43 feet (2) S. 32° 23' 0" W. 73.0 feet to a point of curve; thence (3) with the arc of a circular curve having a radius of 1837 feet and chord bearing S. 16° 01' 28" W. 1034.80 feet an arc distance of 1049 feet to a point in the 1863 high tide shore line of the Potomac River as defined by United States Coast Survey chart 910a; thence with said shore line (4) S. 68° 04' 0" W. 45.73 feet; thence leaving said shore line and running (5) with the arc of a circular curve having a radius of 2302.75 feet and chord bearing N. 1° 26' 55" W. 571.44 feet an arc distance of 572.92 feet to a point of curve; thence (6) N. 5° 40' 44" E. 1100 feet to the 1932 high tide shore line of the Potomac River; thence with said 1932 shore line the ten following courses and distances (7) S. 78° 24' 21" E. 134.84 feet, (8) S. 68° 23' 07" E. 57.01 feet, (9) S. 76° 23' 58" E. 63.79 feet, (10) N. 68° 29' 55" E. 106.40 feet, (11) N. 79° 12' 56" E. 106.89 feet, (12) N. 85° 30' 55" E. 102.31 feet, (13) S. 88° 15' 26" E. 104.24 feet, (14) N. 89° 17' 35" E. 94.82 feet, (15) S. 55° 29' 29" W. 38.83 feet, (16) S. 30° 59' 58" W. 98.91 feet, to the point of beginning, as shown on the plat hereto annexed.

And said party of the first part does by these presents grant unto the party of the second part, its successors and assigns forever, the following rights, easements, servitudes, restrictions, liberties and privileges in, to and upon the two parcels of land owned by said party of the first part and hereinafter more particularly described under the respective designations of Area G and Area H, together with the right to enter upon each of said parcels of land at any and all times hereafter by its officers, servants or agencies for the purpose of using, exercising or enjoying in the most full and ample manner said rights, easements, servitudes, restrictions, liberties and privileges, that is to say:

(1) The right to enter upon said parcels of land herein designated as Area G and Area H and to plant and maintain therein or in any part thereof all trees, shrubs and other plants that the party of the second part, acting through its duly authorized officers or agencies, shall deem necessary, convenient or proper for the protection of the view or outlook over said tracts owned by the party of the first part from the tracts of land owned by the United States and occupied by, or used for the purposes of, the Mt. Vernon Memorial Highway established under the Act of Congress, approved May 23, 1928, c. 719 (45 Stat. 721) and acts amendatory thereof, or for the use and enjoyment of the same; or that may be deemed by said party of the second part, acting as aforesaid, necessary, convenient or proper for the prevention or elimination of any unsightly condition on said parcels of land designated as Area G and Area H that may or will affect the view or outlook over the same from said tract of land owned by the United States and used for said Mt. Vernon Memorial Highway or that may or will impair the use and enjoyment of the latter.

And in pursuance of the compromise agreement and for the considerations

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hereinbefore recited, said party of the first part, to the intent that the burden of this covenant shall run with said lands owned by said party of the first part, namely, Area G and Area H, and that the benefit thereof shall run with said adjacent tracts of land now owned by said party of the second part and occupied by, or used for the purposes of, said Mt. Vernon Memorial Highway, hereby covenants for itself, its successors and assigns, with the party of the second part, its successors and assigns, that it will not occupy or use said parcels hereinafter described under the designations, respectively, of Area G and Area H, or suffer the same to be occupied or used for any use or purpose interfering with, or inconsistent with, the planting in said tracts or in any part thereof by the party of the second part of all trees, shrubs and other plants that may be deemed by said party of the second part, acting through its duly authorized officers or agencies, necessary, convenient or proper for the protection of the view or outlook over said tracts designated as Area G and Area H from the tract of land owned by the United States and occupied by, or used for the purposes of, said Mt. Vernon Memorial Highway, established under the Act of Congress approved May 23, 1928, c. 719 (45. Stat. 721), and acts amendatory thereof, or for the use and enjoyment of the same, or that may be deemed by said party of the second part, acting as aforesaid, necessary, convenient or proper for the prevention or elimination of any unsightly condition on said parcels of land designated as Area G and Area H that may or will affect the view or outlook over the same from said tract of land owned by said party of the second part and used for said Mt. Vernon Memorial Highway or that may or will impair the use and enjoyment of the latter.

(2) In pursuance of the compromise agreement and for the considerations hereinbefore recited, said party of the first part, to the intent that the burden of this covenant shall run with said lands owned by said party of the first part, namely, the parcels of land designated as Area G and Area H, and that the benefit thereof shall run with said adjacent tracts of land now owned by said party of the second part and occupied by, or used for the purposes of, said Mt. Vernon Memorial Highway, hereby covenants for itself, its successors and assigns, with the party of the second part, its successors and assigns, that no building, structure or sign shall be erected or maintained on said premises unless the plans and specifications showing the nature, kind, shape, height and materials thereof shall have been submitted to the Director of the National Park Service, or such officer or governmental agency as may be established or designated by law for the performance of the same or similar duties, and unless the written consent of said Director of the National Park Service, or the officer or governmental agency succeeding him as aforesaid, shall have been obtained for the construction of such building, structure or sign in any case whatsoever in which such building, structure or sign, constructed or proposed to be constructed, would be visible from the tract of land owned by the United States and occupied by, or used for the purposes of, said Mt. Vernon Memorial Highway.

In the exercise of the rights, easements, servitudes, restrictions, liberties and privileges in and to said two parcels of land, the Director of the National Park Service, or such other officer or governmental agency as may be established or designated by law for the performance of the same or similar duties, will, in the event that any

part of said parcels becomes necessary to the works of the party of the first part, cooperate with the said party of the first part in relocating any planting so as to allow the party of the first part the use of said parcels for its necessary works consistent with the accomplishment of the purpose of objects for which such easements, rights and servitudes have been granted herein for the effective screening of the works of said party of the first part from view from the Mt. Vernon Memorial Highway, provided that the entire expense of said relocating shall be borne by the party of the first part.

The two parcels of land hereinbefore referred to respectively as Area G and Area H in respect of which said party of the first part grants the rights, easements, servitudes, restrictions, liberties and privileges and makes the covenants running with the land hereinbefore set forth are more particularly described as follows:

AREA G. All that tract of land owned by the party of the first part and situated on the northerly shore of the cove of Four Mile Run, more particularly described as follows:

BEGINNING for the same at a point on the northerly boundary line of said parcel bearing N. 83° 24' 0" E. 400 feet along said boundary line from the northeasterly corner of a parcel of land conveyed by Henry R. Norton to the Richmond, Fredericksburg and Potomac Railroad Company by deed recorded among the land records of Arlington County, Virginia, in Liber 234 at Folio 586; thence leaving said northerly boundary line and running (1) S. 5° 40' 44" W. 993.34 feet to the 1932 high tide line of the Potomac River; thence with said 1932 high tide line (2) N. 73° 06' 20" W. 120.09 feet, (3) N. 60° 53' 25" W. 100.72 feet, (4) N. 52° 54' 26" W. 38 feet; thence leaving the 1932 high tide line and running (5) N. 20° 36' 27" E. 941.90 feet to the point of beginning, as shown on the plat hereto annexed.

AREA H. All that tract of land owned by the party of the first part situated on the southerly shore of the cove of Four Mile Run, more particularly described as follows:

BEGINNING for the same at a point on the 1863 high tide shore line of the Potomac River, as defined by United States Coast Survey chart 910a, bearing S. 68° 04' W. 45.73 feet from the beginning of the 22nd line of a quitclaim deed of the Richmond, Fredericksburg and Potomac Railroad Company to the United States of America, recorded among the land records of Arlington County, Virginia, in Liber 314, at Folio 62; thence with said 1863 high tide shore line (1) N. 64° 10' 47" W. 171.65 feet; thence leaving the 1863 line and running (2) S. 30° 11' 22" E. 936.13 feet; thence (3) N. 23° 17' 47" W. 799.59 feet to the point of beginning, as shown on the plat hereto annexed.

And the party of the first part does by these presents remise, release and forever quitclaim unto the party of the second part, the United States of America, its successors and assigns forever, all the estate, right, title and interest, both at law

and in equity, of said party of the first part in and to the following described parcel of land, hereinafter designated as Area J, together with the improvements thereon and the rights, ways, easements and appurtenances thereunto belonging with all real and personal rights, powers, privileges, franchises and immunities now owned, possessed or enjoyed by said party of the first part and specifically including all riparian rights located in Arlington County, State of Virginia, said Area J being more particularly described as follows:

AREA J. All that part of a parcel of land situated at the southerly end of the Philadelphia, Baltimore and Washington Railroad Bridge over the Potomac River; Beginning for the same at a point 120 feet southward from the south abutment of the Philadelphia, Baltimore and Washington Railroad Bridge over the Potomac River, and on the center line of said bridge extended, said point of beginning being also the most northerly corner of a tract of land granted by the Richmond, Fredericksburg and Potomac Railroad to the United States of America for the Mt. Vernon Memorial Highway by deed dated April 1, 1930, and recorded among the land records of Arlington County, Virginia, in Liber 314 at Folio 41; thence with the northerly line of said granted tract (1) S. 75° 27' 51" W. 141.84 feet; thence (2) N. 61° 44' 40" E. 199.90 feet to the center line of the Philadelphia, Baltimore and Washington Railroad; thence with the center line of said railroad (3) N. 33° 59' E. 50.0 feet to the southerly end of the Philadelphia, Baltimore and Washington Railroad Bridge; thence with the 1931 high water shore line of the Potomac River (4) S. 56° 01' E. 26.30 feet; thence (5) N. 61° 44' 40" E. 20.94 feet; thence (6) N. 72° 02' 30" E. 164.89 feet; thence (7) N. 56° 35' 40" E. 31.94 feet; thence running with the westerly line extended of a parcel of land conveyed by the Richmond, Fredericksburg and Potomac Railroad to the United States of America by deed dated April 1, 1930, and recorded among the land records of Arlington County, Virginia, in Liber 314 at Folio 41, (8) S. 33° 59' W. 345.51 feet to a United States monument; thence with the northeasterly boundary of the above mentioned granted tract (9) along the arc of a circular curve having a radius of 2392 feet and chord bearing N. 38° 17' 37" W. 21.40 feet, an arc distance of 21.40 feet, to a tangent point; thence continuing along said boundary of said granted tract (10) N. 38° 33' W. 135.0 feet to the point of beginning, as shown on the plat hereto annexed; subject to the right hereby reserved by said party of the first part to use said described parcel of land for a railroad right of way in connection with the present or any substituted and in the event of any future relocation of railroad bridge over the Potomac River.

II. The United States of America, party of the second part, does by these presents remise, release and forever quitclaim unto the Richmond, Fredericksburg and Potomac Railroad Company, party of the first part, its successors and assigns forever,

for railroad purposes only all right, title, interest and estate whatsoever, both at law and in equity, of said party of the second part in or to the two following parcels or tracts of land hereinafter designated respectively as Area 1 and Area 2, together with the improvements thereon and the rights, ways, easements and appurtenances thereunto belonging located in part in Arlington County, Virginia, and in part (according to the claim of the United States) in the District of Columbia, and more particularly described as follows:

AREA 1. An easement or right of way for railroad purposes in that tract of land and made land used for that part of the Richmond, Fredericksburg and Potomac Railroad Company's right of way 50 feet wide along the Jefferson Davis Highway within the metes and bounds and described as follows:

BEGINNING for the same at a point on the northwesterly side of that part of the right of way conveyed by the Alexandria and Washington Turnpike Company to the Alexandria and Washington Railroad Company by deed recorded among the land records of Arlington County, Virginia, in Liber Q No. 3 at Folio 558 where the same is intersected by the easterly line extended of the parcel of land conveyed by William M. Lewin, Trustee, to the United States of America and recorded among the land records of Arlington County, Virginia, in Liber 111 at Folio 56; running thence with last mentioned line extended (1) S. 18° 17' 20" W. 88.805 feet to a point on the southeasterly side of said railroad right of way; thence with said southeasterly side (2) S. 52° 33' 20" W. 632.42 feet to a point of curve; thence (3) with the arc of a circular curve having a radius of 1860 feet and chord bearing S. 48° 53' 02" W. 238.22 feet an arc distance of 238.38 feet to a point on the 1863 high tide shore line of the Potomac River as defined by United States Coast Survey chart 910a; thence leaving the southeasterly side of said right of way and running with said 1863 high tide shore line (4) N. 6° 48' 50" W. 62.93 feet to the northwesterly side of said right of way; thence (5) with said northwesterly side along the arc of a circular curve having a radius of 1910 feet and chord bearing N. 49° 27' 53" E. 205.97 feet an arc distance of 206.07 feet to end of curve; thence (6) N. 52° 33' 20" E. 705.81 feet to the point of beginning, as shown on the plat hereto annexed; said parcel or tract to be used solely for the construction, maintenance and operation of railroad tracks and ways by said party of the first part, its successors and assigns, and in the event that said railroad use of Area 1 is abandoned or said Area 1 is used for any other purpose, the easement or right of way hereby granted shall cease and determine and said Area 1 in its entirety shall be added to and become and thereafter forever form part and parcel of the Jefferson Davis Highway.

AREA 2. An easement or right of way for railroad purposes in all that

area or tract of land, marsh land and made land now occupied and used for the main line tracks of the Richmond, Fredericksburg and Potomac Railroad Company within the metes and bounds and described as follows:

BEGINNING for the same at a point on the 1863 high tide shore line of the Potomac River as defined by United States Survey Chart 910a, said point being also on the easterly line of a parcel described in a deed from Robert R. Dye and others to the Richmond, Fredericksburg and Potomac Railroad Company recorded among the land records of Arlington County, Virginia, in Liber 323 at Folio 8; running thence with said 1863 high tide shore line (1) N. 35° 20' 30" W. 192.92 feet; (2) N. 47° 35' 20" W. 47.24 feet to the westerly side of the right of way, 225 feet wide, of the main line of the Richmond, Fredericksburg and Potomac Railroad Company; thence running with said westerly line (3) along the arc of a circular curve having a radius of 5804.65 feet and chord bearing S. 26° 29' 43" W. 1268.19 feet an arc distance of 1270.73 feet to the most southerly corner of the parcel of land conveyed by William P. Cullinane to Mary E. Cullinane by deed recorded among the land records of Arlington County, Virginia, in Liber 312 at Folio 335; thence with the southerly line of said parcel (4) N. 49° 21' 51" W. 26.66 feet to the northeasterly corner of a parcel belonging to the Warren Dudley Coal Company; thence with the easterly line thereof (5) along the arc of a circular curve having a radius of 5829.65 feet and chord bearing S. 19° 39' 37" W. 133.28 feet and an arc distance of 133.29 feet to a point on the 1863 high tide line; thence leaving the eastern line of Warren Dudley Coal Company and running with the 1863 high tide line the four following courses and distances (6) S. 21° 33' 50" E. 196.20 feet; (7) S. 25° 14' 30" E. 115.28 feet; (8) S. 39° 26' 30" E. 199.40 feet; (9) S. 43° 27' 50" E. 68.39 feet; thence leaving the 1863 high tide line and running (10) N. 3° 21' 47" E. 504.61 feet; (11) N. 19° 19' 10" W. 80 feet to a point on a circular curve; thence (12) with said curve having a radius of 5579.65 feet and chord bearing N. 26° 24' 22" E. 1077.48 feet an arc distance of 1079.16 feet to the point of beginning, as shown on the plat hereto annexed; said parcel or tract to be used solely for the construction, maintenance and operation of railroad tracks and ways by said party of the first part, its successors and assigns, and in the event that said railroad use of Area 2 is abandoned or said Area 2 is used for any other purpose, the easement or right of way hereby granted shall cease and determine and said Area 2 revert to said party of the second part.

And in pursuance of the compromise agreement and for the considerations hereinbefore recited, said party of the first part, to the intent that the burden of this covenant may run with the lands hereby quitclaimed under the respective designations of Area 1

and Area 2 and that the benefit thereof shall run with the adjacent lands owned by said party of the second part and the lands by this indenture conveyed or quitclaimed to said party of the second part by said party of the first part, hereby covenants for itself, its successors and assigns, with said party of the second part, the United States of America, its successors and assigns, that said party of the first part, Richmond, Fredericksburg and Potomac Railroad Company, its successors and assigns, will not use either of said parcels or tracts of land for any other purpose than the construction, maintenance and operation of railroad tracks and ways.

And said party of the second part does by these presents remise, release and forever quitclaim unto said party of the first part, its successors and assigns forever, for the purposes and subject to the restrictions, covenants and conditions hereinafter set forth, all right, title, interest and estate whatsoever, both at law and in equity, of said party of the second part in or to the land, marsh land, made land and land under water hereinafter described under the designation of Area 3, together with the improvements thereon and the rights, ways, easements and appurtenances thereunto belonging located below the original high water line of that part of the Potomac River known as the cove of Four Mile Run in the District of Columbia, and more particularly described as follows:

AREA 3. All that area or tract of land, marsh land and land under water described by notes and bounds as follows:

BEGINNING for the same at the end of the two following courses and distances from the beginning of the 22nd line of quitclaim deed by the Richmond, Fredericksburg and Potomac Railroad Company to the United States of America and recorded in the land records of Arlington County, Virginia, in Liber 314 at Folio 62, S. 68° 04' W. 45.73 feet, N. 64° 10' 47" W. 171.65 feet to the beginning point of the parcel hereby conveyed, said beginning point being also on the 1863 high tide shore line as defined by United States Coast Survey Chart 910a; and running thence with said 1863 high tide line the nine following courses and distances, (1) N. 88° 38' 10" W. 210.06 feet; (2) N. 73° 34' 14" W. 406.60 feet; (3) S. 63° 26' 06" W. 212.43 feet; (4) S. 8° 44' 46" W. 65.76 feet; (5) S. 25° 01' 01" E. 82.76 feet; (6) S. 32° 28' 16" W. 65.19 feet; (7) N. 47° 43' 35" W. 74.33 feet; (8) S. 26° 33' 54" W. 89.44 feet; (9) S. 34° 48' 30" W. 175.52 feet, to a point on the easterly boundary of the Washington-Alexandria Turnpike 50 feet wide now known as U. S. Route 1; thence with the easterly boundary thereof (10) N. 5° 45' 38" W. 1555.25 feet to a point on the 1863 high tide shore line; thence with said high tide line the five following courses and distances (11) N. 46° 36' 49" E. 89.85 feet; (12) N. 34° 53' 36" E. 237.74 feet; (13) N. 57° 46' 16" E. 271.89 feet; (14) N. 42° 08' 15" E. 141.60 feet; (15) N. 80° 23' 41" E. 59.69 feet to a point on the 1932 high tide line of the Potomac River; thence with the 1932 high tide line the five following courses and distances (16) N. 75° 33' E. 218.05 feet; (17) N. 79° 17' 42" E. 127.21 feet;

(18) S. 68° 18' 18" E. 100.09 feet; (19) S. 76° 37' 59" E. 103.81 feet; (20) S. 52° 54' 26" E. 65.80 feet, to a point of curve; thence (21) with the arc of said curve having a radius of 2473.06 feet and chord bearing S. 0° 31' 47" W. 1697.98 feet, an arc distance of 1733.24 feet to the point of beginning, as shown on the plat hereto annexed; said area or tract of land and land under water hereby quitclaimed to be used by said Richmond, Fredericksburg and Potomac Railroad Company, its successors and assigns, solely for the construction, maintenance and operation of its main line railroad tracks and ways and a freight yard in connection therewith.

And in pursuance of the compromise agreement and for the considerations hereinbefore recited said party of the first part, to the intent that the burden of this covenant may run with the lands hereby quitclaimed to it under the designation of Area 3 and that the benefit thereof shall run with the adjacent lands owned by said party of the second part and the lands by this indenture conveyed or quitclaimed to said party of the second part by said party of the first part, hereby covenants for itself, its successors and assigns, with the United States of America, said party of the second part, its successors and assigns, that it will not use said area or tract of land, marsh land and land under water hereinabove quitclaimed to it under the designation of Area 3 for any other purpose than the construction, maintenance and operation by it of its main line railroad tracks and ways and a freight yard in connection therewith; and that said Richmond, Fredericksburg and Potomac Railroad Company will begin the construction of any filling in said Area 3 only at the eastern edge of said area and in order to permit the planting by the party of the second part on Area 6, hereinafter described, will complete the eastern portion of said fill before filling or beginning to fill the remainder of said Area 3 and will not fill in such remainder until such planting on Area 6 shall have been completed.

✓ And said party of the second part does by these presents remise, release and forever quitclaim unto said party of the first part, its successors and assigns forever, subject to the restrictions, covenants and conditions hereinafter set forth, all right, title, interest and estate, whatsoever, both at law and in equity, of said party of the second part in and to the land, marsh land and made land hereinafter described under the designation of Area 4 and Area 5, together with the improvements thereon and the rights, ways, easements and appurtenances thereunto belonging located in part in Arlington County, Virginia, and in part below the original high water line of that part of the Potomac River commonly called Roaches Run in the District of Columbia and more particularly described as follows:

AREA 4. Part of the land within the line of the old Alexandria and Washington Turnpike 100 feet wide and part of that parcel of land conveyed by R. Thomas Robinson to the Washington Southern Railway Company by deed recorded among the land records of Arlington County, Virginia, in Liber 122 at Folio 477, and more particularly described for said Area 4 in one parcel as follows:

BEGINNING for the same on the westerly boundary of said Railroad

Company's parcel and running thence with the westerly boundary thereof (1) S. 18° 17' 20" W. 161.56 feet to the most southerly corner thereof; thence continuing the same course (2) S. 18° 17' 20" W. 177.61 feet to a point on the southeasterly boundary of the old Alexandria and Washington Turnpike 100 feet wide; then crossing said turnpike (3) N. 33° 06' 25" E. 300.29 feet to a point on the northeasterly side; thence leaving the turnpike and running (4) N. 39° 14' 32" W. 91.01 feet to the point of beginning, as shown on the plat hereto annexed;

AREA 5. All that tract of land, marsh land and made land formerly being part of the bed of that part of the Potomac River called Roaches Run or Shallow Bay included within the following metes and bounds and more particularly described as follows:

BEGINNING for the same at a point on the southeasterly side of the old Alexandria and Washington Turnpike 100 feet wide, bearing S. 18° 17' 20" W. 177.61 feet from the most southerly corner of a parcel of land conveyed by R. Thomas Robinson to the Washington Southern Railway Company by deed recorded among the land records of Arlington County, Virginia, in Liber 122 at Folio 477, said point of beginning being also on the 1863 high tide shore line of the Potomac River as defined by United States Coast Survey chart 910a; running thence with said 1863 high tide line (1) S. 67° 40' 35" E. 223.91 feet; (2) S. 47° 35' 20" E. 175.53 feet to a point on the westerly boundary of the main line right of way 225 feet wide of the Richmond, Fredericksburg and Potomac Railroad Company; thence with said boundary (3) on the arc of a circular curve having a radius of 5804.65 feet and chord bearing S. 28° 14' 17" W. 916.80 feet an arc distance of 917.78 feet; thence leaving said westerly boundary of the railroad right of way and running (4) N. 21° 08' 40" W. 51.48 feet; (5) N. 51° 46' 40" W. 101 feet; (6) N. 36° 25' W. 102.1 feet; (7) N. 35° 10' 10" W. 304.25 feet; (8) N. 68° 32' 10" W. 88.25 feet; (9) N. 76° 38' 30" W. 135.97 feet to a point on the southeasterly boundary of the old Alexandria and Washington Turnpike 100 feet wide; thence with said southeasterly boundary (10) along the arc of a circular curve having a radius of 1860 feet and chord bearing N. 49° 39' 45" E. 187.75 feet an arc distance of 187.85 feet to end of curve; thence (11) N. 52° 33' 20" E. 632.42 feet to the point of beginning, as shown on the plat hereto annexed;

said lands, marsh lands and made lands hereinbefore described under the designation of Area 4 and Area 5 shall be subject to the restrictions hereinafter specified; and in pursuance of the compromise agreement and for the considerations hereinbefore recited said party of the first part, to the intent that the burden of this covenant may run with the lands, marsh lands and made lands hereby quitclaimed under the respective designations of Area 4 and Area 5 and that the benefit thereof shall run with the

adjacent lands owned by said party of the second part and the lands by this indenture conveyed or quitclaimed to said party of the second part by said party of the first part, hereby covenants for itself, its successors and assigns, with said party of the second part, the United States of America, its successors and assigns, as follows:

(1) No building or structure shall be erected, altered, raised or repaired at any time upon said tracts of land hereinbefore respectively designated as Area 4 and Area 5, or any part of the same, so that any part of such building or structure shall exceed 60 feet in height above the level of the pavement on the Virginia approach to the Highway Bridge over the Potomac at the point where the Rosslyn Connecting Railway crosses the said highway of said approach, without the prior written consent and approval in each instance of the National Capital Park and Planning Commission;

(2) No part of the tracts of land hereinbefore respectively designated as Area 4 and Area 5 and no building or structure on any part of said tracts shall at any time be used, nor will the party of the second part, its successors and assigns, permit the same, or any part of the same, to be used without the prior written consent and approval in each instance of the National Capital Park and Planning Commission for any of the following uses or purposes: abattoirs, acetylene gas manufacture, ammonia bleaching powder or chlorine manufacture, arsenal asphalt manufacture or refining, blast furnaces, boiler works, brick, tile or terra cotta or clay products manufacture, celluloid manufacture, coke ovens, creosote treatment or manufacture, emery cloth or sand paper manufacture, disinfectants manufacture, distillation of bones, coal or wood, forge plant, glucose, dextrine or starch manufacture, dyestuffs manufacture, exterminator and insect poison manufacture, fertilizer manufacture, gas (illuminating or heating) manufacture, iron, steel, brass or copper foundry, lamp/black manufacture, oilcloth or linoleum manufacture, oiled, rubber or leather goods manufacture, nitrating process, paint, oil, shellac, varnish or turpentine manufacture, any tanks above ground for the storage of gasoline of any capacity, and fuel oil; paper manufacture, petroleum products refining, or wholesale storage of petroleum, printing ink manufacture, rock crushers, rolling mills, rubber caoutchouc or gutta-percha manufacture or treatment from crude or scrap material or the manufacture of articles therefrom; salt works, sauer kraut manufacture, sausage manufacture, shipyards, shoe blacking manufacture, soap manufacture, soda manufacture, stove polish manufacture, stone mill or quarry, storage or baling of scrap paper, iron, bottles, rags or junk, tar or coal-tar manufacture or distillation, tar or asphalt roofing or water-proofing manufacture, tobacco (chewing) manufacture, vinegar manufacture, wool pulling and scouring, yeast plant, fat rendering or tallow grease or lard refining, or manufacture of candles from fats, and in general any use which may be obnoxious or offensive by reason of the emission of odor, dust, smoke, gas or noise. ✓

And said party of the second part does by these presents remise, release and forever quitclaim unto said party of the first part, its successors and assigns forever, for railroad purposes and subject to the easements, restrictions and covenants herein-after set forth, all right, title, interest and estate whatsoever, both at law and in equity, of said party of the second part in or to the land, marsh land, made land and

land under water hereinafter described under the designations of Area 6, Area 7 and Area 8, together with the improvements thereon and the rights, ways, easements and appurtenances thereunto belonging, located in part in Arlington County, Virginia, and in part in the District of Columbia below the original high water line of that part of the Potomac River known as the cove of Four Mile Run, and more particularly described as follows:

AREA 6. All that tract of land, marsh land and land under water being part of the bed of that part of the Potomac River known as the cove of Four Mile Run contained within the metes and bounds, and more particularly described as follows:

BEGINNING for the same at a point on the 1863 high tide shore line of the Potomac River as defined by United States Coast Survey chart 910a, bearing S. 68° 04' W. 45.73 feet from the beginning of the 22nd line of a quitclaim deed by the Richmond, Fredericksburg and Potomac Railroad Company to the United States of America and recorded among the land records of Arlington County, Virginia, in Liber 314 at Folio 62; thence with said 1863 high tide shore line (1) N. 64° 10' 47" W. 171.65 feet; thence leaving said 1863 high tide line and running (2) with the arc of a circular curve having a radius of 2473.06 feet and chord bearing N. 0° 31' 47" E. 1697.98 feet an arc distance of 1733.24 feet to a point on the 1932 high tide line of the Potomac River; thence with said 1932 high tide line (3) S. 52° 54' 26" E. 38 feet; (4) S. 60° 53' 25" E. 100.72 feet; (5) S. 73° 06' 20" E. 120.09 feet; thence leaving the 1932 high tide line and running (6) S. 5° 40' 44" W. 1100 feet to a point of curve, thence (7) with the arc of a circular curve having a radius of 2302.75 feet and chord bearing S. 1° 26' 55" E. 571.44 feet an arc distance of 572.92 feet to the point of beginning, as shown on the plat hereto annexed;

AREA 7. An easement or right of way for tracks and ways of the Richmond, Fredericksburg and Potomac Railroad Company in that tract or parcel of land situated at the southerly end of the Philadelphia, Baltimore and Washington Railroad Bridge over the Potomac River, and more particularly described as follows:

BEGINNING at the northwesterly corner of a tract of land conveyed by the Richmond, Fredericksburg and Potomac Railroad Company to the United States for the Mt. Vernon Memorial Highway by deed dated April 1, 1930, recorded among the land records of Arlington County, Virginia, in Liber 314 at Folio 41; thence with the northwesterly line of said granted tract extended (1) N. 33° 59' E. 250.0 feet to the high water shore line of the Potomac River; thence running with said shore line (2) S. 42° 04' 35" E. 95.94 feet to the center line of the Philadelphia, Baltimore and Washington Railroad Bridge over the Potomac River at its southerly end; thence with the center line of said bridge extended

(3) S. 33° 59' W. 50.0 feet; thence leaving said center line and running (4) S. 61° 44' 40" W. 199.90 feet to the point of beginning, as shown on the plat hereto annexed; and also

AREA 8. An easement or right of way for the tracks of the Richmond, Fredericksburg and Potomac Railroad Company in and over that tract of land, marsh land, made land and land under water within the metes and bounds and more particularly described as follows:

BEGINNING for the same at a point on the easterly line of a parcel of land or land under water described in a certain deed from Robert R. Dye and others to the Richmond, Fredericksburg and Potomac Railroad Company recorded among the land records of Arlington County, Virginia, in Liber 323 at Folio 8, said point of beginning being distant 899.16 feet along the arc of a circular curve with a radius of 5579.65 feet and having a chord bearing S. 27° 19' 49" W. 898.19 feet from the 1863 high tide shore line of the Potomac River on the northerly side of that part of the Potomac River commonly called Roaches Run as defined by United States Coast Survey chart 910a; thence with the aforementioned easterly line of parcel described in said deed from Robert R. Dye and others, (1) along the arc of a circular curve having a radius of 5579.65 feet and chord bearing S. 21° 47' 22" W. 180 feet an arc distance of 180 feet to the northerly line of a parcel of land conveyed by Mary E. Cullinane et al to the Richmond, Fredericksburg and Potomac Railroad Company by deed recorded among the land records of Arlington County, Virginia, in Liber 228 at Folio 560; thence with said northerly line (2) S. 19° 19' 10" E. 80 feet; thence leaving said northerly line and running (3) N. 9° 26' 29" E. 245.97 feet to the point of beginning, as shown on the plat hereto annexed; and in the event that said railroad use of Area 7 and Area 8, or either of them, is abandoned or if said Area 7 and Area 8, or either of them, is used for any other purpose, the easement or right of way hereby granted shall cease and determine and said areas shall, respectively, revert to said party of the second part.

And the said party of the second part reserves unto itself, its successors and assigns forever, the right to enter upon said parcels of land herein designated as Area 6, Area 7 and Area 8 and plant and maintain therein or in any part thereof all trees, shrubs and other plants that said party of the second part, acting through its duly authorized officers or agencies, shall deem necessary, convenient or proper for the protection of the view or outlook over said tracks from the tracts of land owned by the United States and occupied by, or used for the purposes of, the Mt. Vernon Memorial Highway established under the Act of Congress approved May 23, 1928, c. 719 and acts amendatory thereof, or from other adjacent lands owned by the United States, or for the use and enjoyment of the same; or that may be deemed by said party of the second part, acting as aforesaid, necessary, convenient or proper for the prevention or elimination of any unsightly condition on said parcels of land designated as Area 6, Area 7 and Area 8 that may or will affect the view or outlook over the same from said tract of land

owned by the United States and used for said Mt. Vernon Memorial Highway or from other adjacent lands owned by the United States; or that may or will impair the use and enjoyment of said lands of the United States; and also the right that no building, structure or sign shall be constructed and to prevent the construction of any building, structure or sign, upon said Area 6, Area 7 and Area 8, or any part thereof, that would be visible from the tract of land owned by the United States and occupied by, or used for, said Mt. Vernon Memorial Highway, or from adjacent lands owned by the United States after the planting of said parcels designated as Area 6, Area 7 and Area 8 as herein provided shall have been completed unless the written consent of the Director of the National Park Service, or such officer or agency as may be established or designated by law for the performance of the same or similar duties, shall first have been obtained.

It is covenanted and agreed between the parties hereto that as to Area 7 and Area 8 the planting thereon as herein provided for the purpose of screening the Mt. Vernon Memorial Highway shall not prevent the use thereof as a right of way for tracks of the party of the first part and that in the event that the party of the first part deems it necessary in its use and enjoyment of Area 6 to relocate planting, the Director of the National Park Service, or such other officer or governmental agency as may be established or designated by law for the performance of the same or similar duties, will cooperate with said party of the first part in relocating any planting so as to allow the party of the first part the use of said parcel, Area 6, for its necessary works consistent with the accomplishment of the purpose and objects for which such easements, rights and servitudes have been reserved herein for the effective screening of the works of the said party of the first part from view from the Mt. Vernon Memorial Highway, provided that the entire expense of said relocating shall be borne by the party of the first part.

And in pursuance of the compromise agreement and for the considerations hereinbefore recited said party of the first part, to the intent that the burden of this covenant shall run with said lands hereinbefore described as Area 6, Area 7 and Area 8, respectively, and the estate, right and interest therein hereby conveyed to said party of the first part and that the benefit of this covenant shall run with the lands owned by the party of the second part and occupied by, or used for the purposes of, said Mt. Vernon Memorial Highway and the adjacent lands retained by said party of the second part and the lands in this indenture conveyed or quitclaimed to said party of the second part by said party of the first part, hereby covenants for itself, its successors and assigns, with said party of the second part, its successors and assigns, to the same tenor, purpose and effect in respect of said Area 6, Area 7 and Area 8 as it has hereinbefore covenanted with respect to Area G and Area H and said covenants in respect of said Area G and Area H are intended to and shall operate in respect of said Area 6, Area 7 and Area 8 and bind the same as covenants running with the land in the same manner and to the same effect and as fully in all respects as if said covenants were here again expressly and in terms repeated and set forth with respect to said Area 6, Area 7 and Area 8 and shall be forever hereafter enforceable by the party of the second part, its successors and assigns, against the owners of said Area 6, Area 7 and Area 8, respectively.

BOOK No. 443

III. That the party of the third part, the CENTRAL HANOVER BANK AND TRUST COMPANY, formerly Central Trust Company of New York, Trustee under the Consolidated Gold Mortgage of the Richmond, Fredericksburg and Potomac Railroad Company, dated April 1, 1890, hereby Joins in this indenture for the purpose of releasing and discharging from the lien of said mortgage or deed of trust all and singular the parcels and tracts of land hereinbefore conveyed or remised, released and quit-claimed by the party of the first part to the party of the second part, and to the end that the easements, restrictions and covenants running with the land created and imposed by said party of the first part upon the lands owned by it and described as Areas G and H and upon all and singular the tracts of land remised, released and quitclaimed to said party of the first part by said party of the second part, shall bind said lands notwithstanding, and in priority to, the lien of said mortgage or deed of trust and for the purposes stated said trustee does hereby release and discharge from the lien of said mortgage or deed of trust, all of its interest as such trustee in the property hereinbefore conveyed or quit-claimed by said party of the first part to said party of the second part and its interest in said Areas G and H and its interest in said lands quitclaimed by said party of the second part to said party of the first part, in so far as may be necessary to permit and insure that the easements, restrictions and covenants imposed upon said Areas G and H and said last mentioned quit-claimed lands may and shall bind the same in like manner and to the same effect as if said easements, restrictions and covenants had been made or created prior to the making of said mortgage or deed of trust.

That the party of the fourth part, the CENTRAL HANOVER BANK AND TRUST COMPANY, formerly Central Trust Company of New York, Trustee under the General Gold Mortgage of the Richmond, Fredericksburg and Potomac Railroad Company, dated April 1, 1903, hereby joins in this indenture for the purpose of releasing and discharging from the lien of said mortgage or deed of trust all and singular the parcels and tracts of land hereinbefore conveyed or remised, released and quitclaimed by the party of the first part to the party of the second part, and to the end that the easements, restrictions and covenants running with the land created and imposed by said party of the first part upon the lands owned by it and described as Areas G and H and upon all and singular the tracts of land remised, released and quit claimed to said party of the first part by said party of the second part, shall bind said lands notwithstanding, and in priority to, the lien of said mortgage or deed of trust and to that end said trustee hereby releases and discharges from the lien of said mortgage or deed of trust, all of its interest as such trustee in the property hereinbefore conveyed or quitclaimed by said party of the first part to said party of the second part and its interest in said Areas G and H and its interest in said lands quitclaimed by said party of the second part to said party of the first part, in so far as may be necessary to permit and insure that the easements, restrictions and covenants imposed upon said Areas G and H and said last mentioned quitclaimed lands may and shall bind the same in like manner and to the same effect as if said easement, restrictions and covenants had been made or created prior to the making of said mortgage or deed of trust.

That the party of the fifth part, the SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, MARYLAND, Trustee under the First Gold Mortgage of the Washington Southern

Railway Company, dated June 1, 1903, hereby joins in this indenture for the purpose of releasing and discharging from the lien of said mortgage or deed of trust all and singular the parcels and tracts of land hereinbefore conveyed or remised, released and quitclaimed by the party of the first part to the party of the second part, and to the end that the easements, restrictions and covenants running with the land created and imposed by said party of the first part upon the lands owned by it and described as Areas G and H and upon all and singular the tracts of land remised, released and quitclaimed to said party of the first part by said party of the second part, shall bind said lands notwithstanding, and in priority to, the lien of said mortgage or deed of trust, and for the purposes stated said trustee does hereby release and discharge from the lien of said mortgage or deed of trust, all of its interest as such trustee in the property hereinbefore conveyed or quitclaimed by said party of the first part to said party of the second part and its interest in said Areas G and H and its interest in said lands quitclaimed by said party of the second part to said party of the first part, in so far as may be necessary to permit and insure that the easements, restrictions and covenants imposed upon said Areas G and H and said last mentioned quitclaimed lands may and shall bind the same in like manner and to the same effect as if said easements, restrictions and covenants had been made or created prior to the making of said mortgage or deed of trust.

And the said Richmond, Fredericksburg and Potomac Railroad Company does appoint Norman Call, President of said corporation, its true and lawful attorney to acknowledge these presents as its act and deed.

And the said Central Hanover Bank and Trust Company, formerly Central Trust Company of New York, Trustee under deed of trust or mortgage of April 1, 1890, does appoint F. Wolfe, Vice President of said corporation, its true and lawful attorney to acknowledge these presents as its act and deed.

And the said Central Hanover Bank and Trust Company, formerly Central Trust Company of New York, Trustee under the deed of trust or mortgage of April 1, 1903, does appoint F. Wolfe, Vice President of said corporation, its true and lawful attorney to acknowledge these presents as its act and deed.

And the said Safe Deposit and Trust Company of Baltimore, Maryland, Trustee under deed of trust or mortgage of June 1, 1903, does appoint G. B. GAMMIE, Vice President of said corporation, its true and lawful attorney to acknowledge these presents as its act and deed.

IN WITNESS WHEREOF, the parties of the first, third, fourth and fifth part hereto have caused these presents to be signed with their respective corporate names by their respective presidents or vice presidents and their respective corporate seals to be hereto affixed and attested by their respective secretaries or assistant secretaries, and the party of the second part, the United States of America, has caused these presents to be executed and signed on its behalf by Harold L. Ickes, Secretary of the Interior, pursuant to the authority of the Act of Congress approved June 4, 1934, c. 375 (48 Stat. 836) under the seal of the Department of the Interior, the day, month and year first above written.

CORPORATE SEAL

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD
COMPANY

ATTEST:

BY: NORMAN CALL
President.

W. P. TERRY
Secretary.

BOOK No. 443

CORPORATE SEAL

ATTEST:

J. T. HARRIGAN
Asst. Secretary.

CORPORATE SEAL

ATTEST:

J. T. HARRIGAN
Asst. Secretary.

CORPORATE SEAL

ATTEST:

J. W. BOSLEY
Asst. Secretary.S E A L, Department of
the Interior.

ATTEST:

FLOYD E. DOTSON
Chief Clerk.

STATE OF VIRGINIA:

CITY OF RICHMOND: to-wit:

I, H. S. WOOD, a Notary Public in and for the State of Virginia, City of Richmond, do certify that NORMAN CALL, President, and W. P. TERRY, Secretary, of the Richmond, Fredericksburg and Potomac Railroad Company, whose names are signed to the foregoing and annexed writing bearing date on the 12th day of February, 1938, the said NORMAN CALL, being also personally known to me to be the person named as attorney-in-fact of said Richmond, Fredericksburg and Potomac Railroad Company, in the foregoing instrument bearing date the said 12th day of February, 1938, and hereto annexed to acknowledge the same, have severally acknowledged the same before me in my state and city aforesaid as the act and deed of the Richmond, Fredericksburg and Potomac Railroad Company.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal this 25th day of February, 1938.

S E A L

CENTRAL HANOVER BANK AND TRUST COMPANY,
formerly Central Trust Company of
New York, Trustee under deed of
trust or mortgage of April 1, 1890.BY: F. WOLFE
Vice President.CENTRAL HANOVER BANK AND TRUST COMPANY,
formerly Central Trust Company of
New York, Trustee under deed of
trust or mortgage of April 1, 1903.BY: F. WOLFE
Vice President.SAFE DEPOSIT AND TRUST COMPANY OF
BALTIMORE, MARYLAND, Trustee under
deed of trust or mortgage of June
1, 1903.BY: G. B. GAMMIE
Vice President.

THE UNITED STATES OF AMERICA

BY: HAROLD L. ICKES
Secretary of the Interior.H. S. WOOD
Notary Public.
My Commission expires September 23, 1941.

STATE OF NEW YORK:

COUNTY OF NEW YORK: to-wit:

I, E. F. RYAN, a Notary Public in and for the State of New York, County of New York, do certify that F. WOLFE, Vice President, and J. T. HARRIGAN, Asst. Secretary, of CENTRAL HANOVER BANK AND TRUST COMPANY, formerly Central Trust Company of New York, Trustee under deed of trust or mortgage of April 1, 1890, whose names are signed to the foregoing and annexed writing bearing date on the 12th day of February, 1938, and F. WOLFE, who is personally well known to me to be the person named as attorney-in-fact of the Central Hanover Bank and Trust Company, formerly Central Trust Company of New York, Trustee under deed of trust or mortgage of April 1, 1890, the corporation grantor in the foregoing and annexed deed, bearing date on the 12th day of February, 1938, personally

appeared before me in said state and county, and by virtue of the authority thereby conferred upon them, acknowledged the same to be the act and deed of the Central Hanover Bank and Trust Company, formerly Central Trust Company of New York.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal this 17th day of March, 1938.

S E A L

E. F. RYAN
Notary Public.

My commission expires March 30, 1939.

E. F. RYAN
Notary Public
Nassau Co. No. 2152
Ctf. filed N. Y. Co. No. 987, Reg. No. 9R592
Term expires March 30, 1939.

STATE OF NEW YORK:

COUNTY OF NEW YORK: to-wit:

I, E. F. RYAN, a Notary Public in and for the State of New York, County of New York, do certify that F. WOLFE, Vice President, and J. T. HARRIGAN, Asst. Secretary, of CENTRAL HANOVER BANK AND TRUST COMPANY, formerly Central Trust Company of New York, Trustee under deed of trust or mortgage of April 1, 1903, whose names are signed to the foregoing and annexed writing bearing date on the 12th day of February, 1938, and F. WOLFE, who is personally well known to me to be the person named as attorney-in-fact of the Central Hanover Bank and Trust Company, formerly Central Trust Company of New York, Trustee under deed of trust or mortgage of April 1, 1903, the corporation grantor in the foregoing and annexed deed, bearing date on the 12th day of February, 1938, personally appeared before me in said state and county, and by virtue of the authority thereby conferred upon them, acknowledged the same to be the act and deed of the Central Hanover Bank and Trust Company, formerly Central Trust Company of New York.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal this 17th day of March, 1938.

S E A L

E. F. RYAN
Notary Public

My commission expires March 30, 1939.

E. F. RYAN
Notary Public
Nassau Co. No. 2152
Ctf. filed N. Y. Co. No. 987, Reg. No. 9R592
Term expires March 30, 1939.

STATE OF MARYLAND:

CITY OF BALTIMORE: to-wit:

I, EDGAR H. CROMWELL, a Notary Public in and for the State of Maryland, City of Baltimore, do certify that G. B. GAMMIE, Vice President, and J. W. BOSLEY, Asst. Secretary of SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, MARYLAND, Trustee under deed of trust or mortgage of June 1, 1903, whose names are signed to the foregoing and annexed writing bearing date on the 12th day of February, 1938, and G. B. GAMMIE, who is personally well known to me to be the person named as attorney-in-fact of the Safe

BOOK No. 443

Deposit and Trust Company of Baltimore, Maryland, Trustee under deed of trust or mortgage of June 1, 1903, the corporation grantor in the foregoing and annexed deed, bearing date on the 12th day of February, 1938, personally appeared before me in said state and city, and by virtue of the authority thereby conferred upon them, acknowledged the same to be the act and deed of the Safe Deposit and Trust Company of Baltimore, Maryland.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal this 3rd day of March, 1938.

S E A L

EDGAR H. CROWWELL
Notary Public

My Commission expires
May 1, 1939.

DISTRICT OF COLUMBIA SS:

I, GLENN D. THOMPSON, a Notary Public in and for the District of Columbia, do hereby certify that HAROLD L. ICKES, Secretary of the Interior of the United States of America, party to a certain deed bearing date on the 12th day of February, 1938, and hereto annexed, personally appeared before me in said District, the said HAROLD L. ICKES being personally well known to me as the person who executed the said deed as Secretary of the Interior of the United States of America and acknowledged the same to be as well his deed as the deed of the United States of America executed by him as the Secretary of the Interior of the United States of America under the authority of the Act of Congress approved June 4, 1934, Chapter 375.

Given under my hand and seal this 12 day of February, 1938.

GLENN D. THOMPSON
Notary Public
D. C.

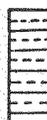
S E A L



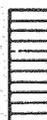
TO R.R. SUBJECT TO EASEMENT



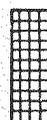
TO R.R. SUBJECT TO RESTRICTIONS



TO R.R. FOR R.R. PURPOSES



TO U.S. QUIT CLAIM



TO U.S. IN FEE



AREA IN DISPUTE



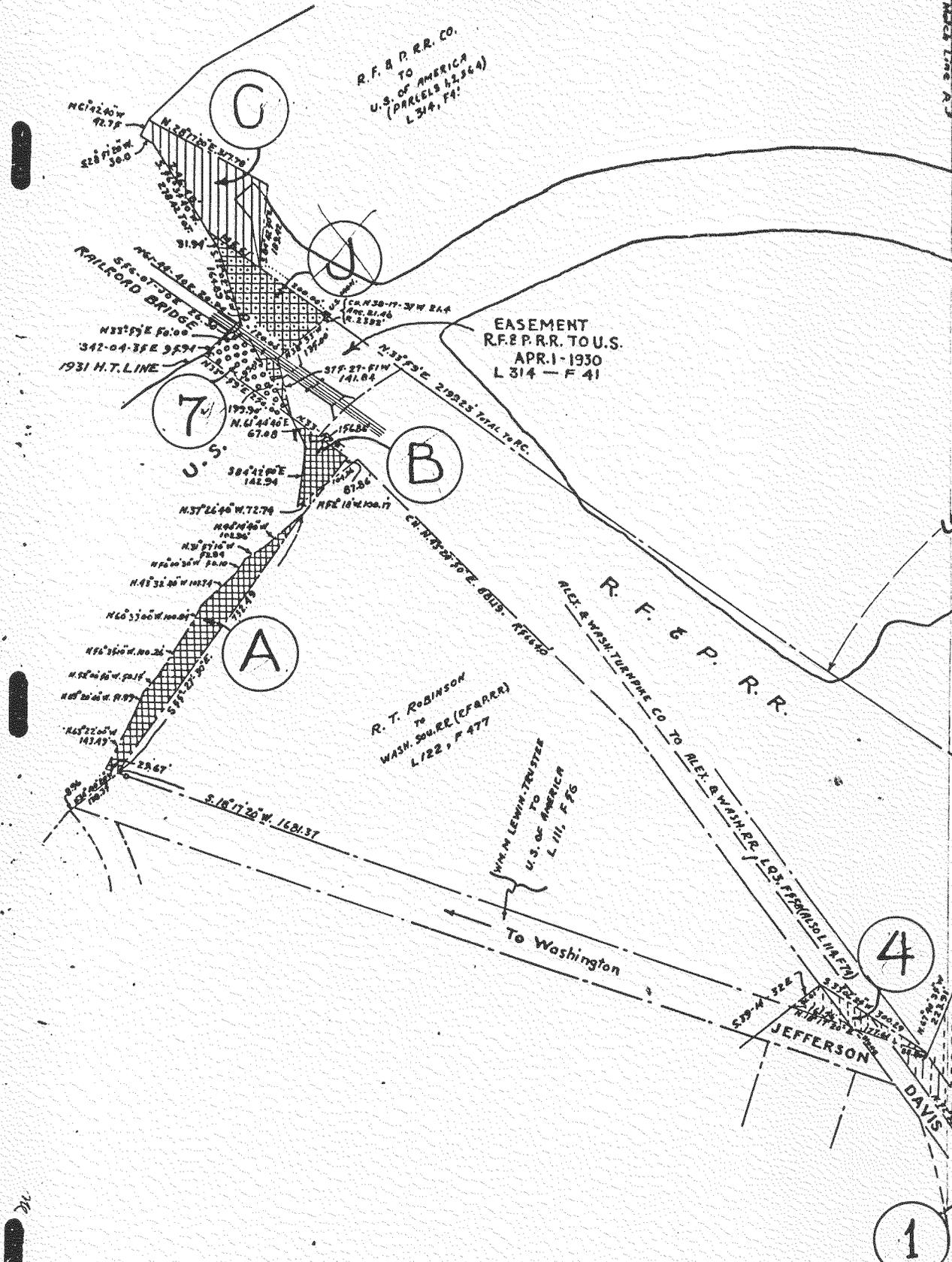
EASEMENT TO R.R.



TO U.S. SUBJECT TO R.R. EASEMENT

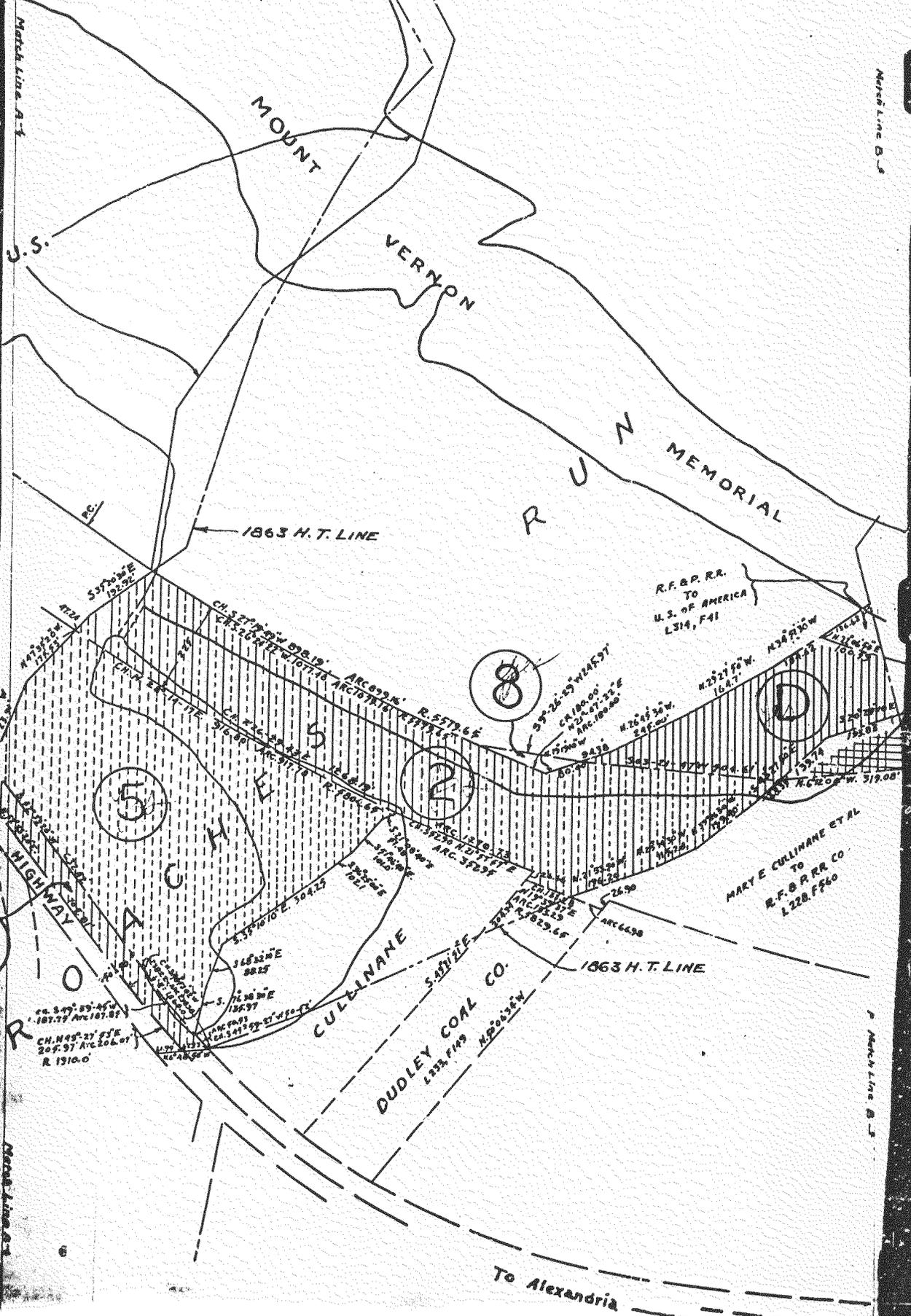


EASEMENT TO U.S.



BASED ON SURVEYS
 FEB. 1932 BY OFFICE OF PUB. BLDGS. & PUB. PARKS. PLAN FILE NO. B-85
 DEC 5, 1932 BY NATIONAL CAPITAL PARK AND PLANNING COMM. PLAN FILE NO. 117-F-14-SHEETS

BOOK No. 443



To Alexandria



Match Line B-J

Match Line D-I

Match Line C-J

HOPFENMAIER

1863 H. T. LINE

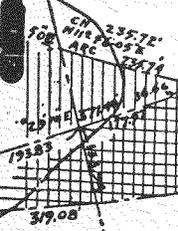
HIGHWAY

SARAH HOPFENMAIER GUBENHEIM TRUSTEE
TO
UNITED STATES OF AMERICA
L 514, F29

U.S.

LABORATORY U.S.

MILTON HOPFENMAIER ET UX
TO
R.F. & P.R.R.
L 224 F202



CH. 54° 59' 07" W 479.76'
ACC 652.81' 4702.44'

49' 50"

N 3°-12'-20" E 836.27'

7.06.1

S 72°-11'-00" W

HOPFENMAIER UNDERPASS

Match Line B-I

81.0000
100.0000
100.0000

400.00
585.17-00 W

Point

Match Line C-J

E ETAL
R CO
560

P. NEWELL B-J

BOOK No. 443

To Washington

R.F. & P.R.R. JEFFERSON

DAVIS

HIGHWAY

To Alexandria

HENRY R. NORTON
R.F. & P.R.R.
L. 234
R.R. F. 506

G

F

M

C

M

I

L

H

R.F. & P.R.R.

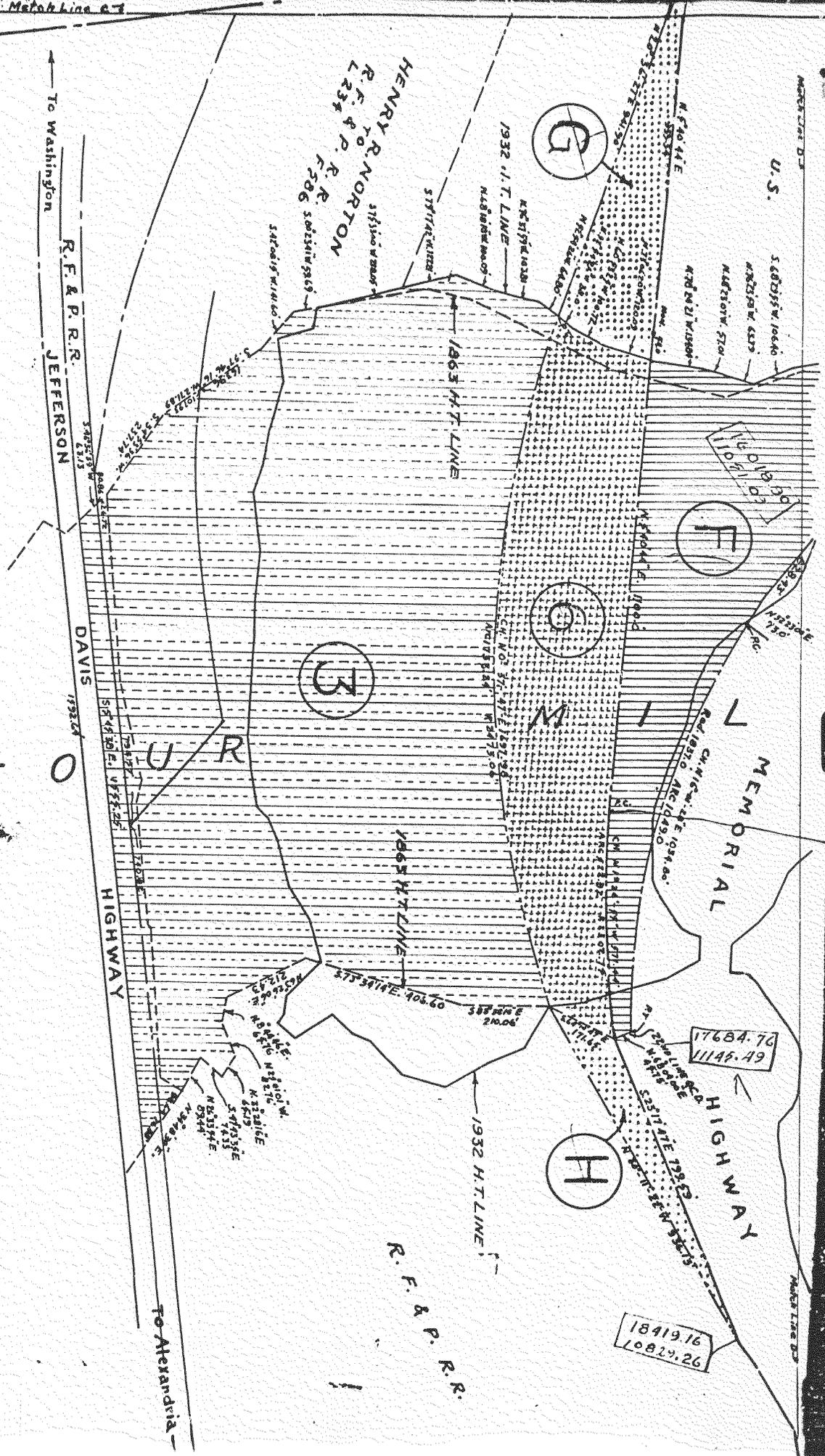
U.S.

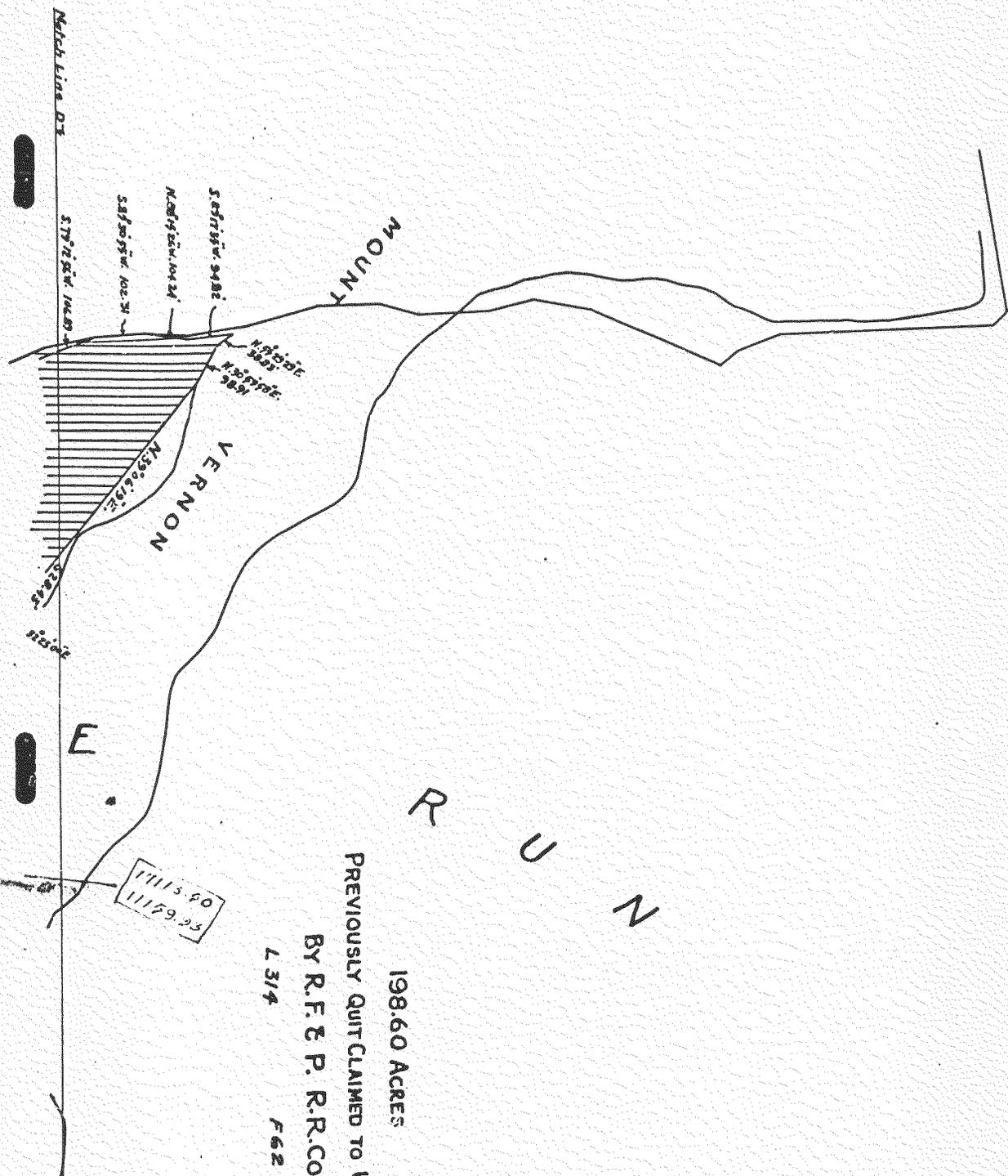
MEMORIAL

HIGHWAY

17684.70
11145.49

18419.16
10827.26





198.60 ACRES
 PREVIOUSLY QUIT CLAIMED TO U.S.
 BY R.F. & P. R.R. CO.
 L 314 F 62

NATIONAL CAPITAL
 PARK AND PLANNING COMMISSION
 PROPOSED PROPERTY SETTLEMENT
 UNDER THE ACT OF JUNE 4, 1934 (48 STAT. 836)
 UNITED STATES VS. R. F. & P. R. R. CO.
 ROACHES RUN & FOUR MILE RUN
 SCALE: 1" = 200'



REVISIONS
 Courses and Distances corrected
 on Parcels D-6-J-2-5-6 & 7
 July 22, 1937 A.F.D.
 L 122-F 477 Corrected 8-4-37 A.F.D.
 H.T. LINES Added 8-9-37 A.F.D.

APPROVED
 EXECUTIVE OFFICER
 RECOMMENDED
 DRAWN BY
 T.C.J. - J.H.M.
 CHECKED BY J.A.B.
 CHECKED BY A.F.D.

APPROVED BY
 THE NATIONAL CAPITAL PARK AND
 PLANNING COMMISSION

July 29, 1937

Gene A. Delaney
 CHAIRMAN

DATE
 12/9/32
 REVISED
 6-14-33
 July 22, 1937
 FILE NUMBER
 105.2-69

BOOK No. 443

Vertical stamp: 52, 38, October, L. Grant Wilson

Approved: 8/27th/38.
C. L. KINNIER, Co. Engr.

RECEIVED FOR RECORD on the 12 day of April A. D., 1938 at 11:30 A. M. and recorded in Liber No. 7215 folio 333 et seq., one of the Land Records of the District of Columbia.

Recorder
WM. J. TOMPKINS

VIRGINIA:

In the Clerk's office of the Circuit Court of Arlington County this deed and plat were received, and with the annexed certificate admitted to record at 10:40 o'clock A. M., Aug. 27, 1938.

Tests;

C. BENJ. LAYCOCK, Clerk.

Separator line of dots

RECORDED BY
L. Grant Wilson
COMPARED BY
M. Warwick
MAILED TO
Wm. James
Baumbach
4439-15th
Street N.
Arl., Va.
10/11/38

CHARLES E. JAMES
to B. & S.
WILLIAM JAMES BAUMBACH

THIS DEED, made this 24th day of August, 1938, by and between CHARLES E. JAMES, whose name also appears

of record as Charles T. James, widower of Julia James, whose name also appears of record as Julia M. James, former wife of the said Charles E. James, who departed this life on the 3rd day of February, 1935, party of the first part; and WILLIAM JAMES BAUMBACH, party of the second part;

WITNESSETH that for and in consideration of the sum of Ten Dollars (\$10.00), cash in hand paid, receipt whereof is hereby acknowledged at and before the signing and delivery of this deed, the said party of the first part does grant and convey with general warranty of title unto the said party of the second part all those certain parcels of land situate in Arlington County, Virginia, and more particularly described as follows:

All of Lots 9, 10, 11 and 12 of Block 7 of the Subdivision of Center Ballston, as the same is shown on a plat recorded in Deed Book U-No. 4, at page 71, et seq., of the land records of Arlington County, Virginia; and being a part of the same property conveyed to the said Charles E. James by deed dated November 20th, 1923, and recorded in Deed Book 305, at page 123, of the land records of said county.

The said party of the first part covenants that he has the right to convey the above described property to the said party of the second part; that the said party of the second part shall enjoy quiet possession of the said property free and clear of all encumbrances; and that he, the said party of the first part, will execute such further assurances of said land as may be requisite.

**ATTACHMENT B:
1970 EXCHANGE AGREEMENT, TITLE DOCUMENT 727-723**

2616

BOOK 727 PAGE 723

Indexed
and
Delivered
to

Charles M. Fairchild
9-1-71

EXCHANGE
AGREEMENT

THIS AGREEMENT made as of this 5th day of June, 1970, by and between the United States of America, acting by and through the Secretary of the Interior (hereinafter referred to as the "United States"); the Richmond, Fredericksburg and Potomac Railroad Company (hereinafter referred to as the "Railroad"), a corporation organized and existing under the laws of the Commonwealth of Virginia, acting pursuant to the authorization of its Board of Directors, by and through its lawfully authorized officers (see Exhibit A attached hereto and made a part hereof); Fairchild and Company, Inc. (hereinafter referred to as "Fairchild"), a corporation organized and existing under the laws of the District of Columbia, acting pursuant to the authorization of its Board of Directors, by and through its lawfully authorized officers (see Exhibit B attached hereto and made a part hereof); and Mr. Charles Fairchild and Mrs. Elizabeth Fairchild, as husband and wife (hereinafter referred to as "The Fairchilds"); all of the foregoing constituting the parties to this Agreement and hereinafter collectively referred to as "the parties."

WITNESSETH:

WHEREAS, the Railroad is the owner of that certain tract or parcel of land situated in the city of Alexandria, Commonwealth of Virginia, containing approximately 42 acres of land, as more particularly described in Exhibit C attached hereto and made a part hereof (hereinafter referred to as "The Potomac Center tract");

WHEREAS, Fairchild is owner of a leasehold interest granted by the Railroad in said Potomac Center tract for a term of years of not less than 57 years from July 1, 1971 for the purpose of developing a commercial complex to be known as The Potomac Center with the right to use and occupy said parcel of land for any lawful purpose, including the right to erect thereon at its own expense any buildings and improvements permitted by law, including but not limited to office buildings, store buildings, hotels or motels, parking garages, driveways, parking areas, and any other improvement

lawfully permitted; all of the foregoing rights being subject to the terms and conditions set forth and enumerated in the lease, it being recognized that the Railroad and Fairchild have the right to amend, modify or otherwise change the terms and conditions of the lease without reference to, review by, or approval of the United States, and that the exercise of the terms and conditions of said lease, except with respect to the matters which are expressly set forth in this Agreement, shall in no way affect, modify, amend, nullify or void the agreements herein set forth among the parties;

WHEREAS, Mr. Charles Fairchild is the owner in fee of a certain parcel of land encompassing approximately 28.8 acres of land (hereinafter referred to as the "Dych's Marsh tract"), more particularly described in paragraph (2) below, in which land the aforesaid Mrs. Elizabeth Fairchild has certain rights of dower, which rights shall be conveyed and surrendered by her participation in the conveyance described in paragraph (2) below;

WHEREAS, 18 acres of the 42-acre Potomac Center tract are presently reserved for construction of the so-called Northeast Expressway;

WHEREAS, the National Park Service of the United States Department of the Interior is charged by law with responsibility for construction, care, operation, and maintenance of the George Washington Memorial Parkway (hereinafter referred to as the "Parkway"), which Parkway is a limited access park road contiguous to The Potomac Center tract;

WHEREAS, The Potomac Center tract has access rights, by operation of law, to and from Slaters Lane and other streets contiguous to the property in the city of Alexandria;

WHEREAS, by certain deeds granted in or about 1930, the Railroad or its predecessors in interest surrendered to the United States such access rights to the Parkway as might be deemed to run with The Potomac Center tract;

WHEREAS, the Railroad and Fairchild are now desirous of obtaining for The Potomac Center tract the right of access to the Parkway, including the perpetual right of ingress and egress from said Potomac Center tract to and from the Parkway, which right of access will improve the value of said Potomac Center tract, expedite its flow of traffic, and allow for increased development thereof;

WHEREAS, the United States has determined that, subject to the terms and conditions hereinafter enumerated, the grant of the aforesaid right of access to (including ingress to and egress from) the Parkway for The Potomac Center tract would alleviate certain adverse traffic situations now existent or that may hereafter evolve on Federal facilities at Daingerfield Island; would improve the visual impact from the Parkway by providing a pleasant and improved screen of the so-called railroad yards; and would not be inimicable to the Parkway purposes or the interest of the general public;

WHEREAS, the Act of July 15, 1968, 82 Stat. 354, authorizes the Secretary of the Interior to acquire interests in non-Federal property within a unit of the National Park System under his administration and to exchange therefor an interest in federally owned property under his jurisdiction located in the same State as the non-Federal property to be acquired, and further provides for equalization of the values of the interests so exchanged;

NOW, THEREFORE, in consideration for the agreements hereinafter prescribed and the covenants and agreements hereinafter set forth to be kept, performed and observed by Fairchild, its successors and assigns; The Fairchilds, their successors and assigns; the Railroad, its successors and assigns; and the United States, it is agreed that the United States and Fairchild, The Fairchilds, and the Railroad, will exchange interests in lands under their control as set forth below:

(1) The United States will deed, grant, and/or issue such easements or other interests in land of the United States as may be necessary to establish adequate perpetual access to, including ingress and egress from, the Parkway to The Potomac Center tract (said access to be limited by the provisions of paragraphs 7 and 8 below), including so much land of the United States as will insure the rights of ingress and egress to and from the northbound and southbound traffic lanes; and will further deed, grant, and/or issue such easements or other interests in lands of the United States as may be necessary to permit the surveying, pre-engineering, construction, and related operations in connection with the construction of the access roads and the bridge referred to in paragraph 3 below, including the right

of use of lands of the United States as approved by the National Park Service for storage of construction and other necessary materials for the construction, perpetual operation, and maintenance of said bridge, bridge piers and abutments, approach roads, and approach road abutments, including the rights of the Railroad and Fairchild, acting jointly, to deed, grant, and/or issue such easements or other interests in the lands so granted and/or issued as to permit the said Railroad and Fairchild, acting jointly, or their successors and assigns, to dedicate said bridge, bridge piers and abutments, approach roads, and approach road abutments to the Commonwealth of Virginia, the city of Alexandria, and/or such other proper political subdivision thereof so as to permit the same to become a part of the road systems of the said Commonwealth, city, or political subdivision subject to the care, maintenance, policing, etc., of said Commonwealth, city, and/or political subdivision. The United States further agrees to grant the Railroad, and/or Fairchild, and/or the Commonwealth, the city of Alexandria, or the political subdivision, by separate agreement, the right and privilege to operate such maintenance vehicles on and over the Parkway as may be necessary to effectuate the necessary care, maintenance, and policing of said bridge and approach road systems, with the understanding that such maintenance vehicles shall use Slaters Lane at all times possible to effectuate such necessary care and maintenance. The United States further agrees to equalize said exchange by allowing Fairchild and/or the Railroad certain credits, not to exceed \$200,000, toward the extension of said access rights to the 18-acre tract referred to above as presently undevelopable, or by the extension of said access rights to a 3.29-acre area or 7.58-acre area outside the 42-acre Potomac Center tract, as set forth in greater detail in paragraphs 9 and 10 below.

(2) For and in consideration of the foregoing deeds, grants, and/or issuances from the United States, The Fairchilds will convey to the United States of America and its assigns, by general warranty deed, fee simple title to a 28.8-acre tract of land located in an area adjacent to the Parkway, southern portion, and bounded on two sides by parklands, southern portion, and on a third side by the Potomac River in the vicinity of the Morningside Exit to said Parkway, and on the fourth side by lands of Crim, Fairchild and others,

said land more particularly described in Exhibit D attached hereto and made a part hereof, said tract being sometimes referred to as Dike Marsh, Dyke Marsh, and Dych Marsh (hereinafter referred to as "Dych's Marsh tract").

(3) For and in consideration of the foregoing deeds, grants, and/or issuances from the United States, Fairchild and the Railroad, their successors, lessees or assigns, agree at no cost to the United States, to provide a center-piered bridge comparable in "H Loading" style and type to the southernmost bridge leading from the National Airport south to Alexandria, via Mount Vernon Parkway; plus associated ramps and connections necessary for ingress and egress to and from The Potomac Center to the Parkway, including a separate ingress and a separate egress road leading from the West lane of the Parkway to The Potomac Center, plus a separate ingress and a separate egress road leading from the East end of the bridge to the Parkway. The piers and abutments for end piers and center piers shall be constructed in such location on the lands of the United States providing for the most economical span construction costs. The United States may at its expense make such connections as are necessary to utilize said interchange in connection with ingress and egress of the public to the area known as Daingerfield Island. Fairchild and the Railroad, their successors, lessees or assigns further agree, at no cost to the Government, to provide for the benefit of the United States temporary alternative access to Daingerfield Island should existing access be interfered with during construction of the aforesaid bridge.

(4) For and in consideration of the foregoing deeds, grants, and/or issuances from the United States, Fairchild and the Railroad, their successors, lessees, or assigns or the successors, lessees or assigns of either of them agree that they will not at any time utilize the deed, grant, and/or issuance of access by the United States to serve any other land or lands including surface, sub-surface rights, or air rights of Fairchild or the Railroad for any purpose whatsoever, except said 42 acres or other substitute acreage as provided in paragraph (9) below and, furthermore, that neither Fairchild nor the Railroad, their successors, lessees, or assigns, or the successor, lessees, or assigns of either of them, will use or permit to be used said Parkway for any commercial or freight hauling whatsoever except as may be specifically authorized by the United States.

(5) For and in consideration of the foregoing deeds, grants, and/or issuances from the United States, Fairchild and the Railroad, their successors, lessees, or assigns, or the successors, lessees, or assigns of either of them, agree to make available to the Metropolitan Area Transit Authority or its successor, so much of up to 1 acre of said 42-acre tract as may be required for use as a subway station. It is further agreed by Fairchild and the Railroad, their successors, lessees or assigns, or the successors, lessees or assigns of either of them, that if the subway program be abandoned, or the subway station fail to be located within the aforesaid 42-acre tract, Fairchild and the Railroad, and/or the successors, lessees, or assigns of either or both of them, shall not develop the said ground reserved for the subway station unless and until an additional sum of \$60,000 is paid to the United States as further consideration for this agreement.

(6) For and in consideration of the foregoing deeds, grants, and/or issuances from the United States, Fairchild and the Railroad, their successors or assigns or the successors or assigns of either of them, will dedicate to the Commonwealth of Virginia, the city of Alexandria, or such other appropriate political subdivision, free of charge, such lands within said tract as may be needed for streets and roadways, not including the so-called Northeast Expressway ground referred to in paragraph (7) below.

(7) It is agreed among the parties hereto, for and in consideration of all covenants and agreements stated herein, that the access hereby granted does not apply to and is specifically withheld from and not now to be considered as serving the 18 acres of the 42-acre Potomac Center tract which are presently reserved for the Northeast Expressway.

(8) It is agreed by Fairchild and/or the Railroad, their successors and assigns, that if the Commonwealth of Virginia, the city of Alexandria, or other appropriate political subdivision does proceed to acquire the area reserved and set aside for the proposed Northeast Expressway, no increment of value will be attributed to said 18 acres or such portion thereof as is used for expressway purposes because of the potential availability to such area of access rights to the Parkway.

(9) It is agreed among the parties hereto, for and in consideration of all covenants and agreements stated herein, that if the Commonwealth of

Virginia, the city of Alexandria, or other appropriate political subdivision does proceed to acquire the area reserved and set aside for the proposed Northeast Expressway, that Fairchild and/or the Railroad, their successors and assigns, will release the United States from any and all monetary claims whatsoever that they or either of them may have by reason of the provisions of paragraph 1 of this exchange agreement, and that the United States, in consideration therefor, will equalize this exchange of interests in lands by permitting the use of the access, including egress and ingress, hereby granted to serve such additional lands controlled by Fairchild and/or the Railroad, their successors or assigns, located outside of but contiguous to the 42-acre Potomac Center tract as is discussed below. It is agreed that in the event Fairchild and/or the Railroad shall at any time elect to apply the \$200,000 credit referred to in paragraph 10 below to the release of additional lands controlled by Fairchild and/or the Railroad, their successors or assigns, located outside of but contiguous to the 42-acre Potomac Center tract, such election shall apply to 3.29 acres of land, if said land is located within the upper height limitations, or 7.58 acres of land if located within the lower height limitations, or any equivalent combination thereof.

(10) It is agreed that if the Commonwealth of Virginia, the city of Alexandria, or other political subdivision does forego, relinquish or abandon, in fact or by operation of law, its plans for future development of the Northeast Expressway, the access rights to be granted shall be extended to the full area now reserved for said expressway upon payment to the United States by Fairchild and/or the Railroad, their successors or assigns, of seventy cents (\$0.70) per square foot for each square foot of the area to be then developed under said access provision (or \$1.40 per square foot for each square foot of the area to be then developed under said access provision if any zoning change or variance is granted prior to the payment therefor which will permit development of this area to the same extent as on the other portion of The Potomac Center tract), said rate per square foot to apply to the total area then being developed without excluding therefrom any land utilizing the said access rights being granted herein within the then lands to be developed, to be dedicated to the Commonwealth of Virginia, the city of Alexandria, or such other appropriate political subdivision as a result thereof, which land so dedicated for

streets and accessways shall be donated free of charge to the appropriate political subdivision; provided further that if the access rights are thus extended to the 18-acre tract, Fairchild and/or the Railroad or their successors or assigns shall be granted a credit toward the payment due for such extension of two hundred thousand dollars (\$200,000), in accordance with numbered paragraph 1 above, in which event the provisions of numbered paragraph 9 herein, but no other, shall become null and void.

Should Fairchild and/or the Railroad elect not to develop the 18-acre tract or contiguous ground and not to acquire the extension of the access rights to the 18-acre tract or a part thereof or contiguous ground, the \$200,000 credit referred to above shall be forfeited by Fairchild and/or the Railroad, and the United States released from any monetary claim for this or any lesser amount.

(11) It is further agreed by the parties hereto that all plans for construction of the bridge and related approaches, ramps, and connections are to be approved by the National Park Service, the National Capital Planning Commission, and the Fine Arts Commission, provided that the costs of such review shall not constitute a cost chargeable to Fairchild or the Railroad.

(12) The parties hereto agree that this agreement to exchange shall become effective upon execution by all of the parties hereto and the delivery to the United States of America and its assigns of a properly executed deed of conveyance to Dych's Marsh tract in accordance with numbered paragraph 2 above. It is likewise agreed that the delivery of such deed by Fairchild to the United States shall entitle Fairchild and the Railroad, their successors or assigns or the successors or assigns of either of them, to the deed, grant, and/or issuance of such necessary rights for access as stated herein from the United States as may be required to fulfill the terms of this Exchange Agreement.

(13) Benefit. Neither members of nor Delegates to Congress, or Resident Commissioners, shall be admitted to any share or part of this agreement or derive, either directly or indirectly, any pecuniary benefit to arise therefrom: Provided, however, that this provision shall not be construed to extend to any incorporated company, if the agreement be for the benefit of such corporation.

(14) Equal Opportunity. In connection with this agreement, Fairchild and the Railroad agree to the provisions regarding equal employment opportunity set forth in Exhibit E attached hereto and made a part hereof.

IN WITNESS WHEREOF, the parties hereto have hereunto affixed their hands and corporate seals as of the above date.

RICHMOND, FREDERICKSBURG AND
POTOMAC RAILROAD COMPANY

By [Signature] (SEAL)
Title PRESIDENT

Attest: [Signature]
SECRETARY

I, J. J. NEWBAUER, JR., certify that I am the
Secretary of the Corporation named as a party in the
above exchange agreement; that S. SHUMATE, who signed said
agreement on behalf of Richmond, Fredericksburg and Potomac Railroad Company, was then
PRESIDENT of said Corporation; that said agreement was duly
signed for and on behalf of said Corporation by authority of its governing
body, and is within the scope of its corporate powers.

[Signature] (SEAL)
SECRETARY

FAIRCHILD AND COMPANY, INC.

By [Signature] (SEAL)
Title President

Attest: [Signature]
Secretary

I, Elizabeth M. Fairchild, certify that I am the
Secretary of the Corporation named as a party in the
above exchange agreement; that Charles M. Fairchild, who signed said
agreement on behalf of Fairchild and Company, Inc., was then
President of said Corporation; that said agreement was duly
signed for and on behalf of said Corporation by authority of its governing
body, and is within the scope of its corporate powers.

[Signature] (SEAL)



CITY OF RICHMOND
COMMONWEALTH OF VIRGINIA, SS:

I, E.A. WALLACE, a Notary Public in
and for the City and State aforesaid, do hereby certify that
S. SHUMATE and J. J. NEWBAUER, JR., who
are personally well known to me to be the persons who executed
the foregoing Exchange Agreement, as President and Secretary,
respectively, of RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD
COMPANY, personally appeared before me in said City and State
aforesaid and acknowledged the same to be their act and deed
and the act and deed of the said RICHMOND, FREDERICKSBURG and
POTOMAC RAILROAD COMPANY.

IN WITNESS WHEREOF, I have hereunto set my hand and
notarial seal this 7th day of July, 1971. My
Commission Expires: August 6, 1972.

E. A. Wallace
Notary Public

EXHIBIT "A"

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANYLease of Land to Facilitate Construction
Of Office Buildings and Other Commercial Facilities
(Proposed Potomac Center in Alexandria, Virginia)

The President referred to the resolutions of November 29, 1965 and July 26, 1968, authorizing the execution of a long term lease agreement to facilitate this proposed project. He explained that there had been many changes of business conditions and other related circumstances, resulting in very complex negotiations, and that the matter had progressed to the point where an agreement was expected to be ready for execution in the very near future with certain business conditions modified from those covered by prior authority. He recommended that the Company proceed with the transaction and enter into an agreement to provide, among other things, as follows:

(a) To lease approximately 39 acres to Fairchild and Company, Inc., a corporation under the laws of the District of Columbia, for a term of 99 years;

(b) That RF&P participation be on the basis of a minimum rental of \$25,000 per year plus taxes, with minimum rental increasing to \$6,000 per acre as buildings are constructed, with a reasonable cut-off date when the minimum rent must be at least \$6,000 per acre for all usable land, which will exclude any land not then developable because reserved for expressway or transit or other purposes;

(c) That the Company will receive 50% of the net cash flow proceeds from the development to the extent it exceeds the minimum rental;

(d) That, in order to facilitate financing, it will be necessary that the Company agree to subordinate its share of the net cash flow for up to 60 years.

(e) The lease agreement will provide for escalation of the minimum rental at periodic intervals based upon appraised values of the land, and for sharing in condemnation proceeds, and other protection to the Company as Lessor;

(f) Fairchild and Company, Inc., will give certain assurances of construction;

(g) In order to obtain the right of access to and from the George Washington Memorial Boulevard, it will be necessary that the Company and Fairchild enter into an exchange agreement with the United States of America, pursuant to which Fairchild will convey to the United States certain of his property located in Fairfax County, and both the Company and Fairchild will

assume certain obligations to construct an overpass and other facilities to cover the access to and from the Boulevard. Fairchild will assume the principal obligations, but the Company will agree to pay to Fairchild, subject to various conditions, as construction progresses, a total of \$1,000,000.

The latest draft of agreement prepared by attorneys for Lessee, containing some 59 legal pages, is indicated as draft of May 10, 1971, and contains most of the pertinent terms and conditions, but is subject to some further changes and negotiations for the benefit of the Company.

Whereupon, on motion duly made and seconded, it was

RESOLVED, That the authority delegated to the officers by the prior resolutions of November 29, 1965 and July 26, 1968, is reaffirmed and further authority is extended in accordance with the above comments, so that the proper officers of the Company be, and they are hereby, authorized on behalf of the Company to enter into said lease agreement covering the approximately 39 acres in order to effect the arrangements outlined, and on such further terms and conditions as they may feel are appropriate to protect the interest of the Railroad to the extent feasible; and to enter into the exchange agreement with the United States referred to above, and to execute such contracts, leases and other documents as may be necessary to effect the arrangements, or to dedicate or otherwise provide access between the leased area and public streets and to provide service roads, utility easements, and other arrangements necessary to meet the needs of the development and the requirements of the City of Alexandria, all on such terms and conditions as the officers of the Company may feel are appropriate to protect the interests of the Company, and to take such other steps as may be necessary and appropriate to consummate this transaction.

* * * * *

I hereby certify that the above is a true and correct excerpt from minutes of meeting of Executive Committee of the RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY, duly called and held on June 4, 1971.

E. R. Wallace
Assistant Secretary

MINUTES OF FAIRCHILD & COMPANY BOARD OF DIRECTORS MEETING
OF JUNE 30, 1971

The President called the Board of Directors to order at 888 - 17th Street, N. W., Washington, D. C. at 10 A.M. on June 30, 1971.

The President reported to the Board that the lengthy negotiations with the United States Government for access to the George Washington Memorial Parkway for development of the proposed Potomac Center in Alexandria, Virginia, had been successfully completed, as had the negotiations with the Richmond, Fredericksburg & Potomac Railroad Company relating to the terms and conditions for the lease of the land for the development of the proposed Potomac Center in Alexandria, Virginia.

The President moved and Janet H. Palsgrove seconded the motion:

RESOLVED THAT; Charles M. Fairchild, acting as President of Fairchild and Company, be and is hereby duly authorized to execute, on behalf of Fairchild and Company, the document captioned "Exchange Agreement" made as of the 5th day of June, 1970 with the United States of America; the Richmond, Fredericksburg & Potomac Railroad Company, Charles Fairchild and Elizabeth Fairchild, as husband and wife; and Fairchild and Company, which agreement has heretofore been duly executed by Walter Hickel, Secretary of Interior, on June 5, 1970, and to take all such other actions to complete the transaction as he may deem necessary or appropriate.

And, it was further moved and seconded:

RESOLVED that; Charles M. Fairchild, as President of Fairchild and Company be authorized to execute the lease with the Richmond, Fredericksburg & Potomac Railroad Company, defining the terms and conditions of the use and occupancy of the approximately 39 acres to be utilized by Fairchild and Company in connection with the development of the proposed Potomac Center in Alexandria, Virginia and to take all such other actions to complete the transaction as he may deem necessary or appropriate.

The documents constituting the "Exchange Agreement" and the "Lease" were presented and reviewed by the Board, whereupon, on motion duly made and seconded, the aforesaid resolution was carried.



Elizabeth M. Fairchild
Secretary

EXHIBIT "C"

All of that certain tract or parcel of land situate, lying and being in the City of Alexandria, Virginia, described as follows:

BEGINNING at an iron pipe at the corner of Parkridge Apartments and the RF&P Railroad property in the westerly line of George Washington Memorial Parkway running thence with the line of Parkridge Apartments in part and through the land of RF&P Railroad in part N 85° 08' 27" W 734.28 feet; thence continuing through the land of the RF&P Railroad N 3° 36' 20" E 929.00 feet, N 4° 42' 40" W 365.00 feet, N 22° 32' 30" W 116.00 feet, N 30° 06' 00" W 78.00 feet, N 14° 26' 10" W 105.00 feet, N 9° 19' 00" W 389.42 feet, N 0° 54' 40" W 568.40 feet, N 4° 48' 25" E 513.15 feet, and S 82° 51' 37" E 137.00 feet, to a monument in the westerly line of George Washington Memorial Parkway; thence with the line of said Parkway S 20° 37' 40" E 941.63 feet to a monument, S 19° 03' 58" E 463.19 feet to a monument, S 14° 06' 00" E 578.63 feet to a monument, S 9° 06' 21" E 442.69 feet to a monument, S 3° 28' 15" E 497.71 feet to a monument, and S 3° 56' 33" W 262.98 feet to the point of beginning containing 38.555 acres of land, as shown on plat dated February 12, 1971, amended May 21, 1971, by McLaughlin Ghent Associates of Annandale, Virginia.

Subject to a slope easement area of 1.825 acres as shown on said plat, on which RF&P reserves the right to retain a slope necessary to support its tracks and facilities located to the West. Tenant shall have the right to substitute a retaining wall or other structures in lieu of a slope, provided such are acceptable to and approved by RF&P Chief Engineer in writing in advance. Tenant shall maintain the slope or any substitute structures, but may use any or all of the 1.825 acres for developmental purposes which do not interfere with the purpose and function of the slope easement. The slope easement area is described as follows:

(Exhibit "A" - Page 2)

BEGINNING at the end of the first described line above and running with the second, third, fourth, fifth, sixth and part of the seventh above lines as follows: N 3° 36' 20" E 929.00 feet, N 4° 42' 40" W 365.00 feet, N 22° 32' 30" W 116.00 feet, N 30° 06' 00" W 78.00 feet, N 14° 26' 10" W 105.00 feet and N 9° 19' 00" W 61.02 feet, thence through the above described parcel S 30° 06' 00" E 239.45 feet, S 22° 32' 30" E 127.15 feet, S 4° 42' 40" E 376.48 feet, and S 3° 36' 20" W 933.73 feet to a point in the first described line; thence with that line N 85° 08' 27" W 50.01 feet to the point of beginning containing 1.825 acres of land.

CHARLES M. FAIRCHILD PROPERTY
Fairfax County, Virginia

All that certain parcel or tract of land situate, lying and being in the County of Fairfax, Virginia, and more particularly described as follows:

Beginning at a point in the east line of the right-of-way of The George Washington Memorial Parkway formerly known as the Mount Vernon Memorial Highway, and the NW corner of the Rosse property said point being S 27°35' W, 0.76' from a U. S. Government monument; thence running with the easterly line of aforesaid right-of-way the following courses and distances; N 20°57'47" W, 447.59' and N 10°59'47" W, 208.53' to a point, said point being also S 15°00' W, 0.76' from a U. S. Government Monument; thence continuing with said east line N 1°31'13" E, 444.00' to a point of curvature; thence with the arc of said curve to the right, whose radius is 2355.70' and whose chord bearing and chord arc N 4°50'29" E and 272.95'; respectively, a distance of 273.09' to a point, said point being N 72°20' E, 0.49' from a U. S. Government Monument; thence leaving said right-of-way and with the south line of the land of Bucknell University S 80°52'41" E, 1240.00' passing through a concrete monument at 200.00', to a point on the mean tide line of the Potomac River; thence with the meanderings of said mean tide line the following courses and distances, S 20°43'00" W, 155.70', S 1°32'14" E, 428.65' and S 17°03'43" W, 230.81' to the NE corner of the Howenstine property; thence leaving said Potomac River and running with the North line of said Howenstine property and aforesaid Rosse property S 70°14'47" W, 1005.96', passing through a concrete monument at 775.96', to the Point of Beginning.

The area described contains 28.8303 acres.

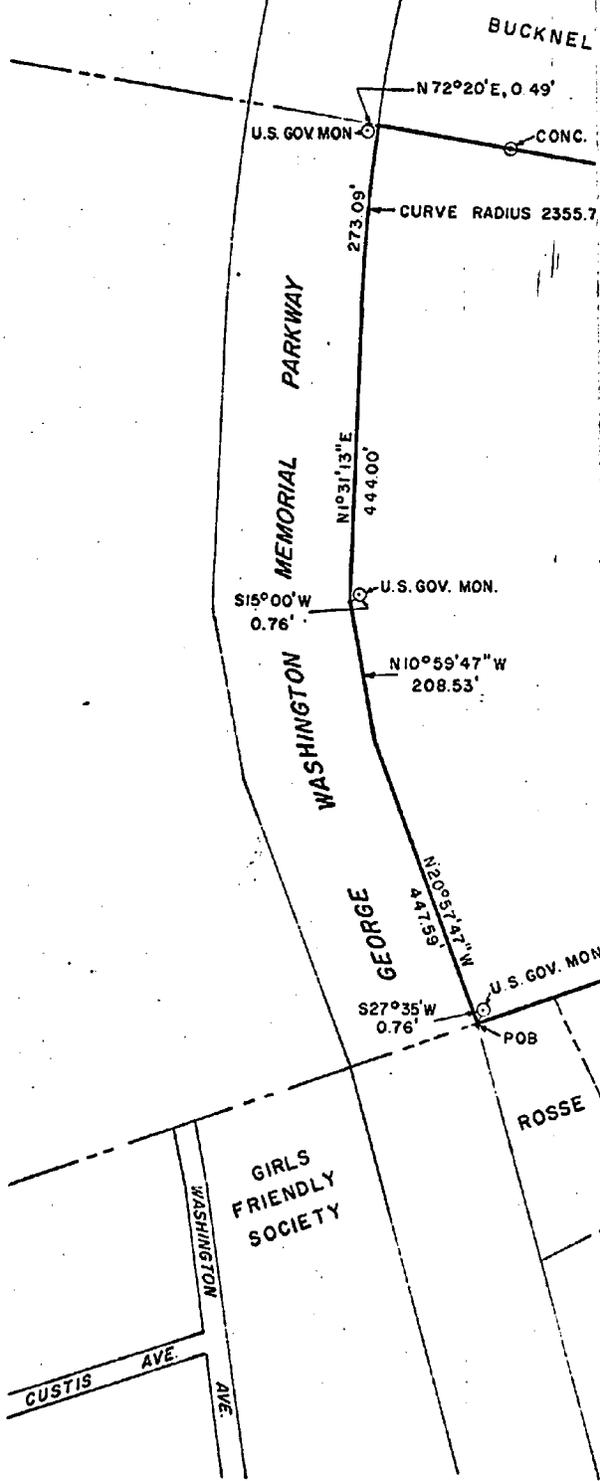
EXHIBIT D

Exhibit E

- (1) The Permittee will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Permittee will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Permittee agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Superintendent setting forth the provisions of this nondiscrimination clause.
- (2) The Permittee will, in all solicitations or advertisements for employees placed by or on behalf of the Permittee, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
- (3) The Permittee will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the Superintendent, advising the labor union or workers' representative of the Permittee's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, as amended, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- (4) The Permittee will comply with all provisions of Executive Order No. 11246 of September 24, 1965, as amended, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- (5) The Permittee will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the Superintendent and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- (6) In the event of the Permittee's noncompliance with the nondiscrimination clauses of this permit or with any of such rules, regulations, or orders, this permit may be cancelled, terminated or suspended in whole or in part and the Permittee may be declared ineligible for further Government contracts or permits in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, as amended, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, as amended, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- (7) The Permittee will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, as amended, so that such provisions will be binding upon each subcontract or purchase order as the Superintendent may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event the Permittee becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Superintendent, the Permittee may request the United States to enter into such litigation to protect the interests of the United States.

VIRGINIA
 In the Clerk's office of the Corporation
 Court of the City of Alexandria, Va. this
 instrument was received and the taxes
 imposed by Sec. 58-54 1 of the Code in
 the amount of \$ have been paid
 and with the annexed certificate admitted
 to record on 8/13/71 at 3:17 o'clock P. M.

William W. Spindler Clerk



DR. BY	<i>Crab</i>
CK. BY	<i>Crab</i>
APP BY	<i>H. L. L.</i>

VELL

UNIVERSITY

INC. MON.

355.70'

S80°32'41"E
1240.00'

POTOMAC RIVER
MEAN TIDE LINE

S20°43'00"W
155.70'

28.8303 Ac.

S1°32'14"E
428.65'

S17°03'43"W
230.81'

MON.

CONG. MON.

S70°14'47"W
1005.96'

HOWENSTINE

SE



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
PLAT OF
CHARLES M. FAIRCHILD
PROPERTY
GEORGE WASHINGTON
MEMORIAL PARKWAY
FAIRFAX COUNTY VIRGINIA
AUGUST 1969 SCALE 1" = 200'

EXHIBIT D

**ATTACHMENT C:
2000 RELEASE AND SCENIC EASEMENT AGREEMENT,
TITLE DOCUMENT 000005341**

RELEASE AGREEMENT AND SCENIC EASEMENT

THIS RELEASE AGREEMENT AND SCENIC EASEMENT ("Release") is entered into as of this 24th day of March, 2000, by and among COMMONWEALTH ATLANTIC PROPERTIES INC., a Virginia corporation, COMMONWEALTH ATLANTIC LAND I INC., a Virginia corporation, as successor to COMMONWEALTH ATLANTIC LAND COMPANY, a Virginia corporation, and COMMONWEALTH ATLANTIC LAND V INC., a Virginia corporation (hereinafter collectively referred to as "Commonwealth"), and the UNITED STATES OF AMERICA, acting by and through the NATIONAL CAPITAL REGION OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR (hereinafter referred to as the "National Park Service" or the "United States").

RECITALS:

A. Commonwealth and the National Park Service have previously entered into a certain Preliminary Agreement to Exchange Real Property dated November 18, 1998, as amended by Amendment Number 1 to Preliminary Agreement to Exchange Real Property dated January 13, 1999, by Amendment Number 2 to Preliminary Agreement to Exchange Real Property dated August 17, 1999 and by Amendment Number 3 to Preliminary Agreement to

Exchange Real Property dated November 1, 1999 (collectively, the "Agreement").

B. Under the terms and conditions of the Agreement, among other matters more particularly set forth therein, Commonwealth and the National Park Service agreed to the following matters:

(i) Commonwealth agreed to relinquish its right of ingress and egress to both the northbound and southbound lanes of George Washington Memorial Parkway (the "Parkway") for ingress and egress to and from certain property known as "Potomac Greens" and more particularly depicted on Exhibit "A" attached hereto and incorporated herein by reference (the "Parkway Access"), the Parkway Access having been granted to Commonwealth pursuant to (a) a certain Exchange Agreement dated June 5, 1970 (the "Exchange Agreement"), by and between the United States, acting by and through the Secretary of the Interior, and Commonwealth's predecessor in title, Richmond, Fredericksburg and Potomac Railroad Company (hereinafter referred to as "RF&P"), and (b) a certain Deed of Easement dated August 13, 1984 (the "Deed of Easement"), recorded in Deed Book 1133, at Page 914, and in Deed Book 1134, at Page 747, among the Land Records of the City of Alexandria, Virginia, which Deed of Easement effectuated the grant of the Parkway Access pursuant to the Exchange Agreement;

(ii) The United States agreed to release Commonwealth from its obligation pursuant to the Exchange Agreement to construct, at no cost to the United States, a center-piered bridge comparable in "H loading" style and type to the southernmost

bridge leading from Ronald Reagan Washington National Airport south to Alexandria, Virginia, and all associated ramps and connections necessary for ingress and egress to and from Potomac Greens to the Parkway (collectively, the "Bridge"), all as more particularly described in the Exchange Agreement, to which reference is hereby made for all relevant purposes;

(iii) The United States agreed to release the restrictions set forth in a certain Indenture Agreement between RF&P and the United States dated February 12, 1938, and recorded in Deed Book 443, at Page 83, among the Land Records of Arlington County, Virginia (the "Indenture Agreement"), restricting the land described in the Indenture Agreement as "Area 3" and as more particularly depicted on Exhibit "E" attached hereto and incorporated herein by reference (the "Indenture Land") to be used solely for the construction, maintenance and operation of main line railroad tracks and ways and a freight yard in connection therewith (the "Railroad Restriction");

(iv) Commonwealth agreed to impose certain height and setback limits relating to the development of the Indenture Land;

(v) Commonwealth agreed to grant to the United States a perpetual scenic easement over and across a portion of Potomac Greens; and

(vi) Commonwealth agreed to impose certain development limits on a portion of Potomac Greens.

C. The parties hereto desire to enter into this Release in order to effectuate the agreements of the parties pursuant to the Agreement as set forth in Recital B above.

D. The Department of the Interior is authorized pursuant to 16 U.S.C. § 4601-22(b) (1993) to enter into this Release in order to effectuate the terms and conditions of the Agreement.

AGREEMENT:

NOW, THEREFORE, in consideration of the interests in lands to be exchanged between the parties herein, the mutual rights and obligations hereunder, the consideration required to be paid by Commonwealth to the United States as provided in the Agreement and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1. Commonwealth hereby Forever Releases and Relinquishes its rights to use the Parkway Access for ingress and egress to the northbound and southbound lanes of the Parkway to and from Potomac Greens as previously granted to Commonwealth pursuant to the terms and conditions of the Exchange Agreement and the Deed of Easement.

2. The United States hereby Forever Releases Commonwealth from its obligation to construct the Bridge and all other obligations relating to the Bridge which were created pursuant to the terms and conditions of the Exchange Agreement.

3. The United States hereby Forever Releases and Relinquishes its right to enforce the Railroad Restriction upon the Indenture Land created pursuant to the Indenture Agreement, so that development on the Indenture Land shall no longer be subject to the Railroad Restriction and such development can occur pursuant to Arlington County zoning regulations.

4. In consideration of the release and relinquishment by the United States pursuant to Paragraph 3 above of the Railroad Restriction, the future development on the Indenture Land shall be subject to the building height and setback restrictions set forth in the "Arlington Development Plan With Restrictions" depicted on Exhibit "C" attached hereto and incorporated herein by reference (the "Building Restriction"). The parties agree that the Building Restriction shall run with the land in perpetuity and shall be for the sole benefit of the United States and its successors and assigns, and no other party whatsoever shall have any right to enforce the Building Restriction.

5. Commonwealth hereby covenants and agrees that future development of the portion of Potomac Greens identified as the "Greens Development Area" as depicted on Exhibit "D" attached hereto and incorporated herein by reference shall be limited to residential development uses and neighborhood retail uses as more particularly specified in the development plan for Potomac Greens approved by the City of Alexandria, Virginia on September 8, 1999 (collectively, the "Permitted Uses"). The parties agree that the Permitted Uses set forth in this Paragraph 5 shall run with the land in perpetuity and shall be for the sole benefit of the United States and its successors and assigns, and no other party whatsoever shall have any right to enforce such Permitted Uses.

6. Commonwealth hereby grants and conveys to the United States a perpetual scenic easement over and across the portion of Potomac Greens identified as the "Greens Scenic Area" as depicted on Exhibit "D" attached hereto for the purpose of conserving and preserving the natural vegetation, topography, habitat and other natural features now existing within the Greens Scenic Area (the "Scenic Easement"). The Scenic Easement is hereby granted and conveyed by Commonwealth to the United States subject to the following terms and conditions:

(i) Except as otherwise specifically permitted in subparagraph (ii) below, no improvements (including monuments, memorials or other commemorative works) shall be constructed or installed within the Greens Scenic Area, no clearing, grading or tree removal shall be permitted within the Greens Scenic Area and the Greens Scenic Area shall not otherwise be disturbed without the prior written approval of the United States.

(ii) Commonwealth hereby reserves the right to use the Greens Scenic Area for the following purposes: (a) passive and/or non-congregate recreational activities including (without limitation) hiking and bicycle trails, open space areas, sitting areas, gazebos, shelters, picnic areas and other similar recreational uses, (b) soccer fields, baseball fields, volleyball courts, tennis courts and other similar recreational facilities, (c) lighting in connection with the uses permitted pursuant to clauses (a) and (b) above, (d) the construction, installation, maintenance, repair and removal of underground utility lines in connection with construction and development on Potomac Greens, (e) the operation, maintenance and repair of the existing stormwater management pond, together with the construction, installation, maintenance and repair of any necessary expansion of such stormwater management pond which may be necessary in the future in connection with construction and development on Potomac Greens, and (f) grading and other land development activities which may be necessary in connection with any of the uses permitted pursuant to clauses (a) through (e) above. Notwithstanding the foregoing, Commonwealth agrees that any permanent above grade improvements or any lighting equipment which Commonwealth desires

to construct or install in the Greens Scenic Area shall be subject to the prior written approval of the United States, which approval shall not be unreasonably withheld, conditioned or delayed. In the event that the United States does not deliver written notice to Commonwealth either approving or disapproving Commonwealth's request for approval of any permanent above grade improvements or lighting equipment which Commonwealth desires to construct or install in the Greens Scenic Area within thirty (30) days after Commonwealth submits its request for approval to the United States, then the United States shall be conclusively deemed to have approved such request. Any disapproval by the United States within such thirty (30) day period shall state with reasonable particularity the reasons for such disapproval and any changes which the United States requires to be made by Commonwealth in order for the United States to grant such approval. All notices, correspondence or requests for approvals as herein required shall be made in writing and shall be sent by certified mail, return receipt requested; delivered by hand; or sent by overnight mail or carrier to the following:

COMMONWEALTH: President & CEO
Commonwealth Atlantic Properties, Inc.
66 Canal Center Plaza, 7th Floor
Alexandria, Virginia 22314

UNITED STATES: Superintendent
George Washington Memorial Parkway
National Park Service
c/o Turkey Run Park
McLean, Virginia 22101

or to such other address as either party may from time to time advise the other in writing.

(iii) In the event that Commonwealth, in connection with any of the uses permitted pursuant to subparagraph (ii) above, damages, destroys or removes any tree greater than six (6) inches diameter at breast height (dbh) within the Greens Scenic Area, then Commonwealth, at its sole cost and expense, shall replace any such tree so damaged, destroyed or removed on a tree-for-tree basis to the extent that such replacement is feasible based upon Commonwealth's use of the applicable portion of the Greens Scenic Area.

(iv) The Scenic Easement granted by Commonwealth hereunder shall run with the land in perpetuity and shall be for the sole benefit of the United States and its successors and assigns, and no other party shall have any rights under the Scenic Easement other than the rights of Commonwealth (and its successors and assigns) specifically reserved in this Paragraph 6.

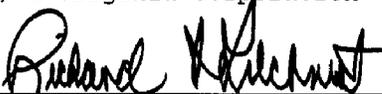
7. This Release shall be binding upon, and inure to the benefit of, the parties hereto and their respective successors and assigns, and shall be construed in accordance with the laws of the Commonwealth of Virginia. This Release is entered into by the parties hereto in order to effectuate the terms and conditions set forth in the Agreement, and as provided in Paragraph 9 of the Agreement; the Agreement will terminate and be of no further force or effect upon full execution of this Release by all parties and recordation of this Release among the Land Records of the City of Alexandria, Virginia and Arlington County,

Virginia, respectively, and payment by Commonwealth to the United States of any consideration required pursuant to the Agreement. In addition, except as expressly provided in this Release, this Release is not intended to modify or amend in any respect the Indenture Agreement or the Exchange Agreement, and except as expressly modified or amended pursuant to this Release, the Indenture Agreement and the Exchange Agreement shall remain in full force and effect. Each party expressly represents and warrants to the other party that the person executing this Release on behalf of each respective party is duly authorized to execute this Release on behalf of such party and to bind such party hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this Release to be executed by their duly authorized representatives as of this 24th day March, 2000.

COMMONWEALTH ATLANTIC PROPERTIES
INC., a Virginia corporation


ATTEST

By: 
Name: Richard E. Gilchrist
Title: President & CEO

COMMONWEALTH ATLANTIC LAND I INC.,
a Virginia corporation

Jeffrey J. Safferman
ATTEST

By: *Richard I. Gilchrist*
Name: Richard I. Gilchrist
Title: President & CEO

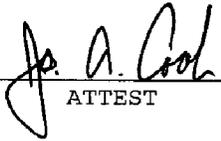
COMMONWEALTH ATLANTIC LAND V INC.,
a Virginia corporation

Jeffrey J. Safferman
ATTEST

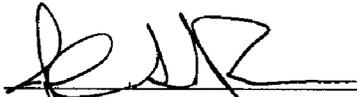
By: *Richard I. Gilchrist*
Name: Richard I. Gilchrist
Title: President & CEO

In Testimony Whereof, the United States of America, by and through the Secretary of the Interior, has executed on its behalf as of the date first hereinabove written as its free act and deed for the uses and purposes herein contained, and intending to be legally bound, has of the day and year first above written, caused these presents to be executed by Terry R. Carlstrom, Regional Director, National Capital Region, National Park Service, United States Department of the Interior, and does hereby constitute and appoint Terry R. Carlstrom, Regional Director, National Capital Region, National Park Service, United States Department of the Interior, as its true and lawful attorney-in-fact to acknowledge and deliver this Release as its free act and deed for the uses and purposes herein contained.

UNITED STATES OF AMERICA


ATTEST

By:


TERRY R. CARLSTROM,
REGIONAL DIRECTOR, NATIONAL
CAPITAL REGION, NATIONAL PARK
SERVICE, DEPARTMENT OF THE
INTERIOR

STATE OF VIRGINIA

COUNTY OF ALEXANDRIA, to-wit:
CITY

I, PATSY M. RICHARDS, a Notary Public in and for the state and county aforesaid, do hereby certify that RICHARD T. GILCHRIST, as PRESIDENT & CEO of COMMONWEALTH ATLANTIC PROPERTIES INC., whose name is signed to the foregoing document, personally appeared before me in my jurisdiction aforesaid and acknowledged the same on behalf of such corporation.

GIVEN under my hand this 10TH day of FEBRUARY, 2000.

My Commission expires: 12/31/03

STATE OF VIRGINIA

COUNTY OF ALEXANDRIA, to-wit:
CITY

I, PATSY M. RICHARDS, a Notary Public in and for the state and county aforesaid, do hereby certify that RICHARD T. GILCHRIST, as PRESIDENT & CEO of COMMONWEALTH ATLANTIC LAND I INC., whose name is signed to the foregoing document, personally appeared before me in my jurisdiction aforesaid and acknowledged the same on behalf of such corporation.

GIVEN under my hand this 10TH day of FEBRUARY, 2000.

My Commission expires: 12/31/03

STATE OF VIRGINIA

COUNTY OF ALEXANDRIA, to-wit:
CITY

I, PATSY M. RICHARDS, a Notary Public in and for the state and county aforesaid, do hereby certify that RICHARD I. GILCHRIST, as PRESIDENT & CEO of COMMONWEALTH ATLANTIC LAND V INC., whose name is signed to the foregoing document, personally appeared before me in my jurisdiction aforesaid and acknowledged the same on behalf of such corporation.

GIVEN under my hand this 10TH day of FEBRUARY, 2000.

My Commission expires: 12/31/03

STATE OF Washington
COUNTY OF District of Columbia to-wit:

I, Julia S. Young, a Notary Public in and for the state and county aforesaid, do hereby certify that Terry R. Carlstrom as Regional Director of National Capital Region, National Park Service, Department of the Interior, whose name is signed to the foregoing document, personally appeared before me in my jurisdiction aforesaid and acknowledged the same.

GIVEN under my hand this 24th day of March, 2000.

My Commission expires: May 31, 2004

Julia S. Young
Notary Public
District of Columbia
My Commission Expires May 31, 2004

THIS AGREEMENT IS BEING RE-RECORDED TO FOLLOW THE DEED RE-RECORDED IMMEDIATELY PRIOR HERETO IN THE CHAIN OF TITLE.

J:\DATA\CLIENT\16\16843\013\RELEASE.AG6
02/09/00 10:25AM

14

INSTRUMENT #000005341
RECORDED IN THE CLERK'S OFFICE OF
ALEXANDRIA ON
MARCH 30, 2000 AT 10:33AM
EDWARD SEMONIAN, CLERK

BY: [Signature] (DC)
PLAT ATTACHED

POTOMAC GREENS

Beginning of a point in the westerly right-of-way line of the George Washington Memorial Parkway (Property of the United States of America), right-of-way width varies, said point being the southeasterly corner of the land of the Washington Metropolitan Area Transit Authority;

Thence, with the said westerly right-of-way line of the George Washington Memorial Parkway, right-of-way width varies, the following six (6) courses:

1. S 20° 39' 52" E, a distance of 941.48 feet to a point;
2. S 19° 05' 39" E, a distance of 463.03 feet to a point;
3. S 14° 07' 52" E, a distance of 578.69 feet to a point;
4. S 09° 07' 59" E, a distance of 442.66 feet to a point;
5. S 03° 29' 58" E, a distance of 497.71 feet to a point;
6. S 03° 53' 26" W, a distance of 263.16 feet to a point, said point being the northeasterly corner of the land of Abingdon Apartments Limited Partnership;

Thence, departing the said George Washington Memorial Parkway and with the northerly line of the sold land of Abingdon Apartments Limited Partnership and the northerly line of the land of Old Town Greens, N 85° 05' 25" W, a distance of 734.41 feet to a point, said point being an easterly corner of the land of Old Town Greens

Thence, with the Easterly line of the said land of Old Town Greens : The following eight (8) Courses:

1. N 03° 34' 22" W, a distance of 929.00 feet to a point;
2. N 05° 03' 24" W, a distance of 365.17 feet to a point;
3. N 21° 39' 22" W, a distance of 115.25 feet to a point;
4. N 30° 07' 58" W, a distance of 78.00 feet to a point;
5. N 14° 28' 08" W, a distance of 105.00 feet to a point;
6. N 09° 20' 58" W, a distance of 389.47 feet to a point;
7. N 00° 56' 38" W, a distance of 568.40 feet to a point;
8. N 04° 48' 17" E, a distance of 513.15 feet to a point, said point being the southwesterly corner of the aforementioned land of the Washington Metropolitan Area Transit Authority;

Thence, with the southerly line of the said land of the Washington Metropolitan Area Transit Authority, S 82° 27' 25" E, a Distance of 137.00 feet the point of beginning.

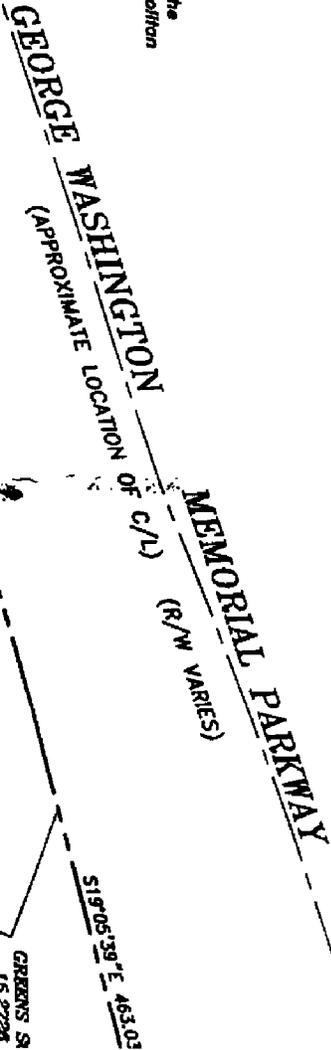
CONTAINING 38.5399 ACRES MORE OR LESS

NOTES:

1. THE PROPERTY SHOWN HEREON IS LOCATED ON ASSESSMENT MAP NO. 35.00-3-1 AND IS ZONED CDD0710.
2. CURRENT OWNER IS COMMONWEALTH ATLANTIC PROPERTIES INC.
3. THE PROPERTY SHOWN HEREON IS LOCATED ON F.E.M.A. MAP COMMUNITY PANEL NO. 575519-00050, DATED, ZONE X, AN AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN AND ZONE AE, AN AREA WITH BASE FLOOD ELEVATIONS DETERMINED.



VIRGINIA STATE GRID NORTH



H LINE SEE SHEET NO. 1

VIRGINIA STATE GRID NORTH

GEORGE WASHINGTON MEMORIAL PARKWAY
(APPROXIMATE LOCATION OF C/L) (R/W VARIES)

38.5599 ACRES

GREENS SCENIC AREA
15.2728 ACRES

S14°0'52"E 578.69'

S09°0'59"E 442.66'

S03°29'58"E 497.71'

S03°33'26"W 283.16'

500' BUILDING RESTRICTION LINE

EXISTING UTILITY EASEMENT

EXISTING CONSTRUCTION EASEMENT
DB 866 PG 459

EXISTING UTILITY

EXISTING TEMPORARY GRADING AND CONSTRUCTION EASEMENT
DB 1592 PG 1052

EXISTING STORM DRAIN EASEMENT
DB 1602 PG 906

EXISTING MAINTENANCE ACCESS EASEMENT
DB 1592 PG 1052

EXISTING PUMP STATION EASEMENT
DB 1604 PG 1196

EXISTING 10' SANITARY SEWER EASEMENT
DB 1604 PG 1196

N85°05'25"W 734.41'

227.64'

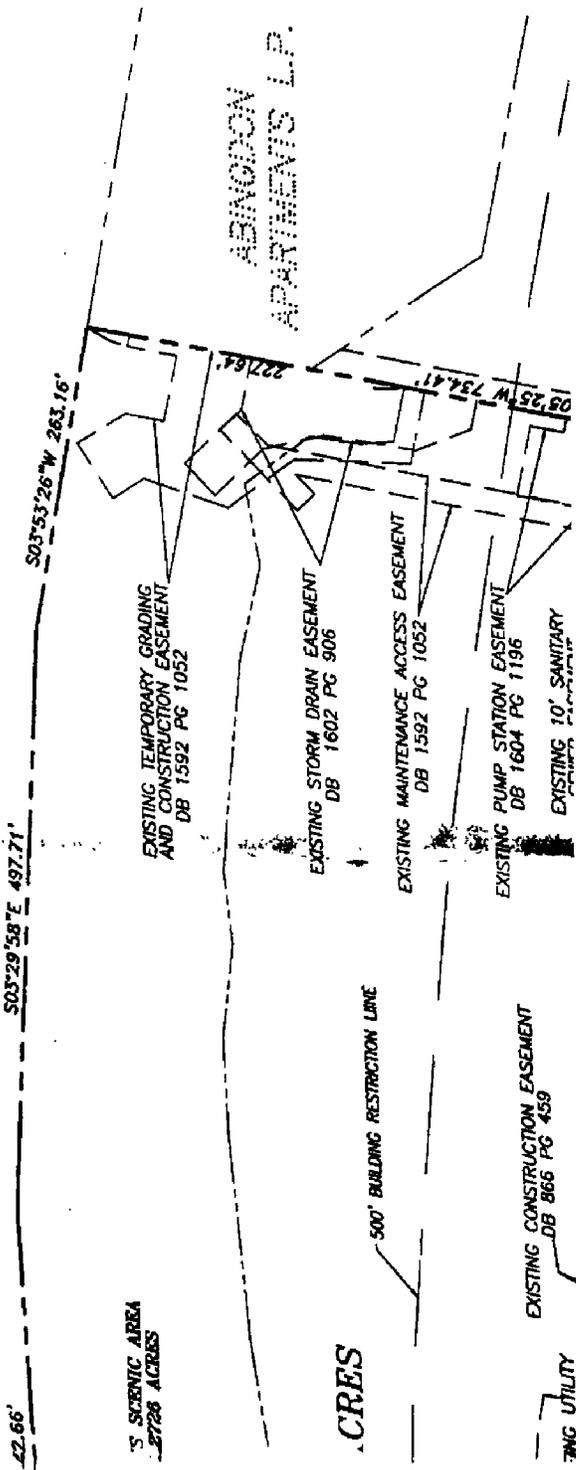
AP

HIBIT "A" S - BOUNDARY SURVEY ALEXANDRIA, VIRGINIA

christopher consultants, ltd.
engineering • surveying • land planning
8800 main street - fourth floor
alexandria, va 22301-3907
(703) 273-0820 fax 273-7838



GEORGE WASHINGTON MEMORIAL PARKWAY (APPROXIMATE LOCATION OF C/L) (R/W VARIES)



42.66'

S03°29'58"E 497.71'

S03°53'26"W 263.16'

S SCENIC AREA
.2726 ACRES

500' BUILDING RESTRICTION LINE

EXISTING CONSTRUCTION EASEMENT
DB 866 PG 459

EXISTING PUMP STATION EASEMENT
DB 1604 PG 1196

EXISTING MAINTENANCE ACCESS EASEMENT
DB 1592 PG 1052

EXISTING STORM DRAIN EASEMENT
DB 1602 PG 906

EXISTING TEMPORARY GRADING
AND CONSTRUCTION EASEMENT
DB 1592 PG 1052

ABINGDON
APARTMENTS L.P.

222.64'

734.41'

734.41'

UTILITY

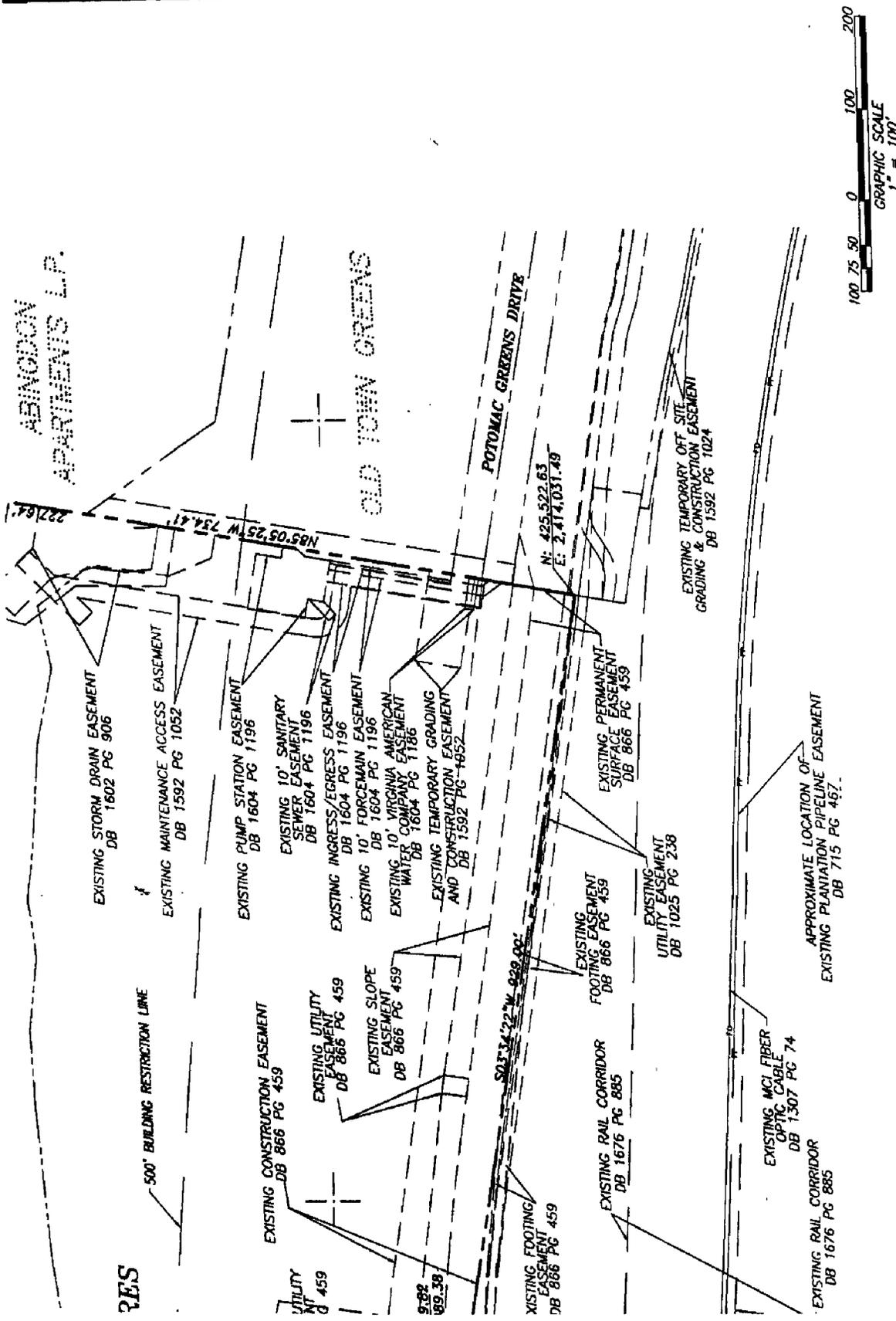
EXHIBIT "A"
POTOMAC GREENS - BOUNDARY S
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 100'
DATE: 12/17/99

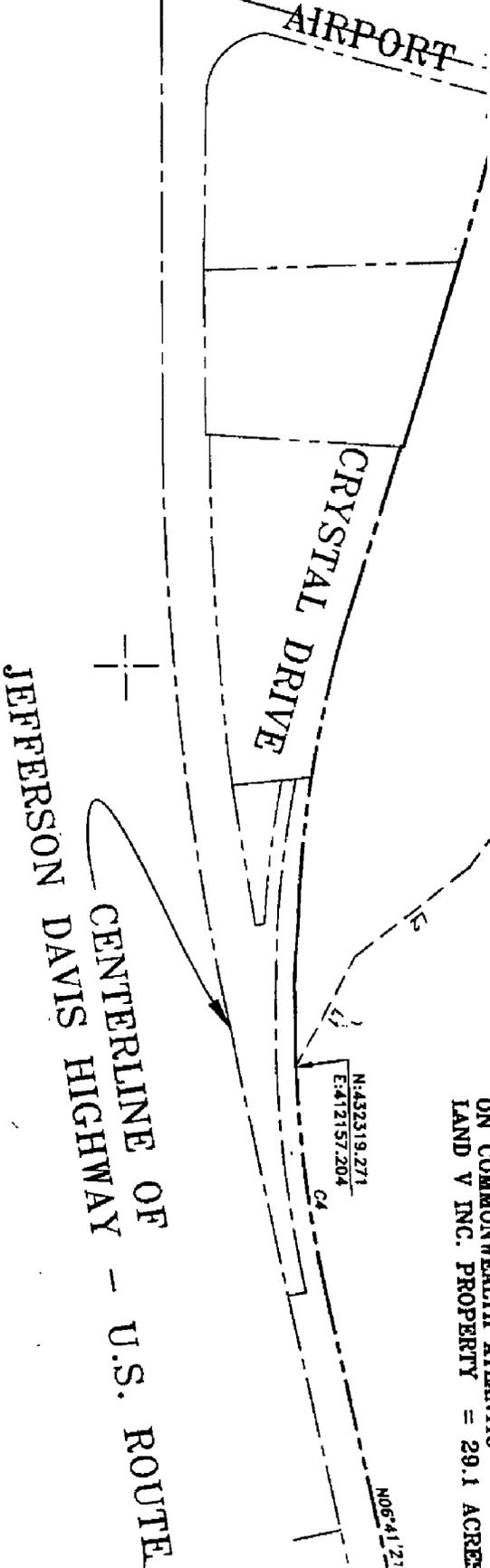
DRAWN: FJT
CHECKED: JSS
SHEET NO.

2 of 2

R-1080



YES



ON COMMUTE/LOCAL ALTERNATE
LAND V INC. PROPERTY = 29.1 ACRES

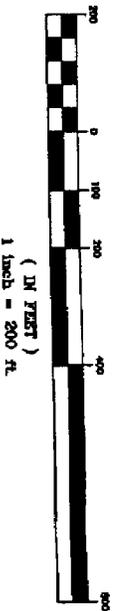
CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LEN	CHORD BEARING	DELTA ANGLE	TANGENT
C1	4520.50'	171.40'	171.39'	S12°36'55"E	02°10'21"	85.71'
C2	14804.57'	200.24'	200.24'	S14°05'20"E	00°46'30"	100.12'
C3	3714.00'	491.05'	490.69'	S18°15'52"E	07°34'28"	245.88'
C4	2510.48'	419.57'	419.08'	N01°54'05"W	09°34'32"	210.27'

LINE TABLE

LINE	BEARING	DISTANCE
L1	N33°57'53"E	236.49'
L2	N56°50'33"E	271.89'
L3	N41°12'32"E	141.60'
L4	N79°27'58"E	59.89'
L5	N74°37'17"E	147.79'
L6	N89°33'53"W	161.68'
L7	N74°29'57"W	406.60'
L8	S62°30'23"W	212.43'
L9	S07°49'03"W	65.76'
L10	S25°56'44"E	82.76'
L11	S31°32'33"W	65.19'
L12	N48°39'18"W	74.33'
L13	S25°38'11"W	89.44'
L14	S33°52'47"W	118.63'

GRAPHIC SCALE



LEGEND



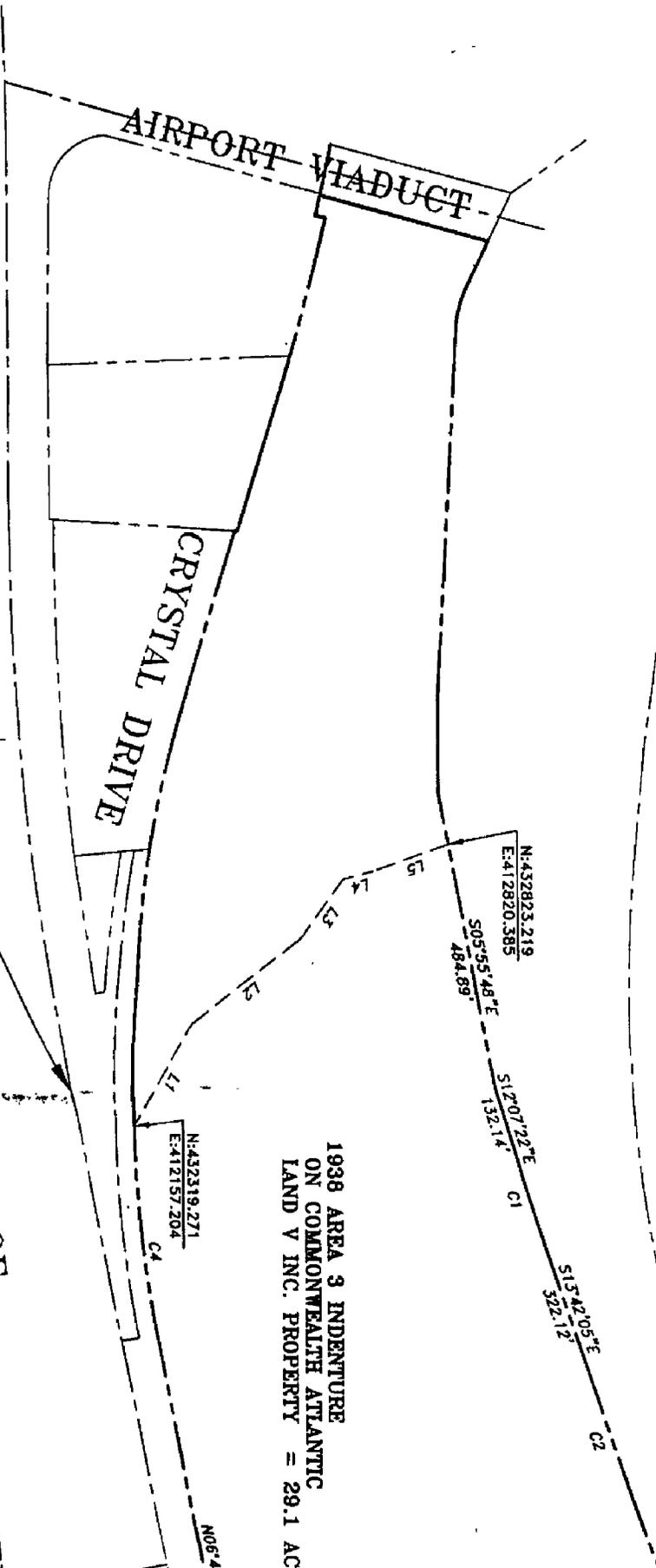
3



CENTERLINE OF
GEORGE WASHINGTON
MEMORIAL PARKWAY

AIRPORT VIADUCT

CRYSTAL DRIVE



N:432823.219
E:412820.385

505°55'48"E
484.89'

S12°07'22"E
132.14' C1

S15°42'05"E
322.12'

C2

N:432319.271
E:412157.204

C4

N06°41'

1938 AREA 3 INDENTURE
ON COMMONWEALTH ATLANTIC
LAND V INC. PROPERTY = 29.1 ACR

VTM

RD - ARLINGTON
3 INDENTURE
"BIT" B
COUNTY, VIRGINIA

christopher consultants ltd.
engineering • surveying • land planning
9900 main street - fourth floor
fairfax, va. 22031-3807
tel 273-6820 fax 273-7636 (703)

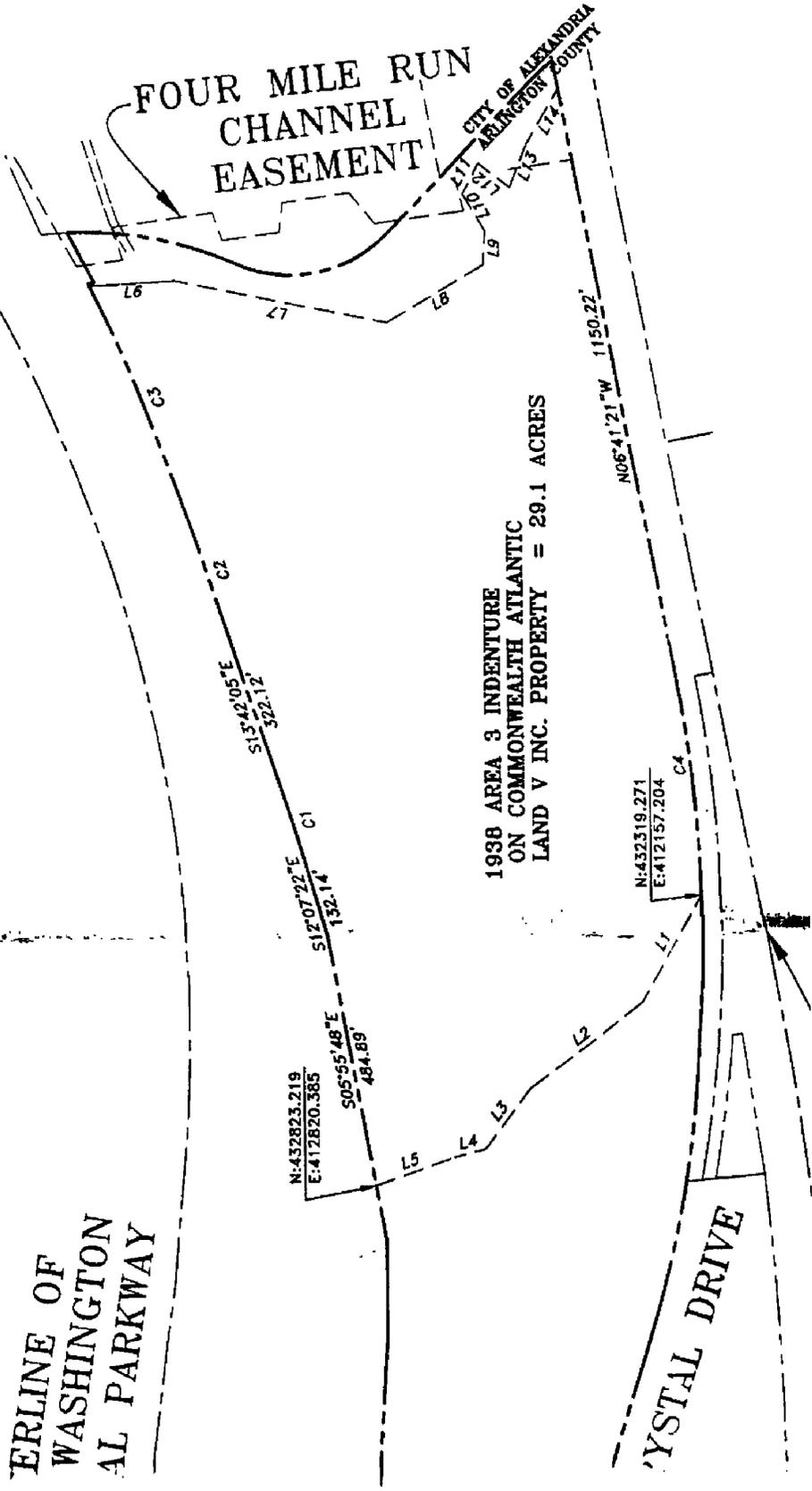
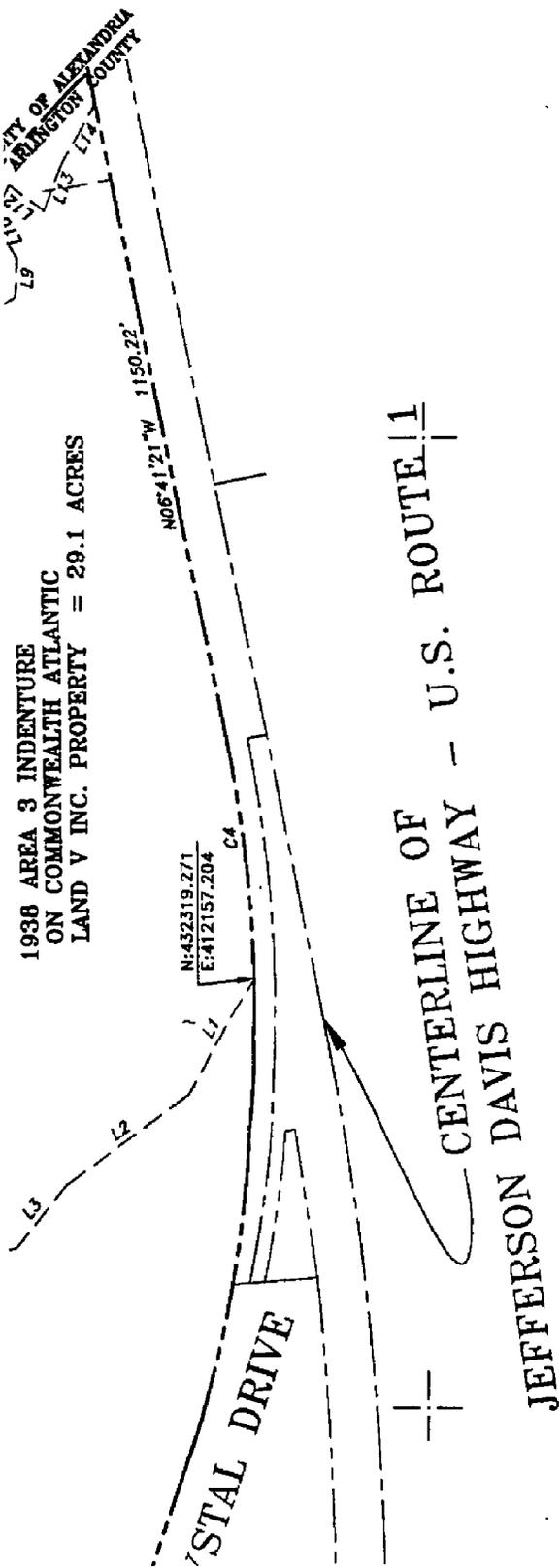


EXHIBIT "B"
 1938 AREA 3 INDENTURE
 POTOMAC YARD - ARLINGTON
 ARLINGTON COUNTY, VIRGINIA

SCALE: 1" = 200'
 DATE: 12/17/99

DRAWN: FJT
 CHECKED:
 SHEET NO. 1 of 1



1938 AREA 3 INDENTURE
 ON COMMONWEALTH ATLANTIC
 LAND V INC. PROPERTY = 29.1 ACRES



LINE TABLE

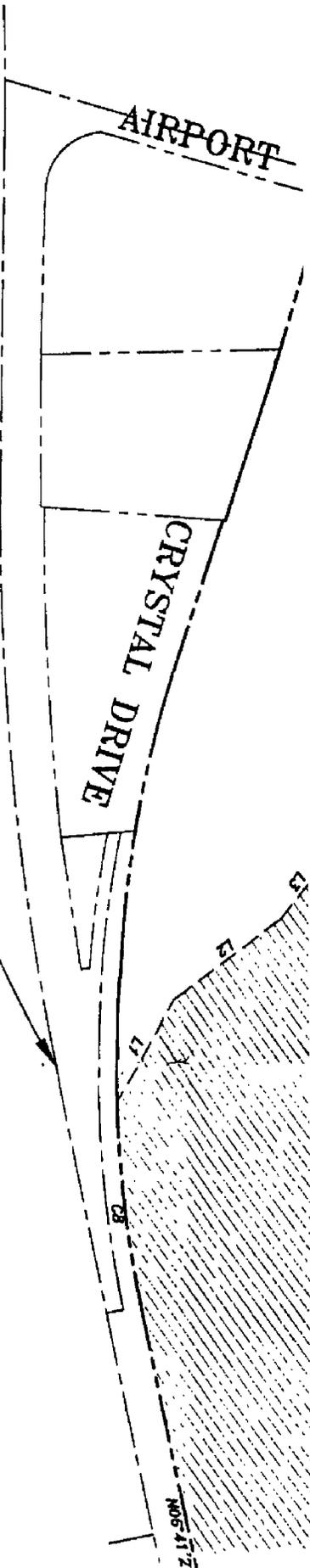
LINE	BEARING	DISTANCE
L1	N33°57'53"E	236.49'
L2	N56°50'33"E	271.89'
L3	N41°12'32"E	141.60'
L4	N79°27'58"E	59.69'
L5	N74°37'17"E	147.79'
L6	N89°33'53"W	161.68'
L7	N74°29'57"W	406.60'
L8	S62°30'23"W	212.43'
L9	S07°49'03"W	65.76'
L10	S25°56'44"E	82.76'
L11	S31°32'33"W	65.19'
L12	N48°39'18"W	74.33'
L13	S25°38'11"W	89.44'
L14	S33°52'47"W	118.63'

ANGLE	TANGENT
0°21'	85.71'
6°30'	100.12'
4°28'	245.88'
4°32'	210.27'

LEGEND

PROPERTY LINE
 1938 INDENTURE LINE





AREA TABLE

SETBACK AREA 1 - 160,624 SQUARE FEET OR 3.6874 ACRES
 SETBACK AREA 2 - 231,360 SQUARE FEET OR 5.3113 ACRES
 SETBACK AREA 3 - 214,697 SQUARE FEET OR 4.9288 ACRES
 SETBACK AREA 4 - 640,808 SQUARE FEET OR 14.7109 ACRES

TOTAL AREA - 1,247,489 SQUARE FEET OR 28.6384 ACRES

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LEN	CHORD BEARING	DELTA ANGLE	TANGENT
C1	4520.50'	171.40'	171.39'	S12°36'55"E	02°10'21"	85.71'
C2	14804.57'	200.24'	200.24'	S14°05'20"E	00°46'30"	100.12'
C3	3714.00'	496.39'	496.02'	S18°18'21"E	07°39'28"	248.56'
C4	3725.00'	109.53'	109.53'	S22°55'22"E	01°41'05"	54.77'
C5	692.78'	326.57'	323.58'	S75°04'05"E	27°00'32"	166.38'
C6	247.32'	307.76'	288.28'	S82°47'15"W	71°17'48"	177.38'
C7	446.47'	56.39'	56.35'	S50°45'25"W	07°14'10"	28.23'
C8	2510.48'	419.57'	419.08'	N01°54'05"W	09°34'52"	210.27'

DESCRIPTION OF PERMISSIBLE IMPROVEMENTS

Setback Area 1 : 300 Foot Permitted Improvements, and associated improvements, do not exceed 120 feet in width and are permitted to third parties by Setback Area 2 : 50 Foot Permitted Improvements do not exceed 50 feet in width and are applicable Arlington County C. Setback Area 3 : 75 Foot Permitted Improvements do not exceed 75 feet in width and are applicable Arlington County C. Setback Area 4 : 120 Foot Permitted Improvements do not exceed 120 feet in width and are applicable Arlington County C. Setback Area 5 : 200 Foot Permitted Improvements do not exceed 200 feet in width and are applicable Arlington County C. In addition, above-grade structures, signs, and surface parking areas that are greater than 100 feet in width are not permitted.

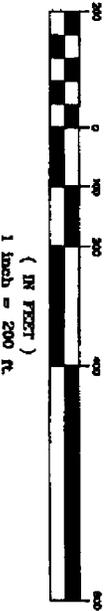
LINE TABLE

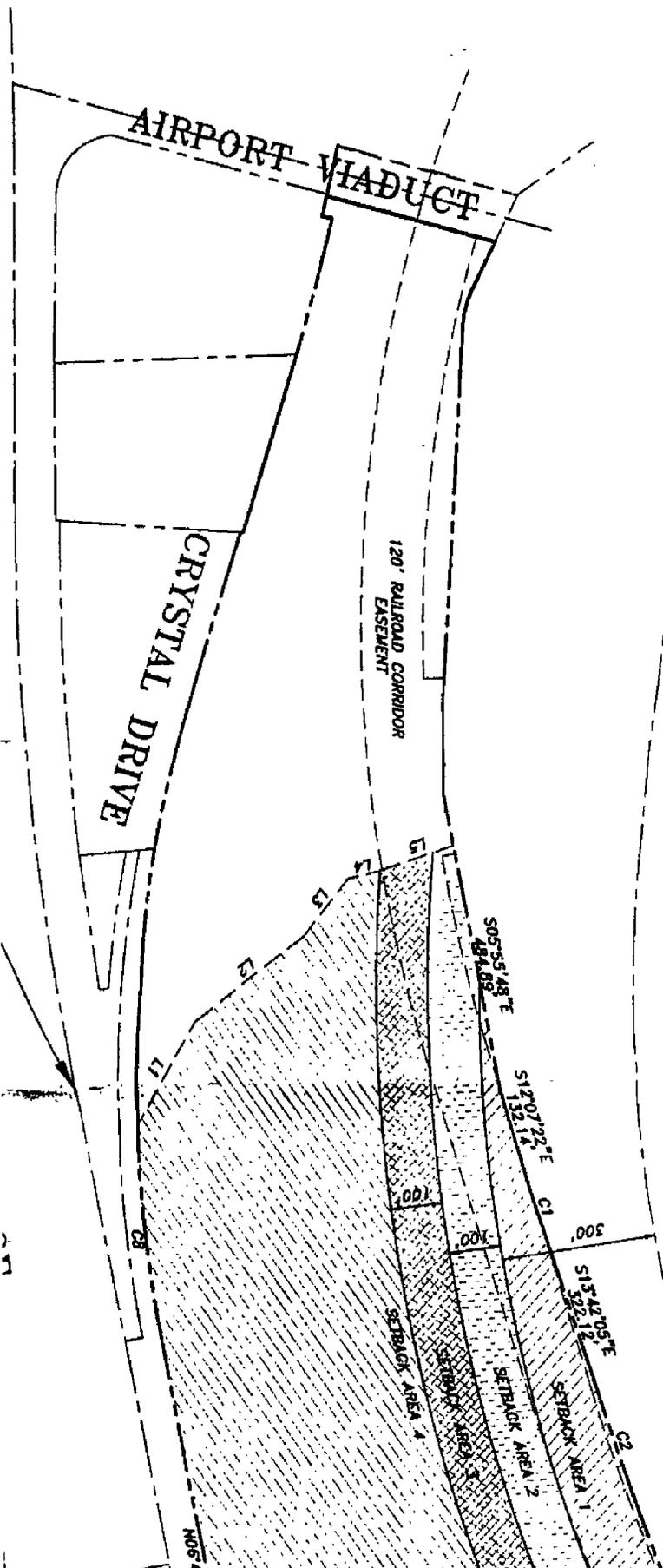
LINE	BEARING	DISTANCE
L1	N33°57'53"E	236.49'
L2	N56°50'33"E	271.89'
L3	N41°12'32"E	141.60'
L4	N79°27'58"E	59.69'
L5	N74°37'17"E	147.79'
L6	S85°40'00"W	11.55'

LEGEND

- PROPERTY LINE
- - - - - 1938 INDENTURE LINE

GRAPHIC SCALE





CENTERLINE OF
GEORGE WASHINGTON
MEMORIAL PARKWAY

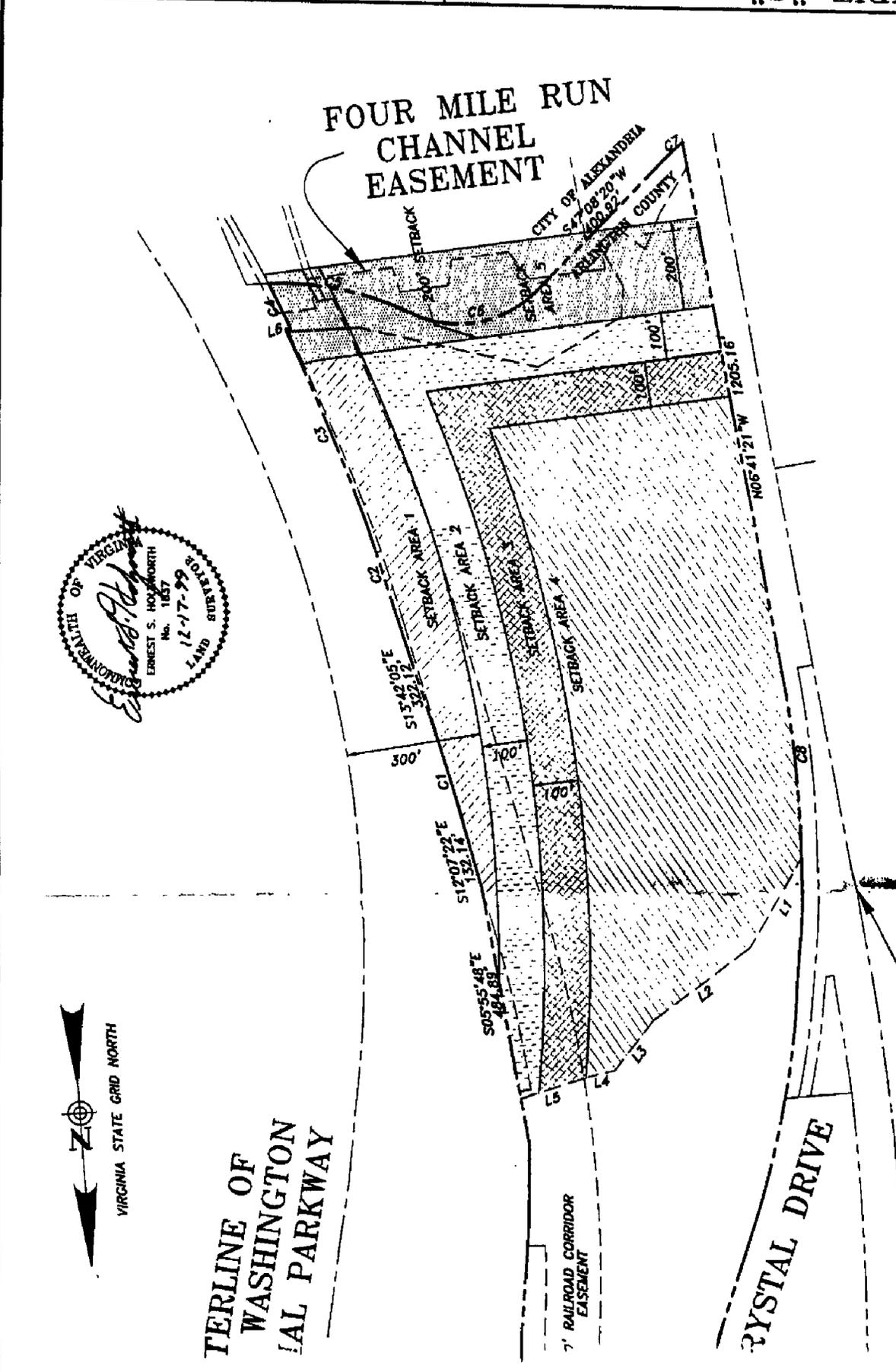


10054

BIT "C" RESTRICTIONS RD - ARLINGTON COUNTY, VIRGINIA

christopher consultants ltd.
Engineering • Surveying • Land Planning
9900 main street - fourth floor
Fairfax, VA 22031-3907
(703) 273-8820 fax 273-7638

FOUR MILE RUN CHANNEL EASEMENT



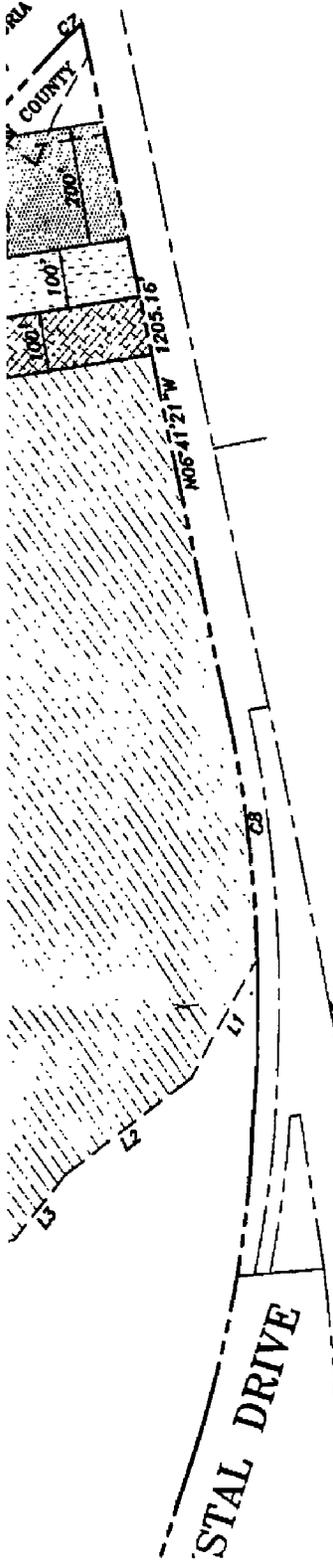
TERLINE OF WASHINGTON LATERAL PARKWAY

7' RAILROAD CORRIDOR
EASEMENT

CRYSTAL DRIVE

EXHIBIT "C"
BUILDING RESTRICTIONS
POTOMAC YARD - ARLINGT
 ARLINGTON COUNTY, VIRGINIA

SCALE: 1" = 200'
 DATE: 12/17/99
 DRAWN: FJT
 CHECKED:
 SHEET NO. 1 of 1



CENTERLINE OF U.S. ROUTE 1
 JEFFERSON DAVIS HIGHWAY

DESCRIPTION OF PERMISSIBLE USES WITHIN SETBACK AREAS

- Setback Area 1 : 300 Foot Parkway Setback:** No uses except: roads, parking landscaping, and associated improvements; railroad tracks and other rail-related improvements; and any other existing uses in the Setback area or uses permitted to third parties by reason of existing easements or other agreements.
- Setback Area 2 : 50 Foot Height Limit Setback:** All uses permissible so long as improvements do not exceed a height limit of 50 feet as defined in the applicable Arlington County Codes.
- Setback Area 3 : 75 Foot Height Limit Setback:** All uses permissible so long as improvements do not exceed a height limit of 75 feet as defined in the applicable Arlington County Codes.
- Setback Area 4 : 120 Foot Height Limit Setback:** All uses permissible so long as improvements do not exceed a height limit of 120 feet as defined in the applicable Arlington County Codes.
- Setback Area 5 : 200 Foot Four Mile Run Setback:** No uses except: uses relating to active and passive recreation, park, parking, and open space purposes, including but not limited to pavilions, gazebos, retail/restaurant facilities, and related uses; and any other existing uses in the Setback area or uses permitted to third parties by reason of existing easements or other agreements. Such improvements as may be built shall not exceed a height limit of 30 feet as defined in the applicable Arlington County Codes, and above-grade improvements shall not exceed an area coverage of 30% of the Setback area. In addition, above-grade structured parking shall not be permitted in the Setback area, and surface parking shall be permitted only in the portion of the Setback area that is greater than 100 feet from Four Mile Run.

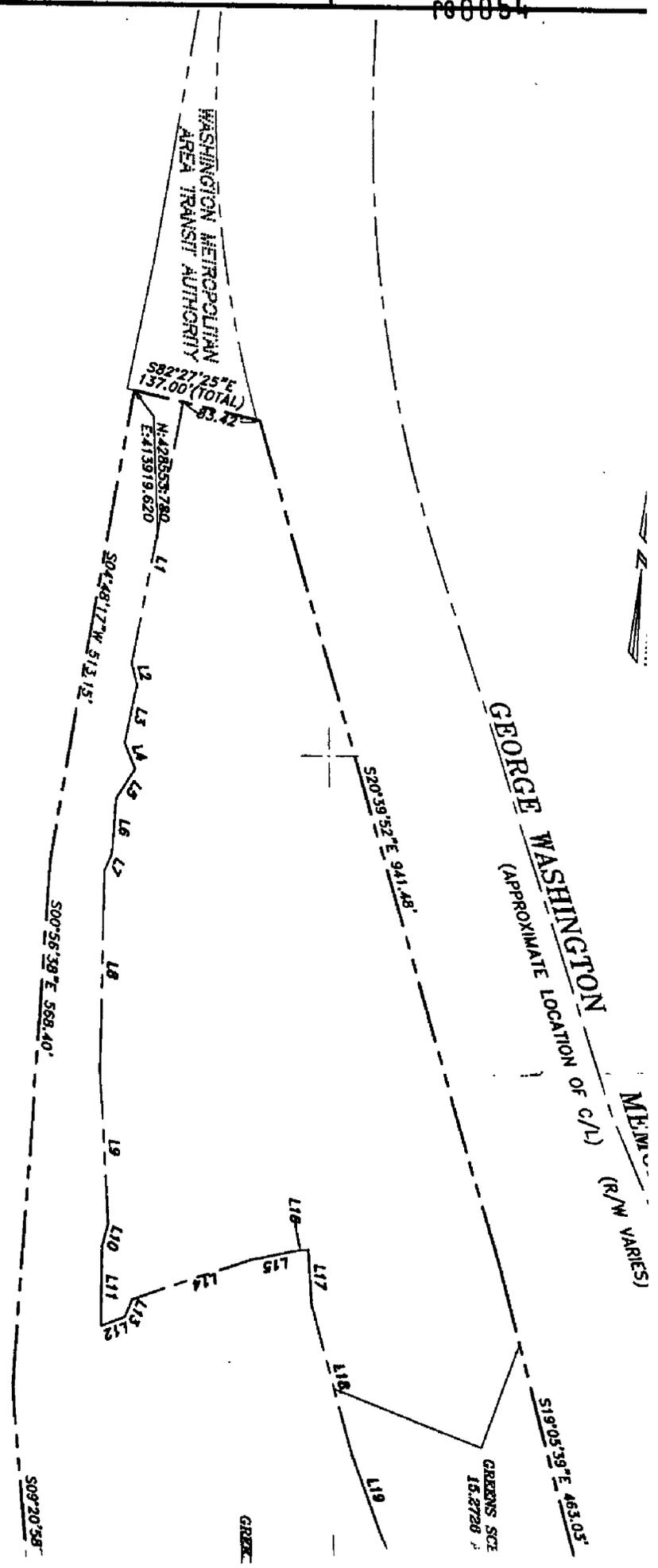
LINE TABLE

LINE	BEARING	DISTANCE
L1	N33°57'53"E	236.49'
L2	N56°50'33"E	271.89'
L3	N41°12'32"E	141.60'
L4	N79°27'58"E	59.69'
L5	N74°37'17"E	147.79'
L6	S85°40'00"W	11.55'

ANGLE	TANGENT
1°21"	85.71'
5°30"	100.12'
7°28"	248.56'
1°05"	54.77'
7°32"	166.38'
7°48"	177.38'
1°10"	28.23'
1°32"	210.27'

LEGEND

- PROPERTY LINE
- 1938 INDENTURE LINE



LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S05°38'40"W	287.70'	L22	S11°27'45"E	125.32'
L2	S18°27'28"E	24.41'	L23	S13°01'42"E	92.27'
L3	S06°31'12"W	64.05'	L24	S17°08'40"E	126.95'
L4	S27°07'09"E	29.36'	L25	S07°20'18"E	62.08'
L5	S27°48'18"W	36.92'	L26	S02°09'33"E	51.46'
L6	S00°31'51"E	59.31'	L27	S08°08'56"E	125.73'
L7	S18°12'33"W	20.41'	L28	S16°41'09"E	84.77'
L8	S03°37'53"E	209.50'	L29	S07°17'32"E	56.86'
L9	S07°52'09"E	169.89'	L30	S14°27'56"E	107.00'
L10	S09°39'10"W	25.50'	L31	S10°58'59"E	180.51'
L11	S04°21'37"E	86.16'	L32	S08°36'47"E	81.04'
L12	N63°49'46"E	27.08'	L33	S00°18'10"W	81.18'
L13	N18°27'41"E	20.30'	L34	S12°14'37"E	63.49'
L14	N65°56'45"E	134.27'	L35	S00°56'16"E	179.59'
L15	N72°57'16"E	48.99'	L36	S06°31'15"W	83.01'
L16	N80°39'14"E	11.85'	L37	S15°45'24"E	71.17'
L17	S07°59'19"E	58.75'	L38	S48°08'19"W	68.18'
L18	S19°49'15"E	163.21'	L39	N87°45'06"W	45.38'
L19	S24°05'12"E	91.68'	L40	S80°12'56"W	28.77'
L20	S28°39'17"E	114.61'	L41	S04°45'58"W	48.57'
L21	S16°47'55"E	135.25'			

NOTES:

1. THE PROPERTY SHOWN HEREON IS LOCATED ON ASSESSMENT MAP NO. 38,00-3-1 AND IS ZONED CDD#10.
2. CURRENT OWNER IS COMMONWEALTH ATLANTIC PROPERTIES INC.
3. THE PROPERTY SHOWN HEREON IS LOCATED ON F.E.M.A. MAP COMMUNITY PANEL NO. 515519-00050 DATED ZONE X AN AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN AND ZONE AE. AN AREA WITH BASE FLOOD ELEVATIONS DETERMINED.
4. THE TOTAL AREA OF POTOMAC GREENS IS 38,5599 ACRES, OF WHICH 15,2726 ACRES COMPRISE THE SCENIC EASEMENT AREA.



GEORGE WASHINGTON
 (APPROXIMATE LOCATION OF C/L)
 MEMORIAL PARKWAY
 (R/W VARIES)

S20°39'52"E 941.48'

S19°05'39"E 463.01'

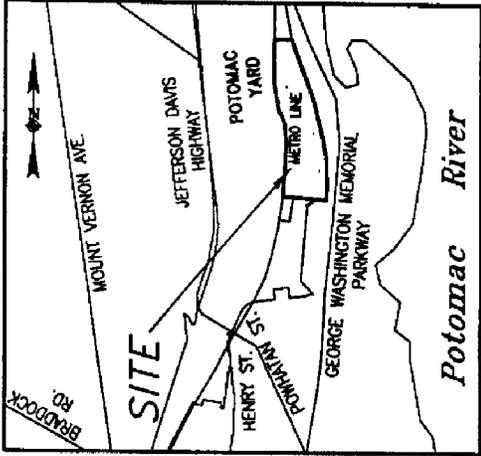
GREENS S
 16,2728

L19

STANCE
 25.32'
 92.27'
 26.95'
 62.08'
 51.46'
 25.75'
 84.77'
 56.86'
 37.00'
 50.51'
 81.04'
 91.18'
 63.49'
 79.59'
 53.01'
 71.17'
 68.18'
 43.38'
 28.77'
 48.57'

NOTES:

1. THE PROPERTY SHOWN HEREON IS LOCATED ON ASSESSMENT MAP NO. 35.00-3-1 AND IS ZONED CD0410.
2. CURRENT OWNER IS COMMONWEALTH ATLANTIC PROPERTIES INC.
3. THE PROPERTY SHOWN HEREON IS LOCATED ON F.E.M.A. MAP COMMUNITY PANEL NO. 515519-00050, DATED, ZONE X, AN AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN AND ZONE AE, AN AREA WITH BASE FLOOD ELEVATIONS DETERMINED.
4. THE TOTAL AREA OF POTOMAC GREENS IS 385589 ACRES, OF WHICH 15,2726 ACRES COMPRISE THE SCENIC EASEMENT AREA.



VICINITY MAP

1" = 2000'



MEMORIAL PARKWAY

(R/W VARIES)

GEORGE WASHINGTON

(APPROXIMATE LOCATION OF C/L)

S14°07'52"E 578.69'

S19°05'39"E 463.03'

GREENS SCENIC AREA
 15,2726 ACRES

L22

L21

L20

941.48'

LINE SEE SHEET NO. 2

HIBIT "D"
 DEVELOPMENT AREA
 FAC GREENS
 ALEXANDRIA, VIRGINIA

950094

christopher consultants, ltd.
 engineering • surveying • land planning
 9900 main street - fourth floor
 alexandria, va 22301-3907
 (703) 273-8820 fax 273-7636

EXHIBIT "D"
GREENS DEVELOPMENT AREA
POTOMAC GREENS
CITY OF ALEXANDRIA, VIRGINIA

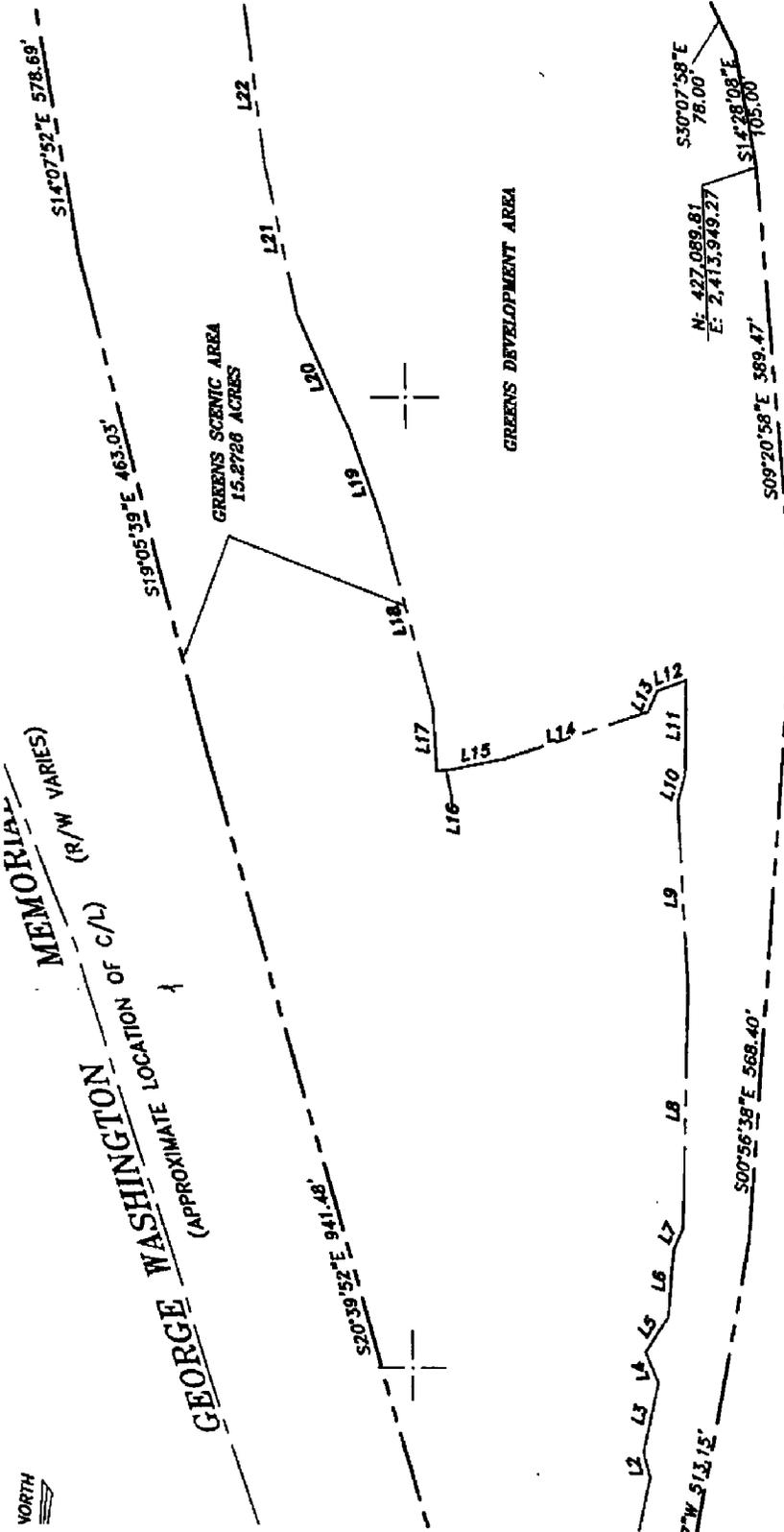
SCALE: 1"=100'

DATE: 12/16/99

DRAWN: FJT
CHECKED: JSS
SHEET NO.

1 OF 2

MATCH LINE SEE SHEET NO. 2



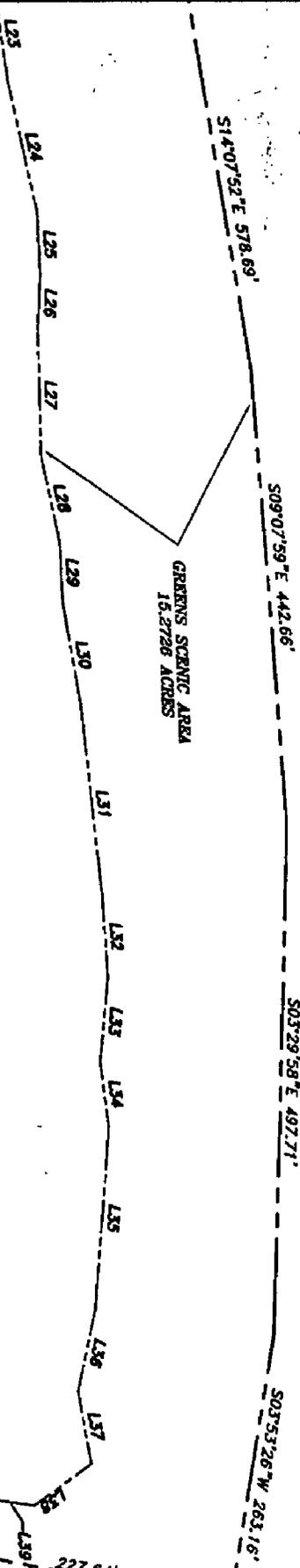
TOCH LINE SEE SHEET NO. 1

VIRGINIA STATE GRID NORTH

GEORGE WASHINGTON MEMORIAL PARKWAY
(APPROXIMATE LOCATION OF C/L) (R/W VARIES)

GREENS SCENIC AREA
15.2726 ACRES

GREENS DEVELOPMENT AREA



15°05'25" W 734.41'

L40
L41

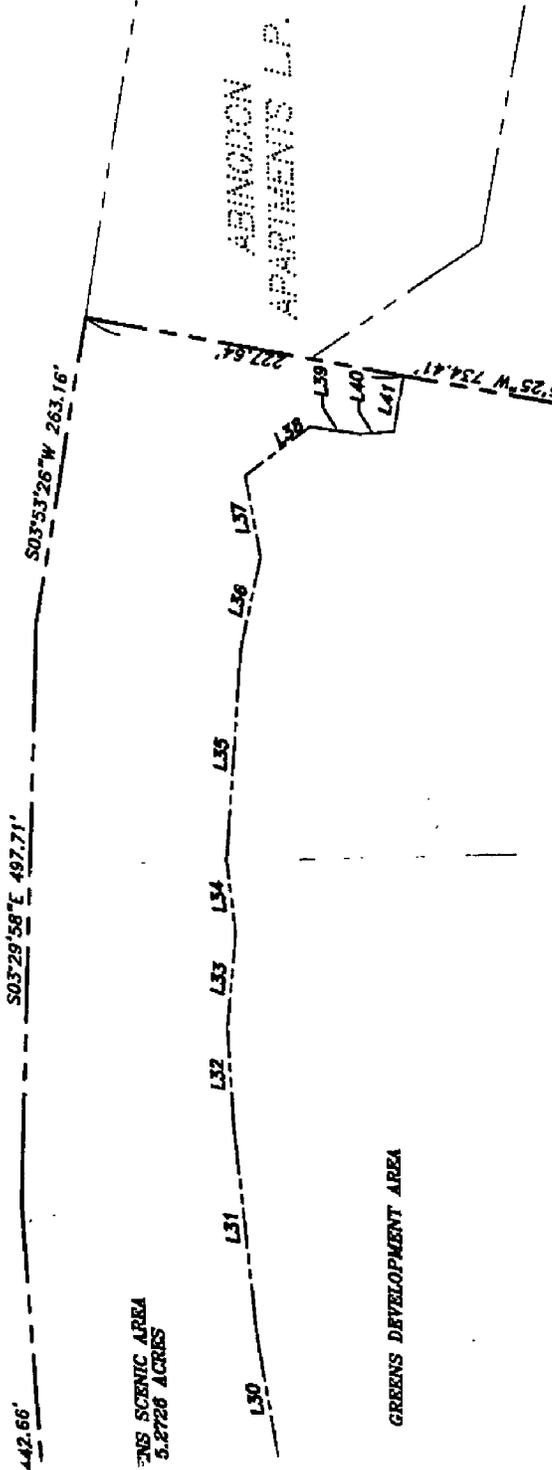
HIBIT "D"
DEVELOPMENT AREA
MAC GREENS
ALEXANDRIA, VIRGINIA

christopher consultants, ltd.
engineering • surveying • land planning
8900 main street - fourth floor
alexandria, va 22031-3907
(703) 273-6820 fax 273-7636



VIRGINIA STATE GRID NORTH

GEORGE WASHINGTON MEMORIAL PARKWAY
(APPROXIMATE LOCATION OF C/L) (R/W VARIES)



ENS SCENIC AREA
5.2726 ACRES

GREENS DEVELOPMENT AREA

ABINODON APARTMENTS L.P.

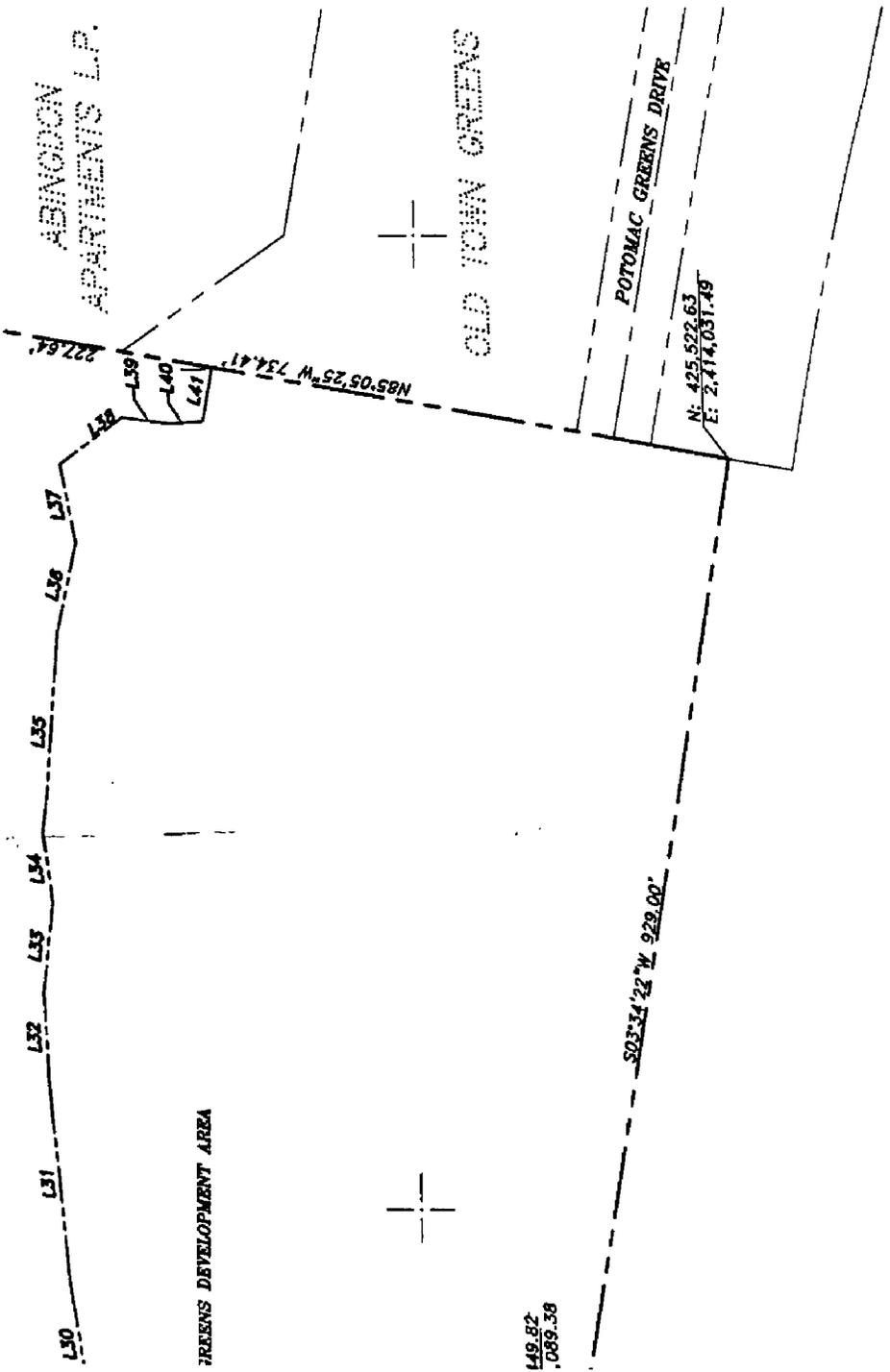
EXHIBIT "D"
GREENS DEVELOPMENT AREA
POTOMAC GREENS
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 100'

DATE: 12/18/99

DRAWN: FJT
CHECKED: JSS
SHEET NO.

2 of 2



L49.82
L089.58

**ATTACHMENT D:
2004 DEDICATION OF UNDERLYING PROPERTY TO CITY OF
ALEXANDRIA,
TITLE DOCUMENT 050027503**

050027503

000834

~~040050111~~

Prepared by and return to:
McGuireWoods, LLP
1750 Tysons Boulevard, Suite 1800
McLean, Virginia 22102
Attn: Jonathan P. Rak, Esquire

~~0005011~~

Tax Map No 035.02-02-01

Corrected

**DEED OF SUPPLEMENTARY DECLARATION, DEDICATION, SUBDIVISION,
EASEMENTS AND RELEASE**

THIS DEED OF SUPPLEMENTARY DECLARATION, DEDICATION, SUBDIVISION, EASEMENTS AND RELEASE (the "Deed") is made this 10th day of December, 2004, by HOMES AT POTOMAC GREENS ASSOCIATES LIMITED PARTNERSHIP, a Virginia limited partnership ("Homes") (Grantor); POTOMAC LAND, L.C., a Virginia limited liability company ("Land") (Grantor); POTOMAC GREENS ASSOCIATES LLC, a Virginia limited liability company ("Associates" or "Declarant") (Grantor); TRSTE, INC., a Virginia corporation, Trustee, ("Trustee") (Grantor); WACHOVIA BANK, N.A., Beneficiary ("Beneficiary") (Grantor); THE CITY OF ALEXANDRIA, VIRGINIA, a municipal corporation of Virginia ("City") (Grantee) and the POTOMAC GREENS HOMEOWNERS ASSOCIATION, INC. ("Association").

RECITALS

R.1. Homes is the owner of certain real property situate in City of Alexandria, Virginia, known as Blocks C, D, F, H, L, N, P, Q and T POTOMAC GREENS, being part of that certain property with tax map number 035.02-02-01 (the "Homes Property"), as shown on the plat attached hereto and incorporated herein by this reference (File No. 1744-02-002-FINAL-RP-BASE), dated November 17, 2003, and revised through August 3, 2004 entitled "PLAT OF SUBDIVISION POTOMAC GREENS," and prepared by Bowman Consulting of Alexandria, Virginia (the "Plat"), having acquired the Homes Property by deed recorded in Instrument No. 030040396, among the land records of the City of Alexandria, Virginia ("Land Records").

R.2. Land is the owner of certain real property situate in City of Alexandria, Virginia, known as Blocks E, G, J, M, O, R, S, U, V and W POTOMAC GREENS, being part of that certain property with tax map number 035.02-02-01 (the "Land Property"), as shown on the Plat, having acquired the Land Property by deed recorded in Instrument No. 030040397, among the Land Records.

R.3. Associates is the owner of certain real property situate in City of Alexandria, Virginia, known as Blocks A, B and K POTOMAC GREENS, being part of that certain property with tax map number 035.02-02-01 (the "Associates Property"), as shown on the Plat, having acquired the Associates Property by deed recorded in Instrument No. 030040390, among the Land Records.

*This Deed is being re-recorded to replace the signature page for the Association.
AND RECORD ONLY ONE SET OF PLATS.

R.4. The Homes Property is subject to the lien of a certain Deed of Trust dated September 22, 2003 and recorded September 30, 2003 in Instrument No. 030040399, among the Land Records ("Homes Deed of Trust"), wherein the Homes Property was conveyed to the Trustee, in trust, to secure the repayment of a certain indebtedness payable unto the Beneficiary, as more specifically set forth therein.

R.5. The Land Property is subject to the lien of a certain Deed of Trust dated September 22, 2003, and recorded September 30, 2003 in Instrument No. 030040400, among the Land Records ("Land Deed of Trust"), wherein the Land Property was conveyed to the Trustee, in trust, to secure the repayment of a certain indebtedness payable unto the Beneficiary, as more specifically set forth therein.

R.6. The Associates Property is not subject to the lien of any Deed of Trust.

R.7. Homes, Land and Associates are sometimes hereinafter collectively referred to as "Owners".

R.8. The Homes Property, Land Property and Associates Property are sometimes hereinafter collectively referred to as the "Property".

R.9. It is the desire and intent of the Owners to subdivide the Property into lots and parcels, and to dedicate, grant, and convey a portion of the Property for public street purposes in accordance with this Deed of Dedication, Subdivision, Easements, Release and Subordination and the Plat.

R.10. It is the desire and intent of the Owners to dedicate, grant and convey a portion of the Property to the City for the purpose of constructing a future Washington Metropolitan Area Transit Authority Metrorail Station at Potomac Yard and any other ancillary purpose in accordance with this Deed of Dedication, Subdivision, Easements and Release.

R.11. It is the desire and intent of the Owners to dedicate, grant and convey a portion of the Property to the City for the purpose of constructing a Pedestrian Bridge Landing in accordance with this Deed of Dedication, Subdivision, Easements and Release.

R.12. It is the desire and intent of the Owners to dedicate, grant and convey a portion of the Property to the City for public park and/or open space purposes in accordance with this Deed of Dedication, Subdivision, Easements and Release.

R.13. It is the desire and intent of the Owners to reserve a water line easement over a portion of the Property dedicated to the City in accordance with this Deed of Dedication, Subdivision, Easements and Release.

R.14. It is the desire and intent of the Owners to reserve an access road easement over a portion of the Property dedicated to the City in accordance with this Deed of Dedication, Subdivision, Easements and Release.

R.15. It is the desire and intent of the Owners to reserve a blanket temporary construction easement over the Property dedicated to the City in accordance with this Deed of Dedication, Subdivision, Easements and Release.

R.16. It is the desire and intent of the Owners to reserve the right to grant future utility easements over a portion of the Property dedicated to the City in accordance with this Deed of Dedication, Subdivision, Easements and Release.

R.17. The Property is subject to that certain Amended and Restated Declaration of Covenants, Conditions and Restrictions of Potomac Greens dated recorded September 15, 2004 in Instrument No. 040038501 among the Land Records (the "Declaration").

R.18. In accordance with Article II, Section 3 of the Declaration, the Declarant, as declarant under the Declaration and owner of the Associates Property, desires to withdraw a portion of the Associates Property from the Declaration.

NOW, THEREFORE, WITNESSETH:

INCORPORATION OF RECITALS

The foregoing Recitals are hereby incorporated into this Deed by this reference as if set forth herein in their entirety.

SUPPLEMENTARY DECLARATION

That for and in consideration of the premises and the sum of Ten Dollars (\$10.00), cash in hand paid, receipt and sufficiency of which are hereby acknowledged, Declarant, in accordance with Article II, Section 3 of the Declaration, does hereby withdraw Block B, POTOMAC GREENS from the Declaration.

STREET DEDICATION

That for and in consideration of the premises and the sum of Ten Dollars (\$10.00), cash in hand paid, receipt and sufficiency of which are hereby acknowledged, the Owners, as to their respective interests, if any, do hereby dedicate to public street purposes and convey to the City, in fee simple, the 294,562 square feet (6.76221 Acres) of the Property labeled on the Plat as "CARPENTER ROAD (HEREBY DEDICATED)", "BRACEY LANE (HEREBY DEDICATED)", "POTOMAC GREENS DRIVE (HEREBY DEDICATED)", "ROSE SQUARE (HEREBY DEDICATED)", "MILLER LANE (HEREBY DEDICATED)", "DAY LANE (HEREBY DEDICATED)", and "LYLE LANE (HEREBY DEDICATED)" subject to the following conditions:

1. Owners hereby reserve unto themselves a grading and temporary construction easement for the purpose of performing construction and grading work and other activities on, through and across that portion of the Property hereby dedicated to the City in order to develop

the Property in accordance with the final site plan. Said grading and temporary construction easement shall automatically terminate upon the completion of development of the project.

000837

2. Owners hereby reserve unto themselves and/or for the benefit of their successors and/or assigns that certain water line easement as more particularly set forth below and defined as the "Water Line Easement."

RESERVATION OF FIRE SPRINKLER WATER LINE EASEMENT

That for and in consideration of the premises and the sum of Ten Dollars (\$10.00), cash in hand paid, the receipt and sufficiency of which are hereby acknowledged, the Owners, as to their respective interests, if any, do hereby reserve unto themselves and unto the Association, their agents, successors and/or assigns, as applicable, a non-exclusive water line easement and right-of-way for the purpose of constructing, operating, maintaining, or altering present or future fire sprinkler water mains and individual lot service lines, including fire hydrants, valves, meters, building service connections, and other appurtenant facilities, collectively the ("Fire Sprinkler System") for the transmission and distribution of water through, upon, and across the Property, including but not limited to that portion of the Property hereinabove dedicated to the City for public street purposes (the "Water Line Easement").

The non-exclusive Water Line Easement is subject to the following conditions:

1. The Fire Sprinkler System which is installed in the easement and right-of-way shall be and remain the property of the Association, their successors and/or assigns.

2. The Association, Owners and their respective agents or assigns shall have full and free use of the easement and right-of-way for the purposes named, and shall have all rights and privileges reasonably necessary to the exercise of the easement and right-of-way, including the right of access to and from the easement and right-of-way and the right to use adjoining land of the City where necessary; provided, however, that this right to use adjoining land of the City shall be exercised only during periods of actual construction or maintenance and subject to the City's right-of-way permitting process, including any bonds required as part of the permitting process, and further, this right shall not be construed to allow the Association or Owners to erect any building, structure or facility of a permanent nature on such adjoining land of the City.

3. The Association, Owners and their respective agents or assigns shall have the right to trim, cut and remove trees, shrubbery, fences, structures or other obstructions or facilities in or reasonably near the easement and right-of-way being conveyed, deemed by it to interfere with the proper construction, operation and maintenance of said Fire Sprinkler System; provided, however, that the Association or Owners, as applicable, at their own expense shall restore, as nearly as possible, the premises to their original condition, such restoration to include the repaving of the roadways and reconstruction of sidewalks, if any, within the easement and right-of-way. However, no trees, shrubbery, fences, structures or other obstructions or facilities within the travel, parking, curb or sidewalk portion or other public right of way of the Property hereinabove dedicated to the City for public street purposes (the "Public Way") shall be trimmed, cut or removed without the prior approval of the City.

4. The City reserves the right to construct and maintain roadways, sidewalks and parking areas over the easement and right-of-way within the Public Way and to make any use of the easement within the Public Way which may not be inconsistent with the rights herein conveyed, or interfere with the use of the easement and right-of-way by the Association and Owners for the purposes named.

5. That portion of the Fire Sprinkler System located within in the Public Way shall be constructed in a location as is or to be approved by the City as part of the Potomac Greens Final Site Plan approval.

6. In accordance with the terms and conditions of the Declaration and set forth herein, the Association shall be responsible for the maintenance on the Fire Sprinkler System. As to that portion of the Fire Sprinkler System located within the Public Way, such maintenance may be performed by the Association from time to time without prior approval of the Director of Transportation and Environmental Services (the "Director") so long as neither the portion of the Fire Sprinkler System being worked on, nor any of the equipment or workers involved in such maintenance are located in the Public Way. At least thirty (30) days prior to performing maintenance on any Fire Sprinkler System located within the Public Way, Association shall (i) inform the Director in writing of the location at which it intends to perform such maintenance, (ii) provide whatever other information reasonably requested by the Director relating to such maintenance, and (iii) obtain either a verbal or written approval of such maintenance from the Director. In performing such maintenance, Association shall comply with all requirements established by the Director as set forth herein. The Association shall maintain in good and safe condition all Fire Sprinkler System placed within the Public Way, and shall, in connection with any such maintenance, comply with all applicable laws and regulations.

7. If, in the course of the construction, maintenance, operation, and/or removal of the Fire Sprinkler System located within the Public Way, Association damages any pavement, street, alley, sidewalk, sewer, water or other public pipe, public ground or any other public property, real or personal located within the Public Way, Association shall promptly repair the same at its own cost and expense. If Association shall default in this obligation, City may cure the default itself, and may charge to Association the reasonable cost it incurs in curing the default; provided, that prior to performing any work to cure a default, City shall give Association written notice of the default and a period of five (5) business days from the date of such notice in which to initiate action to cure the default and a period of thirty (30) days in which to complete the cure; provided further, that these 5-day and 30-day periods will be extended by the Director for a reasonable amount of time if a cure of the default cannot reasonably be commenced, or the default cannot reasonably be cured, within such periods respectively, and Association has diligently pursued commencement of, or completion of, a cure during the period, as applicable.

Notwithstanding the provisions of the preceding paragraph, if the Director determines, in his sole and reasonable discretion, consistent with applicable law, that the damage, as described in the preceding paragraph, threatens the public health or safety, City may commence the repair of the damage and assess its costs upon Association, as provided in the preceding paragraph; provided, that, prior to commencing such repair work, City shall make a reasonable effort to

provide Association with telephonic notice and an opportunity to immediately repair the damage itself. In the event Association is unable to, or otherwise fails to, immediately repair the damage and City performs the repair work, City shall, immediately upon completion of the work, provide Association with written notice of the work it has performed, and also shall, reasonably soon after the completion of the work, provide Association with a statement of the reasonable cost City incurred in performing the work.

8. (a) Until such time as Water Line Easement is vacated or otherwise is mutually agreed to by the City and Association, Association shall obtain and maintain commercial general liability insurance in an amount not less than \$1,000,000 combined single limit coverage with \$1,000,000 general aggregate coverage, covering the Public Way and operations and including personal injury, completed operations, contractual liability, independent contractors and products liability. City shall be named as an additional insured on the liability policy.

(b) Until such time as Water Line Easement is vacated or otherwise is mutually agreed to by the City and Association, the Association shall require their contractor to obtain and maintain Virginia statutory workers compensation coverage, including Virginia benefits and employers' liability with limits of \$100,000/\$100,000/\$500,000. The general aggregate limits shall apply to all facilities and activities related to the Water Line Easement.

(c) Prior to the start of any construction, Association shall provide or cause to be provided to the Director a certificate of insurance that demonstrates, to the reasonable satisfaction of the Director, that the Association or contractor, as applicable, has in force the coverages required above, including contractual liability coverage, and that City is an additional insured for purposes of the commercial general liability coverage.

9. Except for any acts or omissions of gross negligence or willful misconduct, the City shall not be responsible for the damage to the Fire Sprinkler System located within the Public Way during the City's repair, maintenance, or replacement of (i) the Public Way or (ii) any public facilities or utilities located within the Public Way. In the event of such damage, for any reason whatsoever, the City shall immediately notify Association of such damage. In the event such damage is due to the gross negligence or willful misconduct of the City, its officers, employees and agents, the City shall promptly repair the same at its own cost and expense. If City shall default in this obligation, Association may cure the default itself, and may charge the City, the reasonable cost it incurs in curing the default; provided, that prior to performing any work to cure a default, Association shall give City written notice of the default and a period of five (5) business days from the date of such notice in which to initiate action to cure the default and a period of thirty (30) days in which to complete the cure; provided further, that these 5-day and 30-day periods will be extended by the Association for a reasonable amount of time if a cure of the default cannot reasonably be commenced, or the default cannot reasonably be cured, within such periods respectively, and City has diligently pursued commencement of, or completion of, a cure during the period.

10. (a) Association shall indemnify and hold harmless City and all of its officers, employees and agents from and against all suits, actions, causes of action, damages, claims,

liability and expenses (including court costs and attorney's fees) resulting from or arising out of any bodily injury, death or property damage (including injury, death or damage, or other losses, sustained by City or any of its officials, employees and agents) caused, in whole or in part, by any act or omission of the Association or its employees, officers, contractors, agents or servants relating to or involving the construction, maintenance or removal of facilities, or otherwise relating to the Fire Sprinkler System located within the Public Way, or by any other act or omission by such persons relating to the Fire Sprinkler System located within the Public Way, except to the extent that such bodily injury, death or property damage, or losses, are caused by the gross negligence or willful misconduct of City or any of its officers, employees and agents.

(b) City shall indemnify and hold harmless Association and all of its officers, employees and agents from and against all suits, actions, causes of action, damages, claims, liability and expenses (including court costs and attorney's fees) resulting from or arising out of any bodily injury, death or property damage (including injury, death or damage, or other losses, sustained by Association or any of its officials, employees and agents) caused, in whole or in part, by any gross negligent act or omission or willful misconduct of the City or its employees, officers, contractors, agents or servants relating to the City's repair, maintenance, or replacement of the Public Way or any public facilities or utilities located within the Public Way.

(c) If a suit or action for which City and its officers, employees and agents are entitled to be indemnified and held harmless under subsection (a) shall be brought against the City or one or more of its officers, employees or agents, either individually or jointly with Association, Association shall defend, indemnify and hold harmless the City and the sued officers, employees and agents at the sole cost and expense of Association. The City shall promptly provide the Association with written notice of the commencement of any such suit or action. The Association shall conduct the defense of such suit or action, subject to the City's approval, which shall not be unreasonably withheld or delayed. The City may also participate in this defense directly, at its own expense.

(d) If a final judgment is obtained against City or one or more of its officers, employees or agents in a suit or action, either independently or jointly with Association, for which City and its officers, employees and agents are entitled to be indemnified and held harmless under this section, Association shall pay every judgment, including all costs and attorneys' fees, entered against City and any of its officers, employees and agents.

(e) The Association shall be entitled to settle a claim brought in a suit or action for which City and its officers, employees and agents are entitled to be indemnified and held harmless under subsection (a), provided that the Association must obtain the prior written approval of City for any settlement of such claims against the City, which approval shall not be unreasonably withheld or unreasonably delayed.

(f) If a suit or action for which Association and its officers, employees and agents are entitled to be indemnified and held harmless under subsection (a) shall be brought against the Association or one or more of its officers, employees or agents, either individually or jointly with City, City shall defend, indemnify and hold harmless the Association and the sued officers, employees and agents at the sole cost and expense of City. The Association shall promptly

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provide the City with written notice of the commencement of any such suit or action. The City shall conduct the defense of such suit or action, subject to the Association's approval, which shall not be unreasonably withheld or delayed. The Association may also participate in this defense directly, at its own expense.

(g) If a final judgment is obtained against Association or one or more of its officers, employees or agents in a suit or action, either independently or jointly with City, for which Association and its officers, employees and agents are entitled to be indemnified and held harmless under this section, City shall pay every judgment, including all costs and attorneys' fees, entered against Association and any of its officers, employees and agents.

(h) The City shall be entitled to settle a claim brought in a suit or action for which Association and its officers, employees and agents are entitled to be indemnified and held harmless under subsection (b), provided that the City must obtain the prior written approval of Association for any settlement of such claims against the Association, which approval shall not be unreasonably withheld or unreasonably delayed.

11. Notwithstanding any other provision contained in this Deed, in no event shall either party be liable for any special, incidental, consequential, indirect, or exemplary damages.

12. Nothing in this Deed is intended to or shall affect City's authority to acquire facilities located in the Public Way pursuant to condemnation proceedings or otherwise pursuant to law.

13. Within a reasonable time following the completion of construction of the Fire Sprinkler System, Association shall diligently pursue the registration of the Fire Sprinkler System with Miss Utility.

SUBDIVISION

That for and in consideration of the premises and the sum of Ten Dollars (\$10.00), cash in hand paid, receipt and sufficiency of which are hereby acknowledged, the Owners, as to their respective interests, do hereby subdivide the Property, containing 38.55992 acres (1,679,670 square feet), into lots, to be known as Lots 1 through 227, inclusive, POTOMAC GREENS, and into parcels to be known as Parcels A-1 through A-11, inclusive, Parcel B-1, and Parcels F through H, inclusive, Parcels J through M, inclusive, Parcel P and Parcel U POTOMAC GREENS in accordance with the Plat.

SUPPLEMENTARY DECLARATION

That for and in consideration of the premises and the sum of Ten Dollars (\$10.00), cash in hand paid, receipt and sufficiency of which are hereby acknowledged, Declarant, in accordance with Article II, Section 3 of the Declaration, does hereby withdraw Parcel A-1, A-9 and A-10 POTOMAC GREENS from the Declaration.

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DEDICATION FOR FUTURE METRORAIL

That for and in consideration of the premises and the sum of Ten Dollars (\$10.00), cash in hand paid, receipt and sufficiency of which are hereby acknowledged, the Owners, as to their respective interests, if any, do hereby dedicate Parcels A-9 to the City for the purpose of constructing that certain future Washington Metropolitan Area Transit Authority Metrorail Station at Potomac Yard and any other ancillary purpose subject to the following conditions:

1. Owners hereby reserve unto themselves a grading and temporary construction easement for the purpose of performing construction and grading work and activities on, through and across that portion of the Property hereby dedicated in order to develop the Property in accordance with the final site plan as approved by the City. Said grading and temporary construction easement shall automatically terminate upon the completion of development of the project.
2. Owners hereby reserve unto themselves the right to grant future utility easements for the purpose of installing all necessary utilities on, through and across that portion of the Property hereby dedicated in order to develop the Property in accordance with the final site plan as approved by the City. The granting of such future utility easements shall be subject to the prior written approval of the Director of Planning and Zoning and the Director of Transportation and Environmental Services which such approval shall not be unreasonably withheld, conditioned or delayed.
3. The land hereby dedicated shall remain as open space until such time as development work begins for the construction of the proposed metrorail station.

DEDICATION FOR PUBLIC PARK AND/OR OPEN SPACE USE

That for and in consideration of the premises and the sum of Ten Dollars (\$10.00), cash in hand paid, receipt and sufficiency of which are hereby acknowledged, the Owners, as to their respective interests, if any, do hereby dedicate Parcels A-1 and A-10 to the City to be used for public park and/or open space purposes subject to the following conditions:

1. Owners hereby reserve unto themselves a grading and temporary construction easement for the purpose of performing construction and grading work and activities on, through and across that portion of the Property hereby dedicated in order to develop the Property in accordance with the final site plan as approved by the City. Said grading and temporary construction easement shall automatically terminate upon the completion of development of the project.
2. Owners hereby reserve unto themselves the right to grant future utility easements for the purpose of installing all necessary utilities on, through and across that portion of the Property hereby dedicated in order to develop the Property in accordance with the final site plan as approved by the City. The granting of such future utility easements shall be subject to the prior written approval of the Director of Planning and Zoning and the Director of Transportation

and Environmental Services which such approval shall not be unreasonably withheld, conditioned or delayed.

3. Owners hereby reserve unto themselves and/or for the benefit of their successors and/or assigns that certain access easement as more particularly set forth below and defined as the "Access Road Easement".

RESERVATION OF ACCESS ROAD EASEMENT

That for and in consideration of the sum of Ten Dollars (\$10.00), cash in hand paid, the receipt and sufficiency of which are hereby acknowledged, the Owners do hereby reserve unto themselves, their successors and/or assigns, a non-exclusive access easement and right-of-way for the purposes ingress and egress by the Owners, their successors and/or assigns, through and across Parcel A-1 being more particularly bounded and described on the Plat as "ACCESS ROAD EASEMENT HEREBY RESERVED" (the "Access Road Easement") in order to maintain those certain storm water management facilities to be located on Parcel A1 and A-11.

The non-exclusive Access Road Easement is subject to the following terms and conditions:

1. All facilities installed in the easement and right-of-way shall be and remain the property of Owners, their successors and assigns.
2. The Owners and their agents shall have full and free use of the easement and right-of-way for the purposes named, and shall have all rights and privileges reasonably necessary to the enjoyment and exercise of the easement and right-of-way, including the right of reasonable access to and from the easement and right-of-way and right to use adjoining land where necessary; provided, however, that this right to use adjoining land shall be exercised only during periods of actual surveying, construction, reconstruction or maintenance and further, this right shall not be construed to allow the Owners to erect any building or structure of a permanent nature on such adjoining land.
3. The Owners shall have the right to trim, cut and remove trees, shrubbery, fences, structures or other obstructions or facilities in or near the easement and right-of-way being conveyed, deemed by it to interfere with the proper and efficient construction, operation, maintenance or enjoyment of the easement and right-of-way area; provided, however, that the Owners at their own expense shall restore, as nearly as possible, the premises to their original condition, such restoration to include repaving, backfilling of trenches, the replacement of shrubbery and the reseeding or resodding of lawns or pasture areas, but not the replacement of structures, trees or other obstructions.
4. The City shall have the right to make any use of the easement and right-of-way herein granted which may not be inconsistent with the rights herein conveyed, or interfere with the use of the easement and right-of-way by the Owners for the purposes named, provided, however, that City shall not erect any building or other structure, excepting a fence running parallel to the easement and right-of-way, on the easement and right-of-way, without obtaining the prior written approval of the Owners.

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TRUST RELEASE

THIS DEED FURTHER WITNESSETH that in consideration of the premises and the sum of Ten Dollars (\$10.00), cash in hand paid, the receipt and sufficiency of which are hereby acknowledged, the Trustee, as authorized to act by the Beneficiary, as shown by its execution hereof, does hereby release and discharge from the lien of the Homes Deed of Trust and Land Deed of Trust, respectively, those portions of the Property dedicated for public street purposes as shown on the Plat.

TO HAVE AND TO HOLD that portion of the Property dedicated for public street purposes unto Homes and Land, their successors and assigns, fully released and discharged from the liens and operations of the Homes Deed of Trust and the Land Deed of Trust, respectively.

It is expressly understood that the release of the portion of the Property described above from the lien of the Homes Deed of Trust and the Land Deed of Trust shall not affect in any way the lien of the Homes Deed of Trust or the Land Deed of Trust upon the other land conveyed thereby and not released hereby, and the Homes Deed of Trust and the Land Deed of Trust shall remain in full force and effect as to the land conveyed thereby and not released hereby.

GENERAL PROVISIONS

The parties agree that the agreements and covenants stated above are not covenants personal to the Owners but are covenants running with the land, which are and shall be binding upon the Owners, their heirs, personal representatives, successors and assigns, as owners of the Property.

This Deed of Dedication, Subdivision, Easements and Release is made in accordance with the statutes made and provided in such cases; with the approval of the proper authorities of City of Alexandria, Virginia, as shown by the signatures affixed to this Deed and the Plat, and is with the free consent and in accordance with the desire of the Owners, owners and proprietors of the land within the bounds of the subdivision, and the Trustee.

This document may be executed in counterparts, which, taken together, shall constitute one and the same instrument.

The Association, by its joinder herein, hereby accepts the responsibilities and duties with respect to said land, which are imposed upon it in this Deed.

[Signature Pages Follow]

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FURTHER WITNESS THE FOLLOWING SIGNATURES AND SEALS.

OWNER:

HOMES AT POTOMAC GREENS ASSOCIATES
LIMITED PARTNERSHIP,
a Virginia limited partnership, Member

By: HOMES AT POTOMAC GREENS, INC.,
a Virginia corporation, General Partner

By: [Signature] (SEAL)
Name: Matthew H. Birnbaum
Title: Senior Vice President

STATE/Commonwealth of Virginia
CITY/COUNTY OF Arlington

The foregoing instrument was acknowledged before me this 15 day of December
2004, by Matthew H. Birnbaum as Vice President of HOMES AT
POTOMAC GREENS, INC., a Virginia corporation, General Partner of HOMES AT POTOMAC
GREENS ASSOCIATES LIMITED PARTNERSHIP, a Virginia limited liability partnership, on
behalf of the corporation and the limited partnership.

[Signature]
Notary Public
Commissioned as Jennifer L. Art

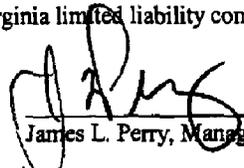
My Commission Expires: 1/31/06

~~000535~~

OWNER:

000846

POTOMAC LAND, L.C.,
a Virginia limited liability company

By:  (SEAL)
James L. Perry, Manager

STATE/Commonwealth OF Virginia
CITY/COUNTY OF Fairfax

The foregoing instrument was acknowledged before me this 10th day of December,
2004, by James L. Perry as Manager of POTOMAC LAND, L.C. on behalf of the limited liability
company.

Claudine M. B. Thomas
Notary Public

My Commission Expires: 3-31-07. I was commissioned a notary
public as Claudine M. B. Thomas.

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OWNER:

000847

POTOMAC GREENS ASSOCIATES LLC,
a Virginia limited liability company

By: HOMES AT POTOMAC GREENS ASSOCIATES
LIMITED PARTNERSHIP,
a Virginia limited partnership, Member

By: HOMES AT POTOMAC GREENS, INC.,
a Virginia corporation, General Partner

By: [Signature] (SEAL)
Name: Matthew H. Birenbaum
Title: Senior Vice President

And By:

POTOMAC LAND, L.C.,
a Virginia limited liability company, Member

By: [Signature] (SEAL)
James L. Perry, Manager

STATE/Commonwealth of Virginia
CITY/COUNTY OF Arlington

The foregoing instrument was acknowledged before me this 15 day of December
2004, by Matthew H. Birenbaum as Senior Vice President of HOMES AT
POTOMAC GREENS, INC., a Virginia corporation, General Partner of HOMES AT POTOMAC
GREENS ASSOCIATES LIMITED PARTNERSHIP, a Virginia limited liability partnership,
Member of POTOMAC GREENS ASSOCIATES LLC, a Virginia limited liability company, on
behalf of the corporation, limited partnership and limited liability company.

[Signature]
Notary Public
Commissioned as Jennifer L. Art

My Commission Expires: 1/31/06

~~000597~~

STATE/Commonwealth of Virginia
CITY/COUNTY OF Fairfax

000848

The foregoing instrument was acknowledged before me this 10th day of December 2004, by James L. Perry as Manager of POTOMAC LAND, L.C., a Virginia limited liability company, Member of POTOMAC GREENS ASSOCIATES LLC, a Virginia limited liability company, on behalf of each limited liability company.

Claudine M. B. Thomas
Notary Public

My Commission Expires: 3-31-07. I was commissioned
a notary public as Claudine M. B. Thomas.

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TRUSTEE

000849

TRSTE, INC., a Virginia corporation, TRUSTEE

By: Margaret J. Dunsmore (SEAL)
Name: Margaret J. Dunsmore
Title: Vice President

STATE/Commonwealth of Virginia
CITY/COUNTY OF Fairfax

The foregoing instrument was acknowledged before me this 14th day of December, 2004, by Margaret J. Dunsmore Vice Pres of TRSTE, Inc., a Virginia corporation, TRUSTEE, on behalf of said corporation.

Carol J. Mathen
Notary Public

My Commission Expires: 3/31/05

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000850

BENEFICIARY:

WACHOVIA BANK, NATIONAL ASSOCIATION,
a national banking association, BENEFICIARY

By: Margaret J. Dunsmore (SEAL)
Name: Margaret J. Dunsmore
Title: Vice President

STATE/Commonwealth of Virginia
CITY/COUNTY OF Stafford

The foregoing instrument was acknowledged before me this 14th day of December
2004, by Margaret J. Dunsmore as Vice President of WACHOVIA
BANK, NATIONAL ASSOCIATION, a national banking association, BENEFICIARY, on behalf
of said entity.

Carol Mattheu
Notary Public

My Commission Expires: 3/31/05

ASSOCIATION:

POTOMAC GREENS HOMEOWNERS
ASSOCIATION, INC., a Virginia corporation

By: 
Matthew H. Birenbaum, President

STATE/Commonwealth of Va
CITY/COUNTY OF Arlington

The foregoing instrument was acknowledged before me this 15th day of July, 2005, by Matthew H. Birenbaum as President of POTOMAC GREENS HOMEOWNERS ASSOCIATION, INC., a Virginia corporation, on behalf of said corporation.


Notary Public

My Commission Expires: 2/28/07

000601

000852

CITY OF ALEXANDRIA,
a municipal corporation of the Commonwealth of
Virginia

Approved as to form:

City Attorney

By: *Philip Sunderland* (SEAL)
Philip Sunderland, City Manager

STATE OF VIRGINIA
CITY OF ALEXANDRIA, to wit:

The foregoing instrument was acknowledged before me this 21 day of
December, 2004, by Philip Sunderland, City Manager for the City of Alexandria,
Virginia, a municipal corporation of the Commonwealth of Virginia.

Dancy C. Coats
Notary Public

My Commission Expires: 12-31-04

UREAN194568.9

ATTORNEY AT LAW
[Signature]
PHILIP SUNDERLAND

"Plat's attached"
INSTRUMENT #040050111
RECORDED IN THE CLERK'S OFFICE OF
ALEXANDRIA ON
DECEMBER 28, 2004 AT 01:02PM
EDWARD SEMONIAN, CLERK
RECORDED BY: JLS

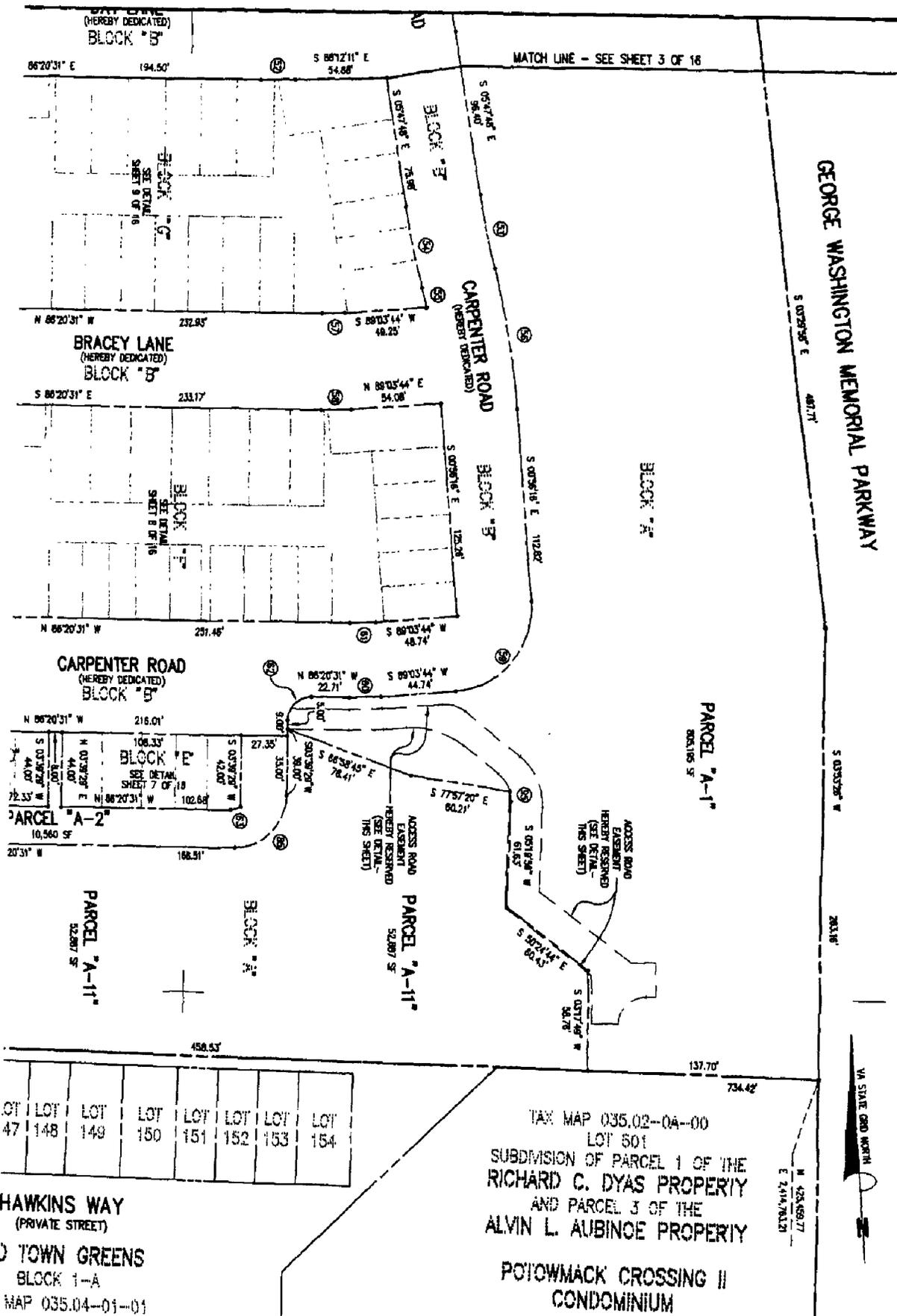
A COPY TESTED BY EDWARD SEMONIAN, CLERK
BY: *[Signature]*
DEPUTY CLERK

19

ANY PROVISION CONTAINED HEREIN WHICH PURPORTS TO
RESTRICT OR AFFECT THE HOLDING, OCCUPANCY,
OWNERSHIP, RENTAL, LEASE OR TRANSFER OF ANY INSTRUMENT
ON THE BASIS OF RACE, COLOR, SEX, RELIGION, ANCESTRY,
NATIONAL ORIGIN, FAMILIAL STATUS, AGE, SEXUAL
ORIENTATION OR DISABILITY IS INVALID AND UNENFORCEABLE.

INSTRUMENT #050027503
RECORDED IN THE CLERK'S OFFICE OF
ALEXANDRIA ON
AUGUST 12, 2005 AT 02:42PM
EDWARD SEMONIAN, CLERK
Plat attached
RECORDED BY: PAF

19



LOT 47	LOT 148	LOT 149	LOT 150	LOT 151	LOT 152	LOT 153	LOT 154
--------	---------	---------	---------	---------	---------	---------	---------

HAWKINS WAY
(PRIVATE STREET)
TOWN GREENS
BLOCK 1-A
MAP 035.04-01-01

TAX MAP 035.02-0A-00
LOT 501
SUBDIVISION OF PARCEL 1 OF THE
RICHARD C. DYAS PROPERTY
AND PARCEL 3 OF THE
ALVIN L. AUBINCE PROPERTY
POTOWMACK CROSSING II
CONDOMINIUM

VA STATE ROAD NORTH

N 428.69/77
E 2414.76/121

NOTES

1. THE PROPERTY DELINEATED HEREON IS SHOWN ON CITY OF ALEXANDRIA TAX ASSESSMENT MAP 02S-02-01-01, 02S-04-02-01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12 & 13 AND 02S-02-02-02, 03, 04, 05, 06, 07, 08 & 09, AND IS ZONED CDD-10.
2. NO TITLE REPORT FURNISHED, WHICH MAY REFLECT EASEMENTS AND/OR RIGHTS-OF-WAY OF RECORD NOT SHOWN HEREON.
3. PLAT IS SUBJECT TO RESTRICTIONS OF RECORD.
4. POTOMAC GREENS DRIVE, CARPENTER ROAD, BRACKY LANE, DAY LANE, MILLER LANE, ROSE SQUARE AND LYLE LANE HEREBY DEDICATED TO PUBLIC STREET PURPOSES.

AREA TABULATION

AREA OF LOTS = 245,992 SQ. FT. OR 5.64720 AC.
 AREA OF PARCELS = 1,129,116 SQ. FT. OR 26.15051 AC.
 AREA OF STREET DEDICATION = 294,582 SQ. FT. OR 6.76221 AC.
 TOTAL SITE AREA = 1,679,670 SQ. FT. OR 38.56992 AC.

OWNERS

BLOCKS A, B & K
 POTOMAC GREENS ASSOCIATES LLC
 1000 WILSON BOULEVARD, SUITE 2720
 ARLINGTON, VA 22209

BLOCKS C, D, F, H, L, N, P, Q & T
 HOMES AT POTOMAC GREENS ASSOCIATES L.P.
 1000 WILSON BOULEVARD, SUITE 2720
 ARLINGTON, VA 22209

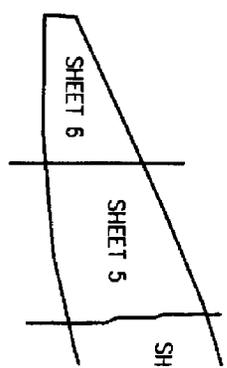
BLOCKS E, G, J, M, O, R, S, U, V & W
 POTOMAC LAND, LLC
 8820 ELM STREET, SUITE 200
 WOLFEN, VA 22101

LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S89°20'31"E	34.83	L34	N81°30'18"E	5.85
L2	N86°02'31"W	36.71	L35	N00°08'44"W	27.38
L3	S89°03'44"E	13.99	L36	S81°30'16"W	5.65
L4	N89°03'44"E	36.15	L37	N08°09'44"W	5.34
L5	S48°44'00"E	40.51	L38	S81°30'18"W	4.86
L6	N48°44'00"W	28.25	L39	S89°50'44"E	5.00
L7	S03°18'58"W	50.66	L40	S89°50'44"E	6.48
L8	N03°18'58"E	60.66	L41	N01°08'18"E	20.43
L9	N80°24'44"W	62.84	L42	N01°08'18"E	6.48
L10	S90°24'44"E	60.03	L43	S89°50'44"E	5.33
L11	S03°17'48"W	68.32	L44	N01°08'18"E	22.18
L12	N03°17'48"E	58.76	L45	N89°50'44"W	5.33
L13	N60°05'23"W	16.00	L46	N89°50'44"W	5.84
L14	S85°05'23"E	66.34	L47	S89°20'31"E	5.70
L15	N04°34'35"E	21.89	L48	S89°20'31"E	6.15
L16	S85°05'23"E	17.82	L49	N86°20'31"W	6.40
L17	N04°34'35"E	21.91	L50	N89°50'44"W	1.67
L18	S85°05'23"E	64.00	L51	N03°39'29"E	5.00
L19	S04°34'35"W	60.00	L52	S89°20'31"E	34.83
L20	N85°05'23"W	81.62	L53	N89°50'44"E	36.15
L21	S04°34'35"W	1.00	L54	S48°44'00"E	41.75
L22	N85°09'23"W	85.23	L55	S03°18'58"W	48.40
L23	N39°20'16"W	38.41	L56	S90°24'44"E	68.14
L24	N00°00'30"W	56.58	L57	S86°42'11"E	14.34
L25	N71°36'20"E	34.38	L58	S03°17'48"W	20.00
L26	N81°39'43"E	101.81	L59	N86°42'11"W	6.10
L27	S72°27'20"E	80.11	L60	N86°42'11"W	18.00
L28	S05°18'58"W	68.09	L61	N03°17'48"E	28.49
L29	S90°25'20"E	15.54	L62	N50°24'44"W	54.18
L30	S81°35'52"W	21.18	L63	N03°18'58"E	68.32
L31	N80°20'16"E	173.47	L64	N48°44'00"W	28.25
L32	N81°30'18"E	4.99	L65	N81°30'16"E	13.99
L33	N08°09'44"W	17.91	L66	N89°20'31"W	36.71

CURVE TABLE

CURVE	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING	CHORD BEARING	CHORD BEARING
C1	39.50'	321°57'	22.23'	11.42'	21.84'	N11°54'10"W	N11°54'10"W	N11°54'10"W
C2	60.50'	310°71'9"	32.86'	16.85'	32.46'	N11°54'10"W	N11°54'10"W	N11°54'10"W
C3	60.50'	89°40'0"	94.81'	60.15'	85.31'	N49°29'30"E	N49°29'30"E	N49°29'30"E
C4	19.50'	54°34'53"	18.38'	10.09'	17.88'	N88°03'53"E	N88°03'53"E	N88°03'53"E
C5	9.00'	38°56'33"	6.12'	3.18'	6.00'	N18°34'00"W	N18°34'00"W	N18°34'00"W
C6	9.00'	38°56'33"	6.12'	3.18'	6.00'	N18°34'00"W	N18°34'00"W	N18°34'00"W
C7	1,033.00'	01°45'28"	31.70'	15.85'	31.70'	N03°01'32"E	N03°01'32"E	N03°01'32"E
C8	967.00'	02°45'09"	46.41'	23.41'	46.41'	N02°31'46"E	N02°31'46"E	N02°31'46"E
C9	60.50'	35°33'48"	37.55'	19.40'	36.85'	N21°28'23"E	N21°28'23"E	N21°28'23"E
C10	60.50'	54°06'13"	57.13'	30.80'	55.03'	N68°16'24"E	N68°16'24"E	N68°16'24"E
C11	9.00'	38°56'33"	6.12'	3.18'	6.00'	N18°34'00"W	N18°34'00"W	N18°34'00"W



SHEET
NOT IT

I DONALD J. ZANONCZ, A ONLY AUTHORIZED THE PROPERTY DELINEATED HEREON, AND THAT IT WAS INSTRUMENT NUMBER 030040390, ALL OF THE PARTNERSHIP BY DEED DATED SEPTEMBER 29, 20X CONNECTED BY POTOMAC GREENS ASSOCIATES, LLC INSTRUMENT NUMBER 030040397, ALL DEEDS BEING BOUNDARIES AND THAT ALL REQUIRED MONUMENTS BUT BEFORE COMPLETION OF THE PROJECT.



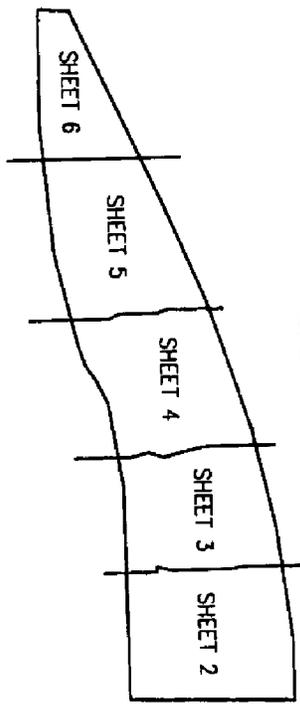
200-683

LINE TABLE

BEARING	DISTANCE	LINE	BEARING	DISTANCE
S80°20'31"E	34.83'	L34	N81°50'16"E	5.65'
S80°20'31"E	36.71'	L35	N80°09'44"W	27.38'
S80°03'44"E	13.98'	L36	S81°50'16"W	5.65'
N80°03'44"E	36.15'	L37	N80°09'44"W	5.34'
S48°44'00"W	40.51'	L38	S81°50'16"W	5.00'
S80°18'50"W	28.25'	L39	S88°50'44"E	6.48'
S80°18'50"W	80.66'	L40	N01°09'16"E	20.43'
N50°24'44"E	62.84'	L41	N88°50'44"W	6.48'
S80°24'44"E	60.03'	L42	S89°50'44"W	5.33'
S03°17'48"W	68.32'	L43	N01°09'16"E	22.16'
N03°17'48"E	58.76'	L44	N01°09'16"E	6.33'
N80°09'29"W	16.00'	L45	N88°50'44"W	5.84'
S80°09'29"E	66.34'	L46	N88°50'44"W	5.84'
N04°54'30"E	21.89'	L47	S88°20'31"E	6.15'
S80°09'29"E	17.82'	L48	S88°20'31"E	6.15'
N04°54'30"E	21.01'	L49	N86°09'44"W	1.67'
S80°09'29"E	64.00'	L50	N86°09'44"W	5.00'
N04°54'30"W	60.00'	L51	S89°20'31"E	34.83'
N04°54'30"W	81.62'	L52	N88°10'44"E	30.15'
S04°54'36"W	3.00'	L53	S48°44'00"E	41.75'
S04°54'36"W	65.23'	L54	S05°19'58"W	49.40'
N85°03'25"W	39.41'	L55	S80°24'44"E	14.54'
N89°20'10"W	58.58'	L56	S86°42'11"E	14.54'
N00°00'30"W	58.58'	L57	S03°17'48"W	20.00'
N77°36'20"E	101.91'	L58	N86°42'11"W	6.10'
N51°28'43"E	60.11'	L59	N86°42'11"W	26.84'
S77°57'20"E	60.09'	L60	N03°17'49"E	9.81'
S03°19'50"W	15.54'	L61	N05°18'50"E	68.58'
S80°26'20"E	21.18'	L62	N05°18'50"E	26.25'
S81°58'57"W	173.47'	L63	N48°44'00"E	13.98'
N08°28'02"W	4.89'	L64	S89°04'44"W	13.98'
N81°50'16"E	17.81'	L65	N89°04'44"W	36.21'
N08°09'44"W	17.81'	L66	N89°04'44"W	36.21'

DELTA	ARC	TAN	CHORD	BEARING
01°51'40"	20.53'	10.27'	20.53'	S97°16'21"E
05°38'25"	44.20'	22.12'	44.18'	S08°37'01"E
05°38'25"	48.63'	24.33'	48.61'	S08°57'01"E
01°38'09"	11.21'	5.86'	11.71'	S10°38'36"E
10°28'57"	82.64'	41.44'	92.53'	S08°11'14"E
04°35'45"	13.48'	6.74'	13.47'	N88°38'23"W
04°35'45"	17.97'	8.99'	17.96'	S88°38'23"E
90°00'00"	76.97'	49.00'	88.30'	S44°03'44"W
04°35'45"	19.01'	9.31'	19.01'	N88°38'23"W
04°35'45"	15.56'	7.78'	15.56'	S44°03'44"W

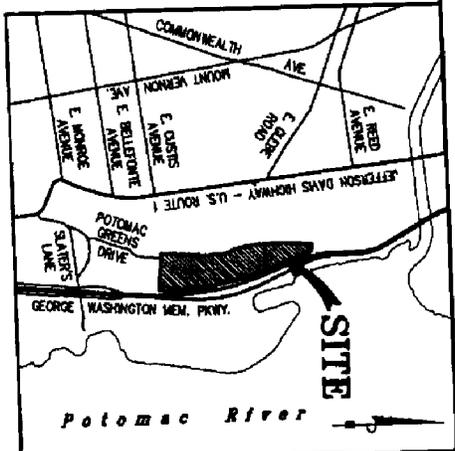
SHEET INDEX
NOT TO SCALE



SURVEYOR'S CERTIFICATE

I, DONALD J. ZDANCEWICZ, A DULY AUTHORIZED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT I HAVE CAREFULLY SURVEYED THE PROPERTY DELINEATED HEREON, AND THAT IT IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT IT IS A SUBDIVISION OF PART OF THE PROPERTY CONVERTED BY CRESSKENT POTOMAC GREENS, LLC TO POTOMAC GREENS ASSOCIATES, LLC BY DEED DATED SEPTEMBER 22, 2003 AND RECORDED SEPTEMBER 30, 2003 AS INSTRUMENT NUMBER 030040396; AND ALL OF THE PROPERTY AS PARTNERSHIP BY DEED DATED SEPTEMBER 29, 2003 AND RECORDED SEPTEMBER 30, 2003 AS INSTRUMENT NUMBER 030040396; AND ALL OF THE PROPERTY CONVERTED BY POTOMAC GREENS ASSOCIATES, LLC TO POTOMAC LAND, L.C. BY DEED DATED SEPTEMBER 29, 2003 AND RECORDED SEPTEMBER 30, 2003 AS INSTRUMENT NUMBER 030040397; ALL DEEDS BEING RECORDED AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA, AND IS WITHIN THOSE BOUNDARIES; AND THAT ALL REQUIRED MONUMENTS HAVE BEEN INSTALLED WHERE INDICATED, EXCEPT THOSE THAT WILL BE INSTALLED AT A LATER DATE BUT BEFORE COMPLETION OF THE PROJECT.

WICINITY MAP
NOT TO SCALE



Donald J. Zdancewicz
DONALD J. ZDANCEWICZ
REGISTRATION NO. 2197

000857

ARLINGTON, VA 22209
BLOCKS E, G, J, M, O, R, S, U, V & W
POTOMAC LAND, L.C.
6820 ELM STREET, SUITE 200
MCLEAN, VA 22101

CURVE TABLE

CURVE	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING	CURVE	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING
C1	38.50	3713.07	22.23	11.43	21.94	N113016°W	C2	60.50	11071.96	32.85	16.85	32.45	N113016°W
C2	60.50	8940.01	32.85	16.85	32.45	N442930°E	C3	18.50	5434.53	18.50	10.06	17.88	N681033°E
C3	18.50	5434.53	18.50	10.06	17.88	N193410°W	C4	8.00	3858.33	6.12	3.18	6.00	N232733°E
C4	8.00	3858.33	6.12	3.18	6.00	N0310132°E	C5	1033.00	0145229°	31.20	15.08	31.70	N0231146°E
C5	1033.00	0145229°	31.20	15.08	31.70	N2128231°E	C6	60.50	54308.13	32.85	16.85	32.45	N6616721°E
C6	60.50	54308.13	32.85	16.85	32.45	N1819101°W	C7	8.00	3858.33	6.12	3.18	6.00	N203733°E
C7	8.00	3858.33	6.12	3.18	6.00	N033071°E	C8	38.50	10227.99	22.23	11.43	21.94	N033071°E
C8	38.50	10227.99	22.23	11.43	21.94	N033071°E	C9	38.50	10227.99	22.23	11.43	21.94	N033071°E
C9	38.50	10227.99	22.23	11.43	21.94	N033071°E	C10	38.50	10227.99	22.23	11.43	21.94	N033071°E
C10	38.50	10227.99	22.23	11.43	21.94	N033071°E	C11	38.50	10227.99	22.23	11.43	21.94	N033071°E
C11	38.50	10227.99	22.23	11.43	21.94	N033071°E	C12	38.50	10227.99	22.23	11.43	21.94	N033071°E
C12	38.50	10227.99	22.23	11.43	21.94	N033071°E	C13	38.50	10227.99	22.23	11.43	21.94	N033071°E
C13	38.50	10227.99	22.23	11.43	21.94	N033071°E	C14	38.50	10227.99	22.23	11.43	21.94	N033071°E
C14	38.50	10227.99	22.23	11.43	21.94	N033071°E	C15	38.50	10227.99	22.23	11.43	21.94	N033071°E
C15	38.50	10227.99	22.23	11.43	21.94	N033071°E	C16	38.50	10227.99	22.23	11.43	21.94	N033071°E
C16	38.50	10227.99	22.23	11.43	21.94	N033071°E	C17	38.50	10227.99	22.23	11.43	21.94	N033071°E
C17	38.50	10227.99	22.23	11.43	21.94	N033071°E	C18	38.50	10227.99	22.23	11.43	21.94	N033071°E
C18	38.50	10227.99	22.23	11.43	21.94	N033071°E	C19	38.50	10227.99	22.23	11.43	21.94	N033071°E
C19	38.50	10227.99	22.23	11.43	21.94	N033071°E	C20	38.50	10227.99	22.23	11.43	21.94	N033071°E
C20	38.50	10227.99	22.23	11.43	21.94	N033071°E	C21	38.50	10227.99	22.23	11.43	21.94	N033071°E
C21	38.50	10227.99	22.23	11.43	21.94	N033071°E	C22	38.50	10227.99	22.23	11.43	21.94	N033071°E
C22	38.50	10227.99	22.23	11.43	21.94	N033071°E	C23	38.50	10227.99	22.23	11.43	21.94	N033071°E
C23	38.50	10227.99	22.23	11.43	21.94	N033071°E	C24	38.50	10227.99	22.23	11.43	21.94	N033071°E
C24	38.50	10227.99	22.23	11.43	21.94	N033071°E	C25	38.50	10227.99	22.23	11.43	21.94	N033071°E
C25	38.50	10227.99	22.23	11.43	21.94	N033071°E	C26	38.50	10227.99	22.23	11.43	21.94	N033071°E
C26	38.50	10227.99	22.23	11.43	21.94	N033071°E	C27	38.50	10227.99	22.23	11.43	21.94	N033071°E
C27	38.50	10227.99	22.23	11.43	21.94	N033071°E	C28	38.50	10227.99	22.23	11.43	21.94	N033071°E
C28	38.50	10227.99	22.23	11.43	21.94	N033071°E	C29	38.50	10227.99	22.23	11.43	21.94	N033071°E
C29	38.50	10227.99	22.23	11.43	21.94	N033071°E	C30	38.50	10227.99	22.23	11.43	21.94	N033071°E
C30	38.50	10227.99	22.23	11.43	21.94	N033071°E	C31	38.50	10227.99	22.23	11.43	21.94	N033071°E
C31	38.50	10227.99	22.23	11.43	21.94	N033071°E	C32	38.50	10227.99	22.23	11.43	21.94	N033071°E
C32	38.50	10227.99	22.23	11.43	21.94	N033071°E	C33	38.50	10227.99	22.23	11.43	21.94	N033071°E
C33	38.50	10227.99	22.23	11.43	21.94	N033071°E	C34	38.50	10227.99	22.23	11.43	21.94	N033071°E
C34	38.50	10227.99	22.23	11.43	21.94	N033071°E	C35	38.50	10227.99	22.23	11.43	21.94	N033071°E
C35	38.50	10227.99	22.23	11.43	21.94	N033071°E	C36	38.50	10227.99	22.23	11.43	21.94	N033071°E
C36	38.50	10227.99	22.23	11.43	21.94	N033071°E	C37	38.50	10227.99	22.23	11.43	21.94	N033071°E
C37	38.50	10227.99	22.23	11.43	21.94	N033071°E	C38	38.50	10227.99	22.23	11.43	21.94	N033071°E
C38	38.50	10227.99	22.23	11.43	21.94	N033071°E	C39	38.50	10227.99	22.23	11.43	21.94	N033071°E
C39	38.50	10227.99	22.23	11.43	21.94	N033071°E	C40	38.50	10227.99	22.23	11.43	21.94	N033071°E
C40	38.50	10227.99	22.23	11.43	21.94	N033071°E	C41	38.50	10227.99	22.23	11.43	21.94	N033071°E
C41	38.50	10227.99	22.23	11.43	21.94	N033071°E	C42	38.50	10227.99	22.23	11.43	21.94	N033071°E
C42	38.50	10227.99	22.23	11.43	21.94	N033071°E	C43	38.50	10227.99	22.23	11.43	21.94	N033071°E
C43	38.50	10227.99	22.23	11.43	21.94	N033071°E	C44	38.50	10227.99	22.23	11.43	21.94	N033071°E
C44	38.50	10227.99	22.23	11.43	21.94	N033071°E	C45	38.50	10227.99	22.23	11.43	21.94	N033071°E
C45	38.50	10227.99	22.23	11.43	21.94	N033071°E	C46	38.50	10227.99	22.23	11.43	21.94	N033071°E
C46	38.50	10227.99	22.23	11.43	21.94	N033071°E	C47	38.50	10227.99	22.23	11.43	21.94	N033071°E
C47	38.50	10227.99	22.23	11.43	21.94	N033071°E	C48	38.50	10227.99	22.23	11.43	21.94	N033071°E
C48	38.50	10227.99	22.23	11.43	21.94	N033071°E	C49	38.50	10227.99	22.23	11.43	21.94	N033071°E
C49	38.50	10227.99	22.23	11.43	21.94	N033071°E	C50	38.50	10227.99	22.23	11.43	21.94	N033071°E
C50	38.50	10227.99	22.23	11.43	21.94	N033071°E	C51	38.50	10227.99	22.23	11.43	21.94	N033071°E
C51	38.50	10227.99	22.23	11.43	21.94	N033071°E							

ALEXANDRIA ZONING ORDINANCE
SECTION: 11-1714
AN APPROVED COPY OF THE
PLAY SHALL BE RECORDED IN THE
OFFICE OF THE CLERK OF THE
CIRCUIT COURT OF THE CITY WITHIN
18 MONTHS AFTER THE DATE OF
APPROVAL
THIS PLAT SHALL BE NULL AND
VOID IF NOT RECORDED PRIOR
TO

APPROVED
SPECIAL USE PERMIT NO. _____
DATE _____

DEPARTMENT OF PLANNING & ZONING
DIRECTOR _____

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. DSP # 2002-0026
DATE 12/1/04

DATE RECORDED _____
RECORD ROOM NO. _____
PAGE NO. _____



000858

ARC	TAN	CHORD	CHORD BEARING
20.53'	10.27'	20.53'	S87°16'21"E
44.20'	22.12'	44.18'	S88°37'01"E
48.63'	24.33'	48.61'	S89°37'01"E
11.71'	5.98'	11.71'	S103°38'38"E
B2.64'	41.44'	B2.53'	S08°11'14"E
13.48'	6.74'	13.47'	N89°38'23"W
17.97'	8.99'	17.96'	S88°28'23"E
76.97'	49.00'	69.30'	S44°03'44"W
19.01'	9.51'	19.01'	N88°38'23"W
15.98'	7.78'	15.96'	N88°38'23"W
21.99'	14.00'	19.80'	S48°39'28"W
8.12'	3.18'	8.00'	S74°11'14"W
75.34'	42.72'	71.07'	S86°15'18"W
2.22'	1.11'	2.22'	S44°50'43"W
8.12'	3.18'	8.00'	S24°15'34"W
6.27'	3.27'	6.18'	N82°36'14"W
5.31'	2.63'	5.04'	N68°37'53"E
7.93'	4.24'	7.68'	N68°25'24"E
4.56'	2.33'	4.51'	S71°48'40"E
9.76'	5.44'	9.29'	N82°35'40"E
12.54'	7.53'	11.55'	S46°24'50"E
3.88'	3.04'	5.76'	N70°10'41"W
6.36'	3.32'	6.23'	N70°54'00"E
8.92'	4.47'	8.91'	N64°39'54"E
6.59'	3.45'	6.44'	S12°48'30"W
4.14'	2.11'	4.10'	N63°00'22"E
14.14'	9.00'	12.73'	N63°26'51"W
7.15'	3.77'	6.96'	N04°18'26"E
48.46'	31.50'	44.55'	S41°20'31"E
48.28'	31.50'	44.55'	S48°39'28"W
49.48'	31.50'	44.55'	N41°20'31"W
49.48'	31.50'	44.55'	N48°39'28"E
49.69'	31.00'	43.94'	S48°39'28"W
13.96'	8.02'	12.90'	S48°37'18"W
44.89'	31.00'	43.94'	S48°37'18"W
7.36'	3.84'	7.24'	N110°53'32"E
6.27'	3.27'	6.14'	N107°19'17"E
45.96'	28.11'	41.65'	N12°33'44"E
70.18'	36.13'	69.18'	N03°17'53"W
28.43'	13.43'	26.22'	N45°04'31"E
37.48'	18.89'	37.33'	N11°08'18"W
32.70'	16.43'	32.60'	N05°39'00"E
6.02'	3.03'	6.00'	S03°17'18"E
7.33'	3.75'	7.25'	N16°39'29"E
19.57'	8.78'	19.57'	S88°38'23"E
16.73'	7.72'	16.49'	S89°20'00"E
33.97'	16.37'	32.72'	S71°22'01"E
25.13'	12.60'	22.63'	S46°17'48"W
12.53'	6.48'	12.32'	N39°17'32"W
36.83'	19.30'	36.00'	N68°30'08"W
20.53'	10.27'	20.53'	N88°38'23"W




 DONALD J. ZANICENCZ
 REGISTRATION NO. 2197

ALEXANDRIA ZONING ORDINANCE
 SECTION: 11-1714:
 AN APPROVED COPY OF THE
 PLAT SHALL BE RECORDED IN THE
 OFFICE OF THE CLERK OF THE
 CIRCUIT COURT OF THE CITY WITHIN
 18 MONTHS AFTER THE DATE OF
 APPROVAL.
 THIS PLAT SHALL BE NULL AND
 VOID IF NOT RECORDED PRIOR
 TO _____

APPROVED
 SPECIAL USE PERMIT NO. _____
 DEPARTMENT OF PLANNING & ZONING
 DIRECTOR _____ DATE 12-21-04
 DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
 SITE PLAN NO. DSP # 2002-0026
 DIRECTOR _____ DATE 11/21/04
 DATE RECORDED _____ DEED BOOK NO. _____ PAGE NO. _____

PLAT OF SUBDIVISION
POTOMAC GREENS
 CITY OF ALEXANDRIA, VIRGINIA
 SCALE: 1" = 50'
 DATE: NOVEMBER 17, 2003



REVISION	REVISED
6-3-04	

Bowman Consulting Group, Ltd.
 2121 Eisenhower Avenue, Suite 302
 Alexandria, Virginia 22314
 Phone: (703) 544-1188
 Fax: (703) 863-0781
 www.bowmanconsulting.com

Bowman Consulting Group, Ltd.
 2121 Eisenhower Avenue, Suite 302
 Alexandria, Virginia 22314

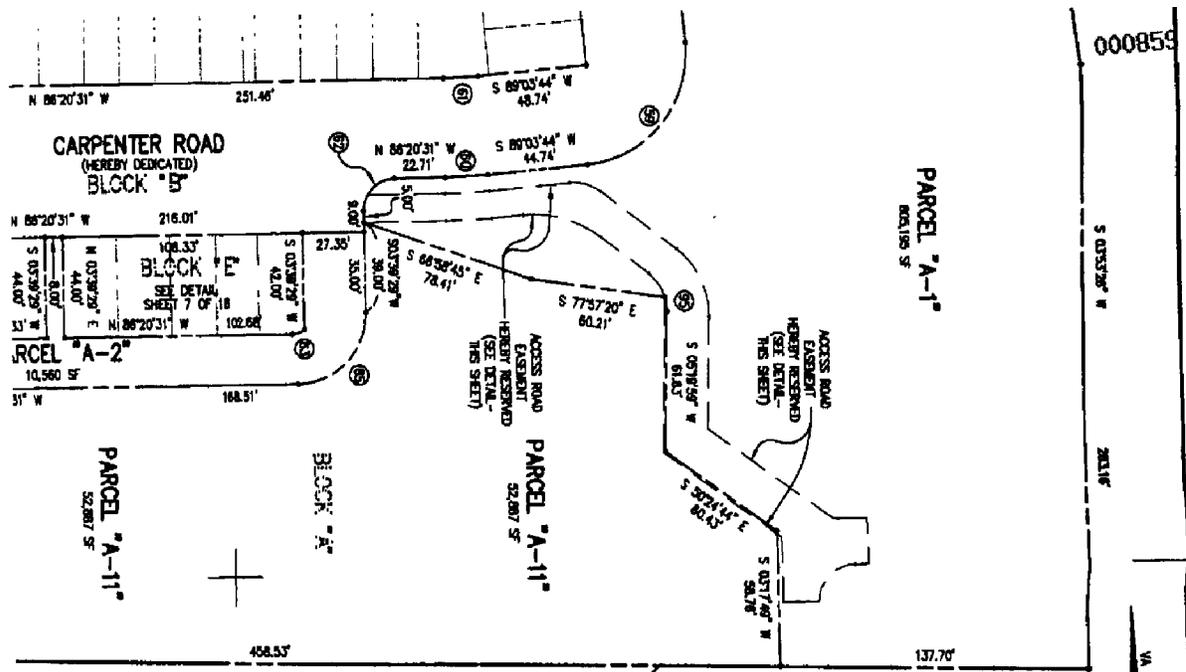
Project: 1744-02-006
 County: REF. NO. N/A
 Sheet: 1 of 18

Re: DSP # 2002-0026

PROJ

000507

000859



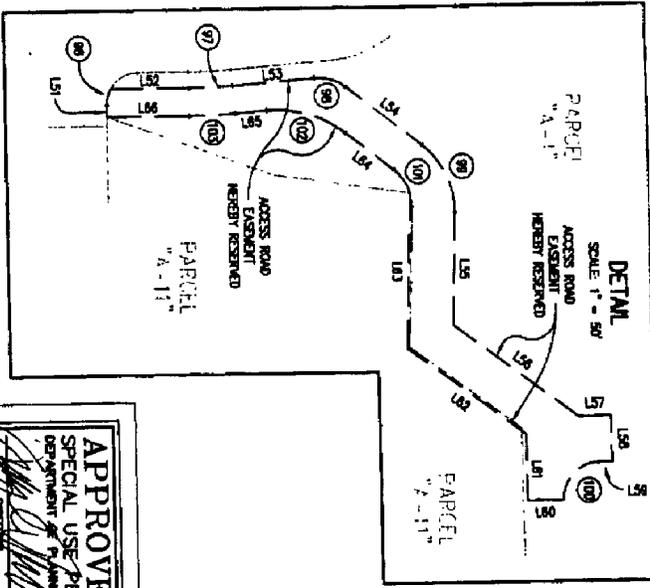
LOT 148	LOT 149	LOT 150	LOT 151	LOT 152	LOT 153	LOT 154
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TAX MAP 035.02-0A-00
 LOT 501
 SUBDIVISION OF PARCEL 1 OF THE
 RICHARD C. DYAS PROPERTY
 AND PARCEL 3 OF THE
 ALVIN L. AUBINCE PROPERTY

POWOMACK CROSSING II
 CONDOMINIUM

AWKINS WAY
 (PRIVATE STREET)
 TOWN GREENS
 BLOCK 1-A
 MAP 035.04-01-01

ALEXANDRIA ZONING ORDINANCE
 SECTION 11-1714:
 AN APPROVED COPY OF THE
 PLAT SHALL BE RECORDED IN THE
 OFFICE OF THE CLERK OF THE
 CIRCUIT COURT OF THE CITY WITHIN
 18 MONTHS AFTER THE DATE OF
 APPROVAL. THIS PLAT SHALL BE NULL AND
 VOID IF NOT RECORDED PRIOR
 TO _____

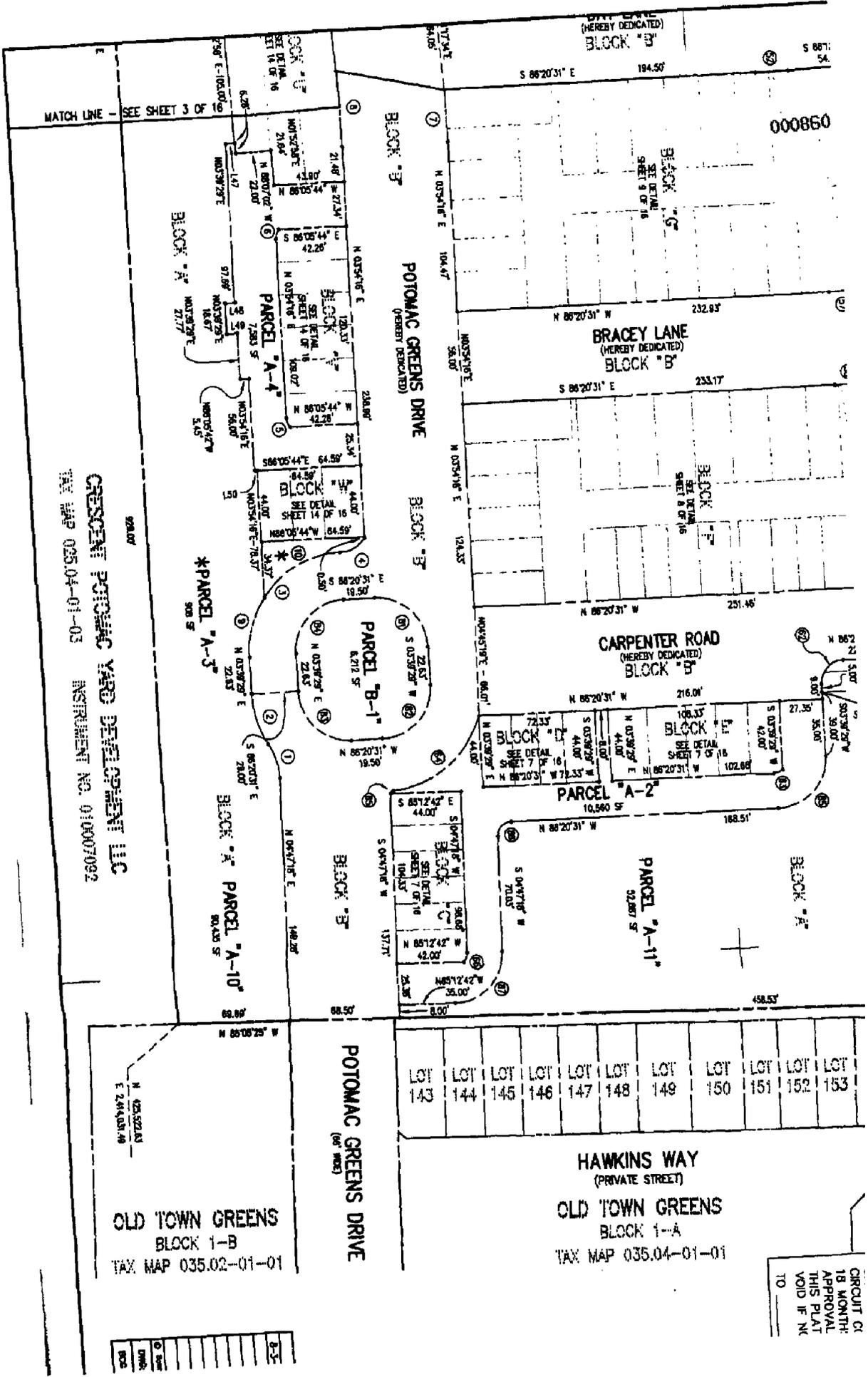


APPROVED
 SPECIAL USE PERMIT NO. _____
 DEPARTMENT OF PLANNING & ZONING
 DIRECTOR _____ DATE 12/21/04

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
 SITE PLAN NO. _____ DATE 12/31/04
 DIRECTOR _____

DATE RECORDED _____ DEED BOOK NO. _____ PAGE NO. _____
 DATE 12/21/04





CRESCENT POTOMAC YARD DEVELOPMENT LLC
 TAX MAP 035.04-01-03 INSTRUMENT NO. 010007092

LOT 143	LOT 144	LOT 145	LOT 146	LOT 147	LOT 148	LOT 149	LOT 150	LOT 151	LOT 152	LOT 153
---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------

HAWKINS WAY
 (PRIVATE STREET)
 OLD TOWN GREENS
 BLOCK 1-A
 TAX MAP 035.04-01-01

OLD TOWN GREENS
 BLOCK 1-B
 TAX MAP 035.02-01-01

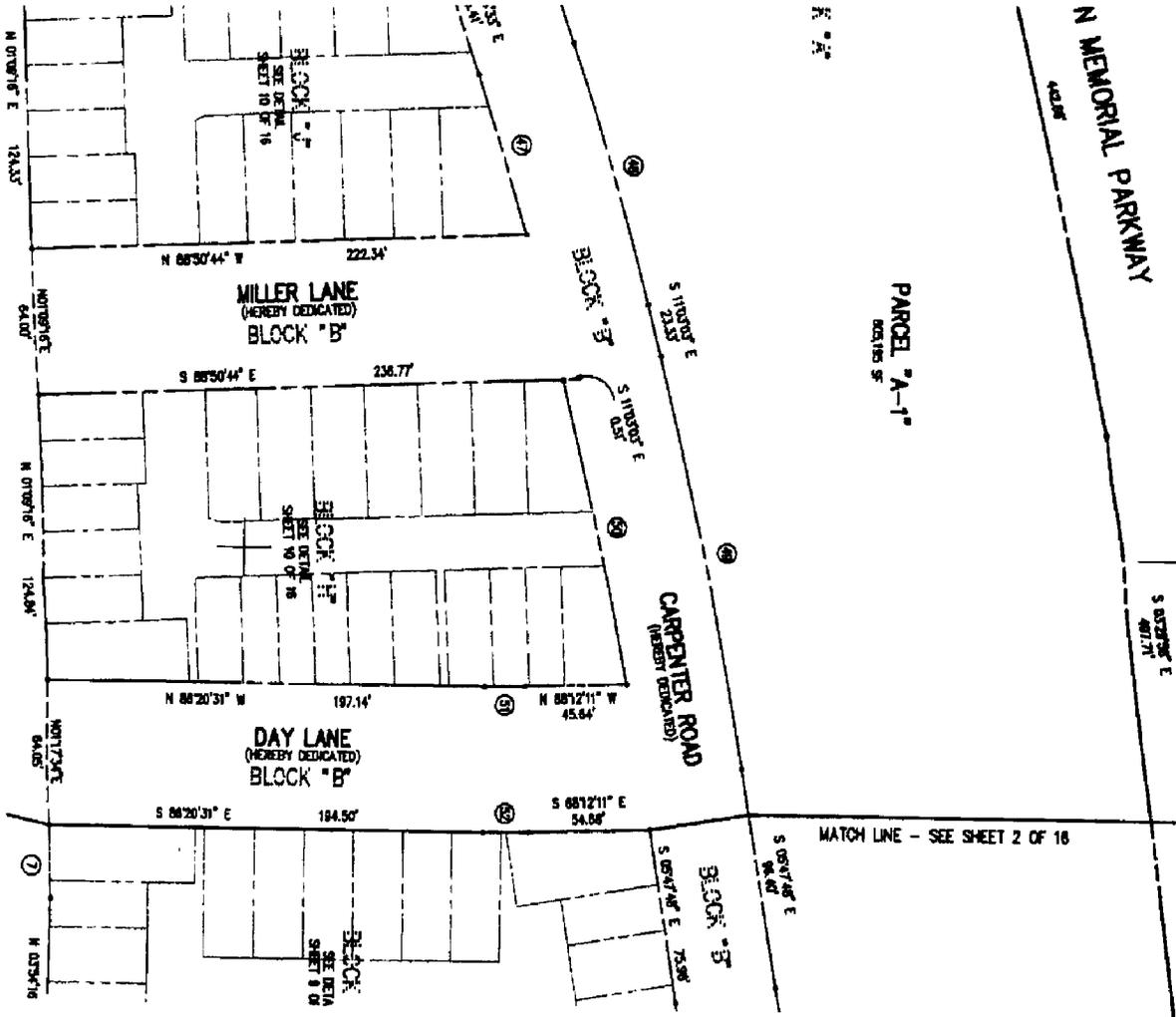
CIRCUIT CL
 18 MONTH
 APPROVAL
 THIS PLAT
 VOID IF NK
 TO

B-3	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

000863
000611

N MEMORIAL PARKWAY

PARCEL "A-1"
SECTION 3



MATCH LINE - SEE SHEET 2 OF 16



ALEXANDRIA ZONING ORDINANCE
SECTION: 11-1714;
... AN APPROVED COPY OF THE
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TO _____

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DATE: 12-27-04
SIGNATURE: [Signature]
DATE: 12/31/04
SIGNATURE: [Signature]
DATE: 12/31/04
RECORDING NO. _____ DEED BOOK NO. _____ PAGE NO. _____

0000865
10' 16'

000613

MILLER LANE
(HEREBY DEDICATED)
BLOCK "B"

S 88°50'44" E 238.77'

BLOCK "B"
SEE DETAIL
SHEET 10 OF 16

N 01°20'08" W 197.14'

DAY LANE
(HEREBY DEDICATED)
BLOCK "B"

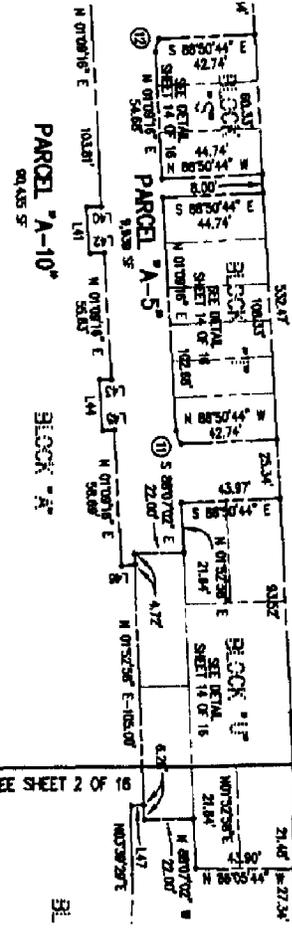
S 88°20'31" E 194.50'

BLOCK "B"
SEE DETAIL
SHEET 9 OF 16

POTOMAC GREENS DRIVE
(HEREBY DEDICATED)

BLOCK "B"

BLOCK "B"



BOWMAN YARD DEVELOPMENT LLC
INSTRUMENT NO. 010007082
01-03

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

PLAT OF SUBDIVISION

SCALE: 1" = 50'

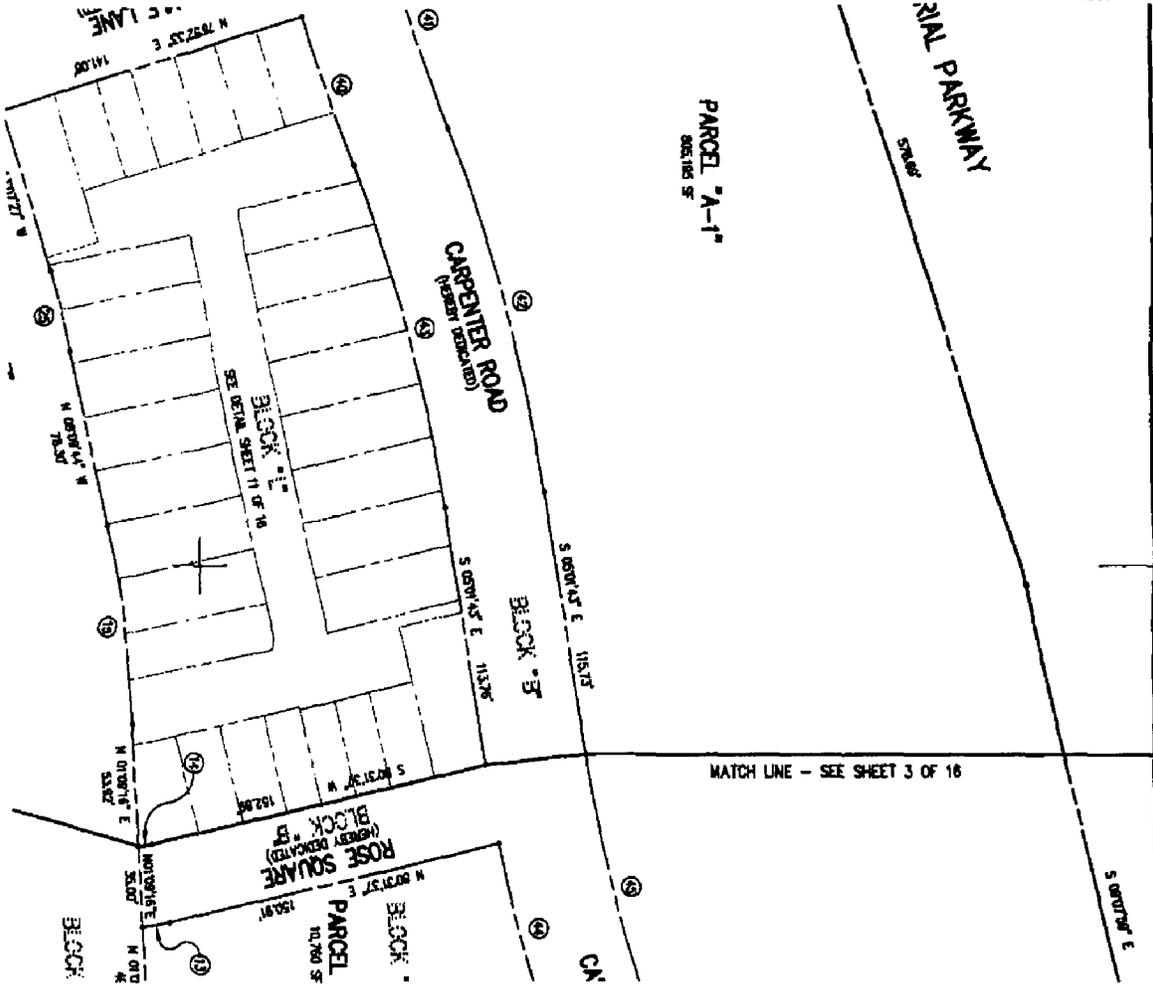
DATE: NOVEMBER 17, 2003



DATE	12/11/04
DATE RECORDED	
DEED BOOK NO.	
PAGE NO.	

REVISION	REVISION
D-3-04	
Bowman CONSULTING	
Bowman Consulting Group, LLC 2121 Belmont Ave., Suite 202 Alexandria, Virginia 22314 www.bowmanconsulting.com	
PHONE: (703) 546-2106	PHONE: (703) 546-2106
FAX: (703) 543-5781	FAX: (703) 543-5781
PROJECT NO: 1744-03-008	PROJECT NO: 1744-03-008
TYPICS	TYPICS
COUNTY REF: NO: N/A	COUNTY REF: NO: N/A
SHEET 3 OF 18	SHEET 3 OF 18

PROJ



MATCH LINE - SEE SHEET 3 OF 16



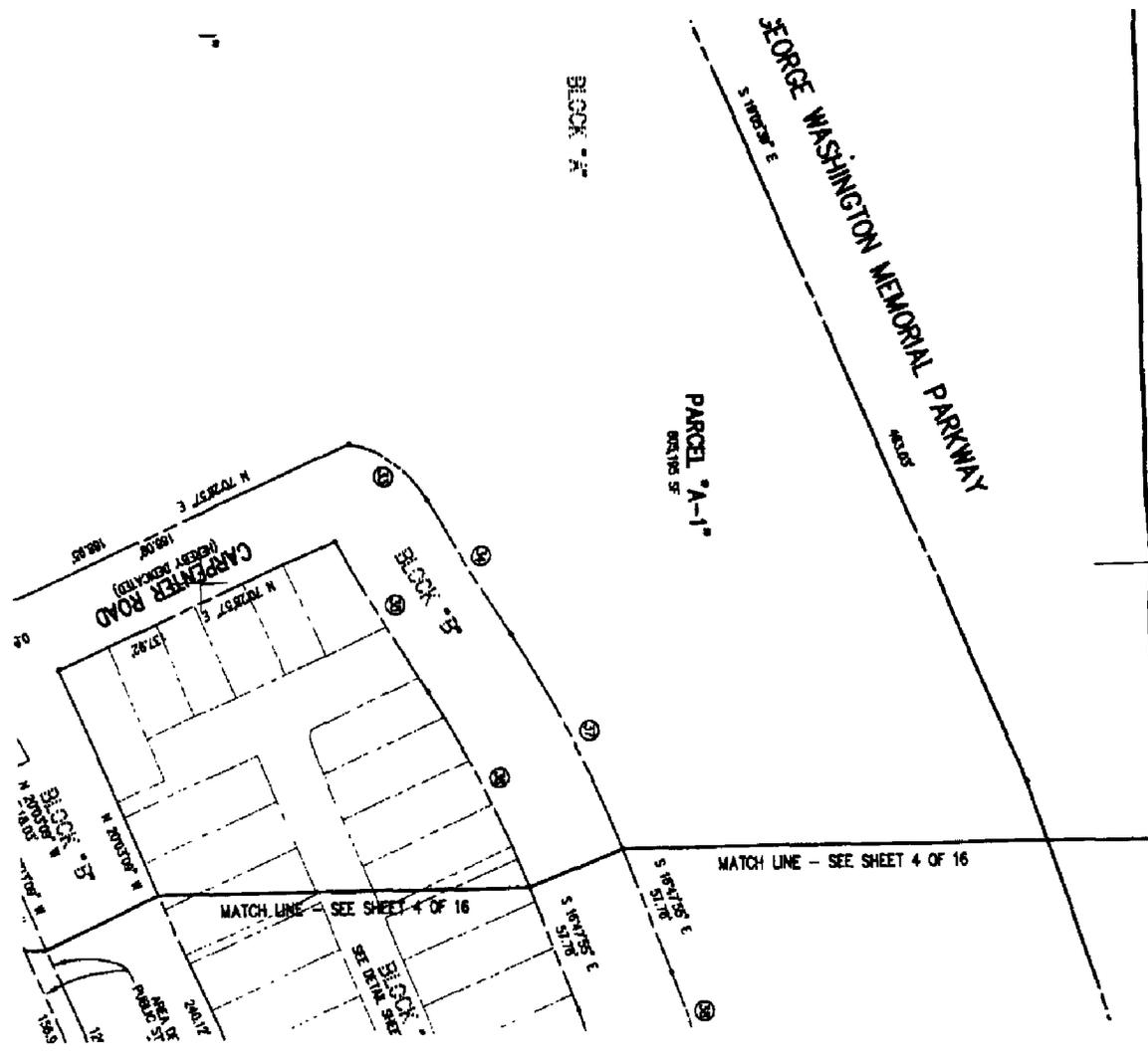
ALEXANDRIA ZONING ORDINANCE
 SECTION: 11-1714:
 . . . AN APPROVED COPY OF THE
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 APPROVAL. . . .
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 TO _____

APPROVED
 SPECIAL USE PERMIT NO. _____
 DEPARTMENT OF PLANNING & ZONING
 DATE: 12/21/04

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
 SITE PLAN NO. _____
 DATE: 12/3/04

DATE RECORDED: _____ DATE: 12/21/04

INSTALLMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____



ALEXANDRIA ZONING ORDINANCE
 SECTION: 11-1714:
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 APPROVAL
 APPROVAL SHALL BE NULL AND
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 TO _____

APPROVED

SPECIAL USE PERMIT NO. _____

DEPARTMENT OF PLANNING & ZONING

DATE: 12/7/04

DIRECTOR: [Signature]

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. 12/5/04

DATE: 12/5/04

DIRECTOR: [Signature]

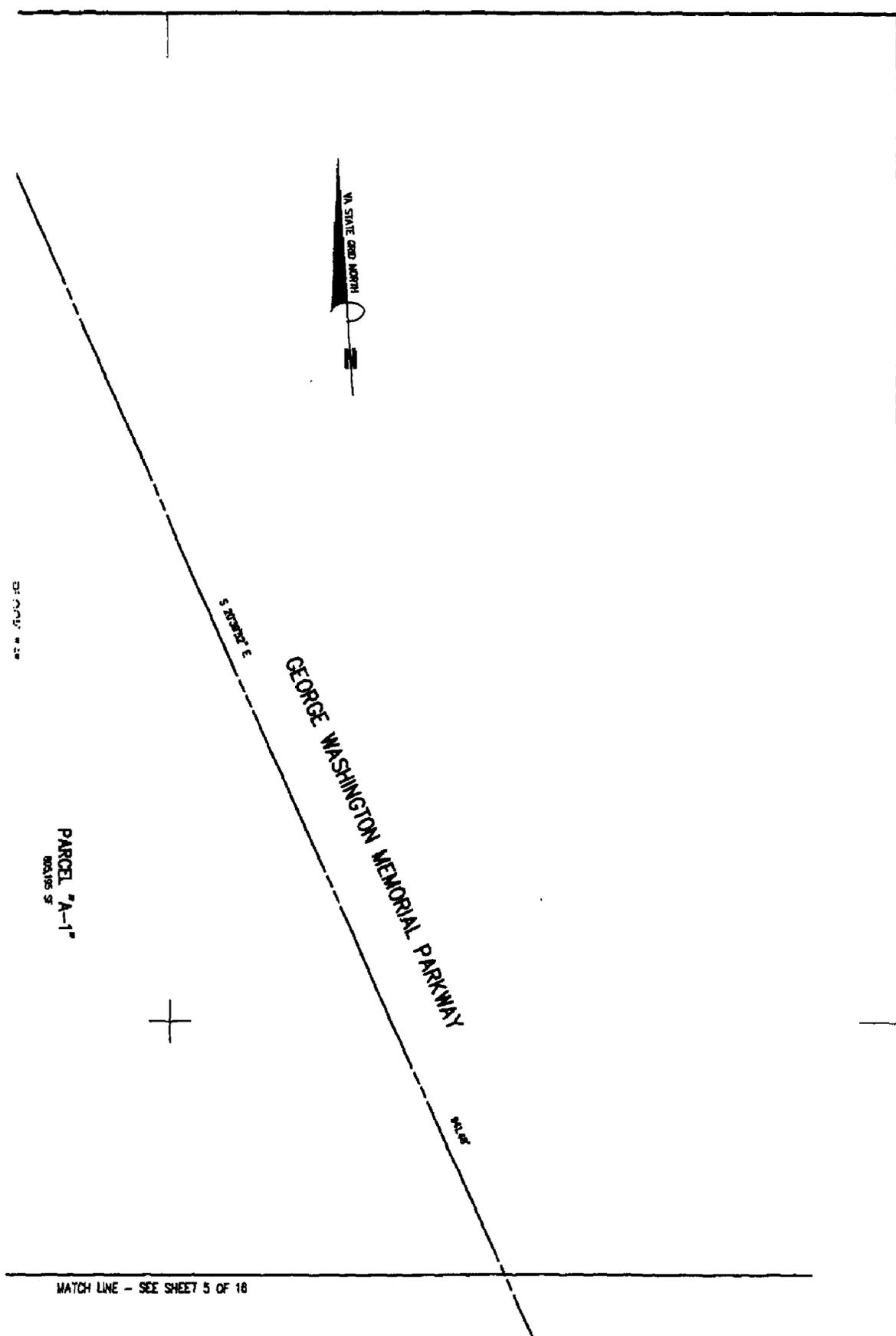
DATE RECORDED: 12/21/04

DATE RECORDED: _____

RECORDING NO. _____

DEED BOOK NO. _____

PAGE NO. _____



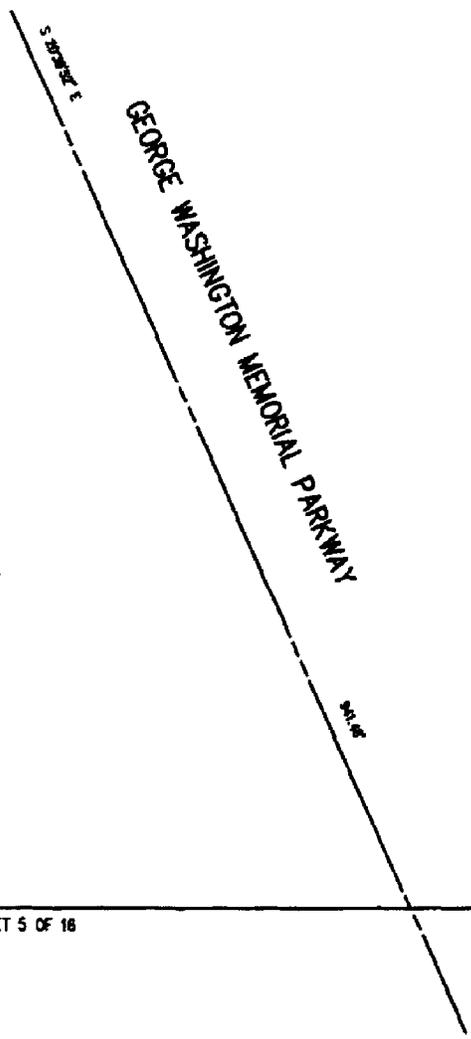
00.195 S

PARCEL "A-1"
00.195 S

S 200' ± E

GEORGE WASHINGTON MEMORIAL PARKWAY

200' ±



PARCEL "A-1"
001,190 SF

MATCH LINE - SEE SHEET 5 OF 16



ALEXANDRIA ZONING ORDINANCE
SECTION: 11-1714:
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18 MONTHS AFTER THE DATE OF
APPROVAL ...
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TO _____

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

Michael M. [Signature] DATE: 12/2/04
PRESIDENT

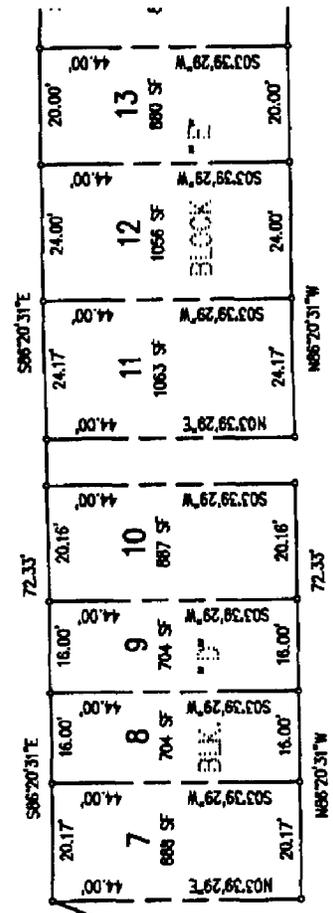
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____ DATE: 12/3/04
Se [Signature] DIRECTOR

DATE RECORDED: _____ DATE: 12/2/04
[Signature]

INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

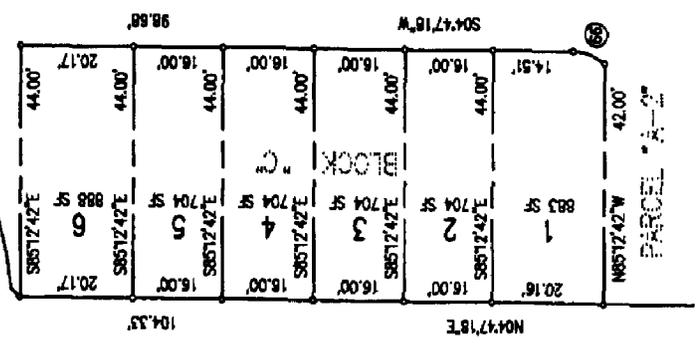
000877
000626

CARPENTER ROAD

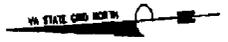


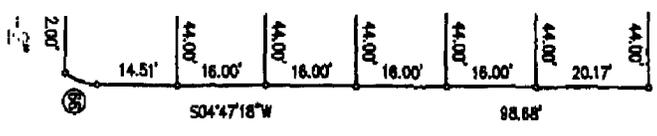
PARCEL "A-1"

PARCEL "A-2"

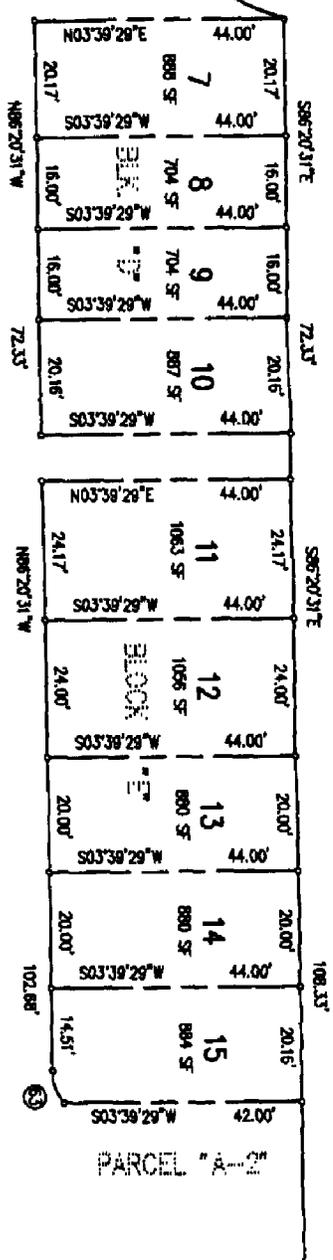


POTOMAC GREENS DRIVE

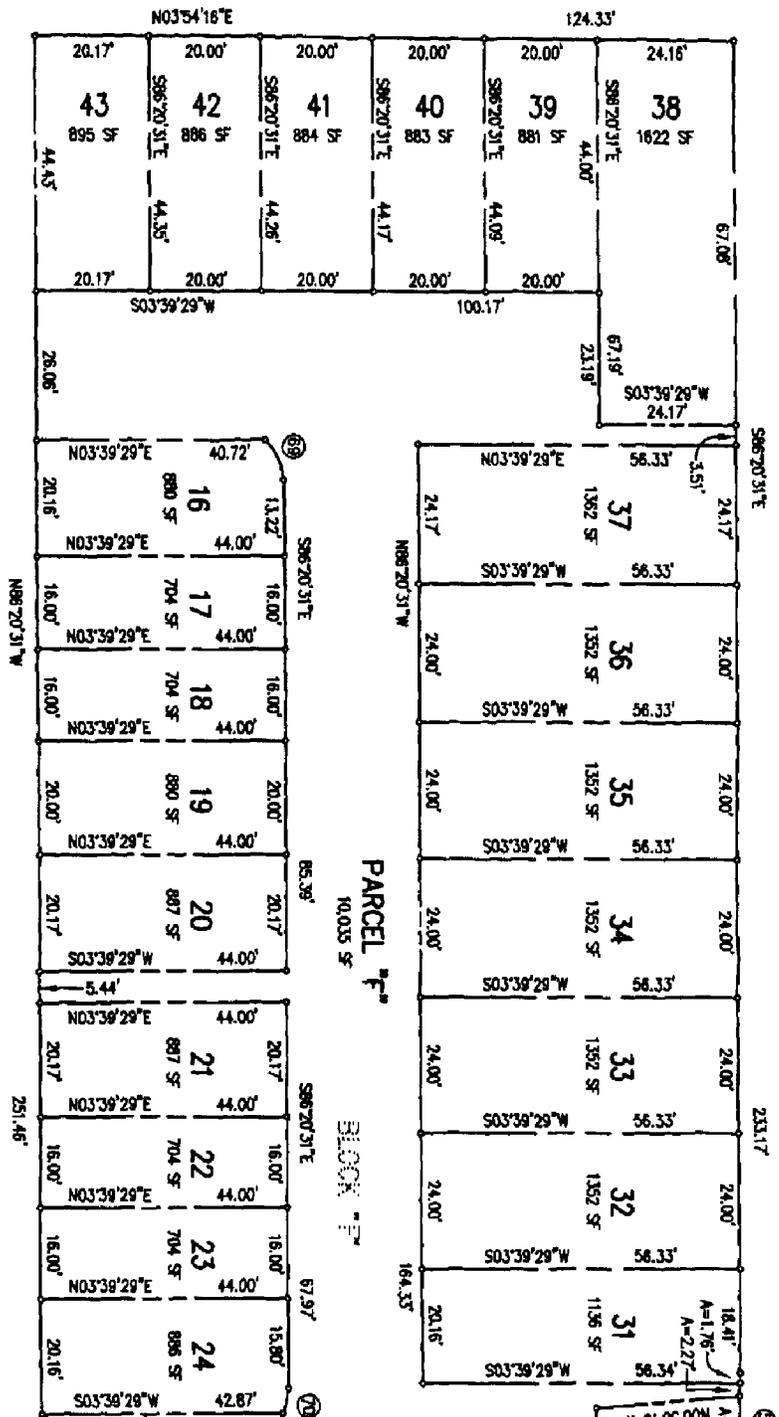




PARCEL "A-2"



POTOMAC GREENS DRIVE



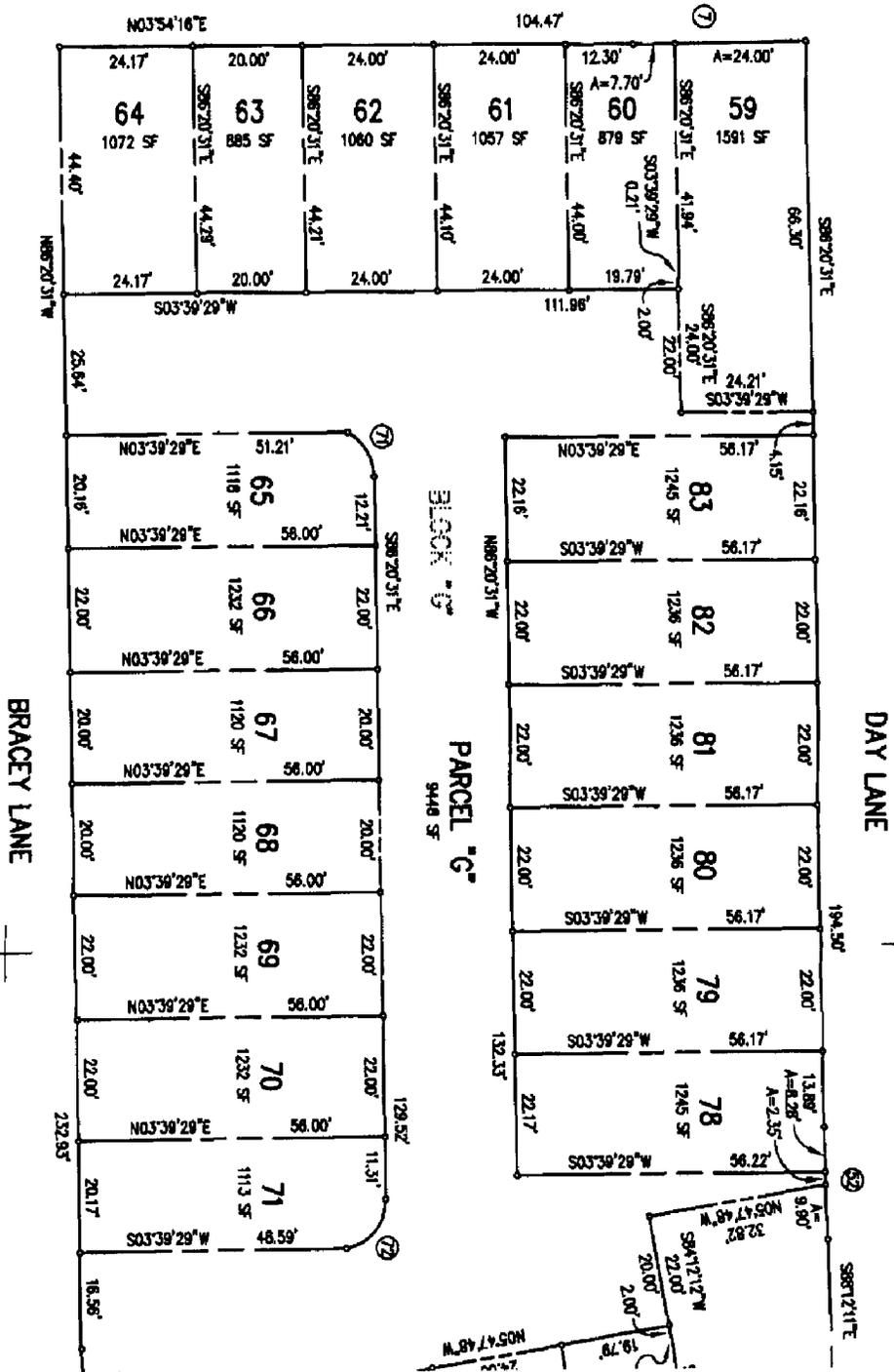
CARPENTER ROAD

BRACEY LANE

PARCEL "F-1"

10,035 SF

POTOMAC GREENS DRIVE

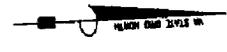
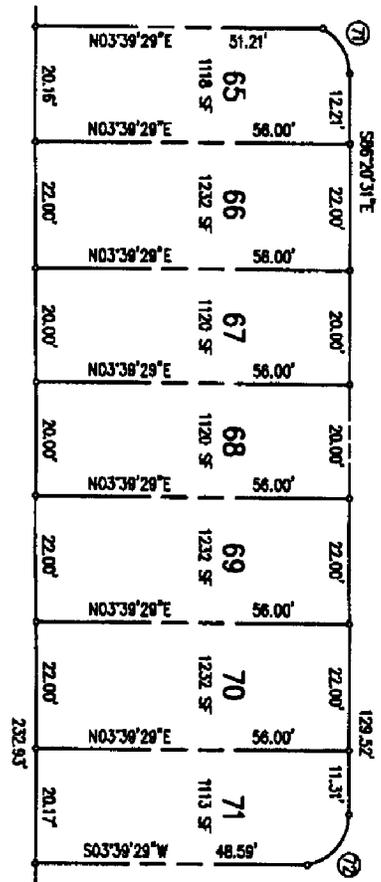
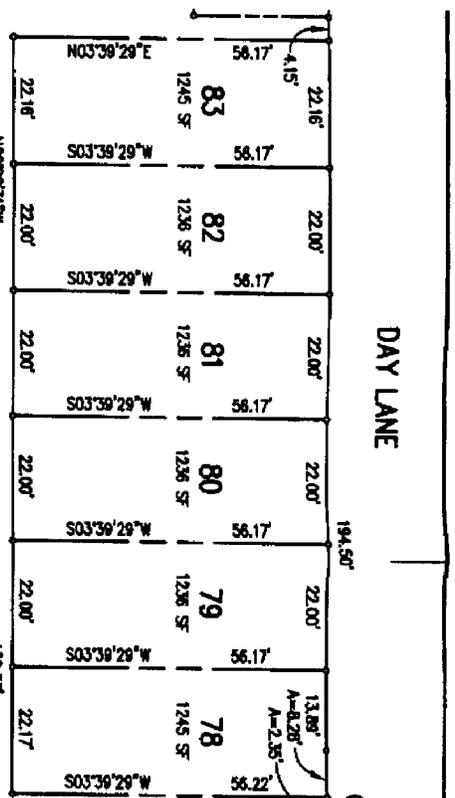


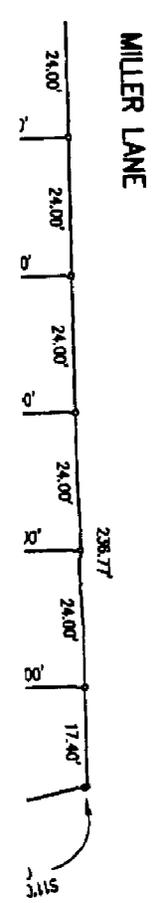
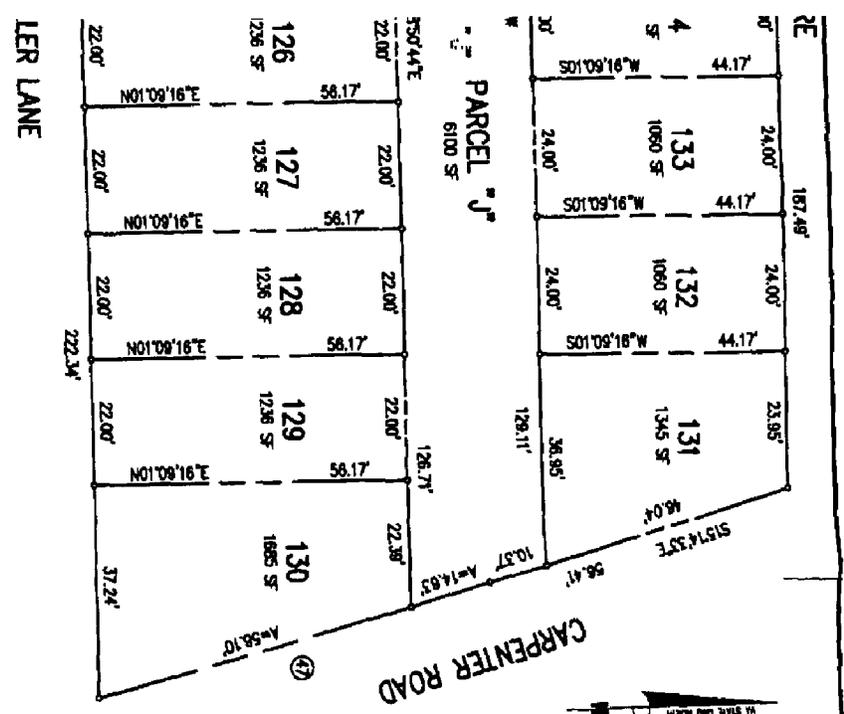
BRACEY LANE

DAY LANE

BLOCK "G"

PARCEL "C"





AREA OF LOTS 119-135	=	19,445 SF
AREA OF PARCEL "J"	=	6,100 SF
TOTAL AREA	=	25,545 SF
AREA OF BLOCK "J"	=	25,545 SF
AREA OF LOTS 84-108	=	25,072 SF
AREA OF PARCEL "H"	=	7,434 SF
TOTAL AREA	=	32,506 SF
AREA OF BLOCK "H"	=	32,506 SF



ALEXANDRIA ZONING ORDINANCE SECTION: 11-1714:
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 THIS PLAT SHALL BE NULL AND VOID IF NOT RECORDED PRIOR TO _____

APPROVED

SPECIAL USE PERMIT NO. _____

DEPARTMENT OF TRANSPORTATION & ZONING

DATE: 12/21/04

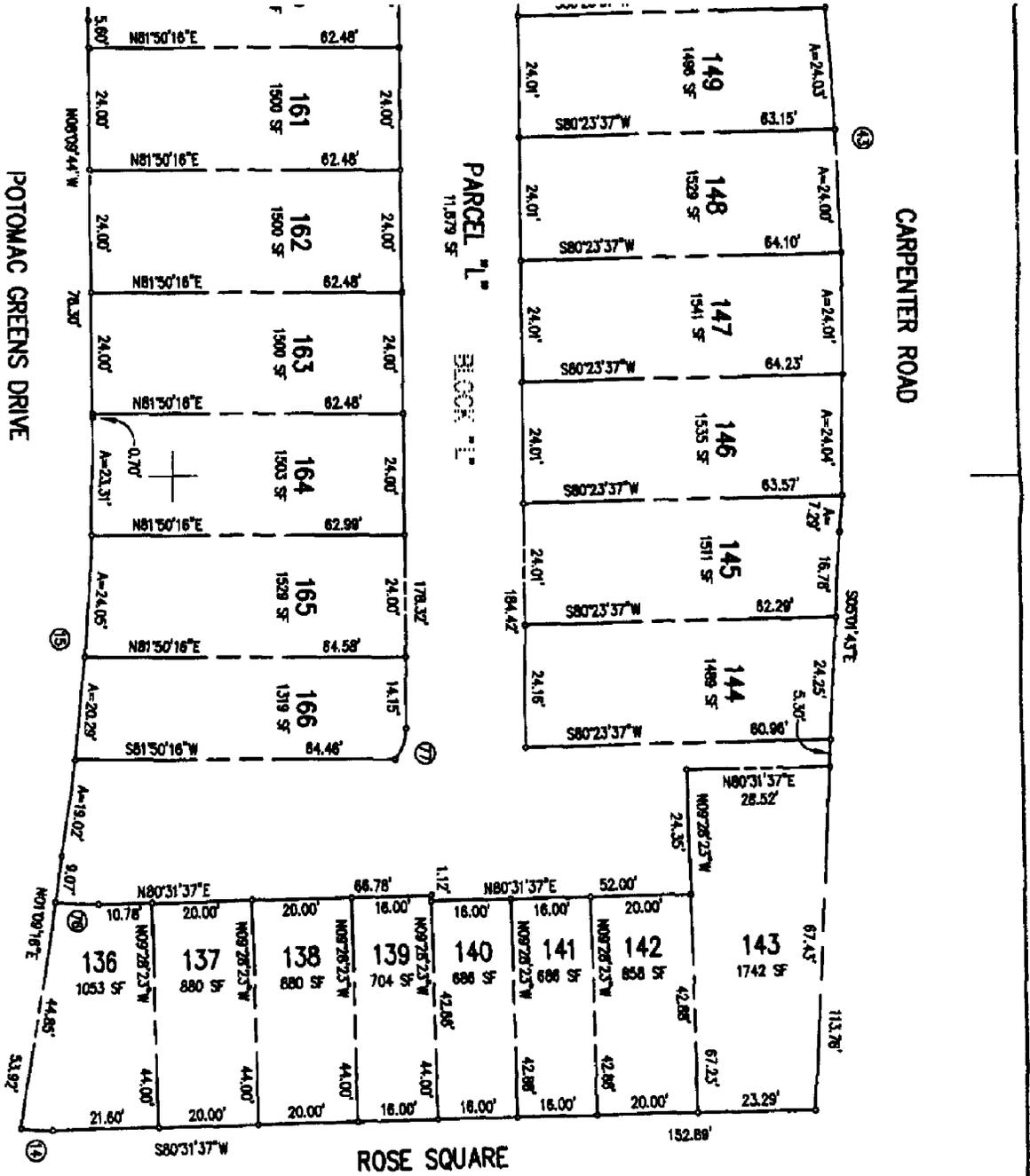
SITE PLAN NO. _____

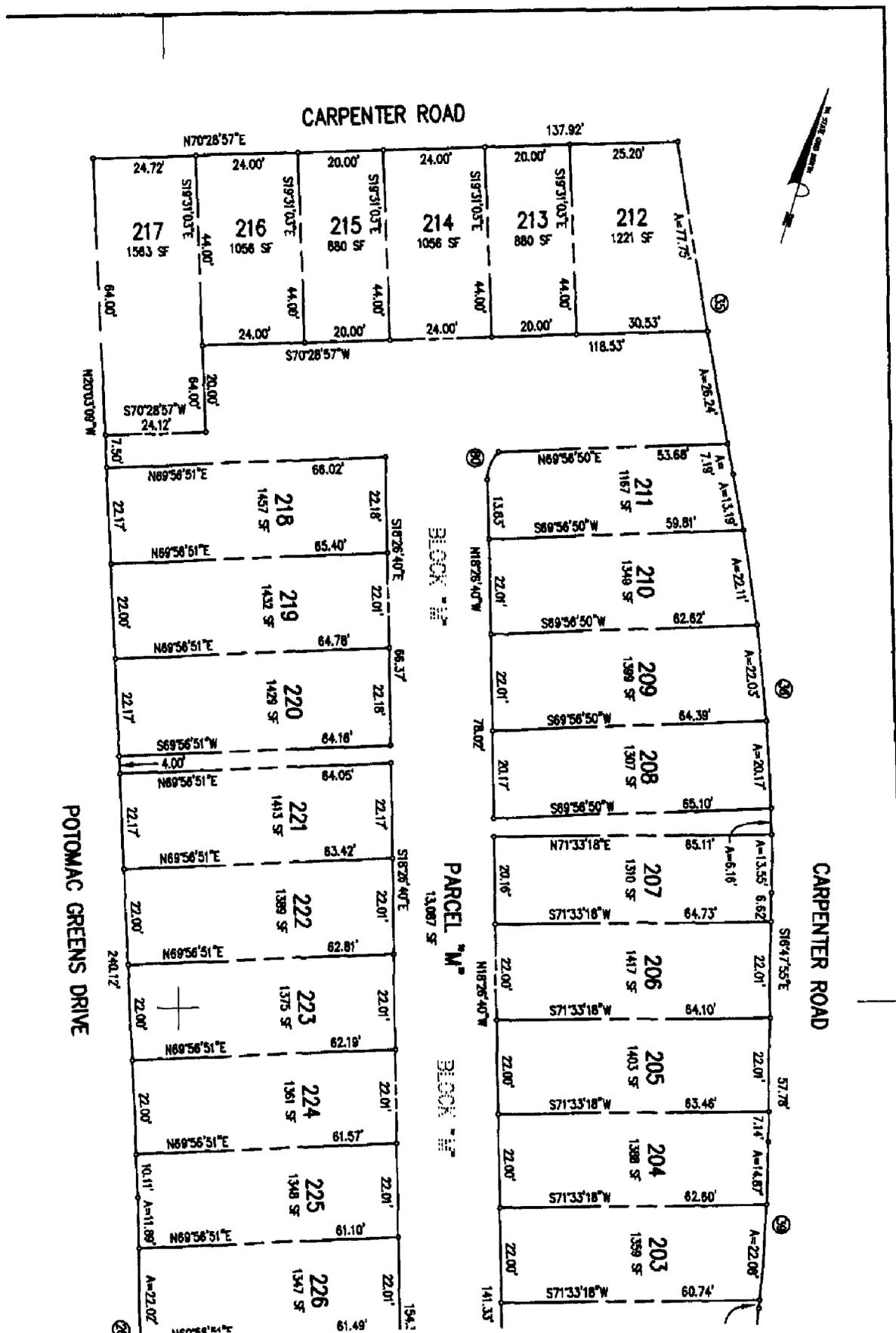
DATE: 12/5/04

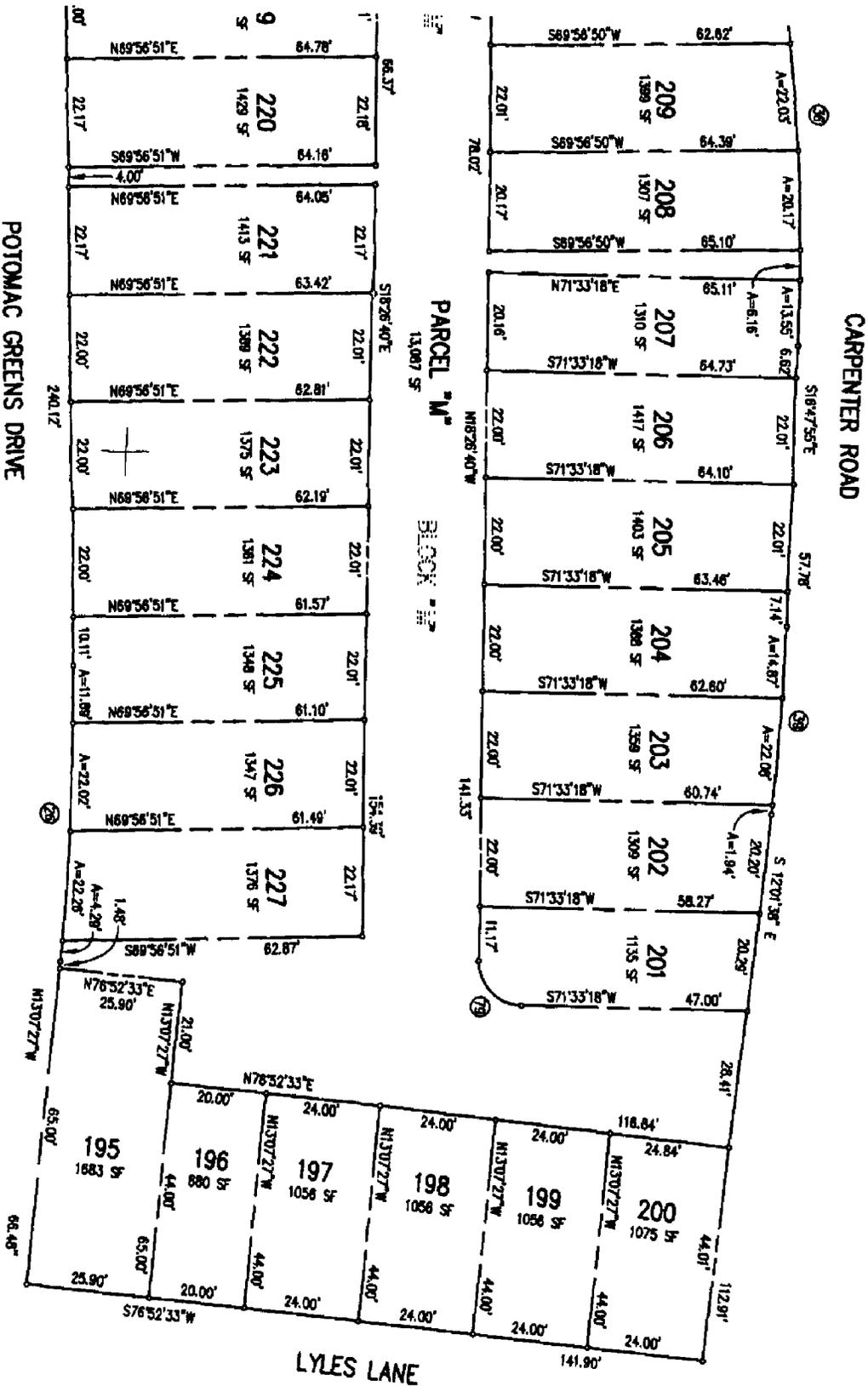
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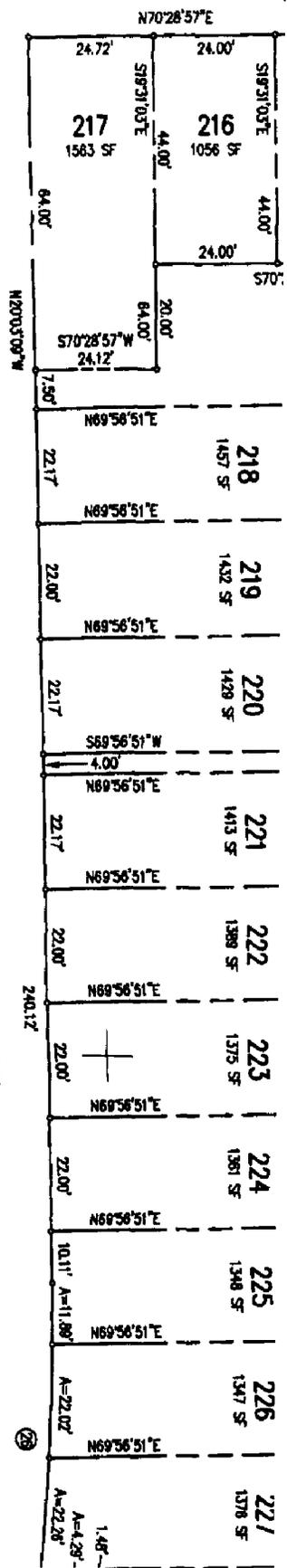
DEED BOOK NO. _____

PAGE NO. _____









POTOMAC GREENS DRIVE

APPROVED
 SPECIAL USE PERMIT NO. _____
 DEPARTMENT OF PLANNING & ZONING

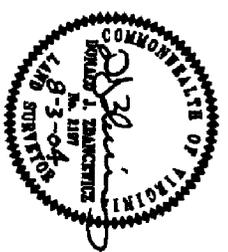
DATE: 12/21/04
 DIRECTOR: [Signature]

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
 SPECIAL PLAN NO. _____
 DATE: 12/19/04
 DIRECTOR: [Signature]

DATE RECORDED: _____
 DEED BOOK NO. _____
 PAGE NO. _____

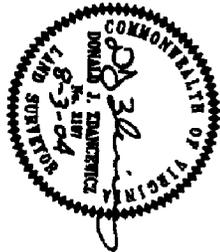
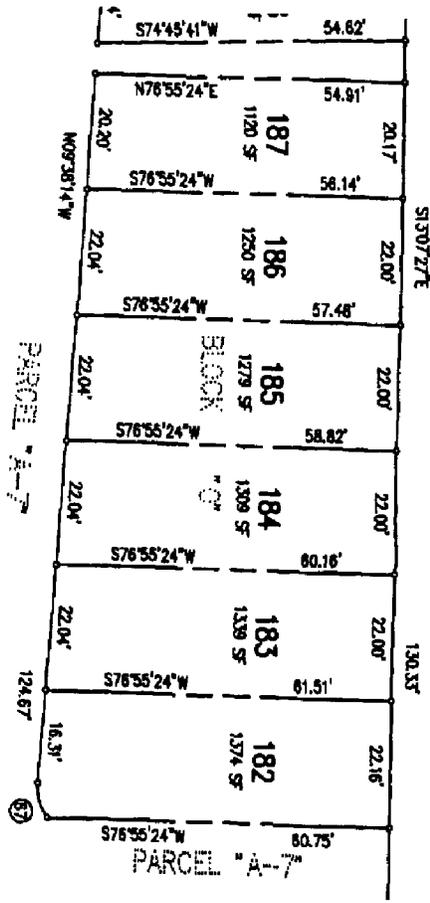
AREA OF LOTS 185-227	=	41,932 SF
AREA OF PARCEL "A"	=	13,067 SF
TOTAL AREA	=	55,019 SF
AREA OF BLOCK "A"	=	55,019 SF

ALEXANDRIA ZONING ORDINANCE SECTION: 11-171.4
 AN APPROVED COPY OF THE PLAT SHALL BE RECORDED IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT OF THE CITY WITHIN 18 MONTHS AFTER THE DATE OF APPROVAL.
 THIS PLAT SHALL BE NULL AND VOID IF NOT RECORDED PRIOR TO _____



8-3-04
 DWR/AV
 RCB PM

IAC GREENS DRIVE



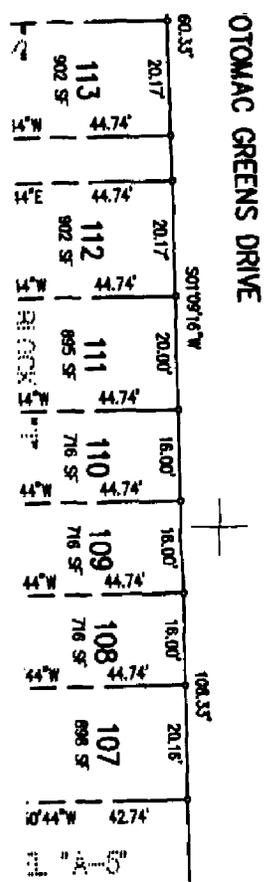
ALEXANDRIA ZONING ORDINANCE
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TO _____

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

[Signature] DATE: 12-21-04
DIRECTOR

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SPE PLAN NO. _____ DATE: 12/5/04
[Signature]
COMMISSIONER

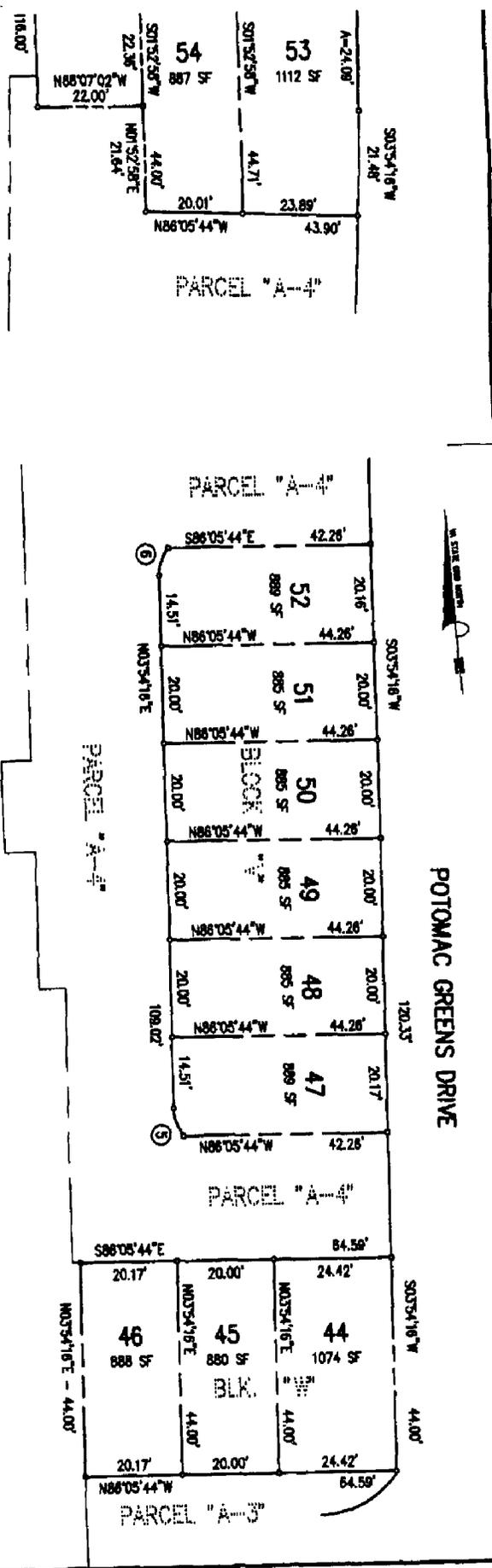
DATE RECORDED: _____ DATE: 12/21/04
SPECIAL USE PERMIT NO. _____ DATE: _____
PLAT NO. _____



OTOMAC GREENS DRIVE

AREA OF LOTS 47-52 = 5,318 SF
 AREA OF BLOCK "A" = 5,318 SF

AREA OF LOTS 44-46 = 2,042 SF
 AREA OF BLOCK "A" = 2,042 SF



POTOMAC GREENS DRIVE

PARCEL "A-10"

PARCEL "A-7"

PARCEL "A-10"

PARCEL "A-4"

PARCEL "A-4"

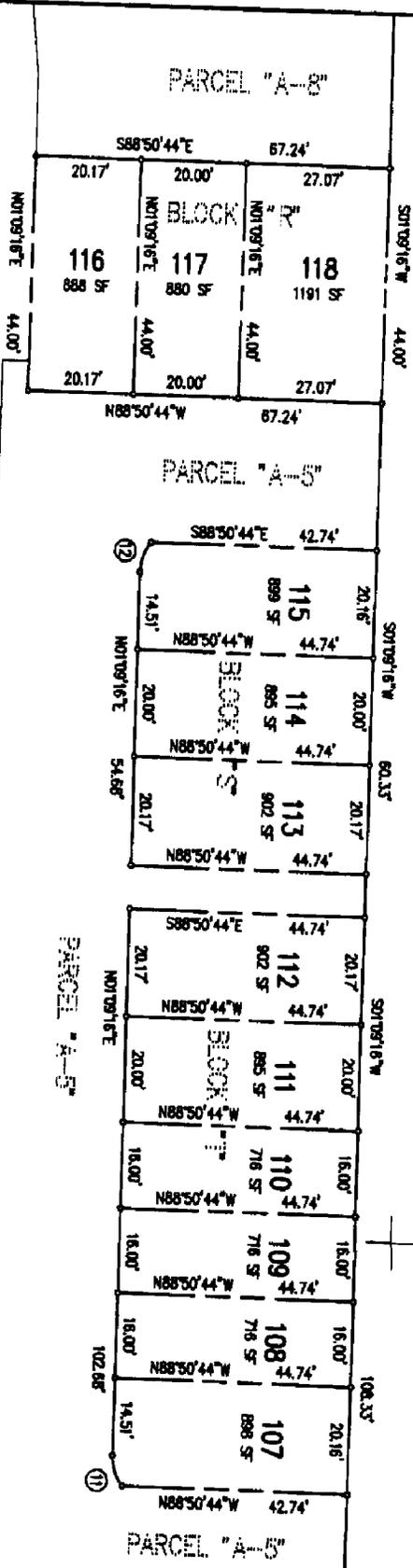
PARCEL "A-4"

PARCEL "A-3"



TOTAL AREA = 9,714 SF
AREA OF BLOCK "U" = 9,714 SF

POTOMAC GREENS DRIVE



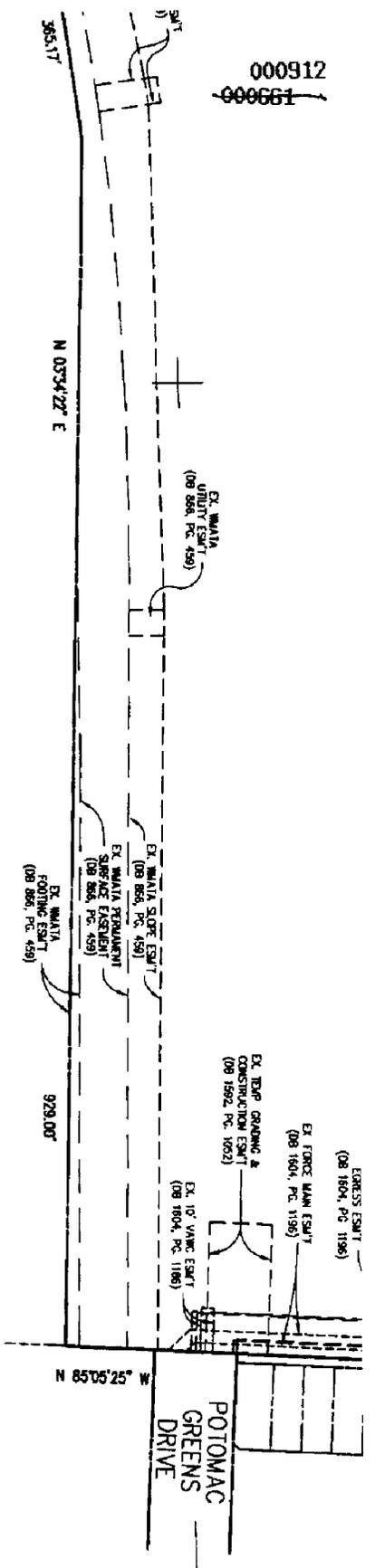
APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DATE: 12-21-04
APPROVED BY: [Signature]
DATE: 12/21/04
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
DATE: 12/21/04
APPROVED BY: [Signature]
DATE: 12/21/04
SITE PLAN NO. _____
DATE: _____
DATE RECORDED: _____
LEAD BOOK NO. _____
PAGE NO. _____

ALEXANDRIA ZONING ORDINANCE SECTION: 11-1714:
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AREA OF LOTS 116-118	=	2,859 SF
AREA OF BLOCK "U"	=	2,859 SF
AREA OF LOTS 113-115	=	2,698 SF
AREA OF BLOCK "S"	=	2,698 SF
AREA OF LOTS 107-112	=	4,843 SF
AREA OF BLOCK "T"	=	4,843 SF

8-3-04	8-3-04
DATE	DATE
BY	BY
FOR	FOR

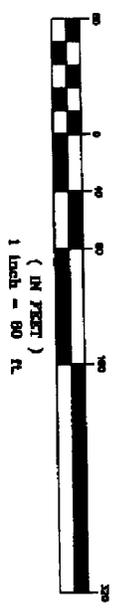


POTOMAC GREENS
PLAT OF SUBDIVISION

CITY OF ALEXANDRIA, VIRGINIA

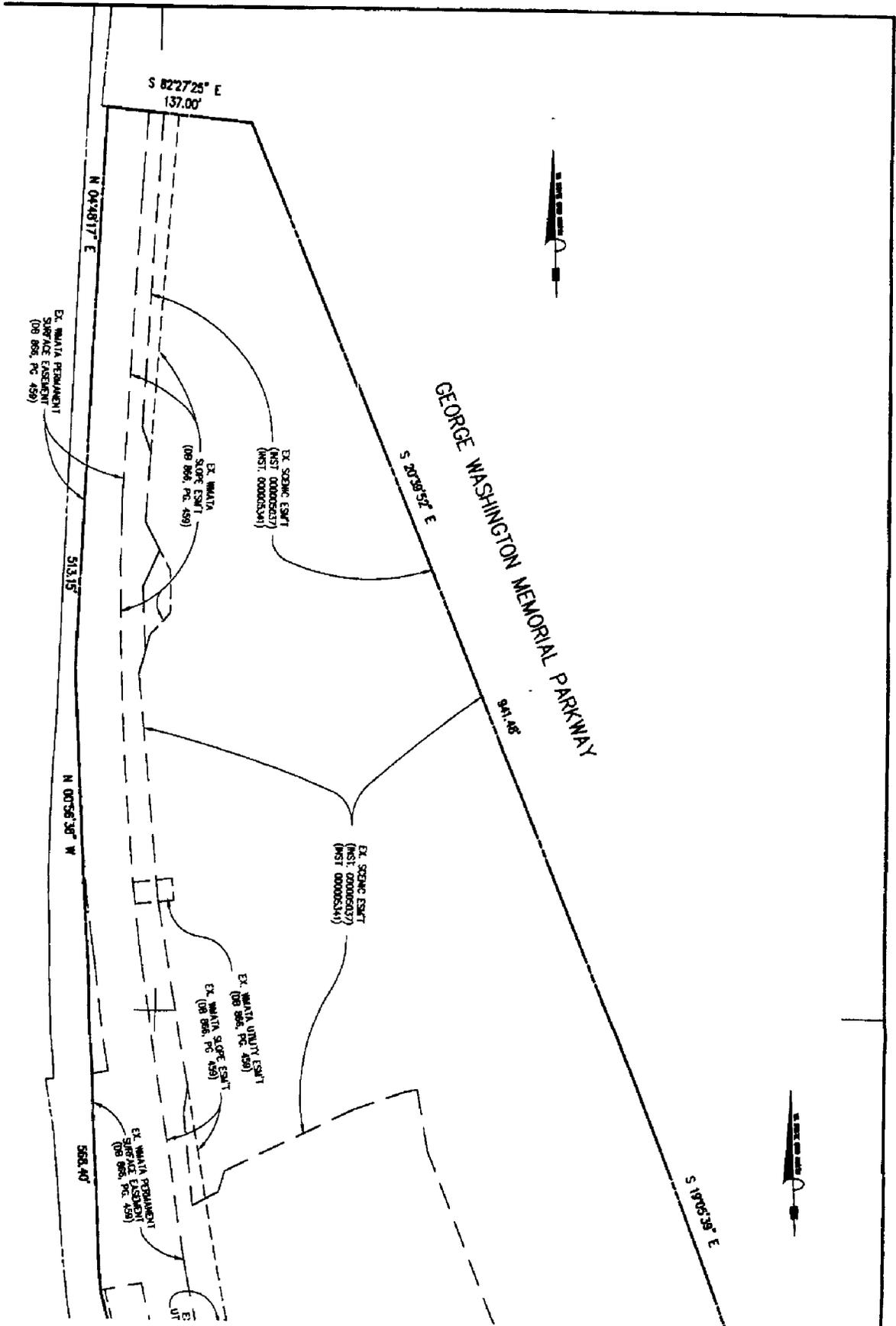
SCALE: 1" = 80'
DATE: NOVEMBER 17, 2003

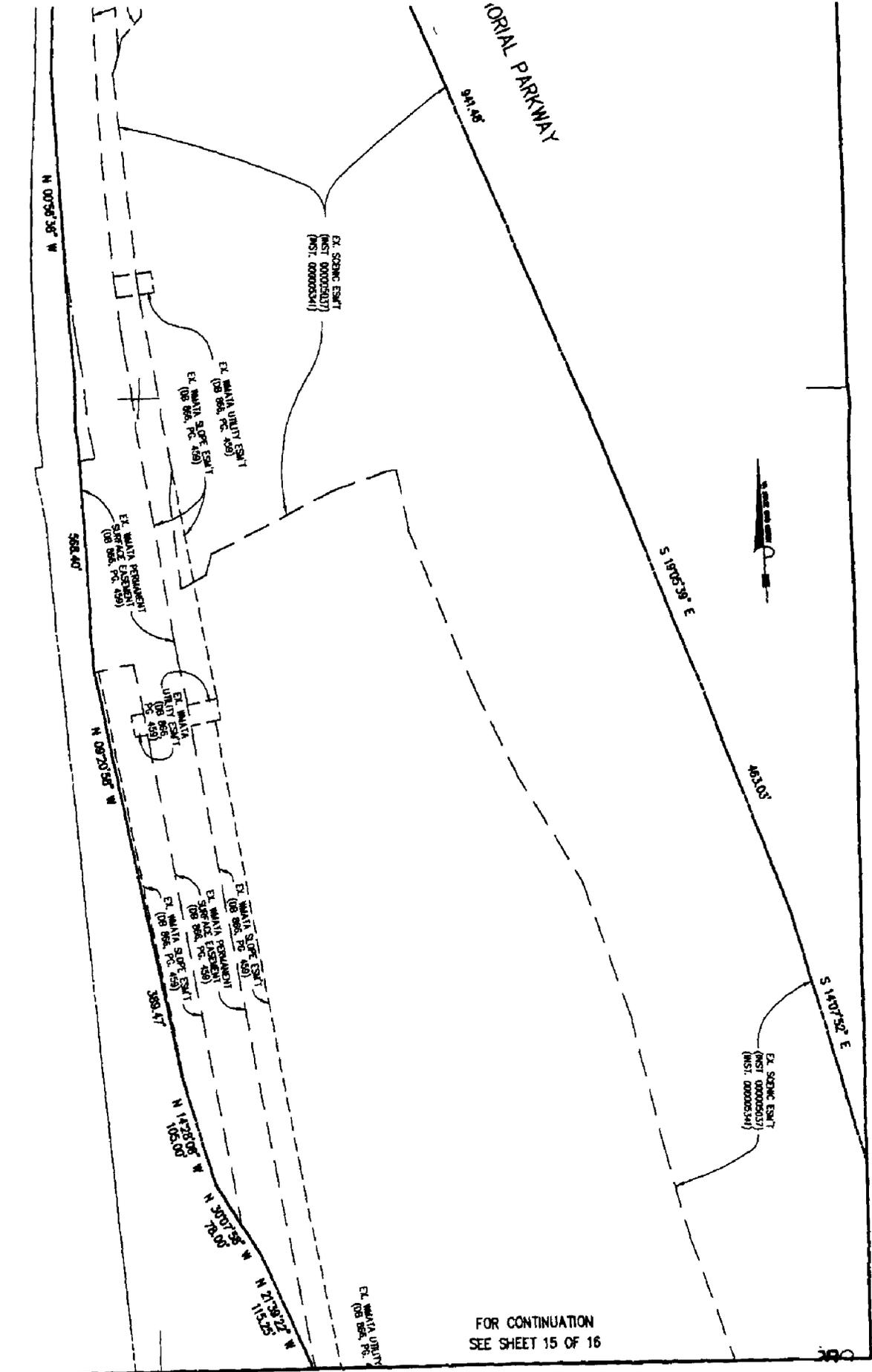
GRAPHIC SCALE



8-3-04	REVISION	REvised
Bowman Consulting Group, Ltd		
Bowman Consulting Group, Ltd 2121 Eisenhower Avenue, Suite 302 Alexandria, Virginia 22314 www.bowmanconsulting.com		
DRWGR: VPM - Pulman Evans/VPM-02-002/Jerry/VPM/VH-02-002-TMK-47-Any	TASKS	CHECKS
BOS PROJECT NO: 1744-02-008	COUNTY	SHEET 15 OF 16

PROJ





000684

S 82°27'25" E
137.00'

N 04°48'17" E

EX. MAINT. PERMANENT
SURFACE EASEMENT
(08 866, PC. 459)

EX. SCENIC EAS'T
(MAY 00000000)
(MAY 00000000)

EX. MAINT.
SLOPE EAS'T
(08 866, PC. 459)

513.15'

N 00°56'35" W

EX. MAINT. UTILITY EAS'T
(08 866, PC. 459)

EX. MAINT. SLOPE EAS'T
(08 866, PC. 459)

368.40'

EX. MAINT. PERMANENT
SLOPE EAS'T
(08 866, PC. 459)

EX. MAINT.
UTILITY EAS'T
(08 866, PC. 459)

N 08°20'58" W

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

DATE: 12/1/04
DIRECTOR: [Signature]

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DATE: 12/5/04
INSPECTOR: [Signature]

DATE RECORDED: _____
PAGE NO.: _____

ALEXANDRIA ZONING ORDINANCE
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TO _____



8-3-04
DMC:VA
800 PF

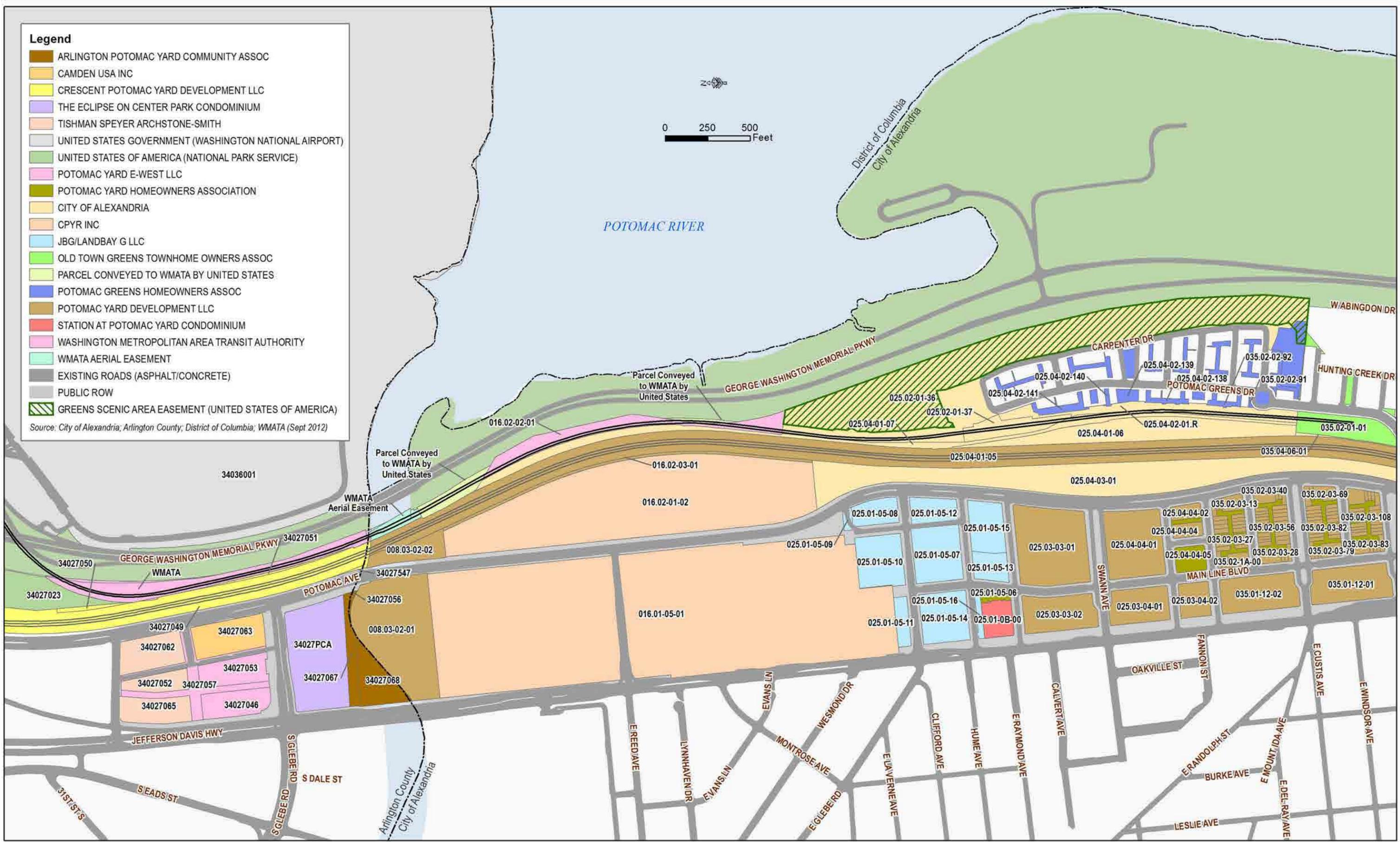
**ATTACHMENT E:
PARCEL OWNERSHIP IN VICINITY OF GREENS SCENIC AREA**

Potomac Yard and Vicinity Parcel Ownership

Legend

- ARLINGTON POTOMAC YARD COMMUNITY ASSOC
- CAMDEN USA INC
- CRESCENT POTOMAC YARD DEVELOPMENT LLC
- THE ECLIPSE ON CENTER PARK CONDOMINIUM
- TISHMAN SPEYER ARCHSTONE-SMITH
- UNITED STATES GOVERNMENT (WASHINGTON NATIONAL AIRPORT)
- UNITED STATES OF AMERICA (NATIONAL PARK SERVICE)
- POTOMAC YARD E-WEST LLC
- POTOMAC YARD HOMEOWNERS ASSOCIATION
- CITY OF ALEXANDRIA
- CPYR INC
- JBG/LANDBAY G LLC
- OLD TOWN GREENS TOWNHOME OWNERS ASSOC
- PARCEL CONVEYED TO WMATA BY UNITED STATES
- POTOMAC GREENS HOMEOWNERS ASSOC
- POTOMAC YARD DEVELOPMENT LLC
- STATION AT POTOMAC YARD CONDOMINIUM
- WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
- WMATA AERIAL EASEMENT
- EXISTING ROADS (ASPHALT/CONCRETE)
- PUBLIC ROW
- GREENS SCENIC AREA EASEMENT (UNITED STATES OF AMERICA)

Source: City of Alexandria; Arlington County; District of Columbia; WMATA (Sept 2012)



**ATTACHMENT F:
Mount Vernon Memorial Highway NRHP Nomination Form**

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Mount Vernon Memorial Highway

AND/OR COMMON

George Washington Memorial Parkway (portion)

3/17/81 VLR
5/18/81 NRHP

2 LOCATION

STREET & NUMBER

* from Memorial bridge S to Mount Vernon

NOT FOR PUBLICATION

CITY, TOWN

Arlington/Alexandria/Mount Vernon

CONGRESSIONAL DISTRICT

8th (VA)

STATE

CODE

COUNTY

CODE

Virginia; Washington, D.C. VA:51; DC:11 Alexandria (510), Arlington (013),

3 CLASSIFICATION

Fairfax (059), D.C. (001)

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

National Capital Region, National Park Service

STREET & NUMBER

1100 Ohio Drive, S.W.

CITY, TOWN

Washington

STATE

D.C. 20242

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Mount Vernon Memorial Highway, a portion of the George Washington Memorial Parkway, links the southwestern end of Arlington Memorial Bridge on Columbia Island, Washington, D.C., with Mount Vernon in Fairfax County, Va., along a route roughly paralleling the Potomac River. The highway was designed and landscaped to maximize scenic, esthetic, and commemorative qualities and retains much of its intended character.

The 8-1/2-mile section in Fairfax County from Mount Vernon north to Hunting Creek, the southern boundary of Alexandria, is the least altered portion of the highway. Much of the original concrete slab construction remains exposed on this section of the road, which is four lanes wide with occasional planted median dividers at grade separations and intersections.

At the Mount Vernon terminus is a landscaped traffic circle with flanking parking areas screened by vegetation in accordance with the original design. Facing the circle next to the gateway to George Washington's estate is the Mount Vernon Inn, a colonial revival restaurant, snack bar, and gift shop; it and a comparably designed octagonal structure in front used as a Park Police office were built in conjunction with the parkway. A bronze plaque on a boulder nearby identifies the Mount Vernon Memorial Highway and its construction for the bicentennial of Washington's birth.

A single-arch bridge with battered abutments and a decorative projecting stone course carries the highway across Little Hunting Creek where it enters the Potomac just east of Washington's estate. The alignment then curves north with the riverbank, the road running close to the river's edge as it passes Fort Washington on the Maryland shore to provide scenic views of that impressive 19th century stone fortress. A bridge of a single segmental arch bordered by battered buttress projections carries Alexandria Avenue across the parkway. At the north end of the section is the bridge over Hunting Creek, three arches between battered abutments with battered buttresses articulating the piers. All bridges are compatibly faced with varicolored rough random ashlar.

Beveled curbing is used throughout the southern section of the highway for easy pull-off onto the adjacent grass. Guard rails where needed are of treated, unpainted wood to blend with the natural landscape. The original plantings here are most fully intact at the Mount Vernon terminus and at Belle Haven, a short distance south of Hunting Creek.

North of Hunting Creek through the Old Town section of Alexandria the parkway utilizes Washington Street, which runs straight on a nearly north-south alignment about 1-3/4 miles to just north of First Street. Laid out in the late 18th century, Washington Street is lined with many late 18th and 19th century buildings. In 1929 the city of Alexandria granted the United States a perpetual easement over the

(continued)

00#1

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input checked="" type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Commemoration
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1929-32

BUILDER/ARCHITECT U.S. Bureau of Public Roads

STATEMENT OF SIGNIFICANCE

The Mount Vernon Memorial Highway is significant as the first parkway constructed and maintained by the U.S. Government and as the first such road with a commemorative function explicit in its name and alignment. Although predated by other parkways, notably in Westchester County, New York, the Mount Vernon Memorial Highway south of Alexandria is probably the least altered of such early roads in the United States today. Its distinctive stone-faced arch bridges, concrete slab base, beveled curbing, and landscape plantings mark its special quality.

Planning for a highway "of noble proportions" linking Washington, D.C., with the national shrine of Mount Vernon began in 1887-88 with the formation of the Mount Vernon Avenue Association, chartered by the Commonwealth of Virginia. Pursuant to a congressional directive, Lt. Col. Peter C. Hains of the U.S. Army Corps of Engineers surveyed several routes from the Virginia end of Aqueduct Bridge (predecessor of Key Bridge) to George Washington's home and tomb. Hains' vision of the nature and purpose of the road was reflected in his report; submitted in 1890:

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

The highway plans received a setback in 1892 when the Washington, Alexandria, and Mount Vernon Railroad built an electric railway to Mount Vernon, reducing the functional need for the proposed road. But the concept was kept alive in the comprehensive 1902 report of the Park Improvement Commission of the District of Columbia, sponsored by the Senate Committee on the District of Columbia chaired by Senator James McMillan. The Senate Park Commission or McMillan Commission, as it was popularly known, proposed the construction of the present Arlington Memorial Bridge and recommended that a highway proceed from its southwest terminus to Mount Vernon along one of the higher and more inland routes surveyed by Hains.

(continued)

ON #3

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- James M. Goode. The Outdoor Sculpture of Washington, D.C. Washington: Smithsonian Institution Press, 1974.
- David Murphy. "Mount Vernon Memorial Highway; Forty Years in Design." 23 p. type-script, National Capital Region, National Park Service.
- National Capital Planning Commission. Worthy of the Nation: The History of Planning for the National Capital. Washington: Smithsonian Institution Press, 1977.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY c. 515

UTM REFERENCES SEE CONTINUATION SHEET

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING	D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The boundary includes those Federal lands of the George Washington Memorial Parkway delineated on the accompanying U.S.G.S maps, plus Washington Street in Alexandria as subject to a Federal easement for parkway purposes.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Virginia	51	Arlington	013
		Alexandria (city)	510
		Fairfax	059
District of Columbia	11		001

11 FORM PREPARED BY

NAME / TITLE

Barry Mackintosh, Regional Historian

ORGANIZATION

National Capital Region, National Park Service

DATE

June 1980

STREET & NUMBER

1100 Ohio Drive, S.W.

TELEPHONE

(202)426-6660

CITY OR TOWN

Washington

STATE

D.C. 20242

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

Tucker Hill, Executive Director

Va. Historic Landmarks Commission &

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

3/17/81

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET /

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PAGE 2

street in furtherance of the memorial highway development. The agreement conveying the easement provided, inter alia, that the United States would reconstruct and maintain Washington Street consistent with its new function as a parkway link, that Alexandria would control entering traffic to give the street precedence as a main thoroughfare, and that the city would ban facing billboards and restrict the street "to residential and business development of such character and of such type of building as will be in keeping with the dignity, purpose and memorial character" of the highway. These provisions and the city's Old and Historic Alexandria District ordinance dating from 1946 perpetuated the distinctive character of Washington Street evident today. (Washington Street and the historic buildings facing it are already included in the National Register as elements of the Alexandria Historic District; the street is included again here by virtue of the Federal interest in it as a component of the memorial highway.)

North of First Street the highway returns to the full jurisdiction of the United States and continues about 5-1/2 miles to the traffic circle at the end of Arlington Memorial Bridge. This section was and is divided by a median strip. Alterations from the original construction include asphalt paving, realignment around National Airport, widening to six lanes between the airport and the 14th Street bridges to Washington, and relocation of the southbound lane where it formerly joined the circle at the bridge. The beveled curbing continues.

For about the first 3/4-mile of this section the northbound lanes are on axis with the Washington Monument in Washington, D.C., offering motorists a striking vista to the giant obelisk over four miles distant. This slightly downsloping stretch, known as Monument View Hill, also contains remnants of the original plantings. The bridge over Four Mile Run to the north (the boundary between Alexandria and Arlington County) was constructed in the late 1970s and is not a contributing element of this nomination. A bridge like the Alexandria Avenue overpass carried the parkway on its original alignment through what is now National Airport; since the parkway was realigned west of the airport, the bridge has remained to carry internal airport traffic over an access road to the north terminal. (The bridge is now outside National Park Service jurisdiction and no longer serves the parkway, so it is not included in this nomination.) Just north of the airport the highway crosses Roaches Run on an original stone-faced box culvert. The random ashlar facing of the parkway bridges was employed by the Richmond, Fredericksburg, and Potomac Railroad in its bridge over the highway and to a lesser degree in the more recent Rochambeau and George Mason (14th Street) highway bridges paralleling the railroad to the north. A wholly modern, functional Metrorail overpass was added in the late 1970s between the railroad and highway bridges. (These spans are outside Service jurisdiction and excluded from this nomination.) A short distance beyond these overpasses the parkway crosses the Boundary Channel to Columbia

(continued)

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NATIONAL PARK SERVICE

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Island, Washington, D.C., on another single arch bridge with battered buttress projections and varicolored random ashlar facing. The road proceeds along the island for about a mile to its terminus at the Arlington Memorial Bridge circle.

Although not constructed in connection with the Mount Vernon Memorial Highway, the Navy-Marine Memorial adjoins it on the eastern end of Columbia Island and is included in this nomination. The memorial features a cast aluminum sculpture of a rolling wave with seven seagulls intricately balanced atop it. The base is of green granite. The memorial, approximately 30 feet long and 35 feet tall, commemorates the men of the U.S. Navy and U.S. Marine Corps who died at sea during World War I.

Approximately 1/4-mile from the Navy-Marine Memorial on the west side of the parkway is the Lyndon Baines Johnson Memorial Grove on the Potomac, a modern landscaped memorial to President Johnson. It is listed separately in the National Register.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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In 1922 Congress appropriated funds for the planning of Arlington Memorial Bridge, and in 1924 it created the United States Commission for the Celebration of the Two Hundredth Anniversary of the Birth of George Washington. Construction of the bridge beginning in 1926 gave impetus to plans for a road linking it to Mount Vernon, and an act of Congress approved May 23, 1928, directed the survey and construction of a "suitable memorial highway" between these points under the auspices of the Washington bicentennial commission. The act ordered the Secretary of Agriculture, who had jurisdiction over the Bureau of Public Roads, to survey routes for selection by the commission and prepare highway plans with "provision for the planting of shade trees and shrubbery and for such other landscape treatment, parking, and ornamental structures as he may prescribe...."

Because of Westchester County's pioneering role in parkway design and construction, the Bureau of Public Roads hired as consultants three employees of the Westchester County Park Authority: Chief Engineer Jay Downer, Landscape Architect Gilmore D. Clarke, and Landscape Plantsman Henry Nye. The resulting design similarity to the New York parkways was evident in such features as the bridges of reinforced concrete slab and girder construction masked by native stone arches and the rustic wooden guardrails.

Two routes were chosen as alternatives, both of which were further modifications of alignments proposed by Hains. The commission ultimately selected the route nearest the Potomac, which afforded fine views of the river and the striking axial vista of the Washington Monument for traffic northbound from Alexandria--especially fitting given the highway's commemorative purpose. Construction began under the direction of the Bureau of Public Roads on September 17, 1929; the road was opened to traffic on January 16, 1932, the bicentennial year of Washington's birth. President Hoover traveled the highway to Mount Vernon that November for its formal dedication.

While the Mount Vernon Memorial Highway was still under construction, the Capper-Crampton Act of May 29, 1930, authorized the Federal acquisition of additional lands on both sides of the Potomac for the development of the George Washington Memorial Parkway. This act provided for the transfer of the completed Mount Vernon Memorial Highway to the Office of Public Buildings and Public Parks of the National Capital--subsumed by the National Park Service in 1933--as a component of the larger parkway, which ultimately extended northwest to Great Falls on the Virginia side of the river and from Chain Bridge to Cabin John on the Maryland side. (A proposed linking bridge across the Potomac at Great Falls and an extension in Maryland south to Fort Washington were never built.) The road remains under National Park Service administration.

(continued)

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**NATIONAL REGISTER OF HISTORIC PLACES
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With the exception of traffic lights in Alexandria, there are no impediments to the free flow of traffic on the parkway in keeping with its historic character. The highway serves as the major access to a number of scenic and recreational features along its route, including Riverside, Fort Hunt, Belle Haven, Dyke Marsh, Daingerfield Island, Gravelly Point, Roaches Run, and Collingwood.

The Navy-Marine Memorial was erected in 1934 on lands of the Mount Vernon Memorial Highway at the east end of Columbia Island, Washington, D.C. Designed by the sculptor Ernesto Begni del Piatta in 1922, the dynamic rolling wave and soaring gulls were to have rested on an elaborate stepped base of polished green granite evocative of the sea. Funds for this base were inadequate, and in 1940 the present abbreviated granite pedestal replaced the rough concrete base installed for the dedication. The cast aluminum sculpture itself is nevertheless a unique and striking specimen among Washington's abundant memorial art.

UNITED STATES DEPARTMENT OF THE INTERIOR
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CONTINUATION SHEET 5

ITEM NUMBER 10

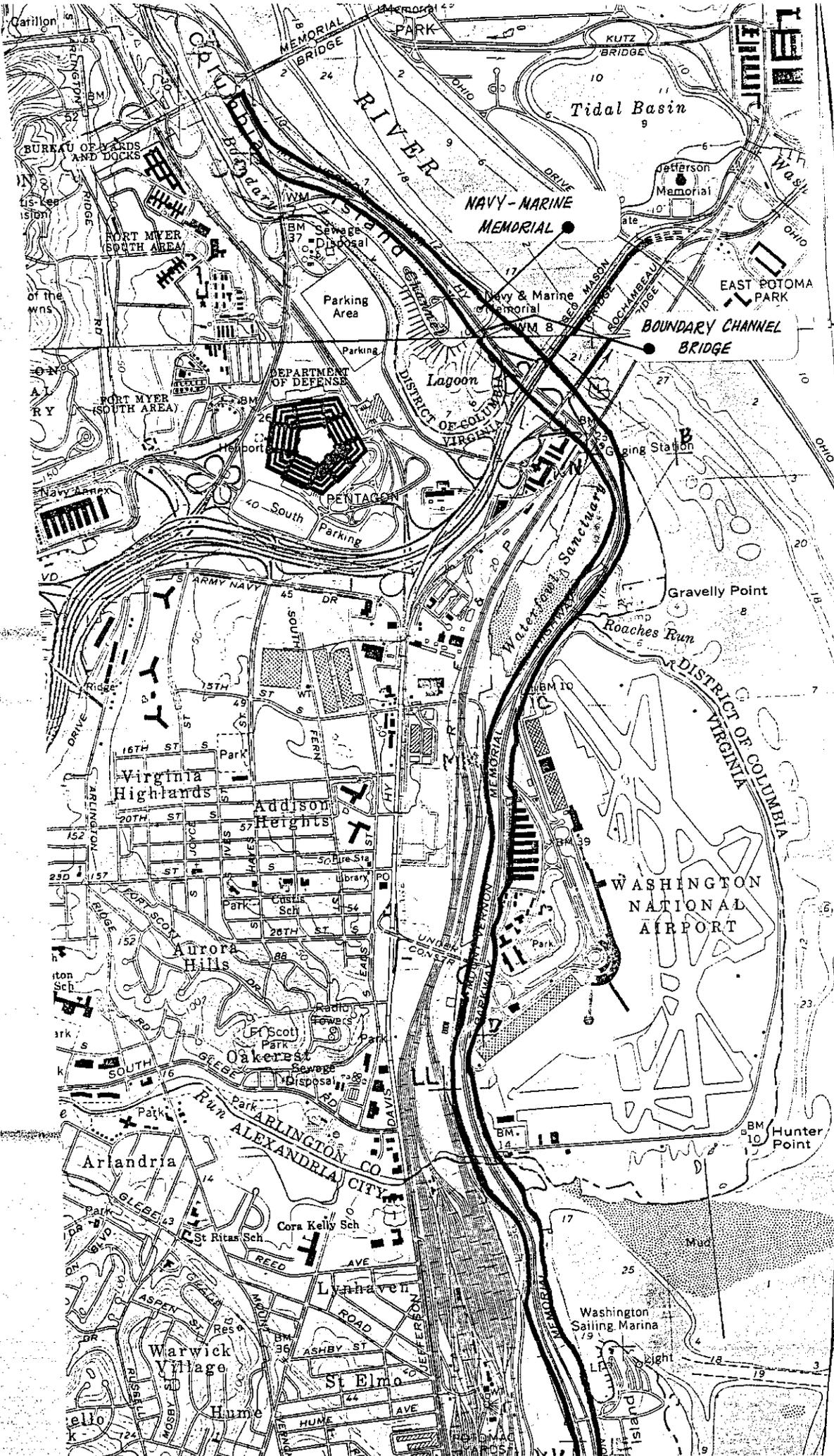
PAGE 1

UTM REFERENCES

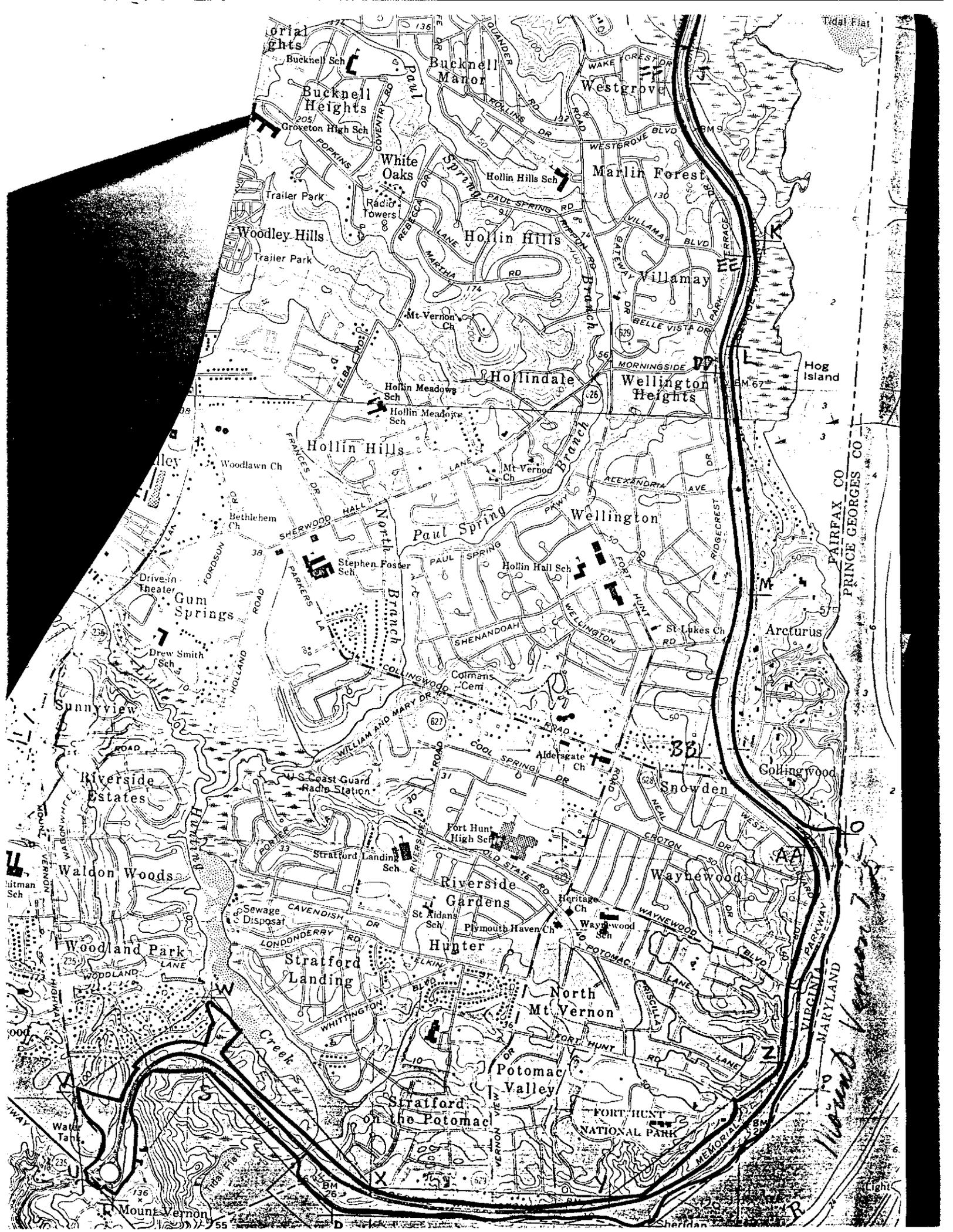
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I: 18/321820/4293730 "
J: 18/321590/4292650 "
K: 18/322020/4291800 "
L: 18/321880/4291220 "
M: 18/322030/4289870 (Mount Vernon quad.)
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O: 18/322550/4288560 "
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Q: 18/321520/4286340 "
R: 18/319790/4286370 "
S: 18/319080/4287170 "
T: 18/318600/4286440 "
U: 18/318430/4286550 "
V: 18/318380/4287040 "
W: 18/319120/4287580 "
X: 18/320000/4286530 "
Y: 18/321290/4286520 "
Z: 18/322200/4287280 "
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JJ: 18/322420/4298060 "
KK: 18/322530/4299620 "
LL: 18/322040/4301260 "
MM: 18/322300/4302830 "
NN: 18/322830/4304150 "
OO: 18/321380/4305590 (Washington West quad.)

WASHINGTON
WEST
7.5

Alexandria
7.5

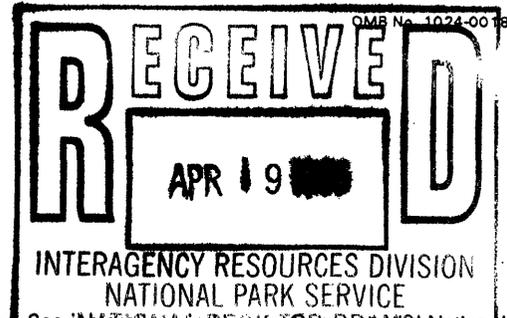






ATTACHMENT G:
George Washington Memorial Parkway NRHP Nomination Form

United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: George Washington Memorial Parkway

other names/site number: N/A

2. Location

location: George Washington Memorial Parkway

street & number: Turkey Run Park

[] not for publication

city or town: McLean, VA

[] vicinity

state: Maryland, Virginia, DC counties: Montgomery, Arlington, Fairfax, DC; code: 031, 013, 059, 001

zip code: 22101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this [x] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [x] meets [] does not meet the National Register Criteria. I recommend that this property be considered significant [x] nationally [] statewide [] locally. [] See continuation sheet for additional comments.

Lucretia F. Stearns
Signature of certifying official

4.24.95
Date

State or Federal agency and bureau

In my opinion, the property [x] meets [] does not meet the National Register criteria. [] See continuation sheet for additional comments.

Julia Masarik
Signature of commenting or other official
Virginia Department of Historic Resources

1-18-95
Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
[] See continuation sheet.
- determined eligible for the National Register
[] See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Patrick Anders

6/2/95

Signature of Keeper

Date of Action

5. Classification

ownership: property (check as many boxes as apply): [] private [] public-local [] public-State [x] public-Federal

category of property (check only one box): [] building(s) [x] district [] site [] structure [] object

number of resources within property	contributing	noncontributing
structures	_____	_____ buildings
	<u>5.21</u> miles retaining walls	_____ sites
	<u>12.49</u> barrier walls	<u>4</u> structures
	<u>35</u> culverts	<u> </u> objects
	<u>973</u> drop inlets	_____ Total

number of contributing resources previously listed in the National Register: _____

name of related multiple property listing: Parkways of the National Capital Region, 1913-1965

enter "N/A" if property is not part of a multiple property listing: N/A

6. Function or Use

historic functions (enter categories from instructions)

category: _____

transportation/vehicle-road related

subcategory: _____

transportation/parkway

current functions (enter categories from instructions)

category: parkway

subcategory: _____

7. Description

architectural classification (enter categories from instructions)

category: other/parkway

other/National Park Service Landscape Architecture

materials (enter categories from instructions)

foundation _____

roof _____

walls _____

other steel, concrete, asphalt, stone, native vegetation

narrative description (describe the historic and current condition of the property on one or more continuation sheets)

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Section 7 Page 1

George Washington Memorial Parkway
DC, Montgomery MD; Arlington, Fairfax VA

SUMMARY DESCRIPTION

As one of the nation's premier parkways, George Washington Memorial Parkway (GWMP) comprises 7,146 acres and extends 38.3 miles in association with the Potomac River. The initial or southern section of the parkway, Mount Vernon Memorial Highway, which opened in November 1932, extends 15.2 miles from the Arlington Memorial Bridge to the Gateway to President George Washington's at home at Mt. Vernon. The parkway commemorates the first president, preserves the natural setting, and provides a quality entryway for visitors to the nation's capital.

The northern section of the parkway runs on opposite sides of the Potomac River from Arlington Memorial Bridge to the Capital Beltway/Interstate 495, a distance of 9.7 miles in Virginia, and the 6.6 mile Clara Barton Parkway (renamed - 1989) in Maryland. This portion protects scenic vistas, contains numerous historical and archeological resources, and serves as another quality entryway into Washington, D.C. All but a small portion of the parkway north of Chain Bridge, in the District, opened during late 1965 on land acquired by the cooperating states, the National Capital Park and Planning Commission (NCP&PC), and the National Park Service. The portion to Chain Bridge reached completion in 1968.

For purposes of this parkway nomination the multiple property nomination historic context statement, "Parkways Of The National Capital Region, 1913 to 1965," is attached to this document.

HISTORY OF THE PARKWAY

Early references to a system of parks connected by parkways, in Washington, D.C., and surrounding area, laid the groundwork for implementation of the McMillan Plan proposed in 1902. Members of the McMillan Commission envisioned "drives along the palisades of the Potomac above Georgetown to Great Falls and down the River to Mount Vernon."¹ These drives had certain definitions:

Parkways or ways through or between parks; distinguished from highways or ordinary streets by the dominant purpose of recreation rather than movement; restricted to pleasure vehicles, and arranged with regard for scenery, topography and similar features rather than for directness.²

Preserving the palisades had been advocated for a number of years as part of a design to protect the entire Potomac corridor past the capital to Great Falls. The McMillan Commission report stated the landscape should be "safeguarded in every way."³ It went on to add that scenic vistas, and historic sites and "the uncultivated hilltops of the Virginia Palisades," along the route, could be viewed better by travelers and local residents from a parkway on the Maryland side.⁴

For Charles Eliot, NCP&PC official, the 28-mile corridor along the Potomac would capture many "inspirational values." He believed "no area in the United States combine[s] so many historical monuments in so small a district as the Potomac River Valley in the Washington region."⁵ The proposed parkway would link with Mount Vernon Memorial Highway, which began as an idea in Alexandria, Virginia, in 1886, but did not receive authorization until May 1928. Urgency because of the approaching bicentennial of Washington's birth in 1932, however, finally prompted action leading to the opening of the parkway in that year. In the midst of this GWMP obtained strong endorsement from the Capper-Cramton Act of 1930. Before passage of that act, various threats to the scenic values of the proposed route surfaced regularly. Representative Cramton urged the nation to protect the area because

1. Charles W. Eliot II, "Preliminary Report, PARK SYSTEM FOR DISTRICT OF COLUMBIA, Submitted in Accordance with Program of Work Adopted August, 1926," December, 1926, p. 1. National Archives, Record Group 79, Box 4.

2. *Ibid.*, p. 20.

3. *Potomac Palisades Task Force Final Report*, Arlington County Virginia, August 1990, p. 4-13.

4. *Ibid.*

5. Charles W. Eliot II, "The George Washington Memorial Parkway," *Landscape Architecture*, Vol. XXII, April 1932, p. 191.

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Section 7 Page 2

George Washington Memorial Parkway
DC, Montgomery MD; Arlington, Fairfax VA

the palisades of the Potomac are daily being blasted, serious industrial encroachments threaten, wooded areas are being destroyed, and power interests have seriously urged replacement of the unique and outstanding natural beauties of Great Falls and the gorge of the Potomac with man-made reservoirs of much more commonplace, artificial beauty.⁶

Proponents spoke in the broadest of terms, linking the area sought to the desire of the populace at large, and the overwhelming role of President Washington in the history of the United States. To do less, went the argument, would be to ignore the wishes of the American people. Several organizations also lobbied for the bill, including the American Society of Landscape Architects, the American Institute of Architects, the General Federation of Women's Clubs, the Garden Society of America, and the American Civic Association.⁷ In May 1930, the bill became law (see the section on "Legislation") with a sizable (given the economic condition of the United States) appropriation of \$33.5 million.

To acquire the land, Congress authorized \$7.5 million to the NCP&PC, to be matched by the bordering states of Virginia and Maryland in money or in long-term, interest-free loans. Half of the cost of acquiring the land was the basic arrangement necessary with state governments or "political subdivisions thereof." Assistance came from two organizations formed specifically for the parkway project: the George Washington Memorial Parkway Association, Inc., and the George Washington Memorial Parkway Fund, Inc. The former group supported the effort by forming state chapters that, in turn, "impress[ed] upon the people the necessity of guarding the beauty of the Nation's Capital by preserving its historic river and enlisting their aid in forwarding the proposed parkway."⁸ Aid for the association came from the latter (fund) group, which took temporary title to recently acquired land. Both groups, however, had little to do during the Great Depression.

Early estimates for the cost of land came to \$5.5 million in Maryland and Virginia. By the summer of 1933, 390 of an estimated 6,100 acres had been acquired.⁹ Money for such purchases stemmed from formal agreements drafted between the National Capital Park and Planning Commission and the state government's subscribing monies.¹⁰ That same summer, the Commonwealth of Virginia allocated \$25,000 with the presumption that Arlington and Fairfax counties would pledge similar amounts. The NCP&PC budgeted \$50,000 for matching monies. Once the United States secured title to lands acquired, the cost of development would be borne by the federal government.

Because land acquisition moved slowly, interested parties made various attempts to speed things along. One such effort came from a proposal by Secretary of the Interior Harold L. Ickes to President Franklin D. Roosevelt. After explaining the background of planning for a parkway along the river and reiterating the amount of land in government ownership, Ickes stated what land needed to be acquired. Finally, he asked:

Would you be willing to authorize the purchase of the foregoing areas? Their acquisition is needed for the work of the Emergency Conservation Work Camps and would seem to be in line with your policy to buy additional lands in the south for that purpose.¹¹

6. Press Release, Congressman Louis C. Cramton, January 27, 1930, p. 1, National Archives, Record Group 79, Box 2774.

7. *Ibid.*, p. 2.

8. *Washington Evening Star*, February 17, 1933, National Archives, Record Group 79, Box 3.

9. Memorandum from Demaray (Acting Director, National Park Service) to the Secretary of the Interior, July 22, 1933, National Archives, Record Group 79, Box 2774. As of April 1988, George Washington Memorial Parkway covers 7,146 acres.

10. "Agreement Between The National Capital Park And Planning Commission, The Board Of Commissioners Of Arlington County, Virginia, And The Governor Of Virginia," July 28-29, 1933, National Archives, Record Group 79, Box 12. The Agreement comprises five pages of text, including several sections from the Capper-Cramton Act of 1930.

11. Ickes to President (Franklin D. Roosevelt), November 1933, National Archives, Record Group 79, Box 2774.

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President Roosevelt had more than a passing interest in the project. Earlier, in the spring of 1933, he had made an inspection trip to the Great Falls area, evidenced by the NCP&PC preparing a briefing package for him after the tour.¹² This suggests that key members of the administration carried the day as a first unit of the parkway received authorization, and \$280,000 was made available in mid-summer 1934.

To begin the parkway project, a working arrangement suggested by C. Marshall Finnan, superintendent of the National Capital Parks, initiated an interbureau agreement.¹³ The Bureau of Public Roads assumed the lead, doing studies and planning for the parkway; review and approval was reserved for the National Capital Parks.

The director of the National Park Service in conjunction with the Bureau of Public Roads, the Fine Arts Commission, and the Planning Commission shared the final decision on the location of the road.¹⁴ Conceptualization of the design took form, through the efforts of all the organizations and, especially, from the advice of Gilmore D. Clarke. He persuaded members of a delegation touring the proposed areas that the parkway should be designed with two lanes in each direction: "the rugged terrain lends itself more suitably for the construction of two narrow roads rather than one wide one."¹⁵ Clarke also advanced the idea that such a design would preserve the landscape (see section on "Design").

Private utility interests remained an important issue of the parkway project. In 1928, after protracted debate, Congress legislated a requirement that "no permit should be issued to any private interests for the development of water power in the Potomac River below the pool above Great Falls until further action of Congress."¹⁶ Again in 1930, Congress passed similar legislation while awaiting reports on the feasibility of private power development along the Potomac. Private utilities owned property on the river, principally Great Falls Power Company, which in 1904, bought land there for \$600,000. It owned 870 acres outright and half interest in another 82 acres.¹⁷ The company had "refused to sell unless the U.S. would agree never to develop hydro-electric power at the falls."¹⁸ Other property owners included Great Falls Farm Corporation, Washington and Old Dominion Railway, and the C&O Canal; they owned an additional 1,000 acres.¹⁹ Taking lines for the parkway corridor cut across the privately owned property, and in 1934, a request of \$3 million was made to the Bureau of the Budget for the purchase of many of these tracts.

Depression-era concerns and federal and state (Maryland and Virginia) programs precluded much activity in buying land and constructing the parkway. Times were hard, programs had short-term objectives, and the planning commission lost influence in overseeing orderly growth and development in the nation's capital. Several factors combined to delay the construction. Of course, land prices rose as land in the corridor changed hands and speculation added value to properties.

Various means of raising public consciousness about the project came from a variety of articles. In May 1935, *Review of Reviews* published an article written by Arno B. Cammerer, director of the National Park Service, exhorting Americans to support the George Washington Memorial Parkway and the preservation of much of the Potomac River corridor to Great

12. National Capital Park and Planning Commission, "The George Washington Memorial Parkway From Mount Vernon to Great Falls along the Potomac River," April 1933, Franklin D. Roosevelt Library, Photo Album # 202. This is a 119-page briefing report specially prepared for President Roosevelt, including numerous maps and photographs and an excellent summary section on the competing interests for the Great Falls of the Potomac: water power versus park interests. (Hereafter referred to as Franklin D. Roosevelt Library Album.)

13. Finnan to Demaray, July 21, 1934, National Archives, Record Group 328, Box 130.

14. Ibid.

15. Fine Arts Commission Chairman to National Capital Park and Planning Commission, June 1, 1934, National Archives, Record Group 328, Box 130. At the time the chairman was Charles Moore.

16. Nolen to Cammerer, September 22, 1934, p. 1, National Archives, Record Group 79, Box 475.

17. Ibid., p. 2.

18. Ibid.

19. Ibid.

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Falls.²⁰ In late September 1936, a series of articles by W.A.S. Douglas in the *Washington Herald* advocated the same.²¹ The series presented thoughtful reasons for setting aside the Potomac River from Great Falls to Mount Vernon as a memorial to the first president. Douglas sought to mold opinion to "make it [the Potomac] the most beautiful waterway in America," and remove the neglect he observed along its course.²² Much of the appeal of Douglas's reasoning derived from the fact that congressmen looked after their respective state agendas to the neglect of the District of Columbia, which lacked a champion and proponent. It seemed clear to Douglas that the nation's capital needed to become the national masterpiece envisioned by key advocates through the years.

Working toward the same objective of raising public awareness, Max S. Wehrly, Commission Landscape Architect, completed two reports for the NCP&PC in 1937.²³ In these reports, he sought to move the project forward through informing the planning commission about the status. Arguments propounded took note of recreation and preservation of open space, and orderly and systematic urban development instead of sprawl. Wehrly underscored "the potential of a scenic parkway entrance to the Nation's Capital from the West."²⁴ He discussed the impact of a "high speed parkway" into the proposed park area and noted the road "may eventually form a major connection with a National parkway system" from northern Georgia to Maine.²⁵

The reports crystallized arguments for the parkway, its physical and historical setting, its role in the region, and the urgency of acquiring land at existing instead of mounting prices. Passages from the reports found their way into print and became a topic of conversation as the planning and design effort proceeded toward the construction phase. Wehrly also wrote a report on improving Conduit Road (present MacArthur Boulevard) in Washington, D.C., and Maryland as one corridor for the parkway.²⁶

In the summer of 1935, an important section of George Washington Memorial Parkway obtained funding in the amount of \$224,236. The National Park Service singled out 1-1/4 miles from the Francis Scott Key Bridge to Columbia Island for construction, though it meant acquiring an expensive piece of property.²⁷ A powerhouse of the Washington and Old Dominion Railway had to be purchased, though by agreement the commonwealth of Virginia had responsibility for half of the cost. Director Cammerer's justification stated, "the immediate need for this particular section of the Parkway is to eliminate the heavy traffic flow and congestion from the District of Columbia through M Street to Georgetown."²⁸ He thought traffic would use the Arlington Memorial Bridge and the parkway thereby alleviating congestion on Francis Scott Key Bridge. Moreover, Cammerer convincingly argued for the need to obtain the railway property to prevent having to raise the eastbound lane to permit access for Rosslyn Plaza traffic.²⁹ Secretary Harold L. Ickes concurred, though he did insist that \$26,000 be expended for plantings to screen an "unsightly view of the railroad yards" just north of the Circle on the Mt. Vernon Highway at Alexandria.³⁰

20. Arno B. Cammerer, "Push The Washington Parkway," *Review of Reviews*, May 1935, National Archives, Record Group 79, Box 2774.

21. *Washington Herald*, September 20 to September 28, 1936, National Archives, Record Group 328, Box 17.

22. *Ibid.*, September 21, 1936.

23. Max S. Wehrly, "National Capital Park & Planning Commission, Summary Report, George Washington Memorial Parkway – Virginia Side," September 16, 1937, unpublished; Max S. Wehrly, "National Capital Park & Planning Commission, General Report on George Washington Memorial Parkway, Upper Potomac," December 1937, unpublished; National Archives, Record Group 328, Box 17.

24. Wehrly, ". . . Upper Potomac," p. 8.

25. Wehrly, ". . . Virginia Side," p. 1.

26. Max S. Wehrly, "Brief of the Improvement of Conduit Road as it Relates to the George Washington Memorial Parkway District Line to Great Falls, Md., 1927-1937," unpublished report, National Archives, Record Group 328.

27. Cammerer to Ickes, June 26, 1935, National Archives, Record Group 79, Box 475.

28. *Ibid.*

29. *Ibid.*

30. Tolson to Burlew, July 31, 1935, National Archives, Record Group 79, Box 475.

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That same year the Interior Department Appropriation Act made \$7.5 million available to the National Park Service for use on roads and trails. Of this amount the National Capital Parks secured nearly \$270,000, most of which it earmarked for the George Washington Memorial Parkway.³¹ The focus of work continued to be from Key Bridge to Columbia Island, though \$21,100 was designated for a survey from Arlington Memorial Bridge to Great Falls.³²

During the summer of 1937, parkway construction continued apace. Key figures in prioritizing the construction were drawn from the Bureau of Public Roads, National Park Service, and National Capital Park and Planning Commission. Key Bridge and a connector from Rosslyn Plaza Parkway to the bridge were designated to receive a portion of the \$270,000 remaining in the account of the Bureau of Public Roads.³³ Management also sought an appropriation in 1939 for a new span to permit the parkway to pass beneath Key Bridge to Spout Run.

Throughout the depression, members of the NCP&PC expressed concern about the nonparticipation of state and local governments in matching funds or buying and donating land for the parkway corridor. Such assistance had been specified in the Capper-Cramton Act of 1930. Writing in 1938, J.C. Nichols, member of the NCP&PC and real estate developer from Kansas City, went on record, "I feel the time has come when we should discontinue cooperation with Maryland unless these authorities will cooperate with us in a reasonable way on their part of the George Washington Memorial Parkway."³⁴ He added that only projects of "local benefit" were funded, whereas the greater objective of a parkway to Great Falls was neglected. The latter, according to Nichols, had both national and local significance. Furthermore, he advocated that the Maryland legislature act with "reasonable cooperation" soon, or he, like other commission members, would not vote for any other local projects.

This did not move the state of Maryland to action. It did, however, cause Prince Georges County to proceed, no doubt at the prodding of the Maryland National Capital Park and Planning Commission, which in turn had been pressured by the NCP&PC. The county did not anticipate any participation by the state and inquired about passing legislation of its own to match monies for land acquisition. T.S. Settle, secretary of the NCP&PC responded that a county could do just that and sent along copies of legislation passed by Virginia in 1930.³⁵ That act gave recognition to the parkway project and authorization to "the political subdivisions along the route to cooperate with the National Government and make contributions for same."³⁶

Virginia appropriated \$25,000 in 1932, with the provision that county governments do the same. Arlington County complied, and the \$50,000 total, after a like amount of matching federal funds, was used to buy land of unit No. 1 – Key Bridge area.³⁷ Again in 1938, the Virginia general assembly appropriated \$50,000 with the same caveat for local governments.³⁸ Finally, in 1939, Maryland began to move toward participation when the legislature passed an act permitting Montgomery County "to issue and sell \$150,000 worth of bonds to match a similar amount from the National Capital Park and Planning Commission."³⁹ They designated this money for purchase of land in Montgomery County between the District line and Great Falls. That same year, the NCP&PC sought a supplemental appropriation from Congress for a like amount. A

31. Demaray to Bulew, February 8, 1938, National Archives, Record Group 79, 2774.

32. Ibid.

33. Superintendent to Director, September 20, 1937, National Archives, Record Group 79, Box 2774. C. Marshall Finnan was Superintendent of the National Capital Parks at that time.

34. Nichols to Delano, December 22, 1938, National Archives, Record Group 328, Box 126.

35. Settle to Duckett, March 9, 1939, National Archives, Record Group 328, Box 126.

36. Ibid.

37. Ibid.

38. Ibid.

39. 76th Congress, 1st Session, House of Representatives, Document No. 437, p. 2, National Archives, Record Group 79, Box 2835.

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rationale in the House document points to the urgency of moving to acquire the land because of the rising values and continued development in the parkway corridor.⁴⁰

Before World War II, planning for the parkway to extend all the way to Great Falls continued. In fact, an estimate of \$1 million for purchase of land above the falls underscored the need to acquire the land quickly before land values rose even more.⁴¹ The estimate, based upon \$265,000 per mile, reflected a road on both sides of the river for about 2 miles to a bridge site proposed above the falls.

A problem that surfaced during World War II for the Maryland portion to Great Falls dampened the parkway efforts. Writing to the Park Service director, Associate Director A.E. Demaray pointed out that the Capper-Cramton Act contained a provision that stated "no money shall be expended by the United States for the construction of said highway on the Maryland side of the Potomac except as part of the Federal Aid Highway Program."⁴² Under that program, monies could not be used to construct a highway on lands owned by the United States. Because much land had already been purchased, an act had to be passed to permit the parkway to continue. Therefore, Demaray had an amendment drawn to allow monies to be expended so that when World War II ended, work could continue. The amendment eventually passed and became law in August 1946, though by April 1945 Acting Superintendent Harry T. Thompson, National Capital Parks, reported that all the land needed had been purchased.⁴³

Until final passage, various schemes kept the project from losing momentum. The strategy interpreted that Federal Aid Highway Program funds could be expended for planning and surveys, but not for construction.⁴⁴ It proved to be an approach whereby management would proceed until told to do otherwise, even to the point of not seeking the opinion of the comptroller general of the United States.⁴⁵ Concurrent with this activity, the project slowed considerably on the Virginia side because of a lack of funds for property acquisition. Only a small section of land above Key Bridge and near Lee Highway had been obtained.

In late October 1946, a summary of parkway activities to date reached Congressman Hatton W. Sumners of Texas.⁴⁶ U.S. Grant, III chairman of the NCP&PC, reported a "50 percent completion as to land acquisition," but little construction other than that for Mount Vernon Memorial Highway. Land procurement above Key Bridge was to be completed in the winter and construction scheduled "up the valley of Spout Run" in 1947.⁴⁷ Over three-fourths of the land for the parkway in Montgomery County, Maryland, had been acquired by late 1946, but Prince Georges County had so little interest that it could not raise enough money to make the necessary match.

Chairman Grant of the NCP&PC summarized activity in Virginia, too. He believed that Fairfax County had made the least progress and that the outlook was bleak despite some of the most outstanding "high bluffs and tributary stream valleys on the Virginia side."⁴⁸ The better views of the gorge and falls also could be seen from the heights noted. Grant added that

40. Ibid., p. 3.

41. Nolen to Keddy, February 19, 1940, National Archives, Record Group 79, Box 2774.

42. Associate Director to Director, September 7, 1944, National Archives, Record Group 79, Box 2835.

43. Acting Superintendent, National Capital Parks to Chief Landscape Architect, April 4, 1945, National Archives, Record Group 79, Box 2835.

44. Associate Director to Director, September 13, 1945, National Archives, Record Group 79, Box 2835.

45. Ibid.

46. Grant to Sumners, October 28, 1946, National Archives, Record Group 328, Box 130.

47. Ibid.

48. Ibid., p. 2.

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he hoped renewed local interest might return to pre-war levels. At the end of his report Grant expressed optimism that participation would begin and construction would continue on both sides of the Potomac.

During 1948, the Virginia Legislature made \$125,000 available for acquiring land in the corridor stretching from Spout Run to the Fairfax-Arlington county line. The area sought had become very active with real estate developers since the end of World War II, and the need to act on parkway matters seemed urgent. Grant hoped Arlington County would put up money soon to match that from the state and that already in hand from the federal government.⁴⁹ Surveys needed to be completed soon, given the rapidity of development in the area.

Persuasion about development did not always carry the day and other strategies to obtain matching funds were resorted to in the years to follow. A device used by Maryland permitted bonds to be issued and signed by the Maryland National Capital Park and Planning Commission and by Montgomery and Prince Georges counties. When matured, these bonds could be redeemed by certified checks that permitted the release of dollars from the NCP&PC for the purchase of land. The commission sought to persuade Virginia to use the same approach and wrote an amendment to the Capper-Cramton Act permitting such.⁵⁰

At the 1952 session of the Virginia general assembly, \$150,000 was appropriated for matching federal funds on the parkway. This enabled Fairfax County to begin its first unit of the George Washington Memorial Parkway extending from the Arlington County line and Old Georgetown Road. The roadway moved slowly up the Potomac as governments observed advantages to the facility and money became available in the postwar economy.

A breakthrough of sorts for the National Park Service came with the 1954 Federal Aid Highway Act. Given the difficulty of programming construction in advance, the act allowed contract authorization for national parkways for three fiscal years running. For the Park Service this meant being able to program construction in advance; for the parkway it portended more systematic progress toward completion. To coordinate with the change, other aspects of the project had to be advanced as a result, including the acquisition of land, which meant obtaining funding quickly.

As the Washington, D.C., area grew following World War II, development began to disperse around the suburban perimeters, affecting each of the parkways. In the course of seeking more money from Congress in 1956 to extend the GWMP parkway toward American Legion Bridge (Cabin John Bridge), the proposed move of the Central Intelligence Agency (CIA) to the Langley, Virginia, area above Chain Bridge Road, became an issue. In a letter to CIA Director Allen W. Dulles, a National Park Service official elaborated on the time schedule and costs of extending the parkway above Spout Run. E.T. Scoyen placed the estimate at \$8.5 million for the 6 miles, including grading, structures, paving, and land acquisition costs.⁵¹ A timetable projected the section from Spout Run to Chain Bridge to be under contract by July 1, 1956, and that from Chain Bridge to Langley by June 1, 1957; paving for these sections would be underway during the fall of 1957 and 1958, respectively.⁵² Assisting these anticipated schedules were sizable commitments of money from Virginia governments. The commonwealth of Virginia and Fairfax County approved large sums of money for land purchases: \$100,000 in 1955, from the county line to the old Georgetown Road; \$400,000 for land between the county line and the CIA; and the NCP&PC anticipated \$325,000 more for land between the CIA and American Legion Bridge crossing of the Potomac.⁵³ These efforts related to other significant actions.

One such important effort, begun in 1955, sought to bring parks up to requirements of increased demand during the term of National Park Service Director Conrad L. Wirth. "Mission 66" as it came to be known, held promise for the parkway. Writing in 1956, Wirth anticipated completing the parkway to Great Falls "with the possible exception of the bridge across

49. Grant to MacDonald, April 1, 1948, National Archives, Record Group 328, Box 545/100.

50. Settle to Nolen, April 24, 1950, National Archives, Record Group 328, Box 545/100.

51. Scoyen to Dulles, May 4, 1956, National Archives, Record Group 328, Box 545/100.

52. Ibid.

53. Finley to President, June 8, 1959, National Archives, Record Group 328, Box 545/100.

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the Potomac."⁵⁴ He determined that it would be best to finish the section to the falls first and below Washington, D.C., last. Fiscal year construction programs for 1957-1959 included \$7,150,000 for work in Maryland and \$900,000 for Virginia. In addition, Director Wirth indicated that "\$8,000,000 of CIA funds will shortly become available for the sections in Virginia from Spout Run to the CIA site near Langley."⁵⁵ The estimate of the funds needed for the federal share of the land acquisition costs to complete the parkway came to \$2 million, which Wirth urged be programmed soon.

An obstacle to construction between the CIA offices and the capital beltway arose in 1959 when the agencies involved recommended a different alignment. This was due to increased costs caused by land that had steep slopes and several small creeks that needed bridging. Modifications sought by the National Park Service and the Bureau of Public Roads necessitated the Department of Commerce transfer land better suited for the parkway.⁵⁶ The request was negotiated at the secretarial level, and completion of the parkway section was set for 1961, providing "a continuous parkway facility from the American Legion Bridge to downtown Washington."⁵⁷

During the late 1950s, the Senate Appropriations Committee closely scrutinized requests for the parkway's "desirability and need." This resulted in the National Capital Park and Planning Commission contracting with Charles W. Eliot II, at a cost of \$5,000, to review plans for the Fairfax and Prince Georges counties' portions of the parkway still to be completed.⁵⁸ Eliot, a renowned landscape architect and professor at Harvard University, had a long and intimate association with the parkway project. For seven years (1926-1933), he had served as city planner and director of the NCP&PC, during which time he wrote a report supporting a park system for the nation's capital.

Specific directions given to Eliot focused on whether to extend the parkway to Great Falls and Fort Washington. Land acquisition issues and the difficulties in engineering a parkway near the river in the vicinity of the gorge and Great Falls implied considerable expenditure of money, as would the design for a road on each side, plus a bridge over the Potomac above the falls. The Prince Georges issue was basically one of land acquisition difficulties from the District line to Fort Washington. After considerable study, Eliot concluded that the plans should move forward in Fairfax County so that the falls and palisades might be protected and preserved. He also concluded that the land to be acquired should more nearly approximate that of the original 1927 plan "in order to avoid any road construction, now or in the future, on the bluffs facing the river, and to safeguard the valleys of the side streams."⁵⁹ The 1939 plan had called for road building that would affect scenic areas and cost more. From the new beltway (circumferential highway), Eliot believed an adaptation of Route 193 (Old Georgetown Pike) might be used with an additional two lanes; at the top of Prospect Hill, traffic might be separated onto Old Dominion Drive, with a new parkway entrance to the area of Great Falls.⁶⁰ He went on to advocate preservation of areas through special-use permits or scenic easements, lifetime estates to some larger landowners, and a delay in recreational developments. Eliot believed the value for much that had been done, "depends on control of the bluffs and valleys on the Virginia side of the river."⁶¹

Regarding the section below the District to Fort Washington on the Maryland side, Eliot especially underscored the need to change the alignment because of buildings and subdivisions that had sprung up. Such development "will compel other

54. Wirth to Bartholomew, July 18, 1956, National Archives, Record Group 328, Box 545/100.

55. Ibid.

56. Assistant Secretary to Secretary, June 3, 1959, National Archives, Record Group 328, Box 545/100.

57. Ibid.

58. Charles W. Eliot, "Statement For Senate Committee On Interior And Insular Affairs, George Washington Memorial Parkway, July 11-12, 1957, National Archives, Record Group 328, Box 545/100.

59. Ibid., p. 5.

60. Ibid.

61. Ibid.

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revisions to the great loss of the project unless acquisition can proceed at an early date.⁶² He also argued for a wider right-of-way near Oxon Run and Fort Foote plus riparian rights around Broad Creek Bay and Swan Creek near Fort Washington.⁶³ Eliot concluded with a plea to build the parkway to Fort Washington as originally planned. He said this would be an integral part of a metropolitan system for preserving, protecting, and making resources accessible for those seeking recreational opportunities in the Washington, D.C., area. "The cooperation of the State and County authorities is assured. The building and subdivision activities along the way make early and vigorous action most desirable."⁶⁴

Despite Eliot's report, funding did not become available for extending the parkway to Fort Washington nor to Great Falls. Lack of cooperation among local, state, and federal governments prevented the parkway from reaching proposed limits, but other factors also contributed. Opposition surfaced from the real estate interests seeking profit from development, from the environmental community who wished to preserve resources along the corridor, and from proponents of the Interstate Highway Act, which gave motorists a means to travel great distances, as opposed to scenic drives. The amount of land used and the changes to the landscape in laying down the parkway from Spout Run upriver alarmed local residents who foresaw similar encroachment by the parkway up to Great Falls. These factors combined to prevent the construction of the parkway on both sides of the river to Great Falls and Mount Vernon.

Parkway development ultimately extended along both sides of the Potomac – a small portion on the Maryland side but most on the Virginia side. Sections reaching completion were opened for use, such as from Spout Run to the CIA in 1959, the westernmost Maryland section in 1965 at the junction with MacArthur Boulevard. Today, George Washington Memorial Parkway has probably reached its limits, given the extensive development in the urban area and the escalating land values that preclude further land acquisition.

It should be noted that within the historic boundaries of the parkway are a number of other resources. Ones of major significance include the United States Marine Corps War (Iwo Jima) Memorial, the Netherlands Carillon, the former communities of New Philly and Little Italy, Lyndon Baines Johnson Memorial Grove, Memorial Avenue and the Hemicycle, Arlington House, Theodore Roosevelt Island, Great Falls Park, and Fort Marcy. On the Maryland side are the Clara Barton National Historic Site, and Glen Echo Park.

Legislation

Even before construction of Mount Vernon Memorial Highway could begin, legislation was introduced in Congress expanding upon the concept of a public project memorializing George Washington. The new plan complemented a 1924 act that called for the "comprehensive development of the park and playground system of the National Capital."⁶⁵

Early in 1929, H.R. 15524, the first measure legislating development of the parkway, was presented by the House Committee on Public Buildings and Grounds. This legislation, as amended, specified that \$7 million be spent for acquisition and development of lands on both sides of the river – half of this cost to be reimbursed within five years by the states of Virginia and Maryland. The bill, drafted by the National Capital Park and Planning Commission, the commissioners of the District of Columbia, and the Bureau of the Budget, called for a route extending from Mount Vernon along the Virginia side of the Potomac River to Great Falls, except where the road passed through the city of Alexandria. Similarly, on the

62. Charles W. Eliot, "National Capital Planning Commission Report, Review Of Fairfax County And Prince Georges County Sections George Washington Memorial Parkway," July 8, 1957, p. 16, National Archives, Record Group 328, Box: Planning Files 1924-1967.

63. *Ibid.*, pp. 16-17.

64. *Ibid.*, p. 17.

65. U.S. Congress, House, *Acquisition, Establishment, and Development of the George Washington Memorial Parkway*. H. Rept. No. 2523, 70th Cong., 2nd sess., 1929, pp. 1, 3.

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Maryland side the proposed route would extend from Fort Washington to Great Falls.⁶⁶ "This parkway, taking control of the banks of the Potomac from Mount Vernon where Washington lived, through the Capital which he founded, to Great Falls where he had his industrial dreams, has tremendous possibilities for scenic enjoyment and recreation on land and water."⁶⁷

Although H.R. 15524 passed the House of Representatives unanimously on February 27, 1929, the measure was not finally approved. Instead, an identical bill, H.R. 26, cosponsored by Senator Arthur Capper (R. Kansas), and Representative Louis C. Cramton (R. Michigan), chairmen of the District committee, was introduced in the next Congress late in 1929. The measure authorized \$33.5 million for establishment of a comprehensive park, parkway, and playground area near the capital.⁶⁸ In April 1930, the Senate Committee on the District of Columbia reported favorably on the bill, specifying that certain details be changed, but that the "prime objects" of the legislation remain intact. The purpose of the parkway was to develop and protect "scenic values of the National Capital," which were threatened by encroachment of residential and commercial interests. Enactment of the bill promised to "afford public control of the banks of the Potomac from Mount Vernon, where Washington lived, through the National Capital, which he founded, to Great Falls, where the old canal is a valuable relic of his work as an engineer."⁶⁹ Further, the parkway would "be a striking and suitable tribute to the Father of our Nation, and one in which the people of America will take just pride and enjoyment."⁷⁰ The bill won wide endorsement from sundry institutions and individuals who urged its passage, and on May 29, 1930, it became law.⁷¹

The Capper-Cramton Act provided for development of the specified route in Virginia and Maryland, calling for the preservation and protection of both natural and historic resources, including the gorge and Great Falls of the Potomac, the old Patowmack Canal, and a part of the Chesapeake and Ohio Canal. Besides the roadway, the project included construction of access roads to Great Falls and a bridge over the river. Further, forts Washington, Foote, and Hunt were to become part of the parkway once they were no longer needed for military purposes. Administration of the completed parkway would be the responsibility of the director of Public Buildings and Public Parks of the national capital. In a related act passed the same day, Congress provided \$1 million (increased to \$4 million the following year) to cover expenses incurred by the National Capital Park and Planning Commission in implementing the project.⁷² Subsequent House and Senate proposals called for clarifying the language of the act as it pertained to the transfer of Mount Vernon Memorial Highway and for providing adequate funding for the purchase of property deemed immediately essential for the parkway.⁷³

66. *Ibid.*, pp. 3-4. For the views of the National Capital Park and Planning Commission, the Commissioners of the District of Columbia, and the Bureau of the Budget, see *ibid.*, pp. 5-8.

67. *Ibid.*, p. 4.

68. U.S. Congress, House, *Acquisition, Establishment, and Development of the George Washington Memorial Parkway*, H. Rept. No. 55, 71st Cong., 2d sess., 1929; U.S. Congress, Senate, *Washington, the National Capital*, prepared by H.P. Caemmerer, S. Doc. No. 332, 71st Cong., 3rd sess., 1932, p. 122.

69. *Ibid.*, pp. 4-5.

70. *Ibid.*

71. *Ibid.*, pp. 8-9; U.S. *Statutes at Large*, XLVI, pp. 482-485.

72. *Ibid.*, pp. 483, 484-485, 864, 1367; U.S. Congress, House, *National Capital Park and Planning Commission. Communication from the President of the United States transmitting Supplemental Estimate of Appropriation for the National Capital Park and Planning Commission, in the Sum of \$1,000,000*. H. Doc., No. 458, 71st Cong., 2nd sess., 1930, pp. 1-2; Frederick Gutheim, *Worthy of the Nation: The History of Planning for the National Capital* (Washington: Smithsonian Institution Press, 1977), p. 198.

73. U.S. Congress, House, *Amend the Act for the Acquisition, Establishment, and Development of the George Washington Memorial Parkway*. H. Rept. No. 2628, 71st Cong., 3d sess., 1931; U.S. Congress, Senate, *To Amend Act Relating to George Washington Memorial Parkway*, S. Rept. No. 1658, 71st Cong., 3d sess., 1931. For discussion of these measures, especially H.R. 16218, see U.S. Congress, House, *Hearings Before the Committee on Public Buildings and Grounds, House of Representatives*, January 28 and February 4 and 11, 1931, 71st Cong., 3d sess., *passim*.

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In the 1940s and 1950s, several measures were introduced to modify provisions of the act to permit additional land acquisition and land exchange.⁷⁴

PRESENT CONDITION

The George Washington Memorial Parkway extends through the coastal plain and Piedmont physiographic provinces. Upon leaving the coastal plain near the Francis Scott Key Bridge, the parkway dips and rises above the bluffs of the Potomac River palisades and on toward Great Falls. Hardwood forest dominates the route with an understory of laurel and holly. The median between the lanes is a grassy strip containing sparse shubbery and mature trees which is regularly mown.

Residential and commercial development along the parkway corridor has been regulated to the extent that above Key Bridge little evidence is identified from the roadway, though developments exist, including the Central Intelligence Agency headquarters and the Federal Highway Administration offices. The impact is greatest at Rosslyn, on the Virginia side of the parkway, principally between Key and Roosevelt bridges where a considerable amount of commercial high-rise development has occurred.

Bridges

When construction extended the parkway above the Arlington Memorial Bridge in Virginia, the Federal Highway Administration constructed a total of 25 bridges: 12 road bridges. One pedestrian bridge (built in 1989) crosses the parkway from the parking lot access to Theodore Roosevelt Island; two others cross the Clara Barton portion. Along the corridors of the George Washington Memorial Parkway in Virginia, above the Arlington Memorial Bridge, 17 bridges cross one or both lanes of the parkway or the parkway crosses on them (see inventory which follows). Three of them were built in the late 1940s, but most between 1959 and 1964. The majority are of the continuous girder and floor-beam design, made of steel and concrete, with some stone clad abutments and pediments.

On the Clara Barton Parkway are eight bridge structures constructed between 1961 and 1968. Two pedestrian bridges cross it. Most are steel and concrete of the continuous box or tee-beam design.

Culverts

There are approximately 35 culverts along the George Washington Memorial Parkway, including the Clara Barton Parkway portion. Construction of these occurred in conjunction with bridge contracts or as part of a section of roadway proper. Most, such as the one at Minnehaha Creek on the Clara Barton Parkway, have stone cladding similar to bridges on the parkway, and are contributing elements to it. A variety of forms may be identified: small tubes, multiple tubes, and some box culverts.

Walls and Miscellaneous Structures

There are 3.67 miles of retaining walls and 12.05 of barrier walls along the Virginia side of the parkway upriver from Memorial Bridge, and 1.54 miles of retaining walls and .44 miles of barrier walls along the Clara Barton Parkway. Upriver from the Francis Scott Key Bridge are several stretches of walls between the north and southbound lanes, and along the

74. U.S. Congress, Senate, *Development of the George Washington Memorial Parkway and the Comprehensive Park, Parkway, and Playground System of the National Capital*, S. Rept. No. 1766, 79th Cong., 2d sess., 1946; U.S. Congress, House, *Providing for an Addition to the George Washington Memorial Parkway by the Transfer from the Administrator of General Services to the Secretary of the Interior of the Tract of Land in Arlington County, Va., Commonly Known as the Nevius Tract*, H. Rept. No. 1601, 82d Cong., 2d sess., 1952; U.S. Congress, House *Authorizing Land Exchanges for Purposes of the George Washington Memorial Parkway in Montgomery County, Md.* H. Rept. No. 2597, 85th Cong., 2d sess., 1958; U.S. Congress, Senate, *Land Exchanges, George Washington Memorial Parkway, Montgomery County, Md.* S. Rept. No. 2210, 85th Cong., 2d sess., 1958.

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George Washington Memorial Parkway
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outside lanes. Walls also delimit the overlooks along the parkway. Numerous drop inlets are found along the various lanes of the parkway. Some 798 are along the Virginia side and 175 on the Maryland side.

Several portions of the parkway have guardrail made of concrete, wood, or steel. And some stone clad or concrete lined ditches may be located along the routes. Stone clad retaining walls are used in several locations, especially on the Clara Barton Parkway.

A portion of the Clara Barton Parkway near Lock 8 of the Chesapeake and Ohio Canal is cantilevered to accommodate north and southbound lanes in an area of topographical constraints.

Landscape

The landscape values for the George Washington Memorial Parkway have always been the preservation of scenic and esthetic qualities associated with the Potomac River valley. Extending from the coastal plain past the fall line to the piedmont, the valley area is of continuing concern including the palisades and the tree covered slopes, flowering understory, steep-sided creek valleys (runs), and hilltop vistas. The latter provides a glimpse of the monumental core of Washington, D.C., a central purpose for the establishment and continuing protection of the parkway.

In general, references to the design concepts used for George Washington Memorial Parkway are difficult to locate. The most succinct statement about design was made by Charles W. Eliot II, who described it as containing "grade separations, few entrances, border roads for service of abutting property, and a right-of-way never less and often much more than two hundred feet."

Planting plans exist for the Mount Vernon portion, the interchanges from Route 123 to Turkey Run, and the area near the David Taylor Naval Ship Research and Development Center of the Clara Barton Parkway. The CIA funded the planting plan for the upper portion on the Virginia side and it consists of plotting hardy native plant stock: shrubs, flowering trees, and deciduous trees.

Opinions by designers pointed out American elm should not be mixed in a "border plantation," and while pine might overpower other plantings, it would be satisfactory for use along the parkway. Of special concern seemed to be the need for taking lines on the slopes which would control the skyline and serve as opportunities for vistas of Washington's monumental core and skyline.

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George Washington Memorial Parkway
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INVENTORY OF STRUCTURES

* = noncontributing

The order of listing for the structures in Virginia is the same as the Federal Highway Administration parkway bridge inspection reports (mileage distances given upstream from structure location to the Interstate 495 (Capital Beltway) interchange with the George Washington Memorial Parkway). Initial referent points are given in mileage from Interstate 495; further downstream the referent point is Interstate 395 (Shirley Highway); and for Spout Run Parkway the referent point is the junction of Interstate 66 (Custis Memorial Parkway) and U.S. Route 29 (Lee Highway).

Virginia

- Dead Run (3300-001P): Built 1963; 0.5 miles to Interstate 495 (Capital Beltway); steel, continuous girder and floor-beam system; four lanes, three spans, 308 feet; carries parkway over Dead Run.
- Turkey Run (3300-002P): Built 1961; 1.4 miles to Interstate 495; continuous girder and floor-beam system; four lanes, four spans, 405 feet; carries parkway over Turkey Run and access road.
- *CIA Overpass (3300-003P): Built 1959; 2.2 miles to Interstate 495; prestress concrete, stringer/multi-beam or girder; two lanes, three spans, 167 feet; carries CIA entrance ramp over parkway.
- Route 123 Overpass (3300-004P): Built in 1959; 3.8 miles to Interstate 495; concrete stringer, multi-beam or girder; five lanes, three spans; 169 feet; carries Virginia Route 123 over parkway.
- Pimmit Run (3300-005P): Built in 1959; 4.6 miles to Interstate 495; steel continuous girder and floor beam; four lanes, three spans, 353 feet; carries parkway over Pimmit Run.
- Glebe Road (3300-006P): Built in 1959; 5.0 miles to Interstate 495; steel continuous girder and floor-beam system; four lanes, four spans, 544 feet; carries parkway over Glebe Road.
- Gulf Branch (3300-007P): Built in 1959; 5.4 miles to Interstate 495; steel continuous girder and floor beam; four lanes, three spans, 424 feet; carries parkway over Gulf Branch.
- Donaldson Run (3300-008P): Built in 1959; 5.8 miles to Interstate 495; steel, continuous girder and floor-beam system; four lanes, three spans, 429 feet; carries parkway over Donaldson Run.
- Windy Run (3300-009P): Built in 1959; 7.1 miles to Interstate 495; steel continuous, girder and floor-beam system; four lanes, four spans, 387 feet; carries parkway over Windy Run.
- Spout Run Arch (3300-010P): Built in 1959; 7.8 miles to Interstate 495; concrete, arch-deck; two lanes, one span, 335 feet; carries parkway eastbound lanes over Spout Run and Spout Run Parkway.
- Spout Run (3300-011P): Built in 1958; 7.8 miles to Interstate 495; concrete, frame; two lanes, one span, 32 feet; carries parkway westbound lanes over Spout Run.
- Rosslyn Circle Ramp (3300-012P): Built in 1959; 8.4 miles to Interstate 495; steel, stringer/multi-beam girder; two lanes, one span, 134 feet; carries parkway westbound over eastbound parkway.
- Little River Inlet (3300-013P): Built in 1964; 1.7 miles from Interstate 395; steel, stringer/multi-beam girder; four lanes, one span, 193 feet; carries parkway westbound over the Boundary Channel.
- Route 50 Westbound over Parkway (3300-014P): Built in 1946; 1.6 miles from Interstate 395; steel, girder and floor-beam system; two lanes, three spans, 365 feet; carries Arlington Boulevard and Route 50 over eastbound parkway.
- Southbound Spout Run Parkway (3300-029P): Built in 1949; 0.9 miles to Route 29/Interstate 66; concrete, arch-deck; two lanes, one span, 35 feet; carries southbound Spout Run Parkway over Spout Run.
- Northbound Spout Run Parkway (3300-039P): Built in 1947; 0.5 miles from Route 29/Interstate 66; concrete, continuous box culvert; two lanes, one span, 20 feet; carries northbound Spout Run Parkway over Spout Run.
- *Pedestrian Overpass (042-T): Built in 1989 by Arlington County; 0.34 miles upstream from the Theodore Roosevelt Memorial Bridge; carries pedestrians across parkway.

Other noncontributing resources, though several are already on the National Register of Historic Places, include: Theodore Roosevelt Memorial Bridge, Francis Scott Key Bridge, Chain Bridge, the pedestrian bridge near Theodore Roosevelt Island, and the Interstate 495 bridges and exchange complex on both sides of the Potomac River at the northern end of the parkway.

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The order of listing for the Clara Barton Parkway follows that noted above and the referent point again is Interstate 495 (Capital Beltway). All structures are listed in downstream sequence along the Potomac River except the first one, Carderock. It is upstream from the Interstate 495 interchange.

Maryland

- Carderock (3300-030P): Built in 1962; 0.63 miles upstream from Interstate 495; prestress concrete, stringer/multi-beam girder; two lanes, one span, 120 feet; carries Carderock access connection over parkway.
- 79th Street Cabin John (3300-031P): Built in 1961; 0.7 miles to Interstate 495; concrete, frame; four lanes, one span, 31 feet; carries parkway over 79th Street.
- Cabin John Overpass (3300-032P): Built in 1962; 1.3 miles to Interstate 495; prestress concrete, stringer/multi-beam girder; two lanes, one span, 120 feet; carries Ericsson Road over parkway.
- Cabin John Creek/Cabin John Parkway (3300-033P): Built in 1963; 1.6 miles to Interstate 495; concrete continuous, box beam/multiple girders; four lanes, three spans, 378 feet; carries parkway over Cabin John Creek.
- Westbound Lane (3300-034P) : Built in 1961; 2.5 miles to Interstate 495; concrete, continuous tee beam; two lanes, three spans, 217 feet; carries future westbound parkway over westbound parkway.
- *Sycamore Island Pedestrian (3300-035T): Built in 1968; 2.8 miles to Interstate 495; concrete, continuous box, single girder; six spans, 221 feet; carries pedestrians across parkway.
- *Brookmont Pedestrian (3300-036T): Built in 1967; 4.3 miles to Interstate 495; concrete, continuous, box, single girder; nine spans, 375 feet; carries pedestrians across parkway.
- Little Falls Branch (3300-037P): Built in 1961; 4.5 miles to Interstate 495; prestress concrete, stringer multi-beam girder; two lanes, one span, 59 feet; carries parkway over Little Falls Branch.

8. Statement of Significance

applicable National Register criteria (mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield information important in prehistory or history.

criteria considerations (mark "X" in all the boxes that apply)

- A. Property is owned by a religious institution or used for religious purposes.
- B. Property has been removed from its original location.
- C. Property is a birthplace or a grave.
- D. Property is a cemetery.
- E. Property is a reconstructed building, object, or structure.
- F. Property is a commemorative property.
- G. Property is less than 50 years of age or achieved significance within the past 50 years.

areas of significance (enter categories from instructions)	period of significance
<u>transportation/vehicle-road related</u>	<u>1930-1966</u>
<u>landscape architecture</u>	_____
<u>other/person</u>	_____

significant dates	significant person
<u>1930, 1966</u>	(complete if criterion B is marked above)
_____	<u>George Washington</u>
_____	_____

cultural affiliation	architect/builder
<u>N/A</u>	<u>NPS and Bureau of Public Roads</u>
_____	<u>(Federal Highway Administration)</u>
_____	_____

narrative statement of significance (explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

references (cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

primary location of additional data

- State Historic Preservation Office
- other State agency
- Federal agency
- local government
- university
- other

name of repository: National Archives and Records Service, Federal Highway Administration

10. Geographical Data

acreage of property: NPS - 7,146

UTM References (place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing			
1	xxx	xxxxxxxx	xxxxxxx	3	xx	xxxxxxxx	xxxxxxx	[x] See continuation sheet.
2	xxx	xxxxxxxx	xxxxxxx	4	xx	xxxxxxxx	xxxxxxx	

verbal boundary description: The boundary of the nominated district is delineated by an elongated polygon whose vertices are marked by the UTM coordinate points A-Z for the George Washington Parkway (south side of Potomac River) and Points AA-OO for the Clara Barton portion (north side of the Potomac River); of the George Washington Memorial Parkway.

boundary justification: The boundary is coterminous with the original right-of-way determined by the Bureau of Public Roads (Federal Highway Administration) and maintained by the National Park Service, the District of Columbia, Virginia, and Maryland. It encompasses numerous features: bridges, culverts, landscape architectural elements, and the natural topographic features.

11. Form Prepared By

name/title: Jere L. Krakow
organization: National Park Service, Denver Service Center
street & number: 12795 W. Alameda Parkway, PO Box 25287
city or town: Denver
state: Colorado
date: November 1993
telephone: (303)969-2909
zip code: 80225-0287

Additional Documentation

submit the following items with the completed form:

- continuation sheets
- maps
 - one USGS map (7.5 or 15 minute series) indicating the property's location
 - one sketch map for historic districts and properties having large acreage or numerous resources
- photographs
 - representative black and white photographs of the property
- additional items (check with the SHPO or FPO for any additional items)

Property Owner

(complete this item at the request of the SHPO or FPO)

name: National Park Service
street & number: Turkey Run Park
city or town: McLean
state: VA
telephone: (703) 285-2600
zip code: 22101

Paperwork Reduction Act Statement

This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement

Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Section 8 Page 1

George Washington Memorial Parkway
DC, Montgomery MD; Arlington, Fairfax, VA

HISTORICAL SIGNIFICANCE

George Washington Memorial Parkway (and the portion now named the Clara Barton) should be included in the National Register of Historic Places as nationally significant under criteria (listed in priority order) (C) landscape architecture and (B) commemoration of George Washington, and Clara Barton. One of the last parkways completed among the many in the eastern United States, GWMP preserves a sizable amount of territory once familiar to George Washington.

Beginning with the McMillan Plan of 1902, planners discussed a roadway linking Mount Vernon with Great Falls on the Potomac. This continued to be an issue, though somewhat downplayed, during the early discussions of Mount Vernon Memorial Highway. It rose again with the Capper-Cramton Act of 1930 however, which set in motion the means to make the parkway a reality. Well-known landscape architects, Frederick Law Olmsted, Jr., Charles W. Moore II, and Gilmore D. Clarke (heavily involved in Westchester County parkways, Mount Vernon Memorial Highway, and Blue Ridge Parkway) invested much time and energy in the parkway. These individuals together with the National Park Service, the Bureau of Public Roads, the National Capital Park and Planning Commission, Maryland National Capital Park and Planning Commission, the Commission of Fine Arts, and several local governments kept the idea alive, shepherded it through, and assisted in completion of the parkway. Efforts took on more significance with the opening of Mount Vernon Memorial Highway in 1932 when the public could see the value of such a roadway. As a parkway, GWMP has several areas of significance: community planning and development, landscape architecture, transportation, commemoration, and preservation.

One of the reasons George Washington Memorial Parkway is nationally significant is that it is associated with a long and continuous planning effort for the Washington, D.C., region. Though a direct linkage to L'Enfant's plan cannot be established, his plan laid the basis for subsequent planning efforts. In 1898, the Permanent System of Highways Plan (Highway Act of 1898) established a systematic plan to complete in orderly fashion what L'Enfant had begun. Specific efforts incorporating GWMP were then included in the Park Improvement Commission of the District of Columbia, commonly known as the McMillan Plan of 1902. The principal landscape architect of that plan, Frederick Law Olmsted, Jr., pushed for parks that would be intensively used, a democratic approach. He urged connections between parks including a road network that would extend parks to the perimeters of the regional city, in particular to Mount Vernon, and along both sides of the Potomac to Great Falls.

In the 1927 National Capital Park and Planning Commission report, Eliot and Olmsted stated the importance of parks and linkages between them and gave a strong endorsement to the McMillan Commission's findings for a parkway along the Potomac. Despite opposition from the public utilities at Great Falls, the planning commission vigorously promoted a parkway, by the Capper-Cramton Act of 1930. This act established the funding and planning for the parkway, creating the means for design and construction between 1930 and 1966. Intended as a cooperative venture among various levels of government, the Capper-Cramton Act accomplished most of what had been set in motion at the turn of the century.

Another major reason for the GWMP's significance involves George Washington's association with the Potomac River corridor. His enterprising efforts to tap the hinterlands of the new country through canals along the Potomac are still evident around Great Falls (Patowmack Canal), and the route to and from his Mount Vernon home often took him along the Virginia shore of the parkway route.

Likewise, the selection of the site for the nation's new capital was his, as was the selection of L'Enfant to design the capital. Like the older Mount Vernon section, the upper parkway commemorates the life of Washington. It provides unparalleled views of the city he founded and the river he traveled.

The commemoration of Clara Barton, for whom a portion of the parkway was named on November 28, 1989 by an act of Congress, is notable as well. A key figure on battlefields during the Civil War, she founded the American Red Cross, and her home at Glen Echo overlooks the Maryland side of the parkway.

The planning and design of GWMP has associative significance as well. The vision of McMillan, Capper, and Cramton was put into plans and designs by Olmsted, Eliot, and Clarke. Clarke remained especially involved in the Mount Vernon

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George Washington Memorial Parkway
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Memorial Highway project, as well as the Baltimore-Washington and Blue Ridge parkways. At the same time, he served as chairman of the influential Commission of Fine Arts. Previously, Olmsted and Eliot had extensive planning and design experience in Boston and Washington, D.C., and long public service careers as landscape architects.

Another significant aspect is the function of GWMP as a designed entryway into the nation's capital: part of a strong effort over the years to provide visitors with entries appropriate to the important role played by Washington, D.C., in the national and international community. As such, it provides a picturesque approach to the monumental core of the capital, dipping and rising with the landscape, providing glimpses of the Potomac River, the monuments, and the federal city beyond.

Finally, the GWMP has significance as an instrument of conservation and protection of scenic and recreational resources. By its very existence, it prevents development along the river corridor, and removes development potentially detrimental to the natural resources. Great Falls and the palisades are the prime recipients of this protection, which prevented them from becoming hydroelectric sites. Other areas that have received protection include the resources associated with the Chesapeake and Ohio Canal, Patowmack Canal, and even the viewsheds in a variety of locales along the length of the upper parkway.

Today, burgeoning commuter traffic provides the heaviest use of the parkway. Unfortunately, commuters experience it unlike that intended by the originators. The fit of an essentially rural setting with a developing regional urban community is difficult at best.

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George Washington Memorial Parkway
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MAJOR BIBLIOGRAPHICAL REFERENCES

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- Norman T. Newton. *Design on the Land: The Development of Landscape Architecture*. Cambridge: The Belknap Press of Harvard University Press, 1974.
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- U.S. Congress, House. *Authorizing Land Exchanges for Purposes of the George Washington Memorial Parkway in Montgomery County. Md.* H. Rept. No. 2597, 85th Cong., 2d sess., 1958.

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George Washington Memorial Parkway
DC, Montgomery MD; Arlington, Fairfax, VA

George Washington Memorial Parkway
Photographic Index
National Register of Historic Places

George Washington Memorial Parkway

Photographer: Jere L. Krakow

Dates: June 1990, September 1990

Negatives: Denver Service Center, National Park Service
12795 W. Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

No. Subject Direction Camera Pointing

George Washington Memorial Parkway

1	culvert headwall/Arlington County VA	S
2	overlook #1/Arlington County VA	WNW
3	rock retaining wall detail/ Arlington County VA	NE
4	overlook #1/Arlington County VA	NE
5	parkway landscape/Fairfax County VA	E
6	bridge to CIA/Fairfax County VA	W
7	drop drain grate/Fairfax County VA	N/A

Clara Barton Parkway

1	parkway landscape/Montgomery County Maryland	WNW
2	parkway landscape & retaining wall/Montgomery County MD	ENE

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Continuation SheetSection number 10 Page 1GEORGE WASHINGTON MEMORIAL PARKWAY
(South of Potomac River)

	<u>ZONING/EASTING</u>	<u>NORTHING</u>	<u>USGS QUAD</u>
A	18/311180	4315470	Falls Church, VA - MD
B	18/313920	4315040	Falls Church, VA - MD
C	18/315160	4313440	Falls Church, VA - MD
D	18/315340	4311840	Falls Church, VA - MD
E	18/316280	4311290	Washington West, DC - MD
F	18/318460	4308240	Washington West, DC - MD
G	18/320680	4307570	Washington West, DC - MD
H	18/321200	4305800	Washington West, DC - MD
I	18/320930	4305680	Washington West, DC - MD
J	18/320720	4306130	Washington West, DC - MD
K	18/320230	4306110	Washington West, DC - MD
L	18/320220	4306640	Washington West, DC - MD
M	18/320730	4306600	Washington West, DC - MD
N	18/320520	4307320	Washington West, DC - MD
O	18/318200	4307250	Washington West, DC - MD
P	18/318680	4307640	Washington West, DC - MD
Q	18/317240	4309000	Washington West, DC - MD
R	18/317000	4309840	Washington West, DC - MD
S	18/314910	4311330	Falls Church, VA - MD
T	18/314430	4313560	Falls Church, VA - MD
U	18/314080	4313860	Falls Church, VA - MD
V	18/313620	4312570	Falls Church, VA - MD
W	18/312840	4312800	Falls Church, VA - MD
X	18/312640	4314580	Falls Church, VA - MD
Y	18/311410	4314300	Falls Church, VA - MD
Z	18/310840	4314700	Falls Church, VA - MD

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CLARA BARTON PARKWAY
(George Washington Memorial Parkway)

	<u>ZONING/EASTING</u>	<u>NORTHING</u>	<u>USGS QUAD</u>
AA	18/309120	4316490	Falls Church, VA - MD
BB	18/309980	4315790	Falls Church, VA - MD
CC	18/310710	4315850	Falls Church, VA - MD
DD	18/310840	4316220	Falls Church, VA - MD
EE	18/312860	4315760	Falls Church, VA - MD
FF	18/314180	4315760	Falls Church, VA - MD
GG	18/316440	4312940	Washington West, DC - MD
HH	18/317000	4310910	Washington West, DC - MD
II	18/316890	4310910	Washington West, DC - MD
JJ	18/316000	4312000	Washington West, DC - MD
KK	18/315320	4313630	Falls Church, VA - MD
LL	18/314030	4315300	Falls Church, VA - MD
MM	18/311650	4315670	Falls Church, VA - MD
NN	18/309830	4315550	Falls Church, VA - MD
OO	18/308430	4316580	Falls Church, VA - MD

POTOMAC YARD METRORAIL STATION ENVIRONMENTAL IMPACT STATEMENT

Preliminary Historic Architectural Effects Assessment Report

March 2013



Preliminary Historic Architectural Effects Assessment Report

Potomac Yard Metrorail Station Project City of Alexandria and Arlington County, Virginia

DHR File No. 2012-0717

Prepared for:

Lead Federal Agency

Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1178
Contact: Dan Koenig, (202) 219-3528

Joint Lead Agency & Project Sponsor

City of Alexandria
301 King Street
Alexandria, VA 22314
Contact: Susan Gygi, (703) 746-4109

Prepared by:

Vanessa Zeoli, Senior Architectural Historian
Paul Schopp, Senior Historian

AECOM Transportation
516 East State Street
Trenton, New Jersey 08609
(609) 599-4261

March 2013

ABSTRACT

The Federal Transit Administration (FTA), as the lead Federal agency, and the City of Alexandria, as the project sponsor and joint lead agency, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA) and the National Park Service (NPS), are proposing to construct a new Metrorail station at Potomac Yard (the “project”) within the City of Alexandria. The project is a federal undertaking and subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, and the implementing regulations, 36 CFR Part 800. The purpose of this investigation is to identify any historic properties in the Area of Potential Effects (APE) that are listed in or eligible for listing in the National Register of Historic Places (NRHP) and to assess the potential effects of the project on such resources.

The study was performed in accordance with Section 106 of NHPA’s review process and the Virginia Department of Historic Resources (VDHR) *Guidelines for Conducting Historic Resources Survey in Virginia* (VDHR 2011). Background research was conducted at state and local repositories including files held by the National Register of Historic Places (NRHP), VDHR, and the National Archives. An intensive-level survey was conducted on November 12-14, 2012 to verify the APE and photographically document known historic resources and previously unidentified resources.

The APE includes all areas of anticipated direct and indirect effects of the proposed project activities. The APE includes a portion of the former railroad yard known as Potomac Yard and is bound on the west by U.S. Route 1 (Jefferson Davis Highway), on the east by the George Washington Memorial Parkway (GWMP), on the south by Slaters Lane, and on the north by Four Mile Run (west of the Metrorail tracks) with a portion of the APE extending approximately 1,100 feet north into Arlington County between the Metrorail tracks and GWMP.

The investigation determined that there are two NRHP-listed architectural resources in the APE: Mount Vernon Memorial Highway (MVMH) and Parkways of the National Capital Region, 1913-1965 (PNCR). Both the MVMH and the PNCR (of which the MVMH is a part) are significant in the areas of landscape architecture, engineering, sculpture and transportation. One additional architectural resource of 50 years that was not previously identified was surveyed during the intensive-level field investigation and recommended not individually eligible for listing in the NRHP: Abingdon Apartments.

The effects assessment determined that Build Alternatives B and D of the Potomac Yard Metrorail Project will cause direct and indirect adverse effects to the MVMH and the PNCR.

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1.0 Introduction

The Federal Transit Administration (FTA), as the lead Federal agency, and the City of Alexandria, as the project sponsor and joint lead agency, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA) and the National Park Service (NPS), are preparing to undertake a federal-aid project: the construction of a new Metrorail station at Potomac Yard in the City of Alexandria, Virginia (“the project”). As a federal undertaking, the project is subject to review under Section 106 of the NHPA, as amended, and its implementing regulations, 36 CFR Part 800. In accordance with Section 106 of the NHPA, this report documents the data collection, field investigation, results, and conclusions of an intensive-level historic architectural survey and assessment of effects of the project on historic properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP) and fall within the Area of Potential Effects (APE). The APE includes a portion of the former railroad yard known as Potomac Yard and is bound on the west by U.S. Route 1 (Jefferson Davis Highway), on the east by the George Washington Memorial Parkway (GWMP), on the south by Slaters Lane, and on the north by Four Mile Run (west of the Metrorail tracks) with a portion of the APE extending approximately 1,100 feet north into Arlington County between the Metrorail tracks and GWMP (**Figure 1-1**). The station will be located along the existing Metrorail Blue and Yellow Lines between the Ronald Reagan Washington National Airport and the Braddock Road stations within the City of Alexandria, Virginia.

This Historic Architectural Effects Report evaluates three Build Alternatives (A, B, and D) as well as a No Build Alternative for the project. For a detailed description of Build Alternatives A, B, and D as well as the No Build Alternative, see Section 1.1. Each Build Alternative includes the construction and operation of a WMATA Metrorail station in the Potomac Yard area of the City of Alexandria, Virginia.

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. The additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria’s planned development of Potomac Yard, which will include a major transit-oriented, mixed-use activity center in the vicinity of the proposed station.

All investigators exceed the qualifications set forth in the Secretary of Interior’s Professional Qualification Standards (36 CFR 61) for their respective disciplines and positions (NPS 2007). See Appendix G for staff resumes.

1.1 Description of the Undertaking

The analysis includes a No Build Alternative and three Build Alternatives. Each Build Alternative includes the same area improvements as the No Build Alternative in addition to construction and operation of a Metrorail station (see **Figure 1-2** and **Table 1-1**).

Figure 1-1: Area of Potential Effects

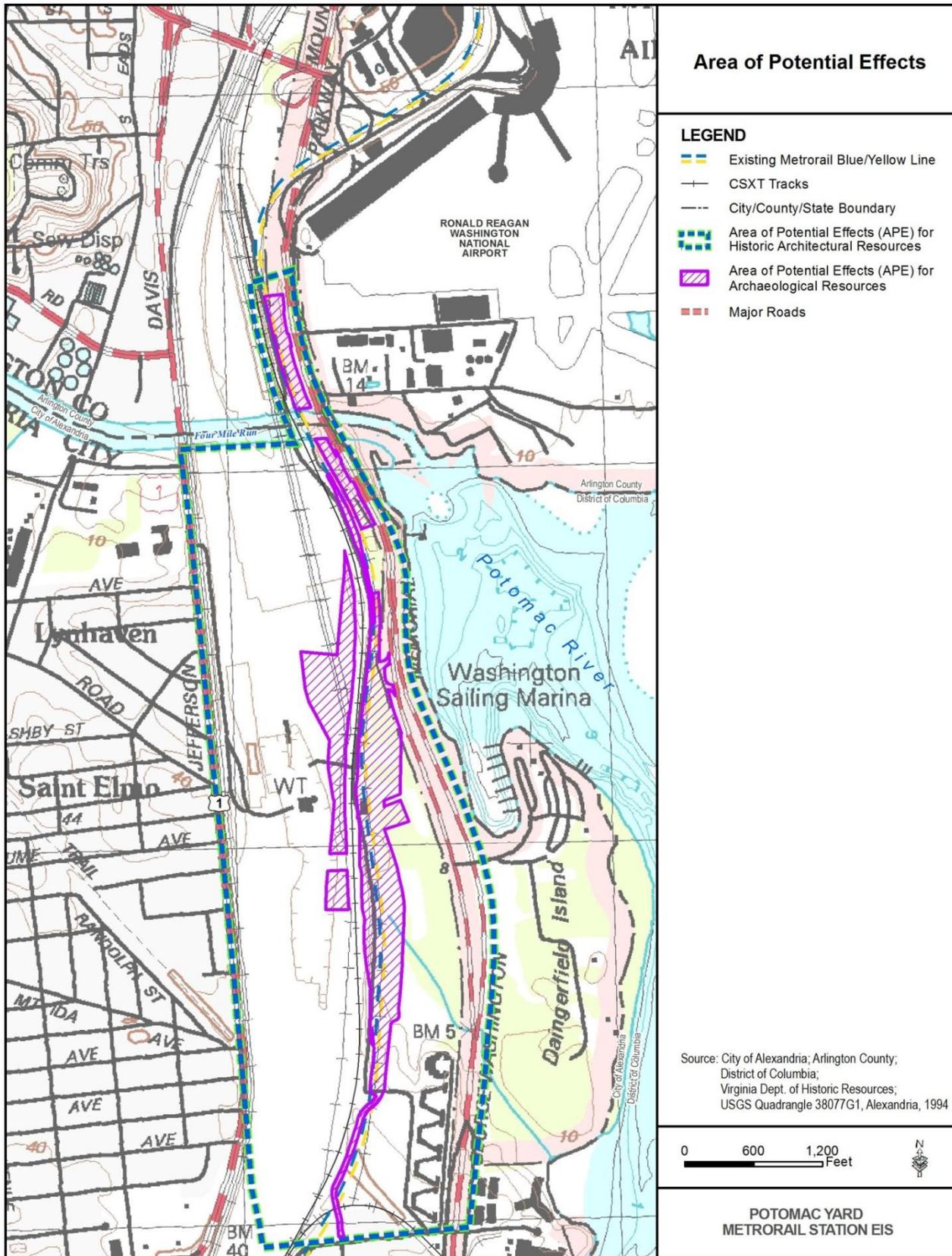
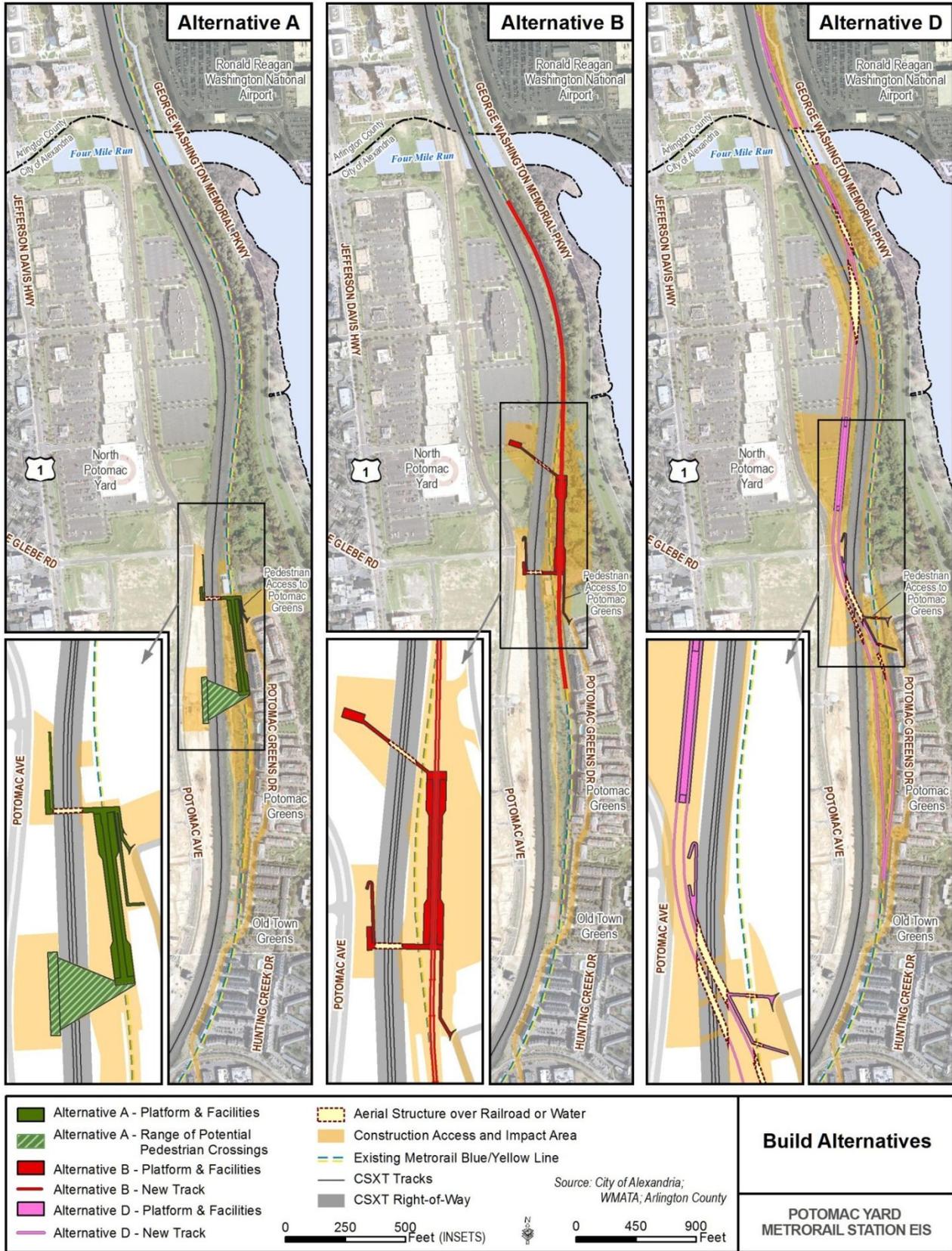


Figure 1-2: Build Alternatives



1.2 Alternatives

1.2.1 No Build Alternative

The No Build Alternative is defined as the existing highway and transit network and committed transportation improvements from the National Capital Region Transportation Planning Board’s Financially Constrained Long Range Plan (CLRP). The Draft EIS assumes that any improvements that are anticipated to be implemented by the project horizon year, whether physical or operational, are part of the No Build Alternative, with the exception of the new Metrorail Station at Potomac Yard.

The No Build Alternative includes the build-out of an internal street network within Potomac Yard (roughly from Four Mile Run to Braddock Road) and additional investments in transit and bicycle/pedestrian facilities, including a pedestrian bridge over the Metrorail and CSX Transportation (CSXT) rights-of-way between Potomac Greens and Potomac Yard. Anticipated transit investments include the Crystal City/Potomac Yard (CCPY) Transitway and an expansion of local transit service.

1.2.2 Build Alternatives

The Build Alternatives are summarized in **Table 1-1** and described in detail below.

Table 1-1: Description of Build Alternatives

Alternative	Type and Layout	Track Work	Facilities for Station Access	Additional Structures Required
Build Alternative A	At-grade, side platform	Minimal track work	Two pedestrian bridges over CSXT right-of-way; access to Potomac Greens via walkway	None
Build Alternative B	At-grade, side platform	Moderate track work	Two pedestrian bridges over CSXT right-of-way; access to Potomac Greens via walkway	Structures (retaining wall) to support new track and station
Build Alternative D	Aerial, center platform	Major track work	One pedestrian bridge over CSXT right-of-way to provide access between Potomac Yard and Potomac Greens	Two aerial structures over CSXT right-of-way, one Metrorail bridge over Four Mile Run, aerial track and supports, and retaining wall replacement on the east and west sides of the tracks north of the existing Metrorail portal. New structures would pass over the existing Metrorail tracks, which would be removed following construction.

Note: Track work for Build Alternatives B and D assumes existing Blue and Yellow Line Metrorail track would be removed where track is realigned.

Build Alternative A

Build Alternative A would be located between the CSXT right-of-way and the north end of the Potomac Greens neighborhood in the existing Metrorail Reservation easement designated during earlier planning efforts for the Potomac Yard area. The station would be at-grade with a side platform layout. Additional station facilities would include two pedestrian bridges from the station over the CSXT right-of-way to the planned development in Potomac Yard. The bridge at the northern end of the station

would provide 24-hour pedestrian/bicycle access between Potomac Yard and the Potomac Greens neighborhood.

Build Alternative A would require minimal track realignment within the station area and would include construction of a double crossover located approximately 900 feet south of the station.

Build Alternative B

Build Alternative B would be located between the George Washington Memorial Parkway (GWMP) and the CSXT right-of-way, north of the Potomac Greens neighborhood, and east of the existing Potomac Yard Shopping Center and the CSXT right-of-way. The station would be at-grade. Additional station facilities would include two pedestrian bridges from the station over the CSXT right-of-way to the planned development in Potomac Yard. The bridge at the southern end of the station would provide 24-hour pedestrian/bicycle access between Potomac Yard and the Potomac Greens neighborhood.

Build Alternative B would require the realignment of approximately 650 feet of existing track, as well as the installation of approximately 1,450 feet of new track. Special track work – a double crossover – would be required approximately 100 feet north of the station.

The new track and station would be built on retained fill, and a new retaining wall would be constructed on the east side of the track and station to support the structures.

Build Alternative D

Build Alternative D would be located west of the CSXT right-of-way near the existing Potomac Yard Shopping Center. The station would be aerial with a center platform layout. One pedestrian bridge over the CSXT right-of-way would be constructed, providing 24-hour pedestrian/bicycle access between Potomac Yard and the Potomac Greens neighborhood. The pedestrian bridge would be parallel to the adjacent new Metrorail bridge over the CSXT right-of-way.

Build Alternative D would require the realignment of approximately 550 feet of existing track, as well as the installation of approximately 5,800 feet of new track. The majority of new track would be elevated. Build Alternative D would also include construction of two Metrorail aerial bridges crossing the CSXT right-of-way to the north and south of the station, and a new, single span, aerial structure over Four Mile Run. Construction of a double crossover would be required in a location approximately 100 feet north of the station. Following completion of construction, the old Metrorail tracks would be removed from service.

Additional structural improvements would include the removal and replacement of the existing retaining wall near the Potomac Greens neighborhood and the removal of an additional retaining wall west of the existing Metrorail tracks, north of the portal at the southern end of the neighborhood.

1.3 Purpose and Organization

This report provides an assessment of potential effects to historic architectural resources associated with proposed construction of a Metrorail station in the Potomac Yard area of Alexandria, Virginia, and Arlington County, Virginia. The report is organized as follows:

- **Section 1.0** introduces the study and report;
- **Section 2.0** discusses the methodology;
- **Section 3.0** provides an overview of the historic context of the study area;
- **Section 4.0** identifies historic architectural resources in the Area of Potential Effects;
- **Section 5.0** describes anticipated effects of the Build Alternatives on the historic resources; and
- **Section 6.0** lists references.

2.0 Methodology

The approach employed for this study follows the standard methodology for conducting architectural surveys as defined in the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (NPS 2007) and VDHR's *Guidelines for Conducting Historic Resources Survey in Virginia* (VDHR 2011). Below is a detailed description of the methodologies used for the identification and evaluation phase studies. This intensive-level investigation and effects assessment was completed at the request of VDHR to satisfy the evaluation phase of the Section 106 process.

2.1 Summary of the Identification Phase Studies

FTA initiated Section 106 consultation with VDHR on May 10, 2012 (DHR File No. 2012-0717). In support of that effort, background research was conducted, a preliminary site visit was made, and the Area of Potential Effects (APE) established. Details of this effort are discussed below.

2.1.1 Background Research

An initial file search was conducted at VDHR to locate previously documented historic properties near the project. Researchers systematically reviewed background materials to search for previously identified historic architectural resources within the study area, and to evaluate the potential of the study area to contain previously unidentified historic architectural resources. Information gathered during background research was used to guide the development of the APE and the field investigation. Previous cultural resource surveys conducted in proximity to the study area as well as maps of previously recorded historic properties were consulted prior to the site visit to assist in the preparation of this report.

Research efforts included a search of NRHP, Virginia Landmarks Register (VLR), and other survey files held by VDHR in Richmond, Virginia. Copies of files pertaining to previously identified historic architectural resources in the APE were obtained. Additional searches were conducted online at the NRHP website and the Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscapes Survey (HALS) website maintained by the Library of Congress (LoC). The nominations for NRHP-listed properties in the APE are included in **Appendix C** and **Appendix D**.

Local historic preservation organizations were also consulted to gather information about locally designated or recognized historic architectural resources that might inform the study. This search included the Historic Preservation Office website for the City of Alexandria Department of Planning and Zoning and the Historic Preservation Program website of the Arlington County, Virginia Office of Neighborhood Services.

2.1.2 Reconnaissance-Level Field Investigation and Area of Potential Effects (APE)

A reconnaissance-level field investigation was conducted to establish a potential APE and identify previously undocumented historic architectural resources over 50 years of age. Historic architectural resources in the study area were photographed and located on a map and a preliminary APE drawn in the field. The APE encompasses all areas where construction activities could directly or indirectly affect significant historic properties. The APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist" (36 CFR §800.16[d]).

The APE encompasses properties within the limits of disturbance, as well as adjacent properties that may be visually or contextually affected by the project. Development of the APE took into consideration effects that could result from temporary or permanent construction and operational activities that include (but are not limited to): physical effects, visual effects, auditory effects, atmospheric effects, vibration effects, and changes in the character or use of historic properties. The APE includes a portion of the former railroad yard known as Potomac Yard and is bound on the west

by U.S. Route 1 (Jefferson Davis Highway), on the east by the George Washington Memorial Parkway (GWMP), on the south by Slaters Lane, and on the north by Four Mile Run (west of the Metrorail tracks) with a portion of the APE extending approximately 1,100 feet north into Arlington County between the Metrorail tracks and GWMP (see **Figure 1-1**).

On June 12, 2012, VDHR concurred that the project was a “federal undertaking” subject to Section 106 review and concurred with the proposed APE for direct effects. At that time VDHR requested additional justification that the proposed APE for indirect effects considered visual, audible, and reasonably foreseeable secondary consequences. VDHR also requested a list of potential consulting parties be submitted to them for review and consideration (see **Appendix F**).

Justification and revision of the APE were submitted to VDHR in a meeting held at its offices on July 9, 2012. VDHR staff concurred with the revised APE for indirect effects at that time. Additionally, VDHR requested a Reconnaissance Level Survey Form be completed for the Potowmack Crossing at Old Town Condominiums complex (historical name is Abingdon Apartments) to satisfy the identification phase for historic architectural resources. The draft survey form was submitted to VDHR on February 25, 2013; a copy is located in **Appendix B**.

2.1.3 NRHP Criteria for Evaluation

As part of the effort to complete a Reconnaissance-Level Survey Form, the potential eligibility of Abingdon Apartments for listing in the NRHP was evaluated. Historic properties, to be considered eligible for listing in the NRHP, must meet at least one of the four NRHP criteria and retain sufficient historic integrity to convey their significance. The NRHP uses the following four Criteria for Evaluation (36 CFR §60.4) to evaluate significance:

Criterion A: [properties] that are associated with events that have made a significant contribution to the broad patterns of our history; or

Criterion B: [properties] that are associated with the lives of persons significant to our past; or

Criterion C: [properties] that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D: [properties] that have yielded, or may be likely to yield, information important in prehistory or history.

Certain kinds of properties that are not usually considered for listing in the NRHP may be eligible if they meet special requirements called Criteria Considerations. For a property to qualify under one of the seven Criteria Considerations (36 CFR §60.4), it must first meet one or more of the four Criteria for Evaluation and must also possess integrity. The seven Criteria Considerations are as follows:

Criteria Consideration (a): a religious property deriving primary significance from architectural or artistic distinction or historical importance; or

Criteria Consideration (b): a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

Criteria Consideration (c): a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or

Criteria Consideration (d): a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events; or

Criteria Consideration (e): a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

Criteria Consideration (f): a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

Criteria Consideration (g): a property achieving significance within the past 50 years if it is of exceptional importance.

See **Section 4.0** and **Appendix B** for the full eligibility assessment of Abingdon Apartments.

2.2 Summary of the Evaluation Phase Studies

This effects assessment was completed at the request of VDHR to satisfy the evaluation phase of the Section 106 process.

2.2.1 Intensive-Level Field Investigation

During November 12-14, 2012, the site and surrounding area was visited again and thoroughly inspected by a qualified architectural historian. A vehicular and pedestrian investigation of the APE was conducted to photograph historic architectural resources that are listed in the NRHP, eligible for listing in the NRHP, or potentially eligible for listing in the NRHP. Photographs were taken showing the resources, the project site, and the surrounding setting, and the images were keyed to a map.

2.2.2 Background Research

After completion of the intensive-level field investigation, additional research was conducted to gather detailed information about the history of the project area and the NRHP-listed or eligible resources in the APE. The research was designed to trace the development of the area and establish a reasonably accurate date range for each property in the APE that was not previously identified. Types of sources consulted included historical maps, atlases, and aerial photographs, city property records, and secondary source materials. For previously documented historic properties in the APE, further research focused on primary source materials and was aimed at collecting additional information to support the NRHP nominations and support the effects assessment. The repositories and websites that were visited included the LoC (Washington, DC location), the National Archives (Washington, DC, College Park, MD, and Suitland, MD locations); USGS websites (2012a, 1202b), and the Historic Aerials website (Nationwide Environmental Title Research LLC 2009).

2.3 Criteria of Adverse Effect

Once the intensive-level field investigation and additional background research were conducted, the information was analyzed and this effects assessment report was prepared. Section 106 regulations state that if there are historic properties in the APE which may be affected by a federal undertaking, the agency official will assess adverse effects, if any, in accordance with the Criteria of Adverse Effect described in 36 CFR 800.5. As stated in the guidance, an “adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5(a)(i)). Effects can be direct, indirect, or cumulative.

Examples of adverse effects provided in 36 CFR Part 800.5(a)(2) include but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary [of Interior] *Standards for the Treatment of Historic Properties* (36 CFR Part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

2.4 Public Participation and Consulting Parties

According to 36 CFR 800.2(c)(1-6), a number of parties could have a consultative role in a project considered an undertaking under Section 106. These parties can include State and Tribal Historic Preservation Officers (SHPOs and THPOs), Indian tribes, representatives of local governments, applicants for federal assistance, permits, licenses and other approvals, and certain individuals and organizations who have demonstrated an interest in the undertaking. The goal of Section 106 consultation is to: identify historic properties that could be affected by a project, assess the project's potential effects to such properties, and seek ways to avoid, minimize or mitigate any adverse effects to historic properties.

Consultation with VDHR and the appropriate consulting parties is ongoing throughout this project. On August 24, 2012, VDHR reviewed and approved an initial list of potential consulting parties transmitted by FTA via email. As part of the subsequent outreach process, FTA sent letters to potential consulting parties on September 13, 2012. For a full list of the organizations that were invited to become consulting parties and a copy of the invitation letter, see **Appendix F**. Organizations that accepted the invitation include:

- National Park Service, George Washington Memorial Parkway
- United States Army Corps of Engineers, Norfolk District
- City of Alexandria, Historic Preservation Office, Department of Planning and Zoning; Alexandria Archeology; and Office of Historic Alexandria
- Alexandria Historical Society
- Alexandria Historical Restoration and Preservation Commission
- Alexandria Federation of Civic Associations
- Old Town Business and Professional Association
- Arlington County Department of Community Planning, Housing and Development, Neighborhood Services Division
- Lynhaven Civic Association
- NorthEast Citizens' Association

Consulting parties will have the opportunity to review and comment on this Effects Assessment report and participate in the development of measures to avoid, minimize and mitigate adverse effects to historic properties. FTA held the first consulting party meeting to discuss the identification of archaeological and historic architectural resources on February 20, 2013 in the City of Alexandria. A

second meeting to discuss eligibility of resources in the APE is scheduled for Wednesday, March 27, 2013. A third meeting to discuss effects has not yet been scheduled.

2.5 Resolution of Adverse Effect

As part of the Section 106 process, the federal agency must also notify the Advisory Council on Historic Preservation (ACHP) of the adverse effect, invite ACHP to participate in consultation, and submit information consistent with 36 CFR part 800.11 for its review. ACHP may participate in consultation when there are substantial impacts proposed to important historic properties, when a project presents important questions of policy or interpretation, when there is potential for procedural problems, or when there are issues of concern to Indian tribes. To resolve adverse effects, the agency must develop, through coordination with consulting parties, a plan to avoid, minimize, or mitigate the adverse effects. Any adverse effects identified in this report will be resolved through subsequent consultation with VDHR following its review and concurrence.

3.0 Historic Context

The following section describes the historic context of the APE. Historic contexts are patterns and trends in history by which a specific occurrence, property, or site is understood and its meaning made clear. In order to determine if a property is significant, its historic context must first be established (NPS 1990).

In particular for the historic period, Mullen and Barse (2008) contains a large and very detailed volume of contextual history for the present project within the former Potomac Yard site, and this context covers the following eight progressive temporal periods of history as defined by VDHR (1999:31, 2011:123-130):

1. Settlement to Society (1607-1750)
2. Colony to Nation (1750-1789)
3. Early National Period (1789-1830)
4. Antebellum Period (1830-1860)
5. Civil War (1861-1865)
6. Reconstruction and Growth (1865-1917)
7. World War I to World War II (1917-1945)
8. The New Dominion (1945-Present)

With the comprehensive histories contained in the reports described above serving as an overarching context for the region around the former Potomac Yard site, the following description of historic context concentrates on the immediate area of the rail yard property as much as possible.

3.1 Settlement to Society (1607-1750)

Sir Walter Raleigh led the earliest English explorations in the New World when he received a license from Queen Elizabeth in 1584 to search for “remote, heathen and barbarous lands” but he failed in his attempts to establish a permanent colony (Lillian Goldman Law Library 2008). Despite Raleigh’s lack of success, other Englishmen soon followed in his wake. In 1606, King James I granted to Sir Thomas Gates and other members of The Virginia Company of London the right to settle two colonies or plantations within the area surrounding the Chesapeake Bay and to search for gold, silver, and copper. As a result of this Royal grant, three ships departed from England during the spring of 1607: the *SUSAN CONSTANT*, the *GODSPEED*, and the *DISCOVERY*. Under the control of shipmasters Newport, Gosnole, and Capt. John Smith, the small fleet arrived at Cape Henry and dropped anchor. Upon observing the ships, the indigenous people responded with hostility. The commanders dispatched their ship’s boats on exploratory missions in the Chesapeake and its tributaries. The sailors discovered an island 60 miles up the James River, which the company members selected for establishing a settlement and palisaded fort, which became known as Jamestown, in honor of the King of England (Kelso 1995:6, 7).

To better establish the territory under the Virginia Company’s control, Capt. John Smith conducted surveys and prepared a map of the Chesapeake Bay, the Potomac River, and the adjoining territory. Titled, *Map of Virginia*, this epic cartographic undertaking provided English citizens of its latest New World colony once Capt. Francis Nelson returned to London with the manuscript map. As a result of Smith’s pioneering work, King James I issued a reaffirmation of the Virginia Company’s charter in May 1609 and more clearly defined the charter’s physical boundaries. The map depicted numerous Indian villages and trading centers. Pioneering plantations began growing tobacco, which quickly became the currency or medium of exchange. These plantations became bound to the tobacco economy and grew into independent and self-sufficient entities, resulting in few towns of any notable size developing in Virginia prior to the postbellum industrialization period.

Within 10 years of King James’ reaffirmation of the Virginia Company’s charter, the blossoming tobacco economy and the fur trade had attracted sufficient numbers of colonists to require regulation and administration. The first Virginia Assembly met in 1619, and by 1621, had enacted laws to

regulate the fur trade. In 1623 the Virginia Assembly established the Church of England as the official religion of the colony. By 1630 the 5,000 inhabitants of the colony required administrative subdivision of the four parishes to the north and south of the Rappahannock River (James City, Charles City, Henrico and Kikotan) into eight shires or counties: James City, Henrico, Charles City, Elizabeth City, Warwick River, Warrosquyoake, Charles River, and Accawmack. Fifteen years later (1645), Northumberland County was erected to encompass the region between the Rappahannock and Potomac rivers (Hening 1823 I:352-353). Northumberland County was partitioned into Westmoreland, Stafford, and Prince William County; lawmakers then partitioned Fairfax County from the northern part of Prince William County in 1742 (Hening 1819 V:207-208).

Together with the tobacco and fur trade, land speculation provided a powerful engine of development during the settlement period. Prominent and politically connected individuals on both sides of the Atlantic obtained huge tracts of land either as individuals or by pooling their resources with other like-minded friends, family, or associates. James Munson (1987) points out that by the early-mid eighteenth century, investor interest had already shifted to the Shenandoah and Ohio River valleys, and the Potomac River offered a particularly attractive route to that region. Prior to 1749 Fredericksburg on the Rappahannock River served as the commercial and administrative center for the entire colony, but with the burgeoning population in the tidewater in the northern part of the colony and interest in the Shenandoah and Ohio, petitions began to establish a new port and market town along the Potomac.

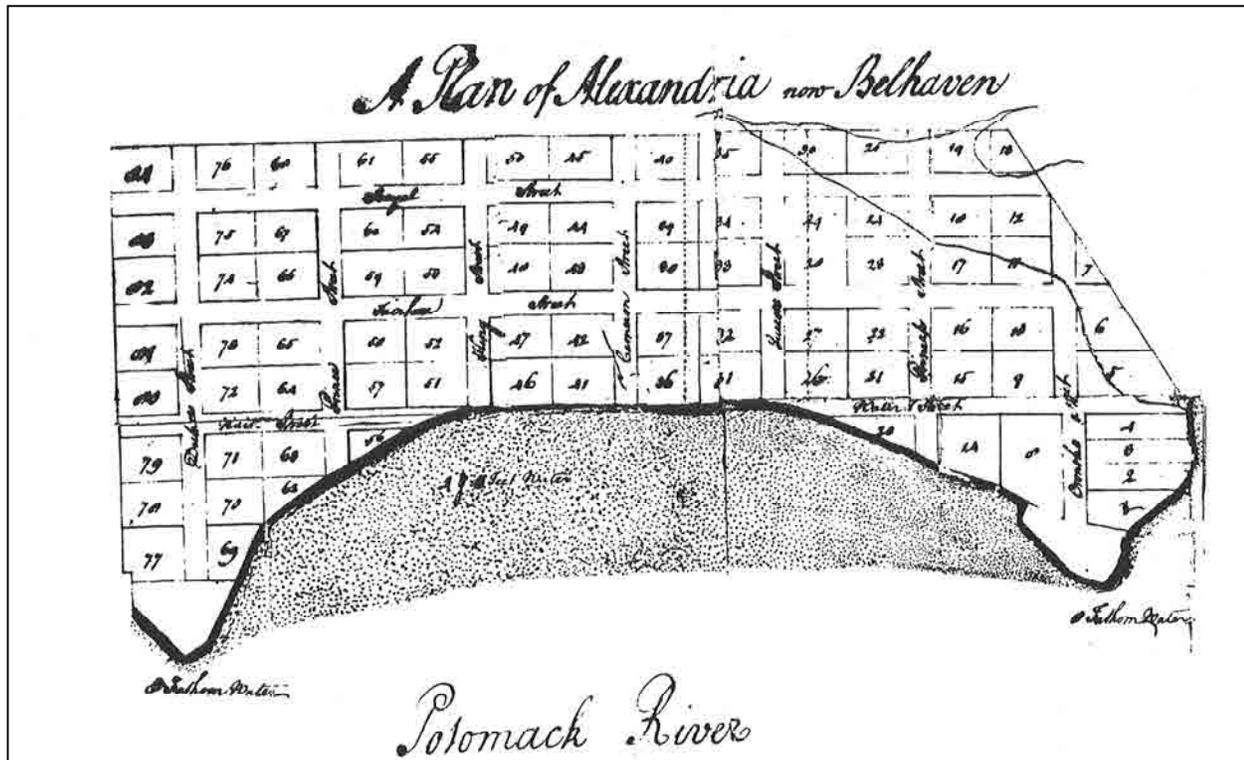
Historian James D. Munson's research indicates that the Virginia Assembly received two competing petitions in 1748 to establish a new town on the Potomac in Fairfax County. In the spring of 1749 the Assembly chose the northern of the two proposed locations and named it after John Alexander, who in 1658 had patented 6,000 acres in this area. The Assembly required 60 acres to be surveyed and lotted within four months. George Washington did not direct the resulting survey, as others claim, but John West, Jr., Deputy Surveyor of Fairfax County, conducted the work (Munson 1987:12). George Washington did, however, draft a map of the town's lots in 1749 when he was 16 years old, with the town's grid oriented to the Potomac River between Hunting Creek and Four Mile Run (see **Figure 3-1**). The Fairfax County seat moved from Spring Field (near the current town of Vienna) to Alexandria in 1752, solidifying the town's preeminence (Hurd 1983:3).

3.2 Colony to Nation (1750-1789)

Alexandria quickly developed into a commercial entrepot in late colonial maritime trade. Coastal plantations and Piedmont farms shipped tobacco and flour through Alexandria by the 1770s. National and international conflicts at the end of the eighteenth and beginning of the nineteenth century (including the American Revolution, Napoleonic Wars, War of 1812) increased demand for agricultural products, and the Revolutionary War proved to be a boon for agriculture. Demand from competing armies and by foreign markets remained high. Foreign trade provided the greatest outlet for agricultural goods and production remained high during the conflict (Schlebecker 1975:54). The colonies never had to import foodstuffs and the Mid-Atlantic States continued to supply New England with food during the war (Schlebecker 1975:56). In comparison, the British had to constantly resupply themselves from the homeland. War inflation allowed farmers to make much more profit on the market than at any time prior (Schlebecker 1975:35).

Alexandria clearly benefitted from these global events. Although technically not one of the 'bread colonies' (e.g., Pennsylvania, Maryland, Delaware, New Jersey, New York), flour milling for overseas export became an important local industry in Alexandria in the 1780s and 1790s (Smith and Miller 1989:14). The town grew physically. By 1762 the original town grid had been filled with inhabitants, so the General Assembly added the equivalent of 14 city blocks to accommodate the growing center of commerce (Hurd 1983:4).

Figure 3-1: George Washington's 1749 Map of Alexandria



Source: Library of Congress, American Memory website, <http://memory.loc.gov/ammem/index.html>, accessed November 26, 2012.

Although not the scene of significant military action, Alexandria, specifically the Court House, played a significant part in the political history of the Revolutionary War and the founding of our nation. On 18 July 1774, the Court House hosted George Mason, George Washington, and the Fairfax County freeholders, who adopted the “Fairfax Resolves.” Probably drafted by Washington and Mason at Mount Vernon the day before, the Fairfax Resolves repudiated British unlimited power over the colonies (particularly as it related to taxation) and defined constitutional rights of colonists. The Fairfax Resolves were one of many such resolves adopted by counties throughout Virginia, but they comprised “the most detailed, the most influential, and the most radical” (Broadwater 2006:67).

Locally, within the Potomac Yard area, Robert Alexander's great-grandson Charles Alexander built Preston Plantation between 1750 and 1760 in the northeast corner of a 1,421-acre tract the family owned on the south side of Four Mile Run (Mullen and Barse 2008:31). Authors Mullen and Barse posit that upon completion of the plantation house, slaves would have been resident on the property and tobacco would have been grown there (ibid.).

3.3 Early National Period (1789-1830)

The Early National Period brought many changes to Alexandria, the surrounding region, and the new nation, not all of them positive. Initially, this period included volatile economic expansion, which later turned to a financial depression. Between 1783 and 1815 American farmers exploited European markets developed during the Revolution. Europe held a great demand for American produce after 1793 due to the Napoleonic Wars and later, the War of 1812. Grain prices rose dramatically and cotton from the Southern states also prospered (Schlebecker 1975:72). Price increases were an important part of the growth in the value of the export trade and earnings increased seven-fold in the early 1800s (North 1961:26-27).

As a port, Alexandria benefitted from the expansion of overseas agricultural trade. The city limits expanded in 1796 and again in 1797 (Hurd 1983:4). However, political instability threatened the

continued economic expansion. In the Virginia acts of cession of 1789, the new District of Columbia incorporated Alexandria. By 1801, Alexandrians determined this arrangement as not favorable to the city and they sought to be returned to Virginia from 1801 onward until 1846, when they obtained the necessary approval of their petition. Competition with Georgetown became a major source of discontentment with the annexation of Alexandria into the District of Columbia (Hurd 1983:5).

Whether in fact competition with Georgetown was the source of their problems, larger issues contributed greatly to the economic downturn that Alexandria suffered in the first half of the nineteenth century. Local wealth began to wane as agricultural land played out, farms and plantations were subdivided amongst heirs, and the price of tobacco dropped at the century's end (Mullen and Barse 2008:26). Overseas trade, while always profitable, became riskier with various embargos and wars. Between 1807 and 1809, when Jefferson signed the Embargo Act, America lost its foreign trade. Prosperity returned between the end of the trade embargo in 1809 and the War of 1812 (North 1961:66), when foreign trade again proved extremely difficult. Nationally, economic expansion returned after the War of 1812 ended, but the United States underwent a significant shift in the economic structure during this expansion, moving away from dominance of trans-Atlantic trade and toward the development of internal markets. Alexandria would not benefit directly from this shift, but Alexandrians would try to recapture elements of this trade and the associated wealth.

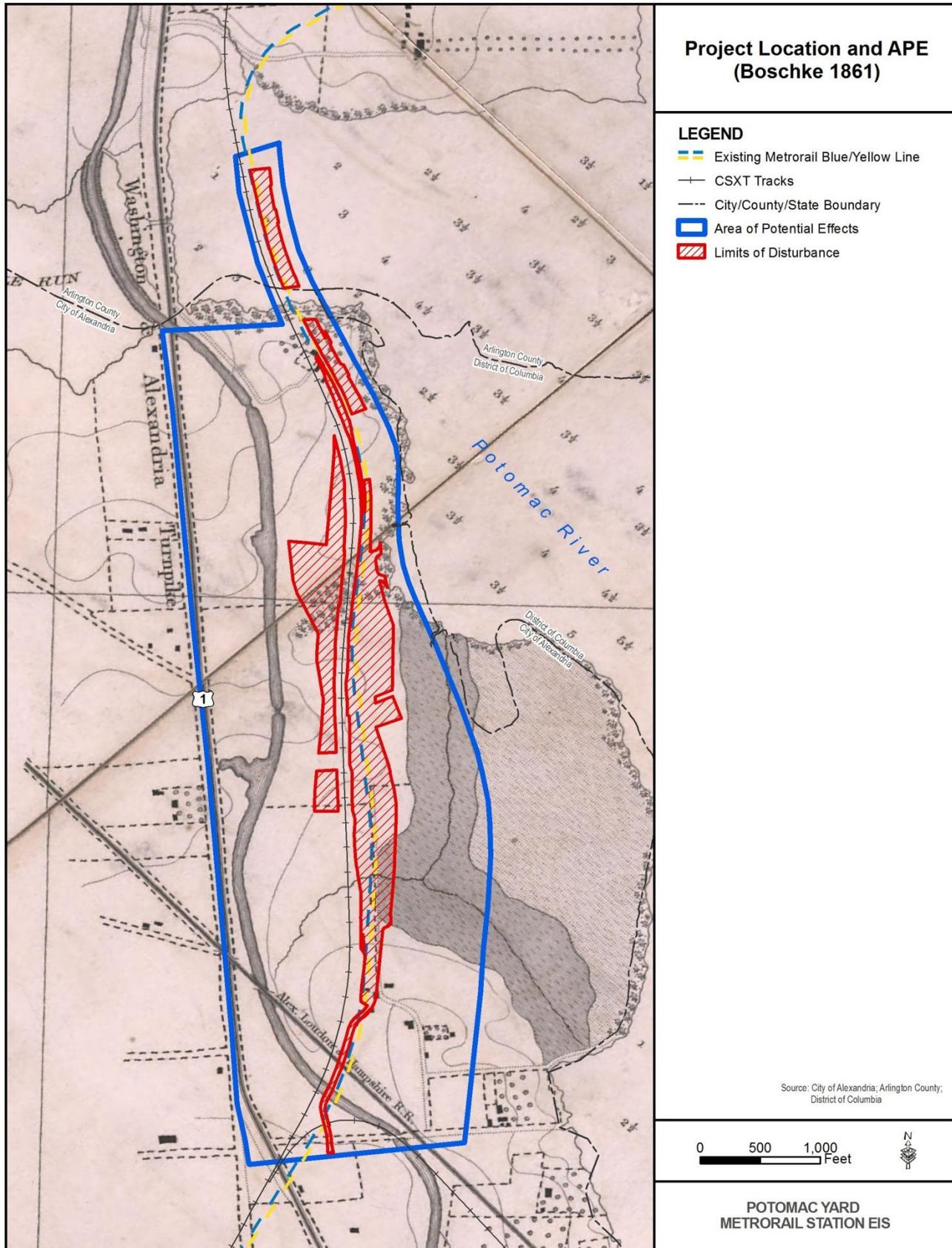
3.4 Antebellum Period (1830-1860)

As early as the 1760s, George Washington among others had envisioned a series of canals to bypass the Great and Little Falls on the Potomac River to enhance western commerce (Mitchell 1978:15). By the second quarter of the nineteenth century, improved access to the west had become an imperative, as the pattern of national development turned inward and Georgetown captured an increasing quantity of the Potomac River trade. As Alexandria was still a part of the District of Columbia, it took an Act of Congress in 1830 to charter the Alexandria Canal Company to build an artificial waterway from the southern terminus of the Chesapeake and Ohio (C&O) Canal at Georgetown, to Alexandria. To accomplish this goal, the Army engineers proposed building a 1,000-foot long stone aqueduct bridge over the Potomac River on a seven-mile long Alexandria-Georgetown Canal, which ended on the Potomac at the northern limits of the City. Construction of a second aqueduct bridge would carry the canal over Four Mile Run. Work on the canal began in 1833 and it opened for boat traffic ten years later (ibid.).

The decade prior to the Civil War also witnessed the construction of a turnpike and three rail lines through Alexandria: the Orange and Alexandria (O&A) Railroad (1854), the Alexandria & Washington (A&W) Railroad (1857), and the Alexandria, Loudon, and Hampshire (AL&H) Railroad (1860). The A&W ran immediately east of the Alexandria Canal and outside the project APE, but the AL&H crossed the southern end of the APE on its route into Alexandria from the north (see **Figure 3-2**). The Alexandria, Mount Vernon, and Accotink Turnpike, authorized by the General Assembly in 1856, ran west of the Canal (EDAW 1987:20).

Both the canal and rail lines did aid in improving Alexandria's economy, particularly after the C&O Canal Company extended its waterway to the coal fields in western Maryland. Coal became the principal commodity shipped on the canal until it finally closed in the 1920s (Mitchell 1978:23-24). Although the C&O Canal proved successful during the antebellum period, that success came at a price. Mrs. Frances Swann (an Alexander through her maternal line), then owner of the Preston Farm, sued the C&O in 1839 for unlawful encroachment on her property. The case reached as far as the United States Supreme Court, who in 1844 awarded her over \$7,000 in damages (Miller 1992). It does not appear that railroad construction in Alexandria caused similar acrimony. The A&W transported people and commodities between Alexandria and Washington and the AL&H ran as far west as Leesburg, in Loudon County. The O&A connected with several other railroads (Virginia Central Railroad; Virginia and Tennessee Railroad; South Side Railroad; Manassas Gap Railroad), extending the reach of the line throughout central and southern Virginia. Products from the piedmont interior found an outlet at the port of Alexandria via this line and its several rail links.

Figure 3-2: Project Location and APE (Boschke 1861)



Prior to the Civil War, immigration from northern states and abroad also contributed to improved economic health for the city and environs. Quakers from Pennsylvania took up impoverished farms and worked to bring them back into productivity based largely on diversified agricultural production using the latest ‘improved’ methods and concepts. German and Irish immigrants also expanded the city’s and region’s population in the 1840s and 1850s. Alexandria became a city on August 4, 1852 and the new city’s northern boundary was extended 500 feet (Hurd 1983:6). Ironically, while thousands seeking freedom and opportunity settled in the City and region, Alexandria hosted the largest slave trading business in the nation (Mullen and Barse 2008:27). Despite the ongoing trade in human bondage, half of Alexandria’s black residents had attained “free” status by 1860, residing primarily at the southern end of town.

Despite the development that occurred in the vicinity of Potomac Yard, the area remained largely rural and undeveloped—with the exception of agriculture—through the mid-nineteenth century. The 1861 Boschke map (see **Figure 3-2**) depicts the Preston Plantation near the northern end of the APE; another property with a residence and out buildings appears near the southern end of the APE. A small fishing industry flourished near the mouth of Four Mile Run at least until mid-century but it is unknown whether it survived after the Civil War (Miller 1979).

3.5 Civil War (1861-1865)

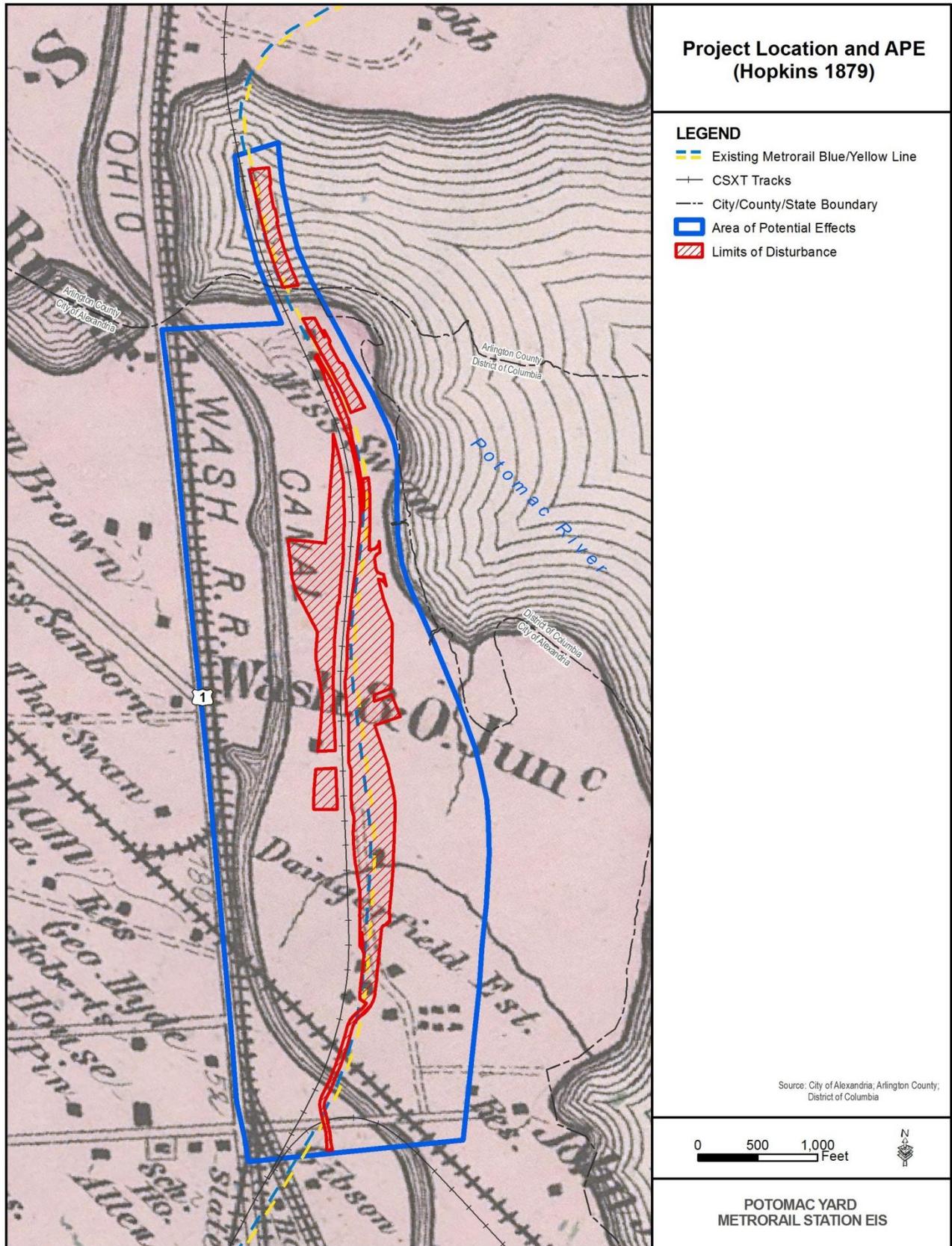
As with the Revolutionary War that preceded it, Alexandria did not witness direct military action during the Civil War. Union troops arrived in the city on May 24, 1861 and continued their occupation for the duration of the conflict, ending on July 7, 1865 (Hurd 1983:6). Control of the rail lines provided an important motivation for Union control, particularly the O&A. “During the Civil War, the O&A was arguably the most fought over railroad in Virginia” (Northern Virginia Community College 2012). It offered the most direct rail route from Washington to Richmond and consequently control of the line and the Union and Confederate armies assiduously contested for the route. Other than the bivouacs of Union troops on the north side of the city and the draining of the Alexandria aqueduct over the Potomac to allow wagon and troop traffic across the river, it appears Alexandria underwent little change to its physical fabric during the five years of war (Mullen and Barse 2008:39). The influx of Union troops and Federal administration of the city, however, would certainly have changed the social fabric of the community. Locally, Union troops converted Preston Farm into a hospital and burned the house in 1862 (Mullen and Barse 2008:39).

3.6 Reconstruction and Growth (1865-1917)

Alexandria grew slowly in the aftermath of the Civil War. The Alexandria Canal resumed operations after the cessation of hostilities, but never returned to financial viability. Coal continued as the principal product shipped, but the canal, plagued by constant needs for repair, stoppages due to inclement weather, and competition from the railroads never recovered its profitability, dooming the enterprise. A sectional collapse of the aqueduct bridge over the Potomac River in 1886 sealed its fate and operations ceased on or about September of that year (Mitchell 1978:26). Railroads became the preeminent mode of transportation during this time and a period of consolidation and growth occurred. Federal authorities confiscated the A&W during the war (its owner, James French of Alexandria, was a Southern sympathizer) and after the war sold to others; the Pennsylvania Railroad eventually acquired the route in 1872 (Miller 1992:108). By 1894, the AL&H became the Bluemont Branch of the Southern Railway, owned by financier J.P. Morgan (Mullen and Barse 2008:29).

Regardless of changes in transportation and slow but continued urban growth during the reconstruction period, the Potomac Yard area did not appreciably change until after the turn of the twentieth century. The Swann family continued to own the farmland on the south bank of the mouth of Four Mile Run—the old Preston Farm. By the late 1870s the Daingerfields (aka Dangerfield) family owned the farm property immediately to the south, east of the old A&O Canal and west of the Potomac River (**Figure 3-3**). The Daingerfields were a family of successful farmers from Alexandria with prominent social connections (Miller 1993:109).

Figure 3-3: Project Location and APE (Hopkins 1879)



By the turn of the twentieth century, the burgeoning rail traffic, number of competing rail carriers, and relatively narrow rail corridor between Washington and Alexandria, created a transportation bottleneck that all participating operators recognized needed a solution. In 1901, the PRR, Atlantic Coast Line, Southern, Seaboard Air Line, B&O, and C&O decided to create one corporate entity, the Richmond-Washington Company (R-W), a holding company to manage traffic and a single interchange for all north-south rail traffic passing through the area (Carper 1992). The R-W also controlled the Richmond, Fredericksburg and Potomac Railroad (RF&P), which used Potomac Yard as its northernmost terminus. The R-W constructed Potomac Yard to be that interchange. The largest classification yard in the East, Potomac Yard grew to encompass 536 acres, with 136 miles of track and a capacity to handle 20,000 cars a day (Carper 1992; Alexandria Gazette 1906) (see **Figure 3-4**). The yard cost \$2 million to construct and it opened for operation on 1 August 1906. The yard's primary function was to classify and sort freight cars from the various operators using the facility (Alexandria Gazette 1906). Shortly after the opening of Potomac Yard, two communities to the east of the yard (and the project APE), St. Elmo and Del Rey, merged to form a single corporation, the Town of Potomac (Crabill 1982:15). The Virginia General Assembly approved the incorporation on March 13th, 1908. Potomac quickly became known as a railroad town due to the large number of its residents who worked for the area railroads and/or the yard (*ibid.*). From its inception, the town contained members of numerous faiths and likely different ethnic origins. Regardless of their religion or ethnicity, community members worked together to create a prosperous, self-sufficient community whose members sought to promote Potomac's growth. African Americans were the only ethnic group consciously excluded from the community (Mullen and Barse 2008:51).

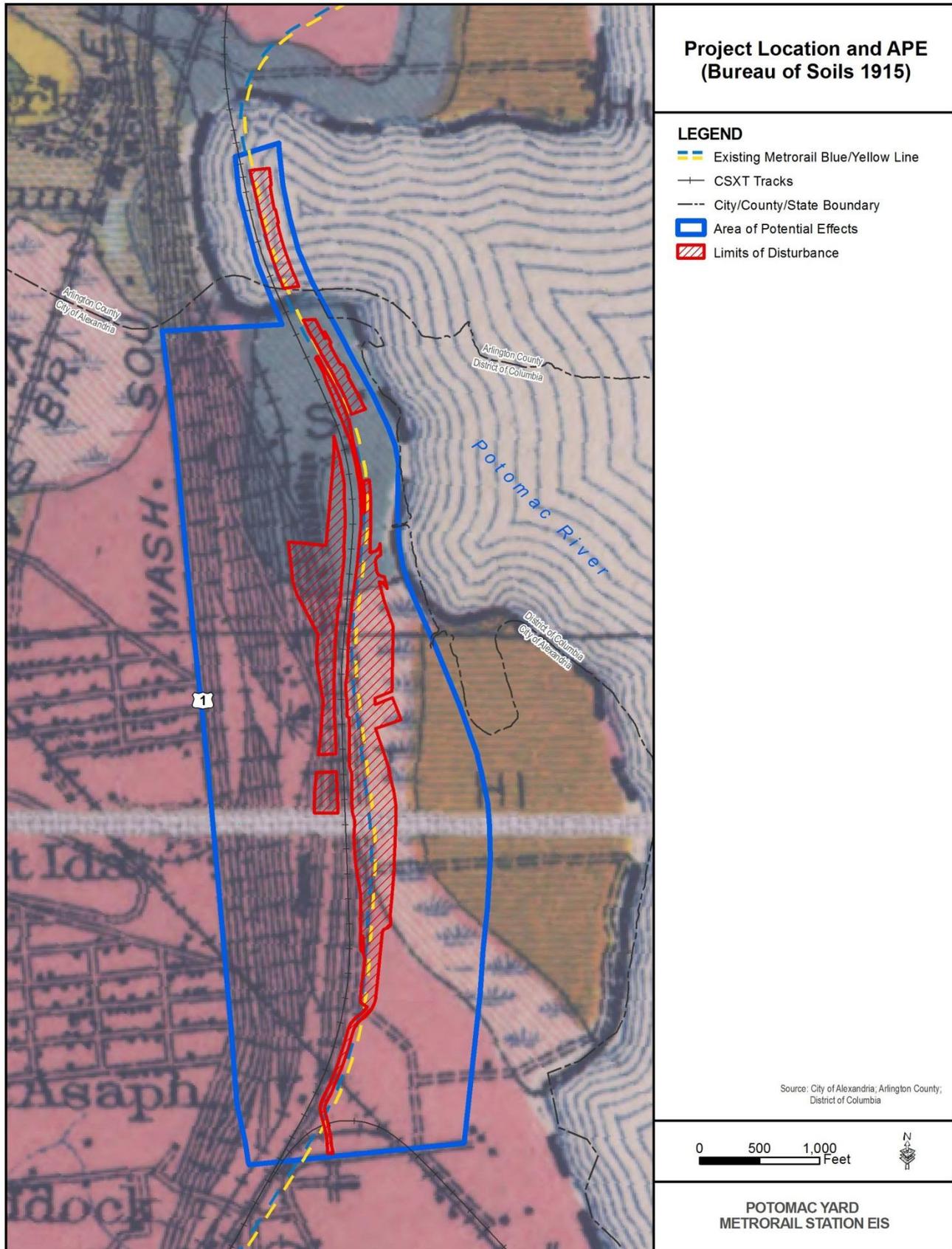
3.7 World War I to World War II (1917-1945)

Just prior to the First World War, the City of Alexandria annexed 500 acres of Alexandria County and 450 acres of adjacent Fairfax County. Likewise, in 1929, the city annexed all land south of Four Mile Run, including the Town of Potomac (Hurd 1983:7). Changes in transportation infrastructure continued apace during the first half of the twentieth century. Between 1929 and 1932, the federal government funded and built the first parkway in the United States, the Mount Vernon Memorial Parkway (now the George Washington Memorial Parkway), east of Potomac Yard (EDAW 1987). Construction of the GWMP began a period of federal involvement in road construction that continues to this day, but during the decade leading up to the Second World War, Congress justified the expenditure of federal highway dollars by the need for national defense (Leach 1991).

Rail transport of agricultural products northward and manufactured goods southward through Potomac Yard continued to be important during the First World War, the inter-war years, and particularly throughout the Second World War, when rail traffic increased by 96 percent between 1940 and 1943, and the yard received an additional 11.5 miles of track to accommodate the traffic increase (Mullen and Barse 2008:55). Wartime expansion brought increased residential building primarily west of Potomac Yard, but also brought growth to the east, including Abingdon Apartments.

Wartime expansion, however, masked the effects of structural changes that were occurring in the rail industry beginning in the 1930s, and changes in the regional economy resulting from the growth of the federal government as part of the New Deal. Changes in rail technology beginning around 1930 reduced the number of rail worker needed for the Potomac Yard's operations. The introduction of remotely-operated switches and pneumatic brake car retarders, for example, reduced the need for brakemen (Carper 1992; Mullen and Barse 2008:55). Reduced demand for rail workers and an increased regional demand for office workers would begin to change the nature of the communities surrounding Potomac Yard, but these changes would not be seriously felt until the post-World War II period.

Figure 3-4: Project Location and APE (Bureau of Soils 1915)



3.8 The New Dominion (1945-Present)

The immediate post-war period witnessed a cascade of increasing technological efficiencies in the Potomac Yard's operations: "the Pot Yard was at the forefront of modernization" (Carper 1992:33). Railroads gradually phased out steam locomotives in favor of either electric or diesel engines. Catenary lines covered the entire northern half of the yard and new repair and administrative buildings supplanted facilities once dedicated to the maintenance of steam engines. A new control tower and electronic systems allowed for semi-automatic car routing control. The advent of the diesel locomotive doomed the extensive steam facilities, and improved communications technology replaced much of the manual paperwork and mechanical car-handling procedures. Potomac Yard thus found itself able to handle more operations with fewer resources (Carper 1992:35). During the 1950s, the U.S. Congress granted \$30 million for flood control of Four Mile Run and established an intermodal yard on the east side of Potomac Yard to facilitate interconnections with the growing use of highways for transportation (Carper 1992:34).

As automation increased and the demand for labor decreased at "Pot Yard," changes in the rail industry conspired to sharply curtail the need for its services. The factors identified as responsible for its eventual decline during the 1960s and 70s include: use of the mechanical refrigeration car (negating the need for the Pot Yard's icing facilities), the sequence of mergers that obviated the need for classification of freight from different companies, passage of the Railroad Revitalization and Regulatory Reform Act in 1976 (creating Conrail) with a reduction in freight service, the creation of CSX (which did not require car classification at Potomac Yard), labor strikes and accidents, as well as the sale of property for development (Carper 1992; RF&P Railroad Company 2006; Mullen and Barse 2008). Large-scale, corporate development has dominated the landscape within former lands of the old Pot Yard and surrounding it. For example, the RF&P sold land that it owned north of Four Mile Run to a real estate company that built Crystal City (Mullen and Barse 2008:56). Other development on the site of the yard included the Potomac Yard Shopping Center, a retail space utilizing 589,856 square feet of former Potomac Yard land, completed in 1997. Other sections of Potomac Yard have since been slated for development as residential units, office space, parkland, and for retail use. Currently, there are six development projects either completed or under construction in and around the former Potomac Yard site (City of Alexandria).

4.0 Survey Findings

Two NRHP-listed resources are located in the APE. One historic architectural resource that was not previously surveyed was identified in the APE and recommended not individually eligible for listing in the NRHP. Two additional resources are still under discussion to determine if they are historic resources that should be evaluated as part of this project. See the following sections for additional detail.

4.1 NRHP-Listed Historic Properties in the APE

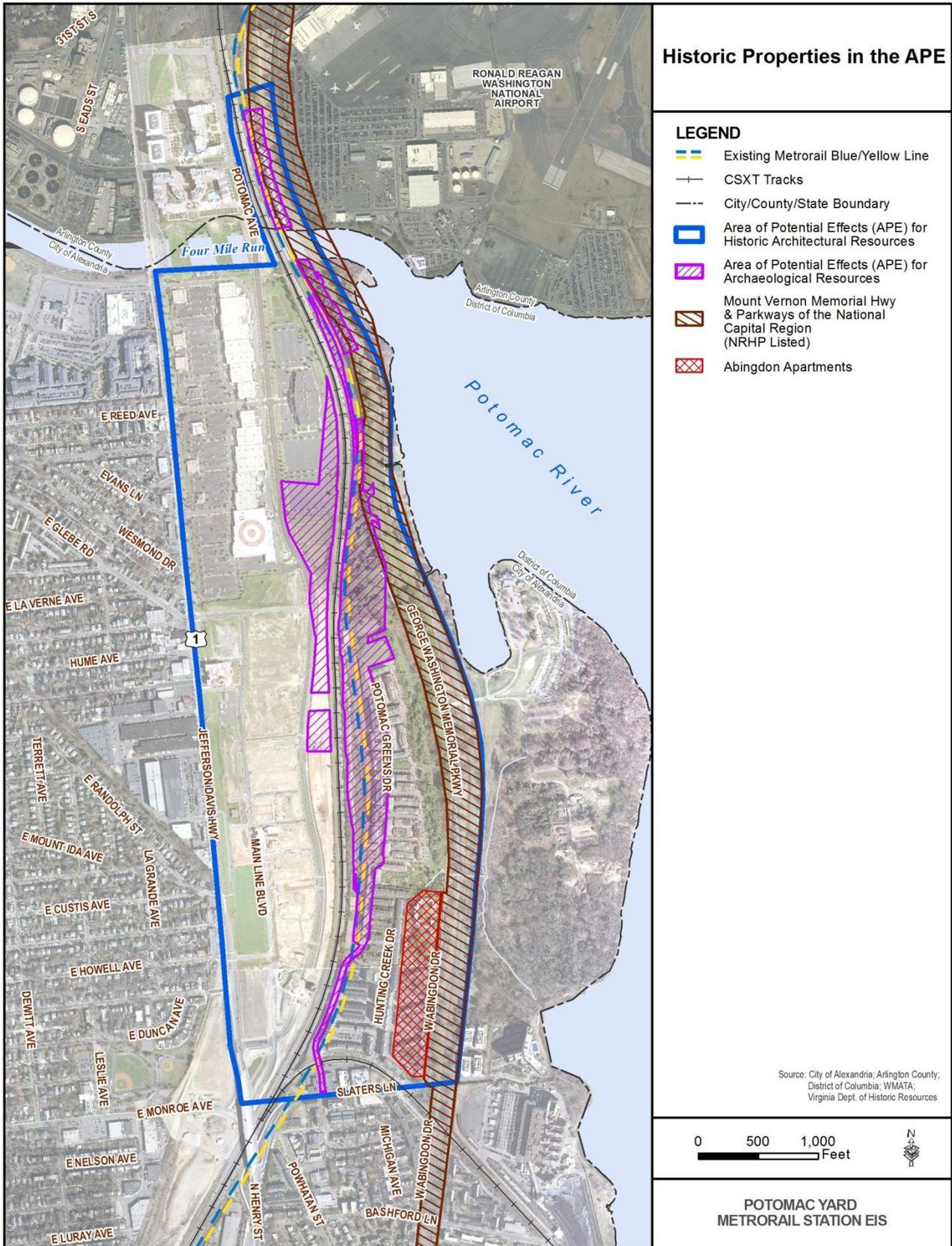
VDHR files indicate two NRHP and VLR-listed resources located within the APE: Mount Vernon Memorial Highway (MVMH) and the Parkways of the National Capital Region, 1913-1965 (PNCR). The MVMH consists of the original southern section of the George Washington Memorial Parkway (GWMP) between Arlington Memorial Bridge (at the north) and George Washington's home, Mount Vernon at the south (see **Figure 4-1**). As one of the parkways built in the National Capital Region between 1913 and 1965, the MVMH is also a part of the PNCR multiple properties submission (MPS). Within the APE, the boundaries for both resources are the same. **Table 4-1** provides summary information, and **Appendix A, Plates 1 through 4** provide photos of the resources. For the full NRHP nominations see **Appendix C** and **Appendix D**.

Table 4-1: Previously Identified NRHP Properties in the APE

Name	Location	Description	Federal/State Listing Status	NRHP/VDHR ID#	Area/Period of Significance
Mount Vernon Memorial Highway (MVMH)	Extends 15.2 miles from Arlington Memorial Bridge in Arlington County, VA, south to Mount Vernon in Fairfax County, VA	The MVMH is a parkway designed and landscaped to maximize scenic, aesthetic, and commemorative qualities between the District of Columbia and George Washington's home at Mount Vernon. Features include native and ornamental plantings, bridges, and monuments intended to commemorate the bicentennial of George Washington's birth. The MVMH opened in 1932.	NRHP Listed: 5/18/1981 VLR Listed: 3/17/1981	NRHP: 81000079 VDHR: 029-0218	Association with the life of George Washington (Criterion B); Transportation engineering, landscape architecture, and sculpture (Criterion C); and a resource commemorative in intent (Criterion Consideration F). Period of Significance is 1929-1932.
Parkways of the National Capital Region, 1913-1965 (PNCR)	Includes both the MVMH and GWMP	A collection of landscaped parkways that serve as a link among the parks, monuments, and suburbs of the national capital region, with features that include scenic overlooks, hiking/biking trails, picnic/parking areas, native and ornamental plantings, and formal monuments. Includes both the MVMH and GWMP as well as the Baltimore-Washington Parkway, Suitland Parkway, and Rock Creek and Potomac Parkway	NRHP Listed: 6/2/1995 VLR Listed: 10/8/1991	NRHP: 64500086 VDHR: 029-5524	Nomination does not specify significant criteria, but it is assumed that the criteria mirror those listed above for MVMH.

Source: VDHR Archives, and NRHP website (March 2012).

Figure 4-1: Historic Properties in the APE



4.2 Recommended NRHP-Eligible Historic Properties in the APE

An intensive-level historic architectural survey conducted in the project area identified one historic architectural resource (over 50 years of age) in the APE that is recommended not individually eligible for listing in the NRHP: Abingdon Apartments, currently named Potowmack Crossing at Old Town Condominiums (see **Table 4-2** and **Appendix A, Plates 5 and 6**). See **Appendix B** for the Reconnaissance Level Survey Form containing the full eligibility assessment.

Table 4-2: Historic Architectural Resources in the APE Recommended Not Individually Eligible for Listing in the NRHP

Name	Location	Description	Federal/State Listing Status	NRHP/VDHR ID#	Area/Period of Significance
Abingdon Apartments (currently named Potowmack Crossing at Old Town Condominiums)	NW corner of the GWMP/ MVMH and Slaters Lane, City of Alexandria	Circa 1942-1945 Colonial Revival garden-style apartment complex	Recommended Not Individually Eligible	VDHR: 100-5264 (assigned for Reconnaissance Level Survey Form)	Criterion A for its association with post-WWII development in Alexandria and Criterion C as a Colonial Revival-style apartment complex

Source: Field Investigation (November 2012).

4.3 Locally-Recognized Historic Resources

City of Alexandria and Arlington County files indicate one locally-recognized historic district within the APE: the Old and Historic Alexandria District (OHAD). See **Table 4-3** for details. There are no other locally recognized historic districts or designated landmarks in the APE.

The OHAD is a locally regulated zoning district that includes a large part of downtown Alexandria, and extends north to Four Mile Run (Alexandria city limit) to include the GWMP and 500 feet on either side of the centerline of the GWMP. The district “was originally established to control development along the George Washington Memorial Parkway as it passes through the City as Washington Street and to protect the City’s colonial heritage” (City of Alexandria website). Any project that falls within these boundaries is subject to review and approval by the OHAD Board of Architectural Review (BAR).

Table 4-3: Locally-Recognized Resources in the APE

Name	Location	Description	Federal/State Listing Status	NRHP/VDHR ID#	Area/Period of Significance
Old and Historic Alexandria District	Downtown Alexandria and north along the GWMP/MVMH to the city limit at Four Mile Run	City of Alexandria zoning district established through a Memorandum of Agreement (MOA) between the City and the Bureau of Public Roads in 1929 to protect the aesthetic quality of buildings along the GWMP/MVMH	Not listed on the NRHP or VLR	None	Unspecified

Source: City of Alexandria website (March 2012).

The OHAD was not evaluated for NRHP eligibility as part of this investigation because its boundary overlaps with two existing NRHP-listed resources (MVMH and the Alexandria Historic District) that combined, are significant for the same historic associations and architectural building types as the OHAD. The MVMH is significant for its association with the life of George Washington and for engineering and landscape architecture. The Alexandria Historic District is significant as one of the largest concentrations of “late eighteenth and early nineteenth urban architecture in the state” (Alexander 1969). The OHAD was established to maintain the architectural character of the City of Alexandria and the memorial character of the parkway. Because the majority of the OHAD is already listed on the NRHP, evaluating its eligibility for this project would be a redundant effort. The only portion of the OHAD that falls outside the two NRHP-listed districts is much of OHAD’s 500-foot buffer that extends from either side of the centerline of the MVMH. A review of background information, including original planting plans, did not reveal any evidence that suggests the buffer is directly related to historic features or design intent of the MVMH. As a result, the OHAD is not considered a “historic property” for this Section 106 study, nor were the effects of the project on the district evaluated.

4.4 Description of Historic Properties

[Note that discussion is ongoing regarding the issue of two versus three NRHP-listed resources related to the GWMP]

4.4.1 Mount Vernon Memorial Highway

The MVMH, the southernmost section of the GWMP, was opened to traffic in 1932. Linking George Washington’s former home, Mount Vernon in Fairfax County with the Arlington Memorial Bridge, the 15.2-mile segment was designed and landscaped to maximize scenic, aesthetic and commemorative qualities. Integral to its character and significance, numerous national monuments, historic sites, parks, and other landscaped green spaces are visible along the corridor.

As the first parkway built and maintained by the U.S. government, the MVMH is nationally significant. In addition to its association with the life of George Washington (Criterion B), the MVMH is significant in the areas of landscape architecture, engineering, sculpture and transportation (Criterion C). The MVMH was listed in the NRHP on May 18, 1981, and in the VLR on March 17, 1981. The period of significance for this listing is 1929-1932.

The parkway system in the Washington, DC area grew out of the turn-of-the-twentieth-century City Beautiful movement. New York and Boston already possessed urban park systems that included parkways—essentially a linear park for foot and vehicular traffic. With the work already accomplished in these two cities serving as exemplars, planners and landscape architects turned their attention to the nation’s capital. The 1902 McMillan Plan, a product of Senator James McMillan’s commission, proposed a number of parkways connecting the Great Falls, Mount Vernon, the various Potomac River bridges, and existing parks. The introduction of automobiles soon had a dramatic effect on the effort to improve existing roads and in planning new highways. Suburbanization, formerly the realm of the railroad and streetcar lines, suddenly had a new ally in the motor vehicle. One of the planned parkways extended down the west side of the Potomac River in Virginia from Washington to Mount Vernon. Congress approved authorizing legislation in May 1928 to build the new Mount Vernon Memorial Highway as a bicentennial commemoration of George Washington’s birthday. Two years later, Congress determined that the highway should be extended on both the north and south ends: to Great Falls on the north to Fort Washington on the south. Two years later, federal officials renamed the entire highway the George Washington Memorial Parkway (Leach 1990:E14).

Gilmore Clarke, a consulting landscape architect for the original highway design, reported that the 13-mile-long Bronx River Parkway in New York, completed in 1923, exerted great influence over the Mount Vernon Memorial Highway:

I doubt whether the Mount Vernon Memorial Highway would have been built in the manner in which it was, had those in charge not seen and profited by the work of the

Westchester County Park Commission. And so Washington has one example of the type of motorway that should...extend out from every portal of the city. (Clarke 1938)

Clarke proceeded to draft design standards for the project as well as develop appropriate details for the design work. He rejected bridge designs prepared by the Bureau of Public Roads because they did not reflect a simple design. Clarke prepared new bridge designs and the Commission of Fine Arts approved his work exactly as submitted. The Bureau of Public Roads engineering staff, led by Wilbur Simonson and R.E. Toms, provided the day-to-day design guidance and execution. Simonson held the responsibility to execute the designs Clarke submitted. Simonson also oversaw the actual landscaping work, establishing a temporary nursery at the Potomac Yard on Daingerfield Island for growing the necessary trees, shrubs, and ornamental plants for the new highway (Leach 1990:E15).

In 1932 Simonson created a landscape design that provided a varied experience for motorists driving along the route. For example, Memorial Circle (or Alexandria Circle) featured formal plantings while the design for the approaches to the circle comprised much looser symmetrical landscaping in a purposeful attempt to focus attention on the circle and its landscaping. The Daingerfield Island section of the parkway displayed a completely different asymmetric design. Simonson directed the planting of soldiered and grouped vegetation along the parkway's western line, consisting of shrubs and trees, to form a thick vegetative natural screen between the parkway and the Potomac Yard. Through the same section, the parkway's eastern side features minimal vegetation, providing a more open design for views across the island to the Potomac—the first of several views across river for northbound travelers (National Park Service 2009:24, 30). Simonson's design for the eastern view included widely spaced willow trees in the southerly portion of the section, with American elm, wych elm, and hackberry installed much closer to the road, creating a framed view, in combination of the willows, of the river and the capital city beyond. Through the parkway's Daingerfield Island section, the adjoining terrain is lower than the roadway with predominately wet soils, which limited the planting selections. Simonson selected vegetation that could withstand flooding and continuously wet conditions. As a result, the parkway's western view included a thick natural screen to separate the parkway from the Potomac Yard. Groves of amur cork trees and Sargent's crabapples stand in the foreground, denoting the transition from a balanced ecology to the wet soils of the Daingerfield Island area. In areas where Simonson sought to accentuate views of the Potomac and the capital, he framed the vegetative openings with low shrubbery dominated with roses (National Park Service 2009:42-49).

The federal Bureau of Public Roads oversaw construction of the first 15.5 miles of the Mount Vernon Memorial Highway, employing aerial photographs for the first time in laying out the roadway. Writing about the highway, National Park Service historian Sara Amy Leach notes,

From Mount Vernon to Alexandria, the four-lane, undivided road clings to the shoreline it protects, from thickly wooded sections to open, grassy embankments and marsh; occasional overlooks and park/parking areas provide points for picnicking and occasional views to Fort Washington across the river. In contrast, the route from Alexandria to the bridge is divided by a median, open and manicured. This portion also contains several formal monuments—the Columbia Island Circle at the junction of the bridge, the Navy-Marine Memorial, and the LBJ Memorial Grove—the backdrop to which is an ongoing vista of the magnificent Washington skyline. In recent years the parkway has been augmented by a bicycle/pedestrian path of complementary winding character. (Leach 1990:E15)

The Mount Vernon Memorial Highway/George Washington Memorial Parkway is the first parkway that the federal government designed and constructed. The parkway's distinctive design elements include stone-faced arch bridges, beveled curbing, and high-quality landscaping (Mackintosh 1980:8-1).

4.4.2 Parkways of the National Capital Region, 1913-1965

The Parkways of the National Capital Region, 1913-1965, MPS comprises approximately 75-100 miles of parkways in the District of Columbia; Montgomery, Prince George's, and Anne Arundel counties in

suburban Maryland; and Arlington and Fairfax counties, and the City of Alexandria in Northern Virginia. According to the NRHP nomination:

The various parkways of the national capital reflect the culmination of several national trends after the turn of the century: the City Beautiful movements' emphasis on integrated urban green space; automobility and the rapid development of the road systems; and the decline in the quality of city living and resulting popularity of outdoor recreation....Aesthetically unaltered, the parkways remain vital components of the regional transportation arteries and they continue to contribute to the historic symbolism and design of the nation's capital.

The boundaries of the contributing arterial thoroughfares are coterminous with their rights-of-way, and in the APE include the MVMH. The period of significance is 1913-1965.

4.4.3 Abingdon Apartments

Abingdon Apartments is a previously unidentified resource greater than 50 years of age that was identified within the proposed APE for historic architecture. The resource is recommended not individually eligible for listing in the NRHP (AECOM 2013a). The Abingdon Apartments (now the Potowmack Crossing at Old Town condominiums) is a Colonial Revival garden-style apartment complex located on West Abingdon Drive (approximately 100 feet west of the GWMP roadway) that was constructed in 1942-1945 (Hill 1958:106).

Abingdon Apartments includes five Colonial Revival-style buildings, four v-shaped buildings and one c-shaped building, constructed circa 1942-1945. The apartments are three stories, brick-faced, and have a combination of flat and hipped roofs clad in a mixture of asphalt shingles and slate tiles. The buildings exhibit a number of Colonial-style details, including brick quoins, 6/6 double-hung sash windows¹ (synthetic sashes have replaced the original metal sash windows) with inoperable shutters, hipped roofs, and broken pediment door surrounds. The Abingdon Apartments, with its red brick, Colonial style door surrounds and cupolas was named for the Abingdon, the eighteenth century Alexander-Custis Plantation located along on the grounds of Ronald Reagan Washington National Airport.

Abingdon Apartments is one of a collection of garden-style apartment complexes constructed in the City of Alexandria during the late 1930s and 1940s to accommodate a growing population of wartime workers and subsequently, veterans returning from the war effort (Criterion A). Most of the apartments were designed in the Colonial Revival style, which emerged after the Centennial Exposition of 1876 as the result of a renewed interest in the nation's history (Criterion C). The movement gained momentum in the early twentieth century with the advent of the automobile, which enabled Americans to visit many of the country's historic sites. This was especially true in Alexandria where the George Washington Memorial Parkway was constructed in 1932 to commemorate George Washington's bicentennial birthday.

While Abingdon Apartments falls within two historic contexts that are significant under Criteria A and C, the complex lacks the individual distinction to be considered eligible as an individual resource. The complex is a typical and generally unremarkable example of the Colonial Revival style and does not exhibit any particularly distinctive characteristics of the type or style. Despite these findings, research and field investigation indicate that Abingdon Apartments may be eligible as a contributing resource to a larger district or multiple property designation of Colonial Revival-style garden-style apartments in Alexandria from the second quarter of the twentieth century. Evaluation of a district, which largely fell outside the APE, was out of the scope of the Potomac Yard Metrorail Station Project, and, therefore, no eligibility recommendation regarding a potential district is provided in this report.

¹ A window style with movable upper and lower sashes, each sash having six panes of glass.

As for the other criteria, background research revealed no indication that the complex is associated with persons significant in the past (Criterion B). There is also no indication that the complex yields or may be likely to yield, information important in history or prehistory (Criterion D).

As a result of background research and field investigation, the Abingdon Apartments is recommended not individually eligible for listing in the NRHP. See **Appendix B** for the Reconnaissance-Level Survey Form containing the full eligibility assessment.

Arlington County received its first garden apartment complex in 1935 when Gustav Ring constructed the first phase of Colonial Village from architectural plans that Harvey H. Warwick Sr. and Francis Koenig prepared. Ever the entrepreneur, Ring observed a critical housing shortage during the Great Depression. He succeeded in obtaining an FHA-insured mortgage to build the rental-apartment complex designed within a park-like setting on a 50-acre site at Wilson Boulevard and North Taft Street in Arlington County. Ring offered his renters amenities and many comforts. The complex stood a short, 10-minute bus ride from downtown Washington. The first phase comprised 276 apartments, which quickly had a 10,000-person waiting list. Management completed the third and final phase of construction in 1955 and the complex then contained 974 rental units (Moffett 2002:16-17).

As the United States geared up for war production in the late 1930s, housing for war workers proved daunting. In 1940, the Defense Homes Corporation (DHC), a federal agency, incorporated to address housing needs. Beginning in 1943, this agency constructed Fairlington in Arlington County and near the boundary with the City of Alexandria. This complex was the only multi-family housing that the DHC constructed in the immediate area. Designed in the popular colonial revival style, the housing units covered 322 acres. DHC completed construction in August 1944, resulting in 3,439 rental units becoming available for war workers. Occupancy remained full with a large waiting list (Moffett 2002:22).

Privately funded garden-style apartments were constructed in Alexandria as well and continued to be constructed in Alexandria during and following the Second World War, since the District of Columbia continued to grow in population. The Abingdon Apartments complex dates to 1942 (Hill 1958:106). In 1948, the Metropolitan Insurance Company, seeking to create a low-density complex, acquired 200 acres and constructed the Parkfairfax complex in northwest Alexandria; the buildings, when completed, covered less than 10 percent of the total property (*The Evening Star* 1948:B1).

4.5 Historic Property Boundary Discrepancies

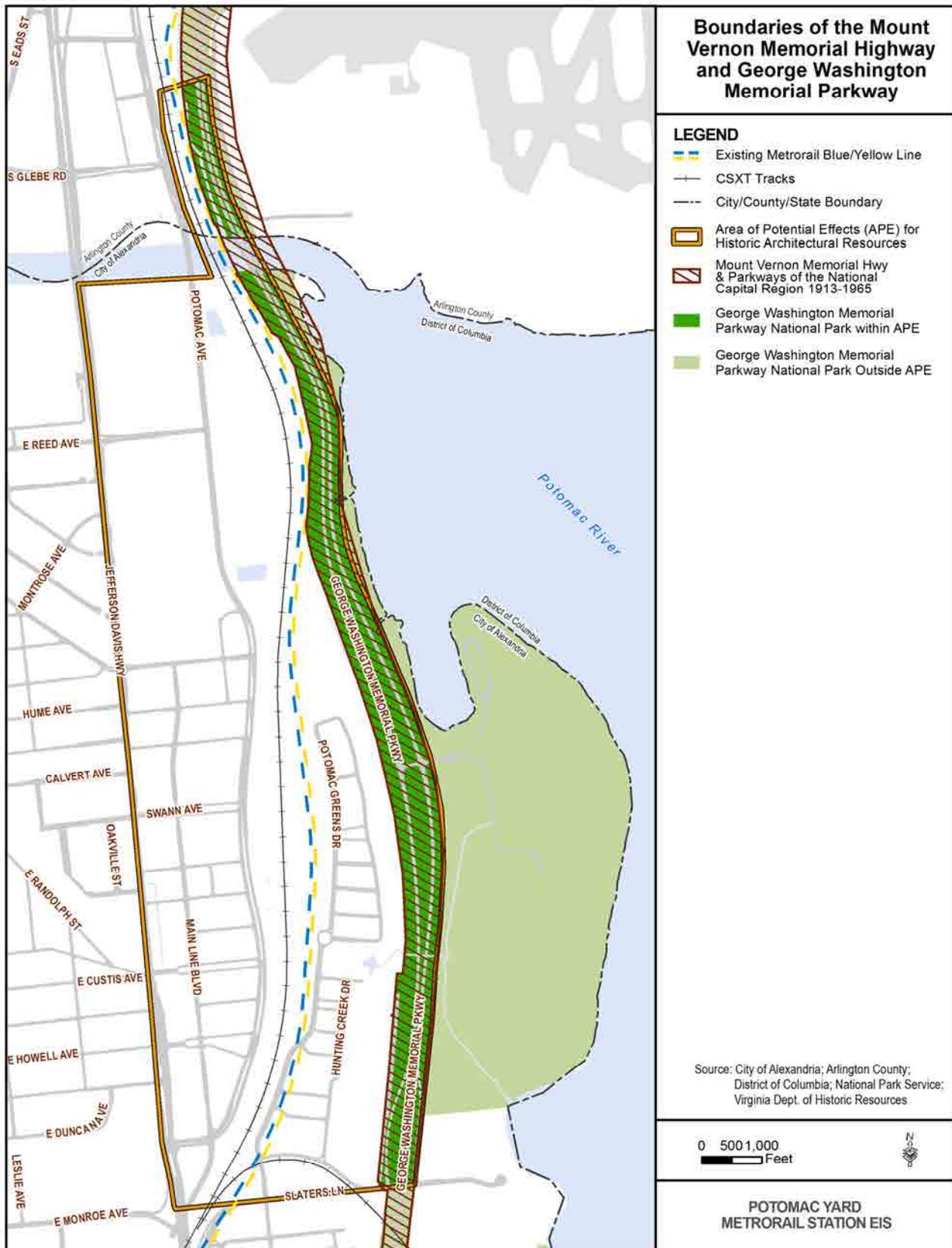
This section distinguishes the nomenclature and boundaries of several related historic properties in the APE and notes apparent discrepancies among the references in their source documents.

4.5.1 Mount Vernon Memorial Highway and George Washington Memorial Parkway

The MVMH (as described above) was opened for traffic in 1932 and was the first (and southernmost) section of a GWMP built to commemorate the birth of George Washington. The year it opened, the name was changed to the GWMP and over the subsequent 30 years (1933-1966) was expanded north into Maryland. The boundaries of the NRHP-listed MVMH resource (as depicted in the 1981 NRHP nomination and VDHR's records), appear to include the roadway right-of-way between Arlington Memorial Bridge and George Washington's home, Mount Vernon (see **Appendix C**).

The GWMP as depicted in the 1995 NRHP nomination includes the roadway right-of-way plus additional flanking land and stretches between Arlington Memorial Bridge at the south, and Potomac, Maryland at the north. The GWMP as depicted in the NRHP nomination is not located within the APE for the project and, therefore, is not evaluated in this effects assessment report. For the purpose of this analysis, all GWMP park property within the APE, including lands that extend beyond the historic roadway right-of-way, is assumed to be an NRHP-listed or eligible historic architectural resource. **Figure 4-2** depicts the boundaries of the MVMH/PNCR and the GWMP park property.

Figure 4-2: Boundaries of the Mount Vernon Memorial Highway and George Washington Memorial Parkway



The GWMP is not only a NRHP-listed resource but is also a national park administered by NPS. The 7,600-acre park includes the NRHP-listed MVMH and the GWMP roadway, plus additional land flanking the roadway. Since completion of the parkway in 1932, NPS has continued to acquire additional land and easements in an effort to protect the landscape, historic sites, and native habitat of the Potomac shoreline. While some of the NPS-administered parkland does not appear to have a historical association with the early designs of the MVMH or the GWMP, other sections (like Daingerfield Island) were considered in the original and subsequent landscaping plans that contribute to and fall within the period of the significance for the GWMP (Virginia Polytechnic Institute 2009). Boundary inconsistencies within the APE are a current topic of discussion, and consultation with VDHR is ongoing to determine if additional buildings, structures, sites, objects, or landscapes that are part of the parkland should be evaluated using the NRHP Criteria for Evaluation.

4.5.2 Alexandria Historic District

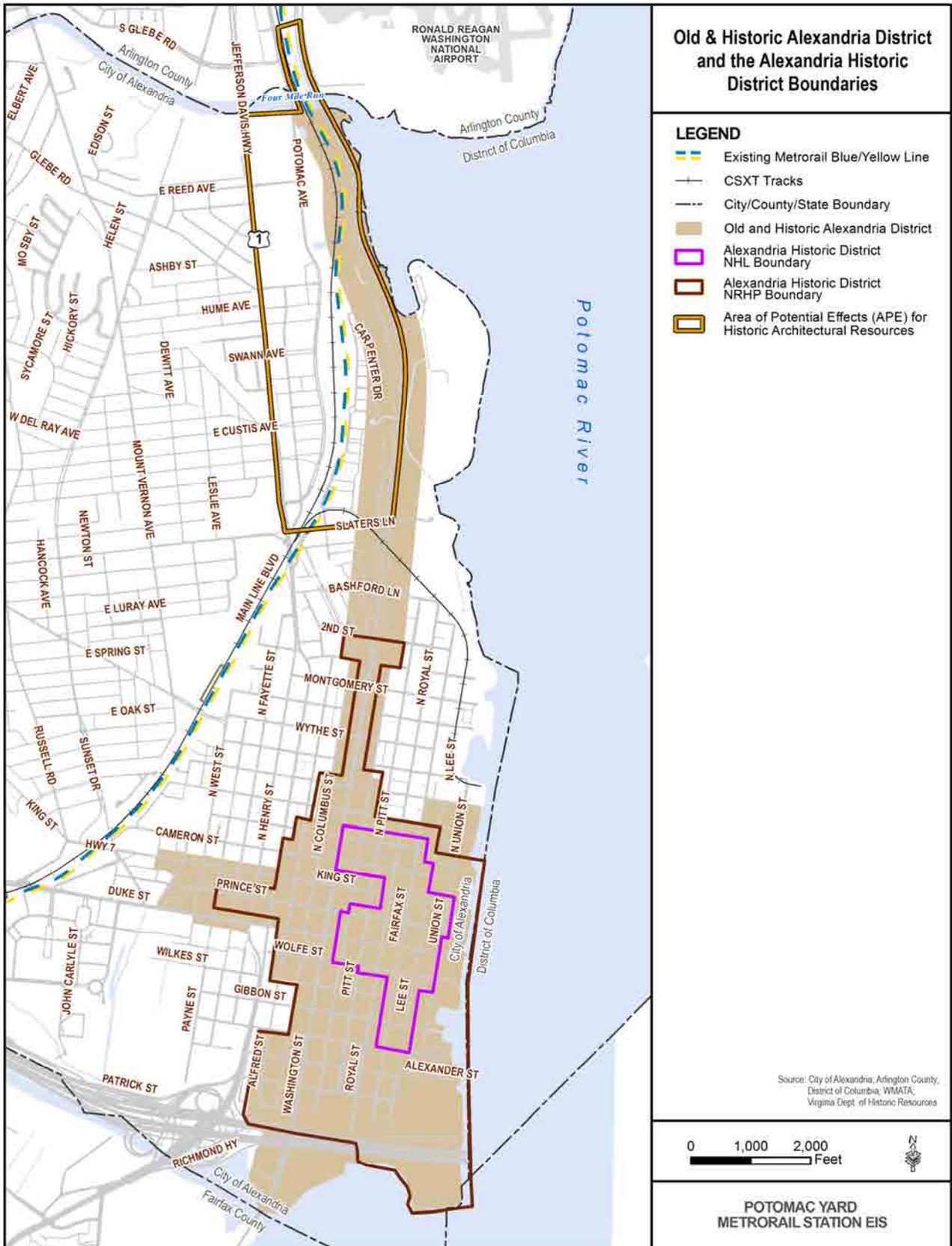
Another inconsistency exists between the mapped and narrative description of the boundaries for the NRHP-listed Alexandria Historic District in downtown Alexandria in the NRHP nomination. The district was determined to be a National Historic Landmark (NHL) in 1966, and was listed in the VLR in 1968 and in the NRHP in 1969 (see **Figure 4-3**). The USGS map contained within the nomination shows the district encompassing a large part of downtown Alexandria with the MVMH (as Washington Street) traversing the center. As depicted on the map, the northern boundary only extends as far as 2nd Street and does not fall within the APE for this project; however, the verbal boundary description in the NRHP nomination describes the boundaries as reflecting City Ordinance No. 1338, and is described below:

“..thence north along a line 500 feet east of George Washington Memorial Highway to the north city limits; thence west with the north city line to a point 500 feet west of the centerline of the George Washington Memorial Highway; then south along a line 500 feet west of the centerline of the George Washington Memorial Highway to the centerline of First Street.”

This description suggests that the boundaries of the NRHP-listed Alexandria Historic District include 500 feet on either side of the GWMP centerline all the way from First Street to the northern city limit at Four Mile Run, mirroring the boundaries of the OHAD. Mapping tools maintained by VDHR and the City of Alexandria indicate that both agencies recognize the smaller, more confined boundary, which excludes the MVMH north of Second Street.

Because the Second Street boundary appears to be recognized by both agencies, Second Street is used as the northern boundary for the purposes of this investigation. As represented in the NRHP nomination, VDHR’s GIS mapping tools, and the City of Alexandria’s mapping, the Alexandria Historic District does not fall within the APE and, therefore, is not evaluated in this effects assessment report.

Figure 4-3: Old & Historic Alexandria District and the Alexandria Historic District Boundaries



4.6 Greens Scenic Area

The Greens Scenic Area is one of the easements that NPS administers as part of the GWMP. The easement is located immediately east and north of the Potomac Greens residential development. The Greens Scenic Area is bound on the west by the Potomac Greens neighborhood and by the Metrorail right-of-way north of the neighborhood, and on the east by the MVMH right-of-way. The Greens Scenic Area is an easement held by NPS on land owned by the City of Alexandria. The easement was established in 2000 by the "Release Agreement and Scenic Easement" as "...a perpetual scenic easement...for the purpose of conserving and preserving the natural vegetation, topography, habitat and other natural features now existing within the Greens Scenic Area..." The site, previously under the ownership of the Richmond, Fredericksburg & Potomac Railroad Company and Commonwealth Atlantic Properties, Inc., consists largely of second-growth woodlots and freshwater wetlands. As part of the construction of the Potomac Greens residential development, the area was developed as Potomac Greens Park, a public park owned by the City of Alexandria, with walking paths, signage, and split-rail fencing.

While the Greens Scenic Area is administered by NPS as part of the GWMP parkland, it is not part of the NRHP-listed MVMH or PNCR. A review of the original plans for the MVMH indicate that the wetlands area was never part of the design and in fact, Simonson designed the landscaping along the MVMH to screen views of the wetlands. As a result, it is recommended that the MVMH boundaries not be amended to include the Greens Scenic Area, and as such, it is excluded from the Section 106 evaluation.

5.0 Preliminary Effects Assessment

This section describes potential effects to historic properties in the APE. Under Section 106, adverse effects include both direct and indirect effects. Direct effects to historic properties include actions such as physical destruction, physical alteration, or removal of the resource to another location. Indirect effects include the introduction of visual, atmospheric, and audible elements (including noise and vibration); neglect that causes deterioration; or transfer, lease, or sale of a federally-owned property without adequate provisions. There are two NRHP-listed historic properties that share the same exact boundary within the APE: the MVMH and the PNCR. The project would cause an adverse effect to two of the historic properties: the MVMH and the PNCR.

The following section provides a description of adverse effects to the historic properties for each Build Alternative. The effects assessment report is subject to the review and approval by VDHR and other consulting parties in accordance with the Section 106 process. As noted previously, consultation is ongoing in terms of eligibility of resources and resolution of resource boundary issues. This effects evaluation will be updated based upon the results of those consultation efforts, as appropriate.

5.1 Build Alternative A

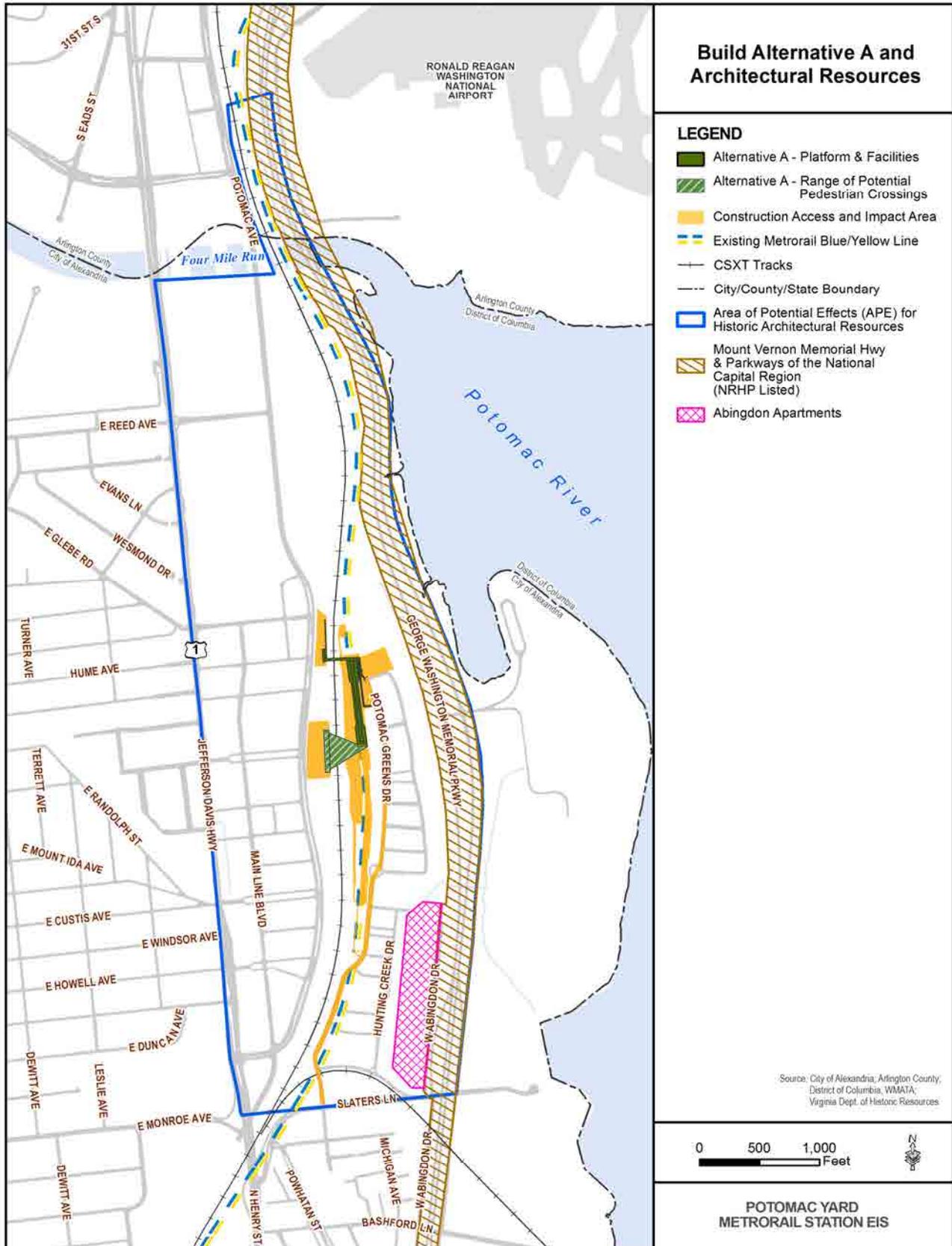
A review of the current proposed project activities associated with Build Alternative A indicates that it would not cause direct or indirect adverse effects to the MVMH or PNCR. **Table 5-1** provides a summary of the effects assessment for Build Alternative A, and **Figure 5-1** shows the location of Build Alternative A relative to the historic properties.

Table 5-1: Effects of Build Alternative A on Historic Properties

Site Name	Direct Adverse Effect	Indirect Adverse Effect	No Adverse Effect
MVMH	None	None	Yes
PNCR	None	None	Yes

There is no indication that these historic properties would be demolished, damaged, altered, or removed as part of this undertaking. All proposed project activities would take place to the west and north of the Potomac Greens and Old Town Greens residential developments, which provide a physical buffer between the project and the historic properties. The assessment of direct adverse effects may change as details of the undertaking are refined during the final design.

Figure 5-1: Build Alternative A and Architectural Resources



The construction of Build Alternative A is not anticipated to cause indirect adverse effects to the MVMH or PNCR; however, construction of the proposed station would introduce a new visual element into the viewshed from the MVMH. Under Build Alternative A, the proposed station and pedestrian bridges would be located to the west side of the Potomac Greens residential development. Immediately north of the development, a piece of land that is currently occupied by a modern loop road, parking, and open park space, would be used as construction access. As part of the effort to prepare the area for construction access, some vegetation and trees would be removed on the east side of the open space. Although some trees would be removed, the proposed removal of vegetation does not appear to make the station more visible from the MVMH. As designed, the top floor of the proposed station would be visible from the MVMH, adding a low horizontal line to the viewshed of vehicular traffic traveling northbound on the MVMH in select areas. **Figure 5-2** and **Appendix A, Plate 7** show the existing view from MVMH; **Figure 5-2** also includes a photo rendering of proposed Build Alternative A from the *Visual Resources Technical Memorandum*, viewshed #5, completed as part of the Draft EIS.

Figure 5-2: Photo Rendering showing Visual Change from Build Alternative A



Given the distance of the station from the MVMH and the existing vegetative buffer at the western edge of the MVMH and the eastern edge of the proposed construction access site, the construction of the station would only introduce a minor visual change. And while the intent of the original 1929 MVMH landscaping plan was to buffer the view of the railroad yard from the MVMH, the integrity of the setting of the west side of the MVMH has already been compromised by the construction of the Potomac

Greens development in 2005-2006. The Potomac Greens development consists of two-to-four story Colonial Revival townhouses that are situated on a bluff and dominate the western viewshed of the MVMH in the vicinity of Daingerfield Island. Prior to their construction, this view consisted of an unobstructed natural view of trees and vegetation. The addition of the modern apartment complex does not perpetuate a scenic quality and contemplative experience for travelers, an important characteristic of the parkway experience. Since the integrity of the MVMH’s setting has already been compromised by the Potomac Greens development, the addition of the low horizontal line of the station to the viewshed would be a minimal change and would not compromise the setting further. As a result, construction of Build Alternative A would not cause an indirect adverse effect to the MVMH or PNCR.

The undertaking is not anticipated to cause indirect adverse effects resulting from increased noise levels. This preliminary assessment is based on the nature of the MVMH (and the PNCR) as a four-lane parkway. According to the *Noise and Vibration Technical Memorandum* completed as part of the Draft EIS, the existing noise in the vicinity of the proposed undertaking is already dominated by background noise resulting from roadways (including the MVMH), railroads, and the Ronald Reagan Washington National Airport. Noise effects are more likely to affect types of historic properties that are sensitive to noise, including (but not limited to) residences, parks, libraries, museums, and schools. Roadway resources of considerable size and traffic volume like the MVMH (and PNCR) are not particularly sensitive to noise because they already generate considerable noise. The assessment of indirect adverse effects may change as details of the undertaking are refined during final design.

5.2 Build Alternative B

A review of the current proposed project activities associated with Build Alternative B indicates that it is likely to cause both direct and indirect adverse effects on the MVMH and the PNCR. **Table 5-2** provides a summary of the effects assessment. **Figure 5-3** and **Appendix A, Plates 8 and 9** show the location of Build Alternative B relative to the historic properties.

Table 5-2: Effects of Build Alternative B on Historic Properties

Historic Property Name	Direct Adverse Effect	Indirect Adverse Effect
MVMH	Yes , as the result of the construction of the temporary access road to the MVMH. Permanent (0.16 acres) and temporary (0.74 acres) removal of land for transportation use.	Yes , as the result of the construction of the temporary access road to the MVMH and the removal of the vegetative buffer that was part of the original design. Removal of the vegetation would open up views to the proposed Metrorail Station.
PNCR	Yes , as the result of the construction of the temporary access road to the MVMH. Permanent (0.16 acres) and temporary (0.74 acres) removal of land for transportation use.	Yes , as the result of the construction of the temporary access road to the MVMH and the removal of the vegetative buffer that was part of the original design. Removal of the vegetation would open up views to the proposed Metrorail Station.

The permanent realignment of track immediately north of the proposed station would cause damage to GWMP park land caused by the removal of trees and other vegetation on park property.

Activities associated with the proposed construction of temporary roads providing secondary access to the MVMH would cause damage to part of the NRHP-listed resource. The temporary access roads, which are proposed to be constructed on the southbound side of the MVMH, due east of the Target store within the retail center, would require removal of trees and other vegetation that were planted in 1936 and contribute to the significance of the MVMH (Virginia Polytechnic Institute and State University 2009). Removing these trees would constitute a direct adverse effect to the NRHP-listed resource.

In 2009, Virginia Polytechnic Institute and State University completed a comprehensive cultural landscape survey for NPS to assist its long-range planning for the GWMP. The survey divided the

GWMP into three sections, with the project falling within the “Central Section: Alexandria to Memorial Bridge.” Within that geographic location, the project falls within what is called the “Daingerfield Island” subsection, or the stretch between Four Mile Run and Slaters Lane. The study analyzed original and subsequent landscaping plans for the GWMP, established a period of significance for each section, and evaluated integrity. The report identified the period of significance of the Daingerfield Island subsection as 1932-1963 (Virginia Polytechnic Institute and State University 2009: 298). This period of significance is different from the one identified in the NRHP nomination, which only includes the years of construction but is much more comprehensive and considers additional features that are 50 years of age or greater and contribute to the resource’s significance.

While Wilbur Simonson’s original intent (which was perpetuated in subsequent planting plans) was to thickly screen the western side of the GWMP with vegetation to obscure views of the railyard, considerable changes to the buffer over the years, particularly resulting from the loss of trees, have compromised its integrity in the vicinity of the proposed access roads. The loss of trees is significant compared to the original (1932) and subsequent (1936) planting plans, but because the western side of the GWMP has since returned to a natural woodland state, discerning which trees were planted and which grew on their own is difficult. What is certain, however, is that the thick wall of trees functions as intended: to shield views of Potomac Yard uses from the parkway as a way to perpetuate a scenic quality and contemplative experience for travelers. Because the proposed activities associated with construction of the temporary roads would include removing contributing features (trees) of a NRHP-listed resource, these actions would constitute a direct adverse effect on the MVMH.

Removal of the vegetation in this location would also introduce visual elements into the property’s setting that would compromise its historic significance and cause an indirect adverse effect. The gap in vegetation created by the access roads would open up views to the proposed Potomac Yard Metrorail Station, Metrorail tracks, and the Potomac Yard Shopping Center (see **Figure 5-4**). While the railyard is no longer extant, removing the trees at this location would introduce views to the west that were never intended as part of the design. These views would not perpetuate a scenic quality and contemplative experience for travelers, an important characteristic of the parkway experience, and, therefore, would also cause an indirect adverse effect.

Build Alternative B is not anticipated to cause indirect adverse effects resulting from increased noise levels. This preliminary assessment is based on the nature of the MVMH (and PNCr) as a four-lane parkway. According to the *Noise and Vibration Technical Memorandum* completed as part of the Draft EIS, the existing noise in the vicinity of the proposed undertaking is already dominated by background noise resulting from roadways (including the MVMH), railroads, and the Ronald Reagan Washington National Airport. Noise effects are more likely to affect types of historic properties that are sensitive to noise, including (but not limited to) residences, parks, libraries, museums, and schools. Roadway resources of considerable size and traffic volume like the MVMH (and PNCr) are not particularly sensitive to noise because they already generate considerable noise.

Figure 5-3: Build Alternative B and Architectural Resources

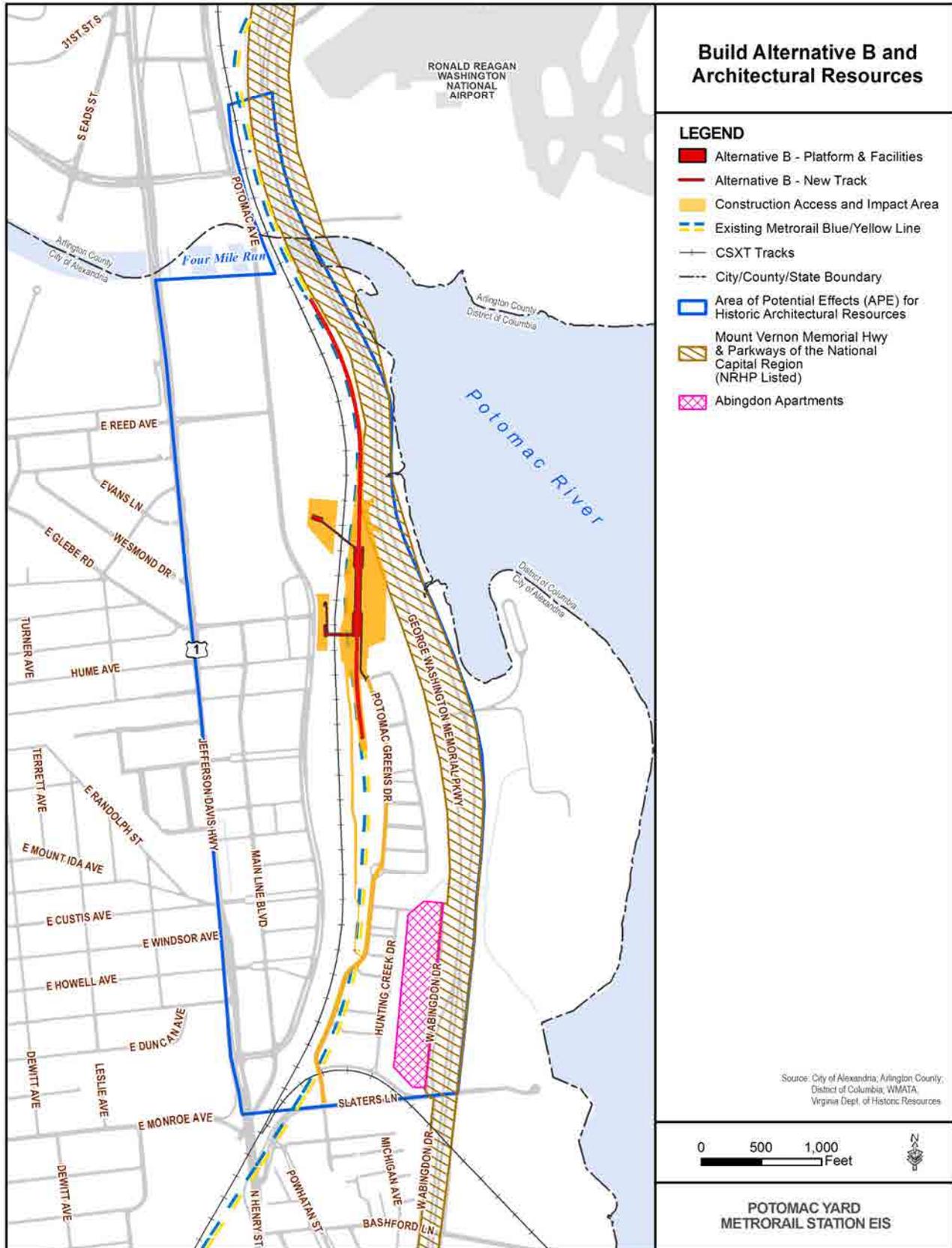
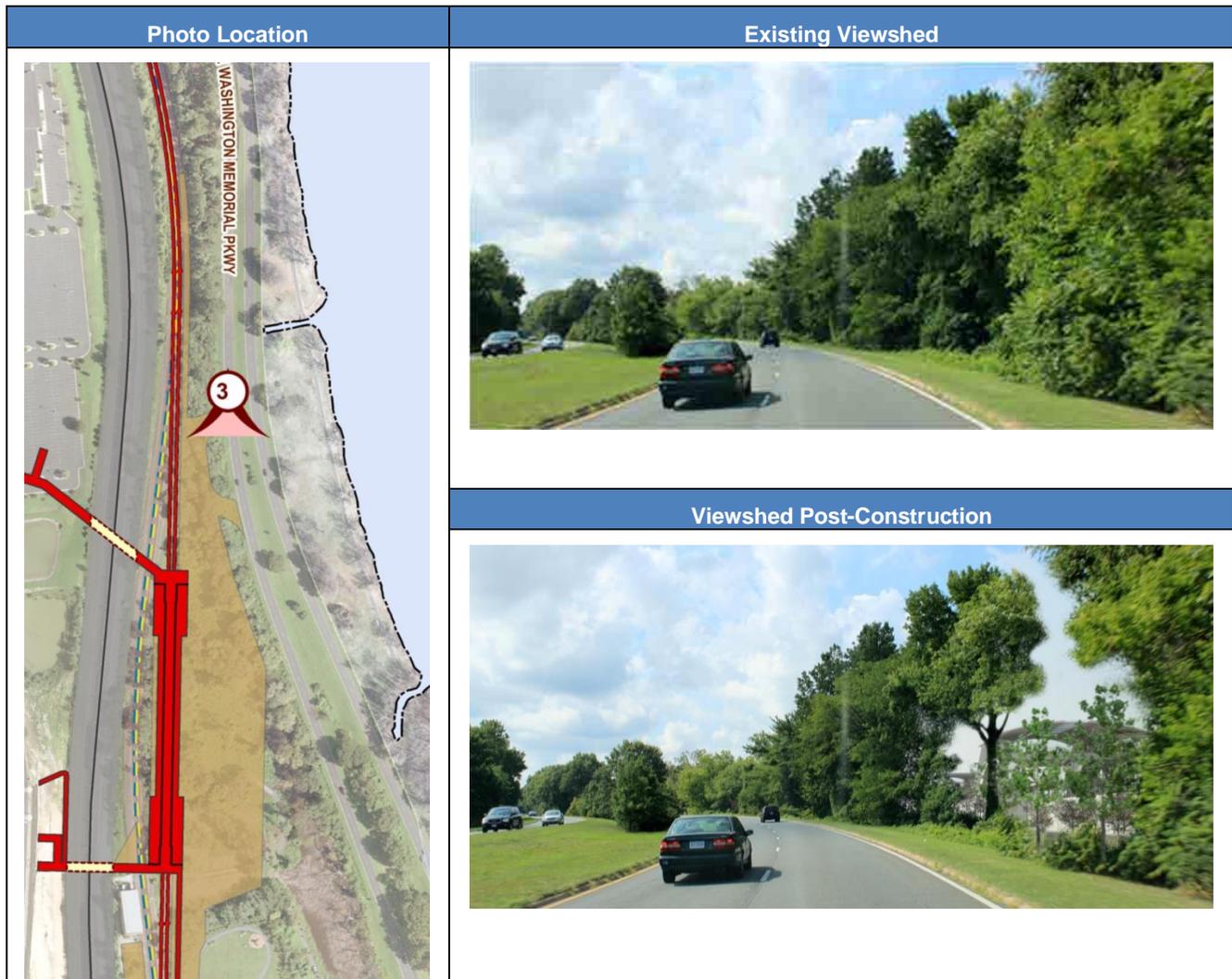


Figure 5-4: Photo Rendering showing Direct and Indirect Adverse Effect Caused by Build Alternative B



5.3 Build Alternative D

A review of the current proposed project activities associated with Build Alternative D indicates that it is likely to cause both direct and indirect adverse effects on the MVMH and the PNCr. **Table 5-3** provides a summary of the effects assessment. **Figure 5-5** and **Appendix A, Plates 10 through 12** show the location of Build Alternative D relative to the historic properties.

Table 5-3: Effects of Build Alternative D on Historic Properties

Site Name	Direct Adverse Effect	Indirect Adverse Effect
MVMH	Yes , as the result of the construction of the temporary access road to the MVMH. Permanent (1.43 acres) and temporary (2.40 acres) removal of land for transportation use.	Yes , as the result of the construction of the temporary access road to the MVMH and the removal of the vegetative buffer that was part of the original design. Removal of the vegetation would open up views to proposed aerial track structures.
PNCr	Yes , as the result of the construction of the temporary access road to the MVMH. Permanent (1.43 acres) and temporary (2.40 acres) removal of land for transportation use.	Yes , as the result of the construction of the temporary access road to the MVMH and the removal of the vegetative buffer that was part of the original design. Removal of the vegetation would open up views to proposed aerial track structures.

The permanent realignment of track immediately north and south of Four Mile Run would cause damage to part of the NRHP-listed MVMH. The permanent realignment of track and temporary impacts associated with this work would require removal of trees and other vegetation (see **Figure 5-6** and **Figure 5-7**) that were planted in 1963 and contribute to the significance of the MVMH (Virginia Polytechnic Institute and State University 2009). The area north of Four Mile Run is an area referred to as the “Airport” section of the cultural landscape report and stretches to the northern end of Ronald Reagan Washington Airport. This section of the MVMH was realigned in 1940 when the airport was constructed on the site of the original alignment. The period of significance of this area, as outlined in the report, is 1942-1963. Trees located on the west side of the MVMH in this area were largely planted during the 1963 planting plan, but the area has since returned to its natural woodland state, filling out the vegetation among the earlier plantings. The plantings in this area were intended to shield views of the Potomac Yard rail yard and the railroad, and, while the plantings have lost some integrity, they still function as intended. Because the proposed activities associated with realignment of track would include removing contributing features (trees) of a NRHP-listed resource, these actions would constitute a direct adverse effect on the MVMH.

Construction activities associated with the construction of temporary access roads approximately 300 feet south of Four Mile Run would also cause damage to part of the NRHP-listed MVMH. The temporary access roads, which are proposed to be constructed on the southbound side of the MVMH to provide secondary construction access, approximately 300 feet south of Four Mile Run, would require removal of trees and other vegetation that were planted in 1936 and contribute to the significance of the MVMH (Virginia Polytechnic Institute and State University 2009). Removing these trees would constitute a direct adverse effect to the NRHP-listed resource.

As previously discussed, Wilbur Simonson’s original design intent (which was perpetuated in subsequent planting plans) for the western side of the MVMH between Four Mile Run and Slaters Lane was to thickly screen the western side of the GWMP with vegetation to obscure views of the railyard. While the loss of trees in this area has compromised the integrity of the MVMH, the western side of the GWMP has since returned to its natural woodland state and still functions as intended: to shield views of uses in Potomac Yard from the parkway as a way to perpetuate a scenic quality and contemplative experience for travelers. Because the proposed activities associated with construction of the temporary roads would include removing contributing features (trees) of a NRHP-listed resource, these actions would constitute a direct adverse effect on the MVMH.

Build Alternative D is not anticipated to cause indirect adverse effects resulting from increased noise levels. This preliminary assessment is based on the nature of the MVMH (and PNCR) as a four-lane parkway. According to the *Noise and Vibration Technical Memorandum* completed as part of the Draft EIS, the existing noise in the vicinity of the proposed undertaking is already dominated by background noise resulting from roadways (including the MVMH), railroads, and the Ronald Reagan Washington National Airport. Noise effects are more likely to affect types of historic properties that are sensitive to noise, including (but not limited to) residences, parks, libraries, museums, and schools. Roadway resources of considerable size and traffic volume like the MVMH (and PNCR) are not particularly sensitive to noise because they already generate considerable noise.

Figure 5-5: Build Alternative D and Architectural Resources

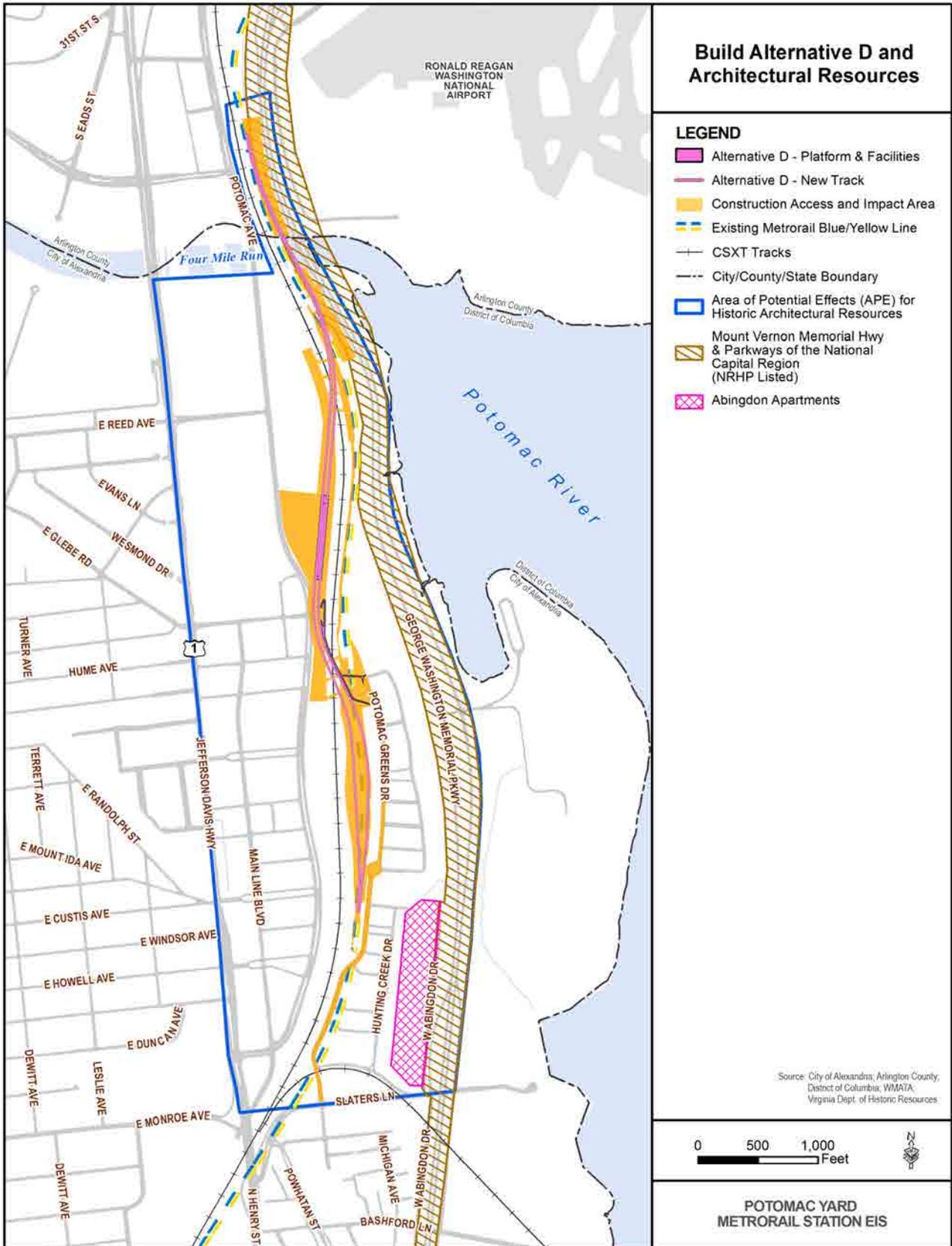


Figure 5-6: Photo Rendering showing Direct and Indirect Adverse Effects Caused by Build Alternative D (Viewshed #1)

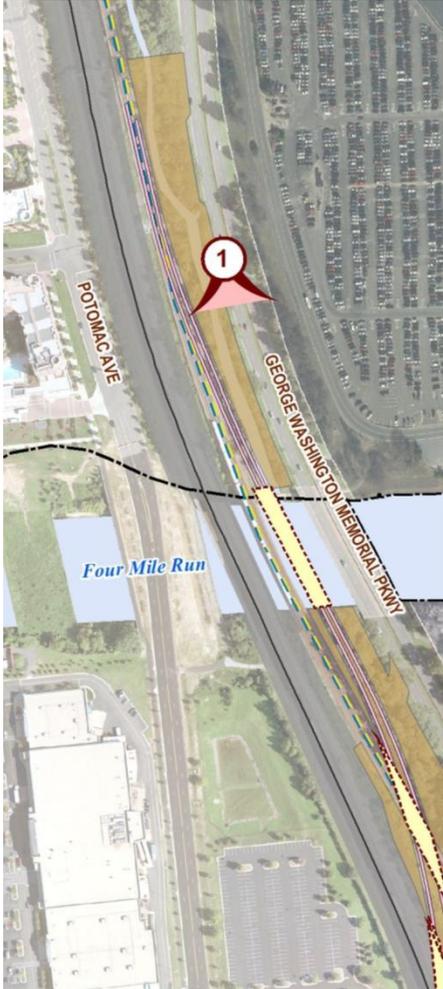
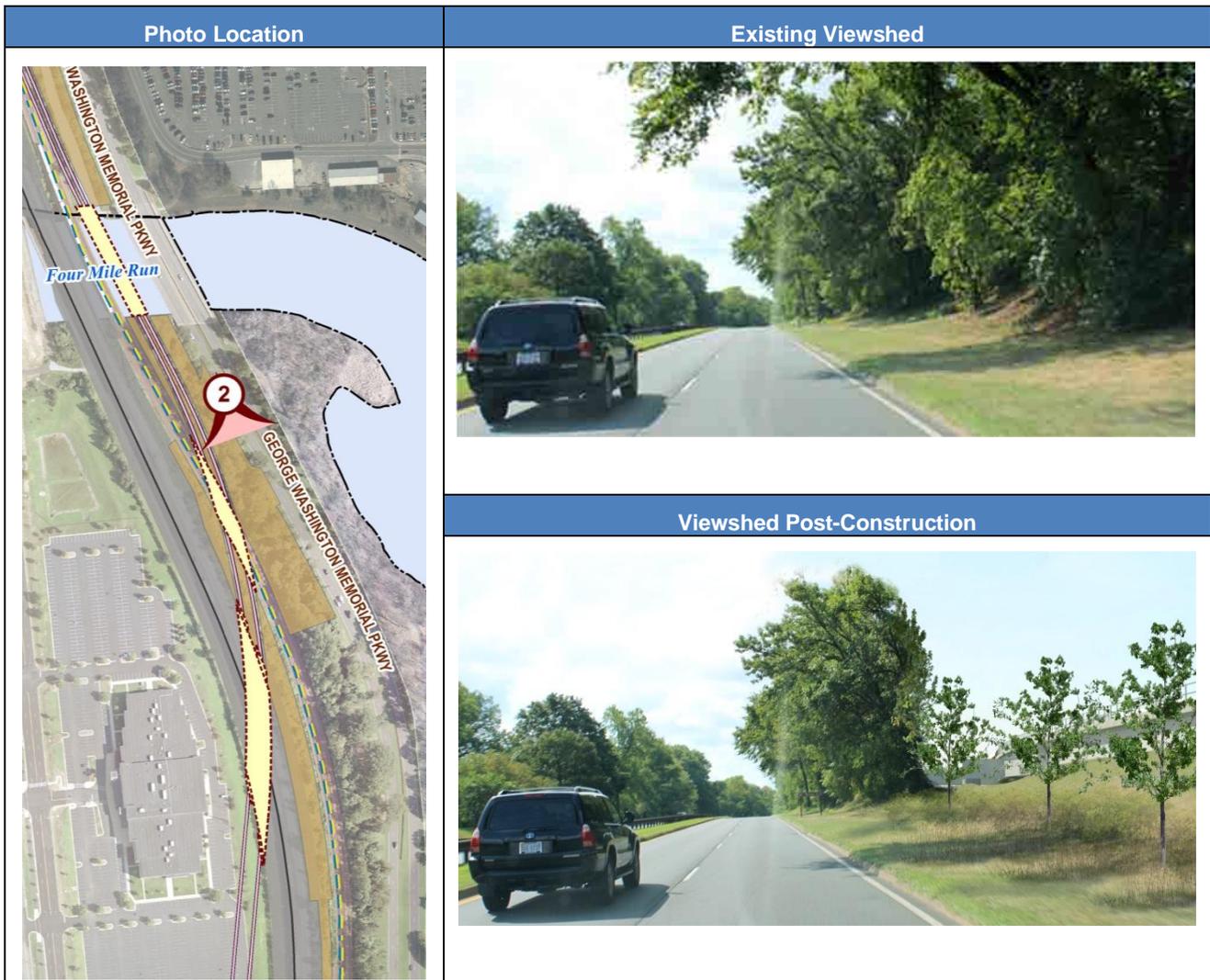
Photo Location	Existing Viewshed	
		
	<th data-bbox="618 764 1455 810">Viewshed Post-Construction</th>	Viewshed Post-Construction
		

Figure 5-7: Photo Rendering showing Direct and Indirect Adverse Effects Caused by Build Alternative D (Viewshed #2)



6.0 References

Adams, Robert M.

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Appendix A: Photographic Plates



Plate 1: View northbound on the MVMH/PNCR from the entrance to the Daingerfield Island Marina parking lot showing landscaping in the median.

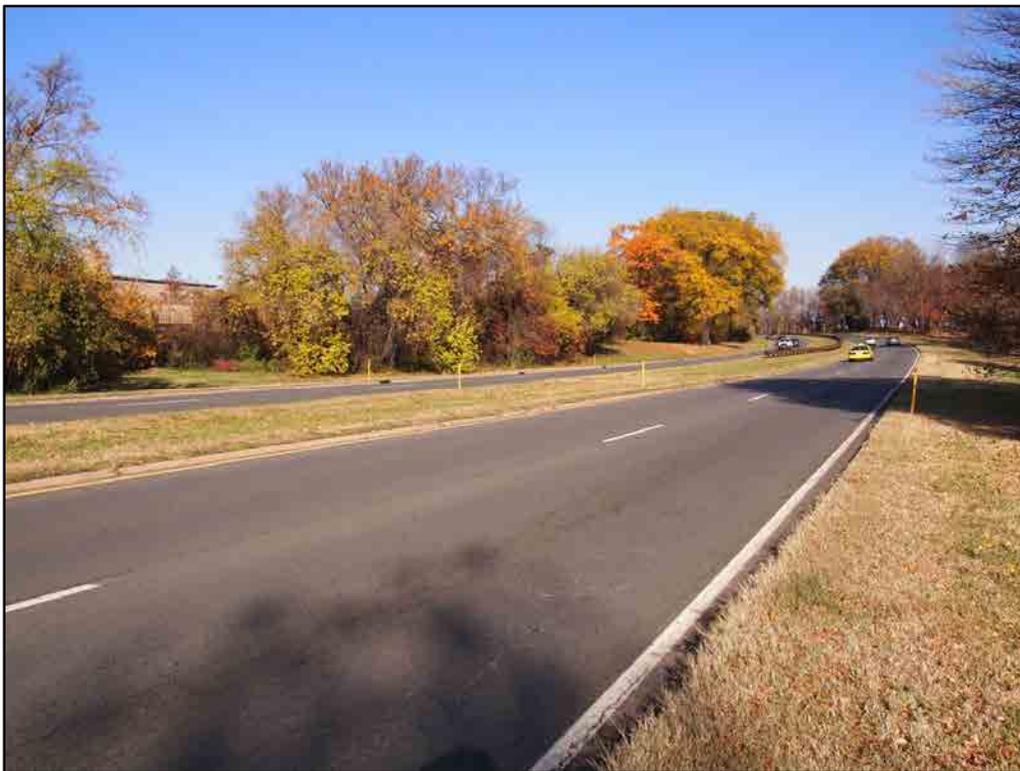


Plate 2: View north on the MVMH/PNCR east of the Regal Cinemas at Potomac Yard Shopping Center.



Plate 3: View south on the MVMH/PNCR from the northern end of APE.



Plate 4: View north on the MVMH/PNCR from the southern end of APE.



Plate 5: Abingdon Apartments, east elevation of the C-shaped building, view west.



Plate 6: Abingdon Apartments, east elevation of a U-shaped building, view southwest.



Plate 7: View southwest from the MVMH/PNCR showing the Potomac Greens residential Development, adjacent to location of Metrorail station proposed as part of Build Alternative A.



Plate 8: View northwest showing the approximate location of the construction access road from the southbound MVMH/PNCR proposed as part of Build Alternative B.



Plate 9: View southbound on the MVMH/PNCR showing area where a portion of the vegetation would be removed for the construction access road proposed as part of Build Alternative B.



Plate 10: View northbound on the MVMH/PNCR approaching Four Mile Run. Vegetation on west side of MVMH/PNCR would be removed as part of construction of the proposed Build Alternative D.



Plate 11: View southwest of the southbound side of the MVMH/PNCR south of Four Mile Run showing area where vegetation would be removed as part of construction of the proposed Build Alternative D.



Plate 12: View west to the southbound side of the MVMH/PNCR north of Four Mile Run showing area where portions of vegetation would be removed as part of construction of the proposed Build Alternative D.

**Appendix B:
Abingdon Apartments
Draft Reconnaissance-Level Survey Form**

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 100-5264

Other DHR ID#:

Resource Information

Resource Name(s): Abingdon Apartments {Historic}
Potowmack Crossing at Old Town Condominiums
{Current}

Date of Construction: ca 1945

Local Historic District :

National Register Eligibility Status

Property has been recommended Not Eligible for listing

Location of Resource

Commonwealth of Virginia

County/Independent City: Alexandria

Magisterial District:

Town/Village/Hamlet:

Tax Parcel:

Zip Code:

Address(s): 1600 West Abingdon Drive {Current}

USGS Quadrangle Name: ALEXANDRIA

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
Unknown	18	322514	4298987
Unknown	18	322438	4299045
Unknown	18	322533	4299461
Unknown	18	322482	4299435
Unknown	18	322569	4299438

UTM Center coordinates :

UTM Data Restricted?.

Resource Description

Ownership Status: Private

Government Agency Owner:

Acreage:

Surrounding area: Suburban

Open to Public: No

Site Description:

February 2013: Abingdon Apartments is a garden-style apartment building situated on the west side of the George Washington Memorial Highway in the City of Alexandria, Virginia. The condominium complex is located in a suburban area immediately north of downtown Alexandria in an area developed during the second quarter of the twentieth century consisting mostly of large garden-style apartment complexes and townhouse communities. The complex consists of four V-shaped and one C-shaped buildings that are flanked by courtyards and parking lots on the east side and additional parking lots on the west side. The east side is landscaped with a collection of young and mature deciduous trees and shrubs with concrete paths to various entrances, wood split-rail fencing, Colonial-style lampposts, and wood benches. The property also contains tennis courts and a swimming pool that were constructed in the 1980s.

Secondary Resource Summary:

February 2013: The tennis courts and swimming pool date from the 1980s and are non-contributing.

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
5	Apartment Building	Contributing
1	Pool/Swimming Pool	Non-Contributing
1	Tennis Court	Non-Contributing

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 100-5264

Other DHR ID#:

Individual Resource Detail Information

<i>Resource Type:</i>	Apartment Building	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	ca 1945 {Site Visit/Photograph}	<i>Accessed?</i>	No
<i>Architectural Style:</i>	Colonial Revival	<i>Number of Stories:</i>	3.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None

Abingdon Apartments is a garden-style complex that includes four V-shaped and one C-shaped Colonial Revival-style buildings constructed circa 1942-1945. The apartments are three stories, brick-faced, and have a combination of flat and hipped roofs clad in a mixture of asphalt shingles and slate tiles. The buildings exhibit a number of Colonial-style details including brick quoins, 6/6 double hung synthetic sash windows (replacing the original metal sash windows) with inoperable shutters, and broken pediment door surrounds.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Hipped	Slate	Roof - Shingle
Foundation	Foundation - Not Visible	Unknown	Foundation - Not Visible
Roof	Roof - Hipped	Asphalt	Roof - Shingle
Roof	Roof - Flat	Unknown	Roof - Not visible
Structural System	Structural System - Not Visible	Unknown	Structural System - Unknown
Windows	Windows - Sash, Double-Hung	Vinyl	Windows - 6/6
Chimneys	Chimneys - Interior end	Brick	Chimneys - Bond, American

Historic Time Period(s): Q- World War I to World War II (1917-1945)

Historic Context(s): Architecture/Community Planning

Significance Statement

February 2013: Abingdon Apartments is one of a collection of garden-style apartment complexes constructed in the City of Alexandria during the late 1930s and 1940s to accommodate a growing population of wartime workers and subsequently, veterans returning from the war effort (Criterion A). Most of the apartments were designed in the Colonial Revival style, which emerged after the Centennial Exposition of 1876 as the result of a renewed interest in the nation's history (Criterion C). The movement gained momentum in the early twentieth century with the advent of the automobile, which enabled Americans to visit many of the country's historic sites. This was especially true in Alexandria where the George Washington Memorial Parkway was constructed in 1932 to commemorate George Washington's bicentennial birthday.

While Abingdon Apartments falls within two historic contexts that are significant under Criteria A and C, the complex lacks the individual distinction to be considered eligible as an individual resource. The complex is a typical and generally unremarkable example of the Colonial Revival style and does not exhibit any particularly distinctive characteristics of the type or style. Despite these findings, research and field investigation indicate that Abingdon Apartments may be eligible as a contributing resource to a larger district or multiple property designation of Colonial Revival-style garden-style apartments in Alexandria from the second quarter of the twentieth century. Evaluation of a district, which largely fell outside the APE, was out of the scope of the Potomac Yard Metrorail Station Project and therefore, no eligibility recommendation on a potential district is provided here.

As for the other criteria, background research revealed no indication that the complex is associated with persons significant in the past (Criterion B). There is also no indication that the complex yields or may be likely to yield, information important in history or prehistory (Criterion D).

As a result of background research and field investigation, the Abingdon Apartments is recommended not individually eligible for listing in the National Register of Historic Places.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 100-5264

Other DHR ID#:

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria: A- Associated with Broad Patterns of History
C- Distinctive Characteristics of Architecture/Construction

Period of Significance: 1942-1945

Level of Significance:

NR Areas of Significance: Architecture
Community Planning and Development

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital	AECOM, Trenton, NJ	February 2012	V. Zeoli

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Map

Author: USGS

DHR CRM Report Number:

Notes:

United States Geological Survey
1949 Historic Map. Electronic document available online at: <http://www.usgs.gov/pubprod/>, accessed February 2012.

Reference #: 2

Bibliographic RecordType: Photograph

Author: NETR

DHR CRM Report Number:

Notes:

Nationwide Environmental Title Research (NETR)
2012 Historic Aerials. Electronic document available online at: <http://www.historicaerials.com>, accessed February 2012.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 09, 2013

CRM Person: AECOM

CRM Event Notes or Comments:

February 2013: Reconnaissance Level Survey Form completed as part of the Section 106 identification phase of the Potomac Yard Metrorail Station project. Further detail documented in an EIS (with cultural resource technical memorandum) and forthcoming Historic Architectural Effects Assessment Report.

Bridge Information

Cemetery Information

Ownership Information

Abingdon Apartments (VDHR ID# 100-5264)
January 11, 2013

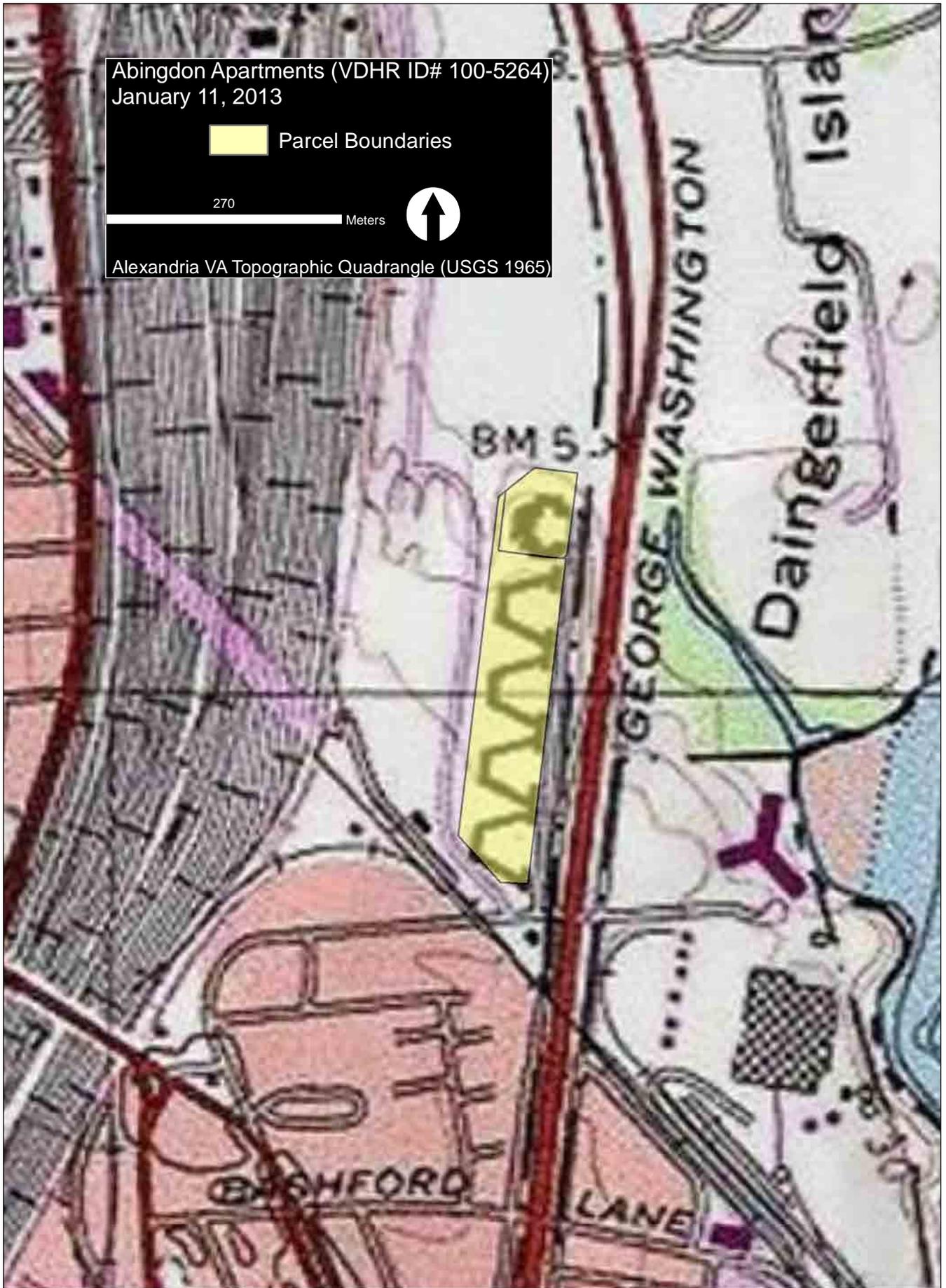
 Parcel Boundaries

270

Meters



Alexandria VA Topographic Quadrangle (USGS 1965)

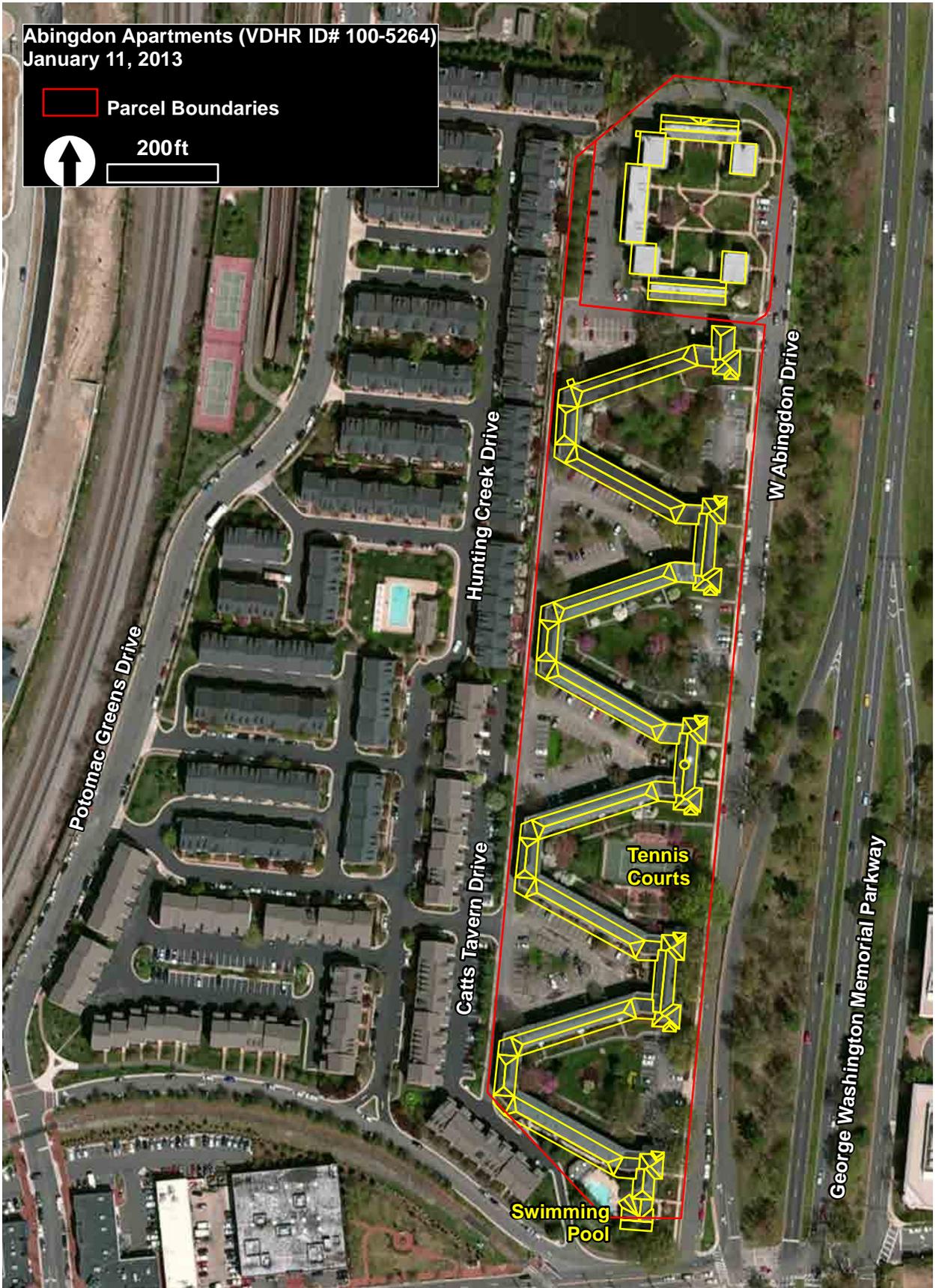


Abingdon Apartments (VDHR ID# 100-5264)
January 11, 2013

 Parcel Boundaries



200ft



DIGITAL PHOTO LOG

DHR 100-5264
Abingdon Apartments
1600 W. Abingdon Drive
City of Alexandria, VA

Photographer: Brian Albright

Location of Original Digital Files: AECOM, 516 E. STATE STREET, TRENTON, NJ 08609

Photo Date	File Name	Photo Description	Direction of View
3/12/2012	100-5264_AbingdonApartments_2012_exterior_W_view1.tif	East elevation from W. Abingdon Drive, view west	West
3/12/2012	100-5264_AbingdonApartments_2012_exterior_W_view2.tif	East elevation from W. Abingdon Drive, view west	West
3/12/2012	100-5264_AbingdonApartments_2012_exterior_NW_view.tif	View northwest from GWMP off-ramp at Slaters Lane	Northwest
3/12/2012	100-5264_AbingdonApartments_2012_exterior_SW_view.tif	Northwest elevation, view west	Southwest



DHR#: 100-5264

March 12, 2012

Abingdon Apartments

East elevation from W. Abingdon Drive, view west.



DHR#: 100-5264

March 13, 2012

5V]b[Xcb `5dUfra Ybrg

East elevation from W. Abingdon Drive, view west.



DHR#: 100-5264

March 13, 2012

Abingdon Apartments

View northwest from GWMP off-ramp at Slaters Lane.



DHR#: 100-5264

March 13, 2012

Abingdon Apartments

Northwest elevation, view southwest.

**Appendix C:
Mount Vernon Memorial Highway NRHP Nomination**

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

5/17/81
5/18/81
VLR
NRHP

1 NAME

HISTORIC

Mount Vernon Memorial Highway

AND/OR COMMON

George Washington Memorial Parkway (portion)

2 LOCATION

STREET & NUMBER

* from Memorial bridge S to Mount Vernon

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

8th (VA)

COUNTY

CODE

CITY TOWN

Arlington/Alexandria/Mount Vernon

VICINITY OF

CODE

STATE

Virginia; Washington, D.C.

VA:51; DC:11

Alexandria (510), Arlington (013),

Fairfax (059), D.C. (001)

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES RESTRICTED
- YES UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER

4 AGENCY

REGIONAL HEADQUARTERS (If applicable)

National Capital Region, National Park Service

STREET & NUMBER

1100 Ohio Drive, S.W.

CITY TOWN

Washington

STATE

D.C. 20242

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY TOWN

STATE

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE		CHECK AND JUSTIFY BELOW	
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input checked="" type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Commemoration
		<input type="checkbox"/> INVENTION		

BUILDER/ARCHITECT U.S. Bureau of Public Roads

SPECIFIC DATES 1929-32

STATEMENT OF SIGNIFICANCE

The Mount Vernon Memorial Highway is significant as the first parkway constructed and maintained by the U.S. Government and as the first such road with a commemorative function explicit in its name and alignment. Although predated by other parkways, notably in Westchester County, New York, the Mount Vernon Memorial Highway south of Alexandria is probably the least altered of such early roads in the United States today. Its distinctive stone-faced arch bridges, concrete slab base, beveled curbing, and landscape plantings mark its special quality.

Planning for a highway "of noble proportions" linking Washington, D.C., with the national shrine of Mount Vernon began in 1887-88 with the formation of the Mount Vernon Avenue Association, chartered by the Commonwealth of Virginia. Pursuant to a congressional directive, Lt. Col. Peter C. Hains of the U.S. Army Corps of Engineers surveyed several routes from the Virginia end of Aqueduct Bridge (predecessor of Key Bridge) to George Washington's home and tomb. Hains' vision of the nature and purpose of the road was reflected in his report; submitted in 1890:

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

The highway plans received a setback in 1892 when the Washington, Alexandria, and Mount Vernon Railroad built an electric railway to Mount Vernon, reducing the functional need for the proposed road. But the concept was kept alive in the comprehensive 1902 report of the Park Improvement Commission of the District of Columbia, sponsored by the Senate Committee on the District of Columbia chaired by Senator James McMillan. The Senate Park Commission or McMillan Commission, as it was popularly known, proposed the construction of the present Arlington Memorial Bridge and recommended that a highway proceed from its southwest terminus to Mount Vernon along one of the higher and more inland routes surveyed by Hains.

(continued)

ON #3

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- James M. Goode. The Outdoor Sculpture of Washington, D.C. Washington: Smithsonian Institution Press, 1974.
- David Murphy. "Mount Vernon Memorial Highway; Forty Years in Design." 23 p. typescript, National Capital Region, National Park Service.
- National Capital Planning Commission. Worthy of the Nation: The History of Planning for the National Capital. Washington: Smithsonian Institution Press, 1977.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY c. 515
 UTM REFERENCES SEE CONTINUATION SHEET

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING	D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The boundary includes those Federal lands of the George Washington Memorial Parkway delineated on the accompanying U.S.G.S maps, plus Washington Street in Alexandria as subject to a Federal easement for parkway purposes.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Virginia	51	Arlington	013
		Alexandria (city)	510
		Fairfax	059
STATE	CODE	COUNTY	CODE
District of Columbia	11		001

11 FORM PREPARED BY

NAME / TITLE

Barry Mackintosh, Regional Historian

ORGANIZATION

National Capital Region, National Park Service

DATE

June 1980

STREET & NUMBER

1100 Ohio Drive, S.W.

TELEPHONE

(202) 426-6660

CITY OR TOWN

Washington

STATE

D.C. 20242

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES NO NONE

Tucker Hill, Executive Director

Va. Historic Landmarks Commission &

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

[Signature] 3/17/81

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Mount Vernon Memorial Highway, a portion of the George Washington Memorial Parkway, links the southwestern end of Arlington Memorial Bridge on Columbia Island, Washington, D.C., with Mount Vernon in Fairfax County, Va., along a route roughly paralleling the Potomac River. The highway was designed and landscaped to maximize scenic, esthetic, and commemorative qualities and retains much of its intended character.

The 8-1/2-mile section in Fairfax County from Mount Vernon north to Hunting Creek, the southern boundary of Alexandria, is the least altered portion of the highway. Much of the original concrete slab construction remains exposed on this section of the road, which is four lanes wide with occasional planted median dividers at grade separations and intersections.

At the Mount Vernon terminus is a landscaped traffic circle with flanking parking areas screened by vegetation in accordance with the original design. Facing the circle next to the gateway to George Washington's estate is the Mount Vernon Inn, a colonial revival restaurant, snack bar, and gift shop; it and a comparably designed octagonal structure in front used as a Park Police office were built in conjunction with the parkway. A bronze plaque on a boulder nearby identifies the Mount Vernon Memorial Highway and its construction for the bicentennial of Washington's birth.

A single-arch bridge with battered abutments and a decorative projecting stone course carries the highway across Little Hunting Creek where it enters the Potomac just east of Washington's estate. The alignment then curves north with the riverbank, the road running close to the river's edge as it passes Fort Washington on the Maryland shore to provide scenic views of that impressive 19th century stone fortress. A bridge of a single segmental arch bordered by battered buttress projections carries Alexandria Avenue across the parkway. At the north end of the section is the bridge over Hunting Creek, three arches between battered abutments with battered buttresses articulating the piers. All bridges are compatibly faced with varicolored rough random ashlar.

Beveled curbing is used throughout the southern section of the highway for easy pull-off onto the adjacent grass. Guard rails where needed are of treated, unpainted wood to blend with the natural landscape. The original plantings here are most fully intact at the Mount Vernon terminus and at Belle Haven, a short distance south of Hunting Creek.

North of Hunting Creek through the Old Town section of Alexandria the parkway utilizes Washington Street, which runs straight on a nearly north-south alignment about 1-3/4 miles to just north of First Street. Laid out in the late 18th century, Washington Street is lined with many late 18th and 19th century buildings. In 1929 the city of Alexandria granted the United States a perpetual easement over the

(continued)

on #1

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INVENTORY -- NOMINATION FORM

CONTINUATION SHEET /

ITEM NUMBER 7

PAGE 2

street in furtherance of the memorial highway development. The agreement conveying the easement provided, inter alia, that the United States would reconstruct and maintain Washington Street consistent with its new function as a parkway link, that Alexandria would control entering traffic to give the street precedence as a main thoroughfare, and that the city would ban facing billboards and restrict the street "to residential and business development of such character and of such type of building as will be in keeping with the dignity, purpose and memorial character" of the highway. These provisions and the city's Old and Historic Alexandria District ordinance dating from 1946 perpetuated the distinctive character of Washington Street evident today. (Washington Street and the historic buildings facing it are already included in the National Register as elements of the Alexandria Historic District; the street is included again here by virtue of the Federal interest in it as a component of the memorial highway.)

North of First Street the highway returns to the full jurisdiction of the United States and continues about 5-1/2 miles to the traffic circle at the end of Arlington Memorial Bridge. This section was and is divided by a median strip. Alterations from the original construction include asphalt paving, realignment around National Airport, widening to six lanes between the airport and the 14th Street bridges to Washington, and relocation of the southbound lane where it formerly joined the circle at the bridge. The beveled curbing continues.

For about the first 3/4-mile of this section the northbound lanes are on axis with the Washington Monument in Washington, D.C., offering motorists a striking vista to the giant obelisk over four miles distant. This slightly downsloping stretch, known as Monument View Hill, also contains remnants of the original plantings. The bridge over Four Mile Run to the north (the boundary between Alexandria and Arlington County) was constructed in the late 1970s and is not a contributing element of this nomination. A bridge like the Alexandria Avenue overpass carried the parkway on its original alignment through what is now National Airport; since the parkway was realigned west of the airport, the bridge has remained to carry internal airport traffic over an access road to the north terminal. (The bridge is now outside National Park Service jurisdiction and no longer serves the parkway, so it is not included in this nomination.) Just north of the airport the highway crosses Roaches Run on an original stone-faced box culvert. The random ashlar facing of the parkway bridges was employed by the Richmond, Fredericksburg, and Potomac Railroad in its bridge over the highway and to a lesser degree in the more recent Rochambeau and George Mason (14th Street) highway bridges paralleling the railroad to the north. A wholly modern, functional Metrorail overpass was added in the late 1970s between the railroad and highway bridges. (These spans are outside Service jurisdiction and excluded from this nomination.) A short distance beyond these overpasses the parkway crosses the Boundary Channel to Columbia

(continued)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

2

ITEM NUMBER 7

PAGE 3

Island, Washington, D.C., on another single arch bridge with battered buttress projections and varicolored random ashlar facing. The road proceeds along the island for about a mile to its terminus at the Arlington Memorial Bridge circle.

Although not constructed in connection with the Mount Vernon Memorial Highway, the Navy-Marine Memorial adjoins it on the eastern end of Columbia Island and is included in this nomination. The memorial features a cast aluminum sculpture of a rolling wave with seven seagulls intricately balanced atop it. The base is of green granite. The memorial, approximately 30 feet long and 35 feet tall, commemorates the men of the U.S. Navy and U.S. Marine Corps who died at sea during World War I.

Approximately 1/4-mile from the Navy-Marine Memorial on the west side of the parkway is the Lyndon Baines Johnson Memorial Grove on the Potomac, a modern landscaped memorial to President Johnson. It is listed separately in the National Register.

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NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM

CONTINUATION SHEET 3

ITEM NUMBER 8 PAGE 2

In 1922 Congress appropriated funds for the planning of Arlington Memorial Bridge, and in 1924 it created the United States Commission for the Celebration of the Two Hundredth Anniversary of the Birth of George Washington. Construction of the bridge beginning in 1926 gave impetus to plans for a road linking it to Mount Vernon, and an act of Congress approved May 23, 1928, directed the survey and construction of a "suitable memorial highway" between these points under the auspices of the Washington bicentennial commission. The act ordered the Secretary of Agriculture, who had jurisdiction over the Bureau of Public Roads, to survey routes for selection by the commission and prepare highway plans with "provision for the planting of shade trees and shrubbery and for such other landscape treatment, parking, and ornamental structures as he may prescribe...."

Because of Westchester County's pioneering role in parkway design and construction, the Bureau of Public Roads hired as consultants three employees of the Westchester County Park Authority: Chief Engineer Jay Downer, Landscape Architect Gilmore D. Clarke, and Landscape Plantsman Henry Nye. The resulting design similarity to the New York parkways was evident in such features as the bridges of reinforced concrete slab and girder construction masked by native stone arches and the rustic wooden guardrails.

Two routes were chosen as alternatives, both of which were further modifications of alignments proposed by Hains. The commission ultimately selected the route nearest the Potomac, which afforded fine views of the river and the striking axial vista of the Washington Monument for traffic northbound from Alexandria--especially fitting given the highway's commemorative purpose. Construction began under the direction of the Bureau of Public Roads on September 17, 1929; the road was opened to traffic on January 16, 1932, the bicentennial year of Washington's birth. President Hoover traveled the highway to Mount Vernon that November for its formal dedication.

While the Mount Vernon Memorial Highway was still under construction, the Capper-Crampton Act of May 29, 1930, authorized the Federal acquisition of additional lands on both sides of the Potomac for the development of the George Washington Memorial Parkway. This act provided for the transfer of the completed Mount Vernon Memorial Highway to the Office of Public Buildings and Public Parks of the National Capital--subsumed by the National Park Service in 1933--as a component of the larger parkway, which ultimately extended northwest to Great Falls on the Virginia side of the river and from Chain Bridge to Cabin John on the Maryland side. (A proposed linking bridge across the Potomac at Great Falls and an extension in Maryland south to Fort Washington were never built.) The road remains under National Park Service administration.

(continued)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET 4

ITEM NUMBER 8

PAGE 3

With the exception of traffic lights in Alexandria, there are no impediments to the free flow of traffic on the parkway in keeping with its historic character. The highway serves as the major access to a number of scenic and recreational features along its route, including Riverside, Fort Hunt, Belle Haven, Dyke Marsh, Daingerfield Island, Gravelly Point, Roaches Run, and Collingwood.

The Navy-Marine Memorial was erected in 1934 on lands of the Mount Vernon Memorial Highway at the east end of Columbia Island, Washington, D.C. Designed by the sculptor Ernesto Begni del Piatta in 1922, the dynamic rolling wave and soaring gulls were to have rested on an elaborate stepped base of polished green granite evocative of the sea. Funds for this base were inadequate, and in 1940 the present abbreviated granite pedestal replaced the rough concrete base installed for the dedication. The cast aluminum sculpture itself is nevertheless a unique and striking specimen among Washington's abundant memorial art.

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NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM

CONTINUATION SHEET 5

ITEM NUMBER 10 PAGE 1

UTM REFERENCES

- A: 18/321160/4306050 (Washington West quad.)
- B: 18/323240/4304130 (Alexandria quad.)
- C: 18/322520/4303060 "
- D: 18/322220/4301500 "
- E: 18/322710/4299550 "
- F: 18/322470/4298050 "
- G: 18/321980/4295410 "
- H: 18/321540/4294610 "
- I: 18/321820/4293730 "
- J: 18/321590/4292650 "
- K: 18/322020/4291800 "
- L: 18/321880/4291220 "
- M: 18/322030/4289870 (Mount Vernon quad.)
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- MM: 18/322300/4302830 "
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- OO: 18/321380/4305590 (Washington West quad.)

Plaque at Mount Vernon Terminus, Mount
Vernon Memorial Highway NPS 1980

Mount Vernon Inn, Mount Vernon Memorial
Highway NPS 1980

Little Hunting Creek Bridge, Mount
Vernon Memorial Highway NPS 1980

Mount Vernon Memorial Highway
Fort Washington, Md., Vista NPS 1980

1732

1932

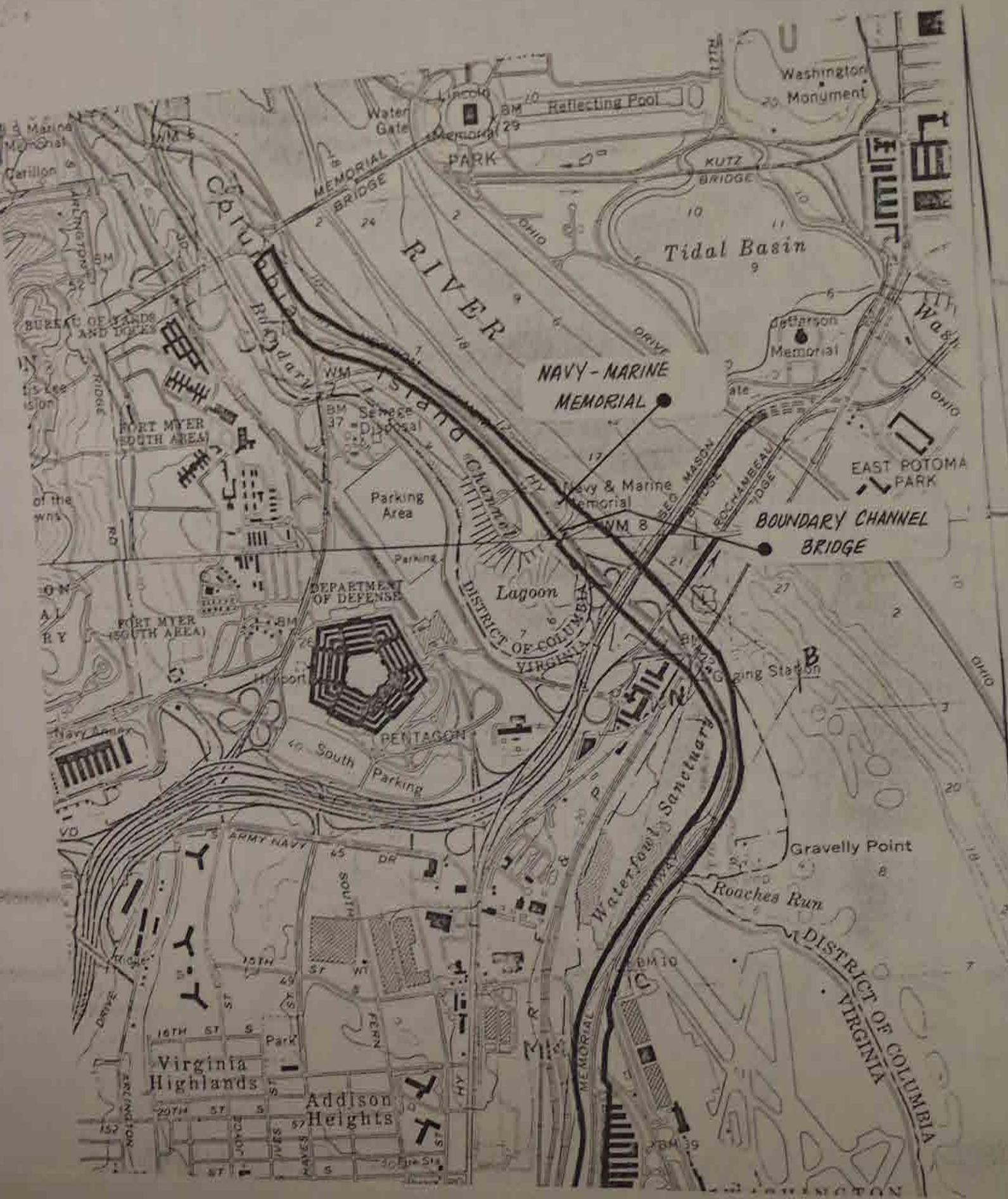
THE MOUNT VERNON TRAVELER HIGHWAY
WAS AUTHORIZED BY CONGRESS JULY 24, 1928

AS A TRIBUTE OF
THE UNITED STATES COMMISSION
FOR THE CELEBRATION OF THE
TWO HUNDREDTH ANNIVERSARY
OF THE BIRTH OF
GEORGE WASHINGTON

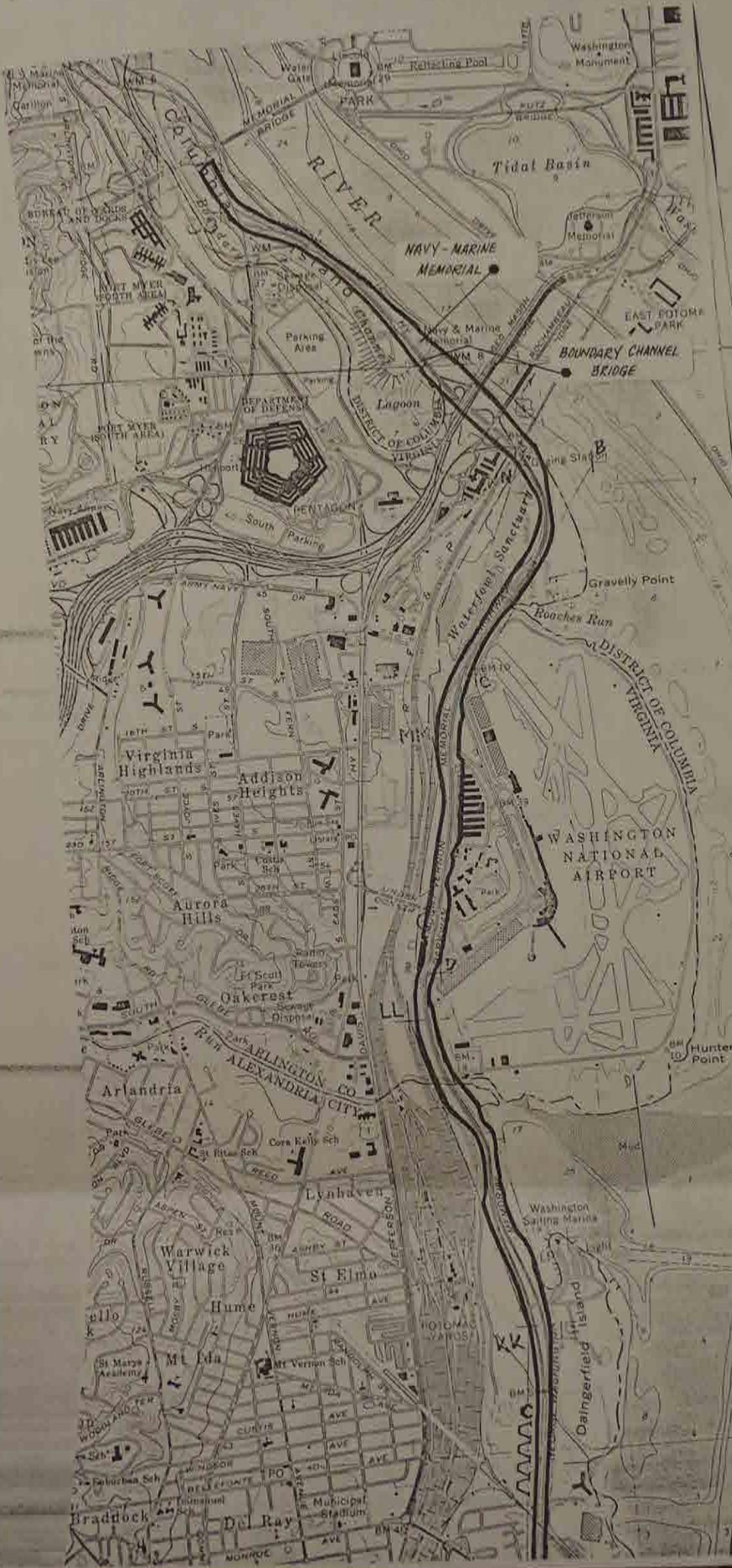
THE HIGHWAY WAS DESIGNED AND CONSTRUCTED
UNDER THE DIRECTION OF
THE UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
CONSTRUCTION STARTED SEPTEMBER 12, 1929
OPENED TO TRAFFIC JANUARY 16, 1932

THIS HIGHWAY WAS FORMALLY DEDICATED
TO THE SERVICE OF THE PEOPLE
NOVEMBER 15, 1932

Washington West
7.5

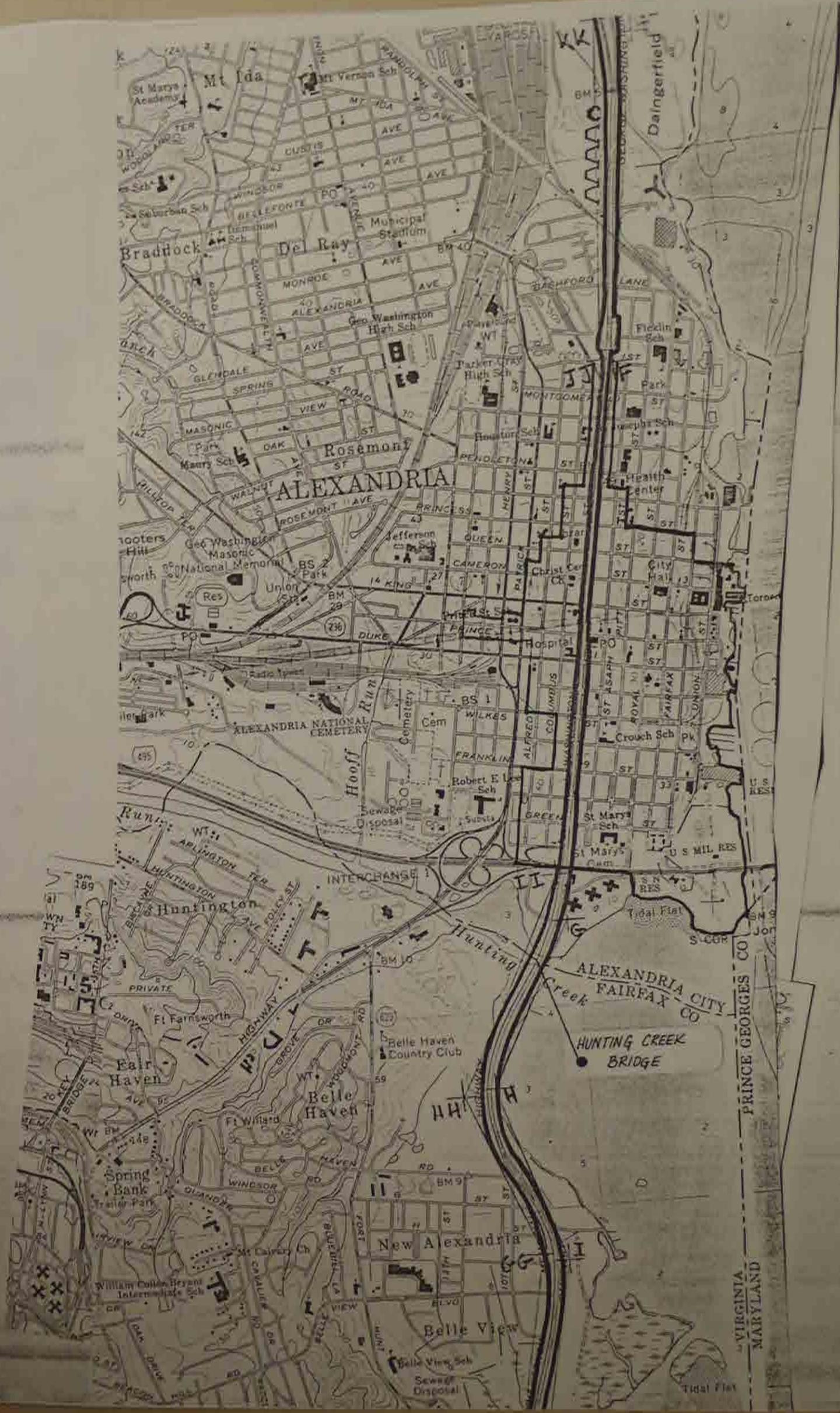


Alexandria
7.5



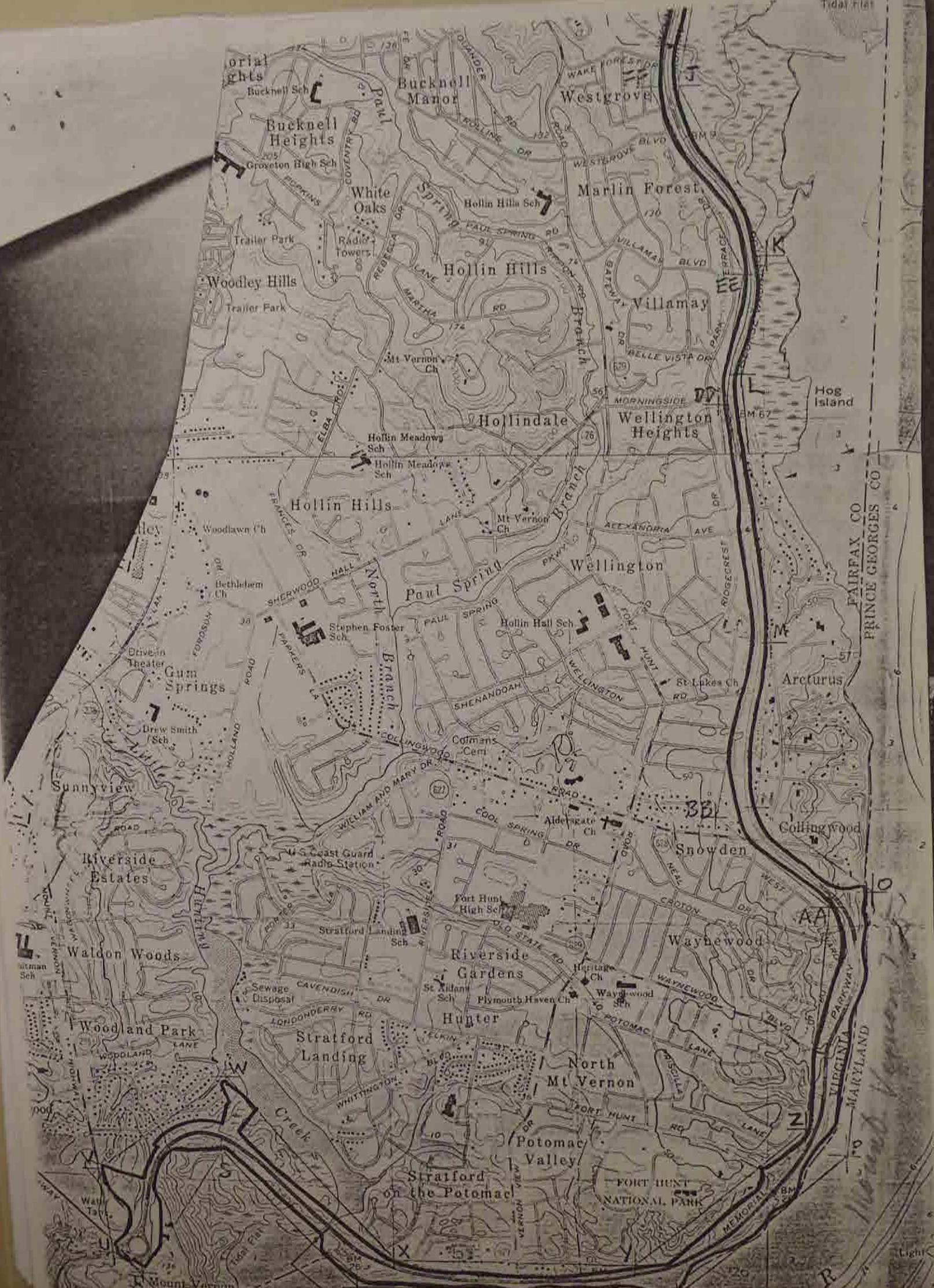
Alexandra
75

1890-1900



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Hunting Creek

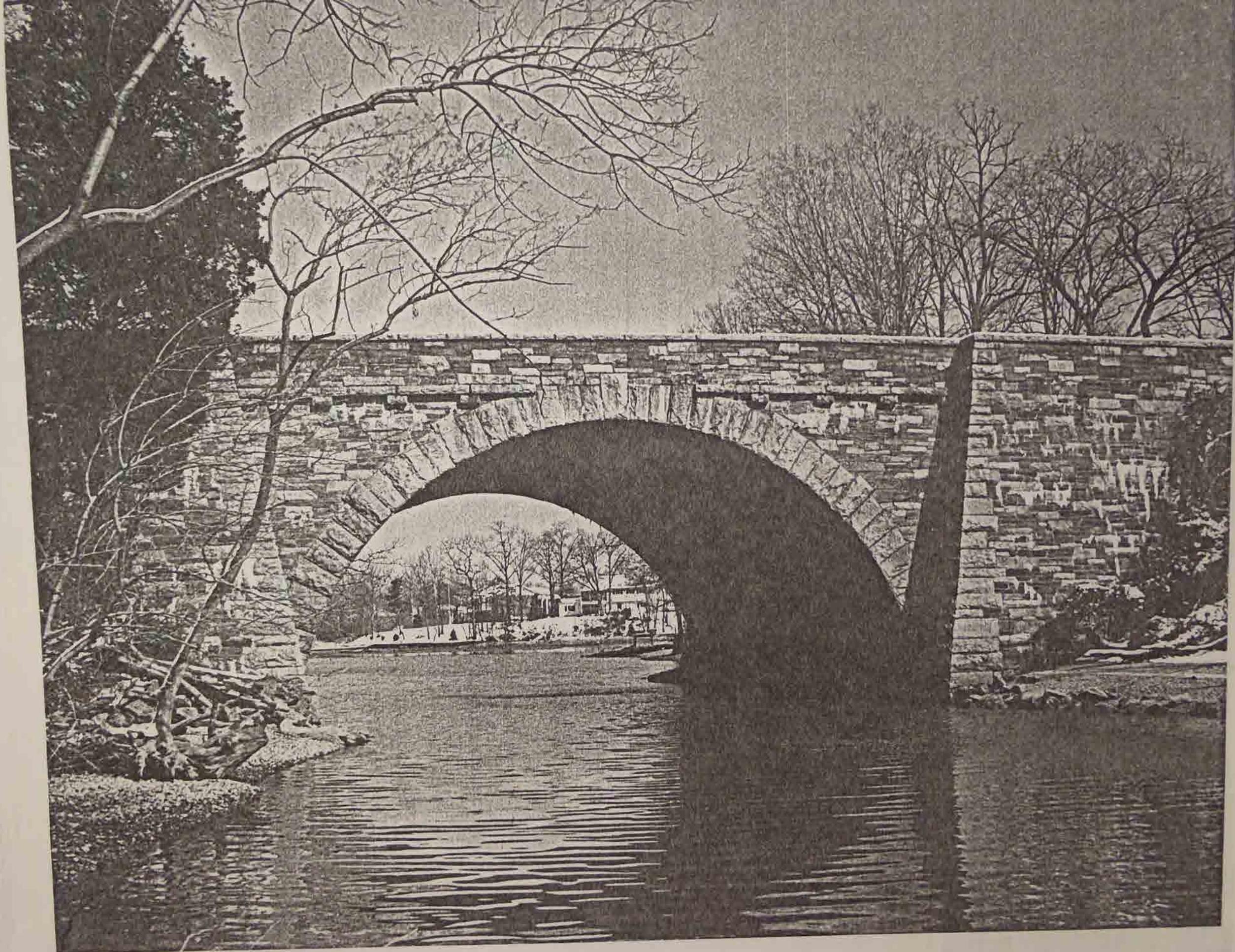
VIRGINIA
MARYLAND



FAIRFAX CO
PRINCE GEORGES CO

MARYLAND

Light



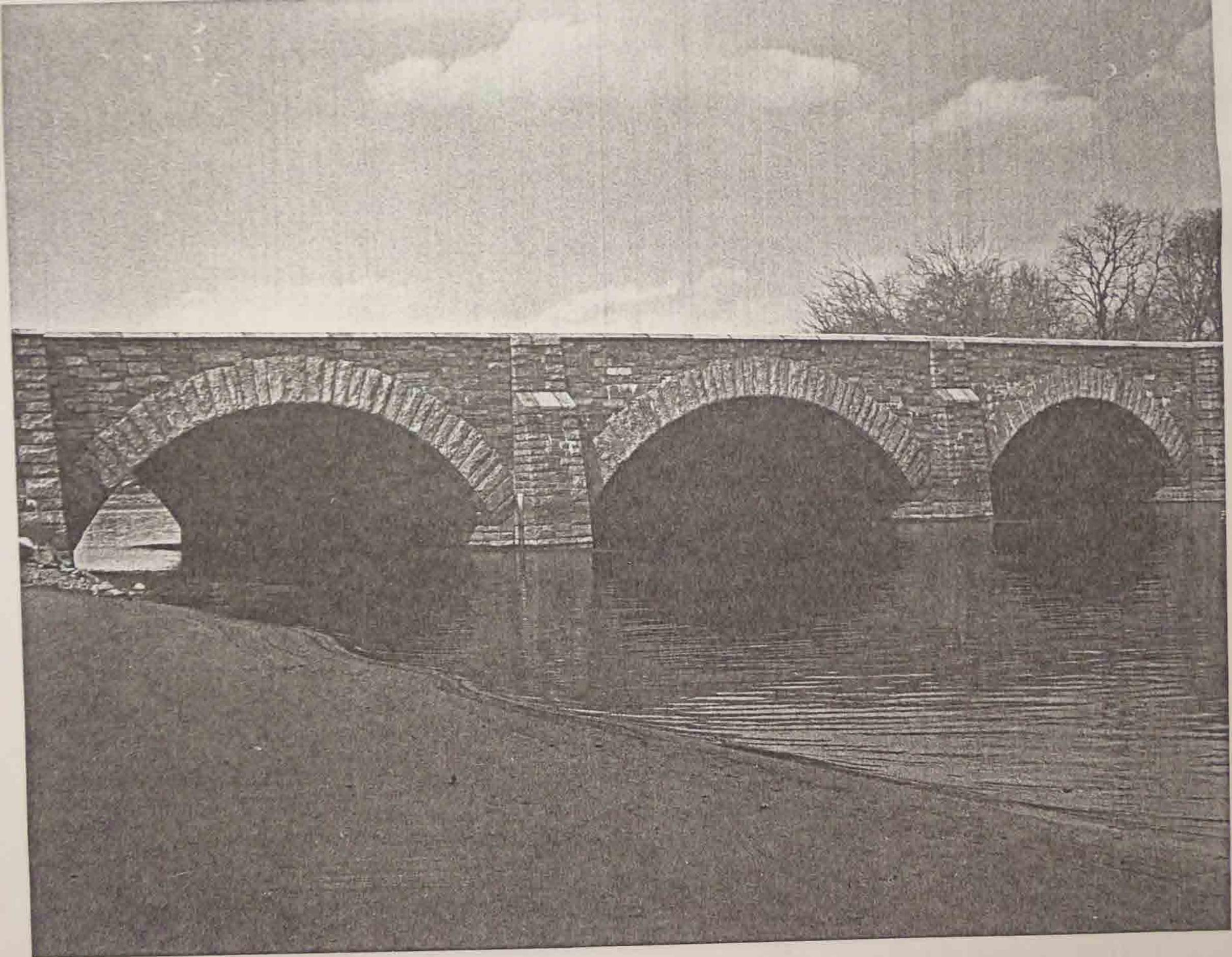


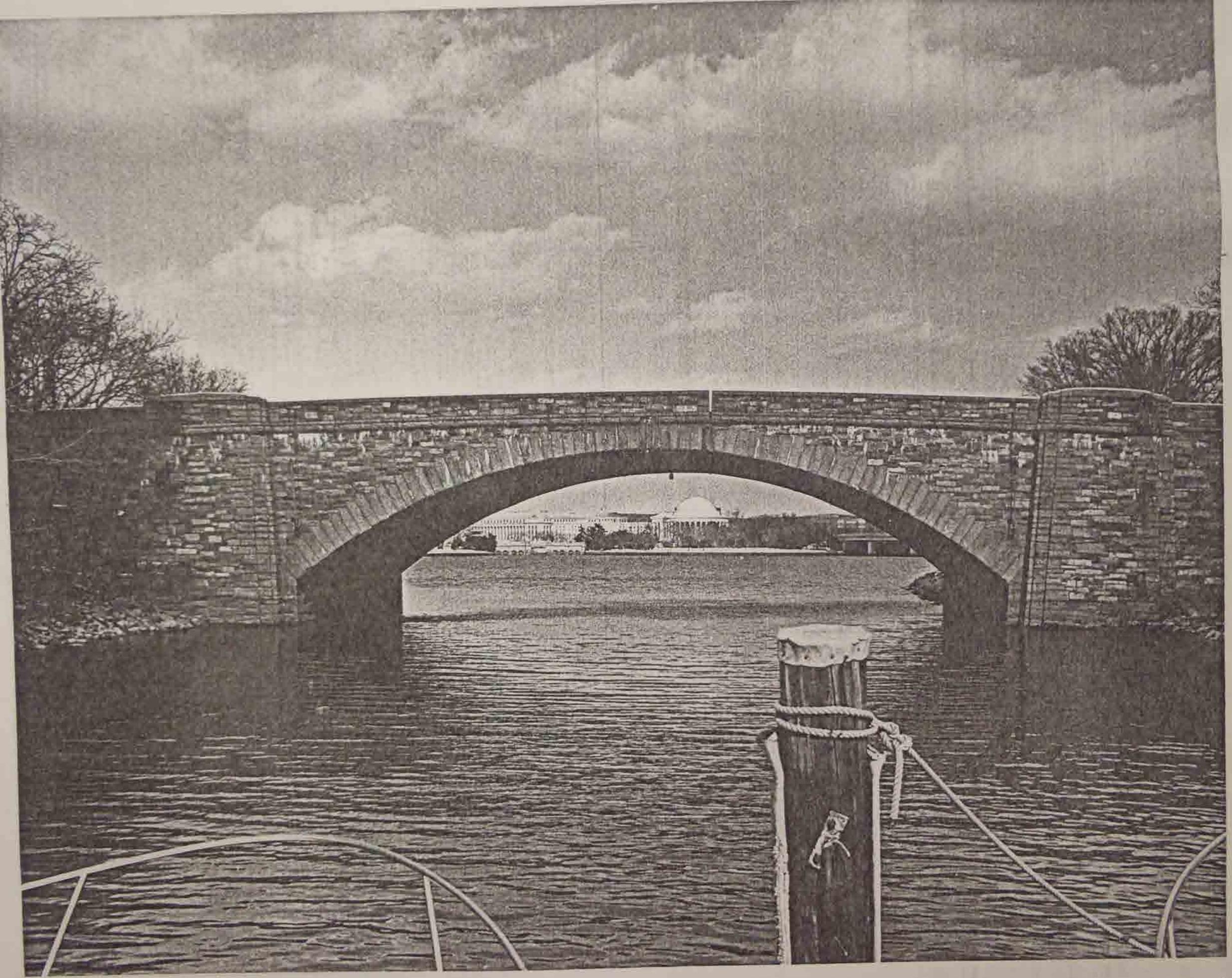
Fort Hunt
Road
Fort Hunt
Picnic Area
NEXT RIGHT

Hunting Creek Bridge, Mount Vernon
Memorial Highway NPS 1980

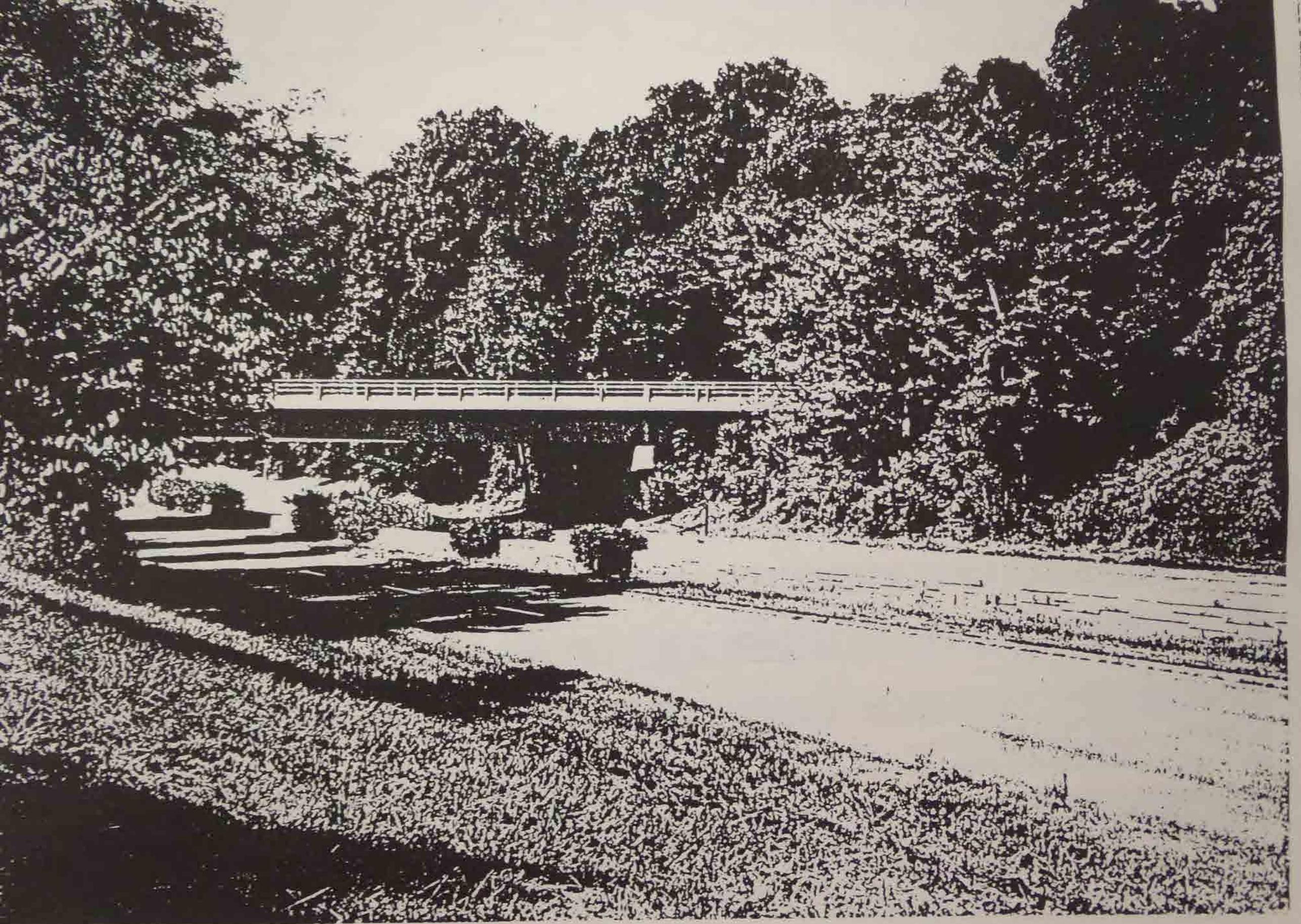
Boundary Channel Bridge, Mount Vernon
Memorial Highway NPS 1980

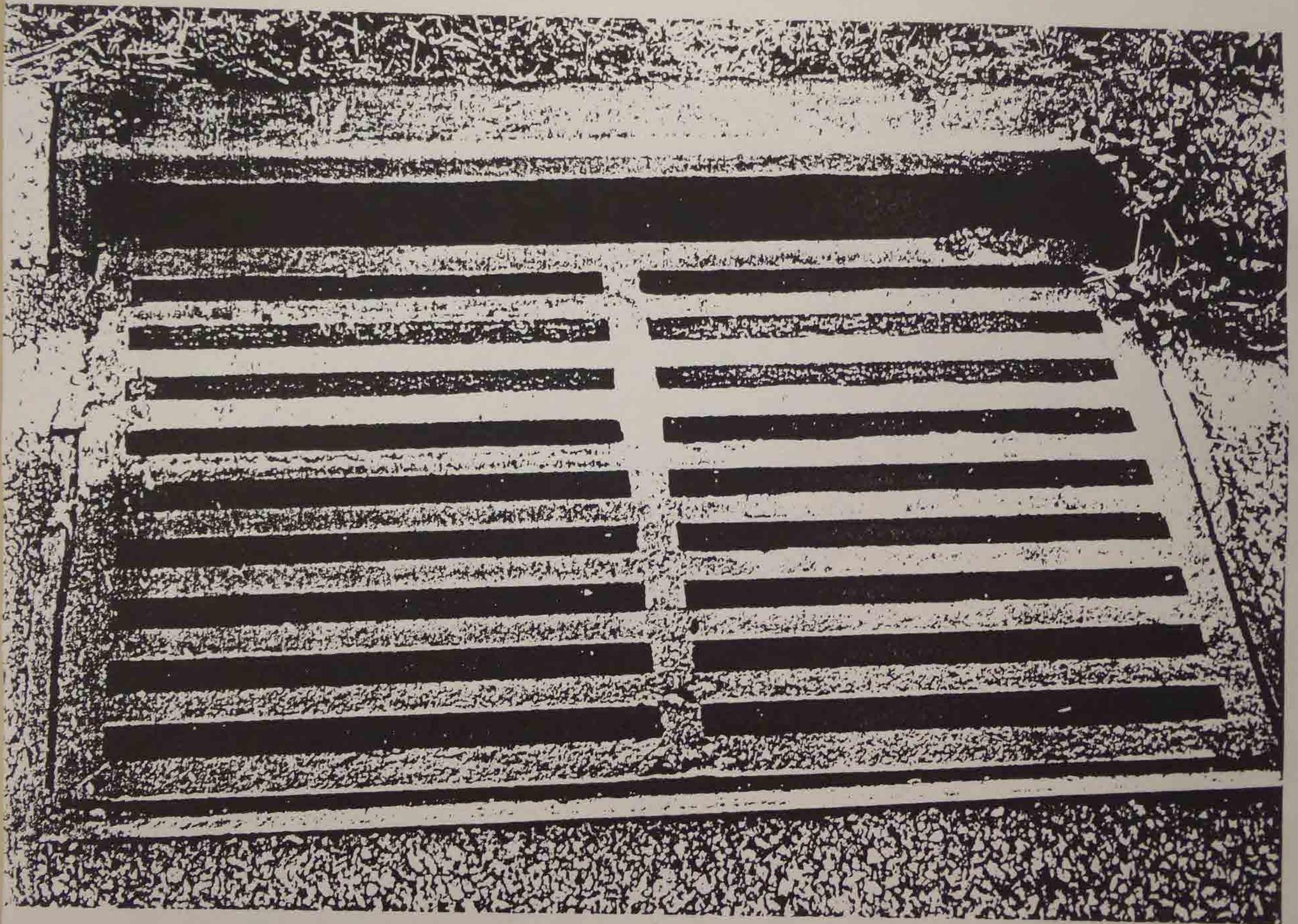
Navy-Marine Memorial, Mount Vernon
Memorial Highway NPS 1980

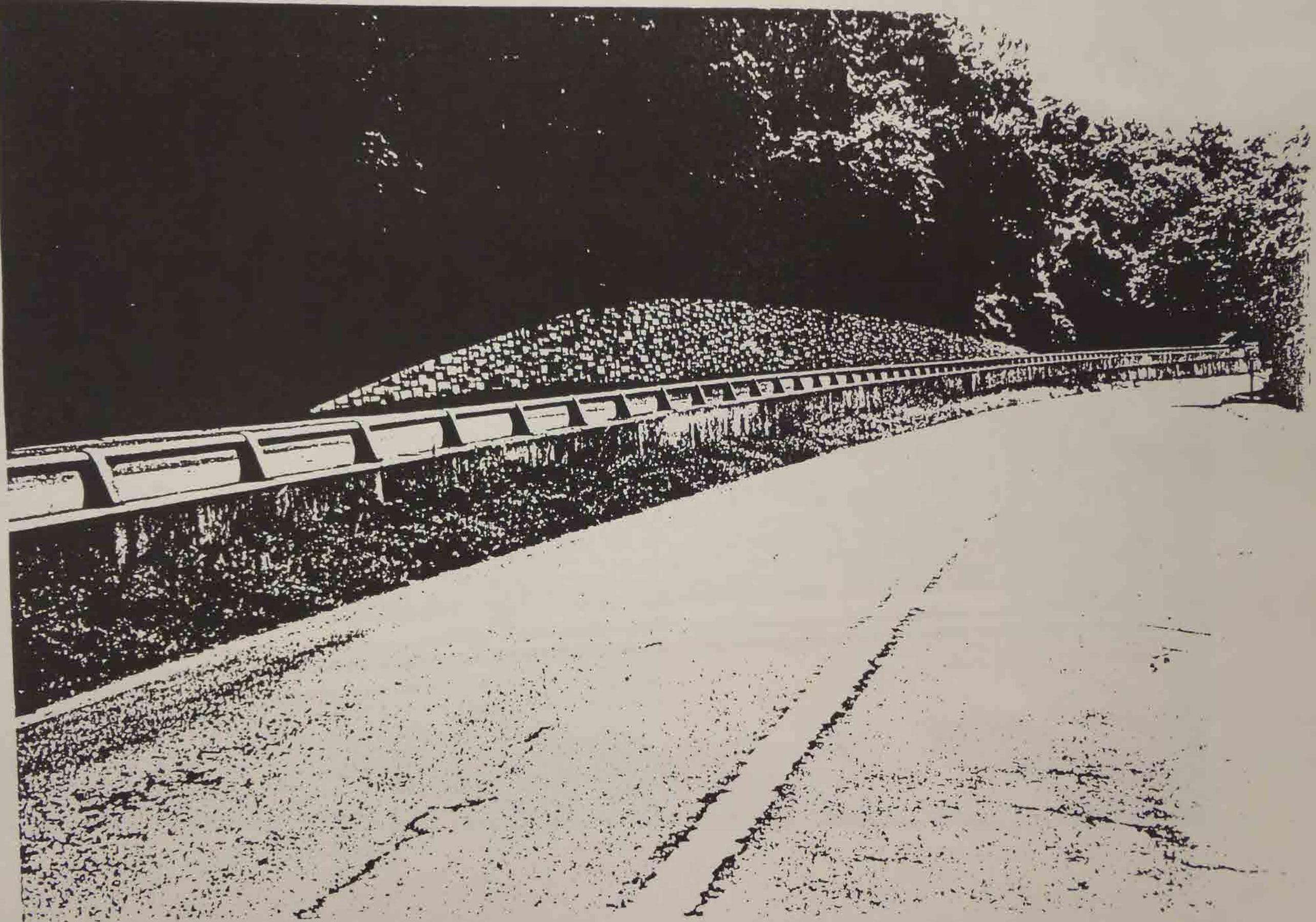


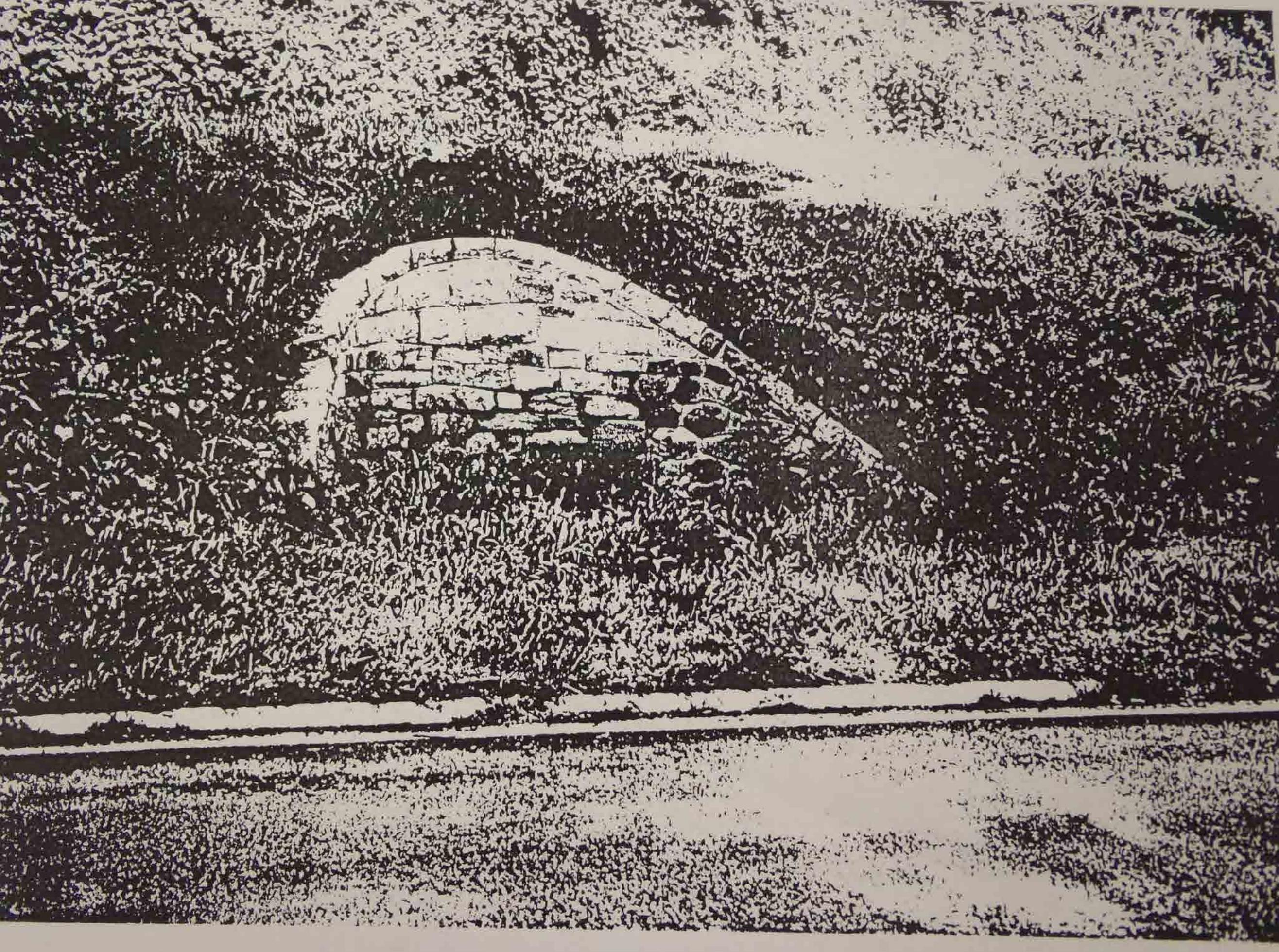


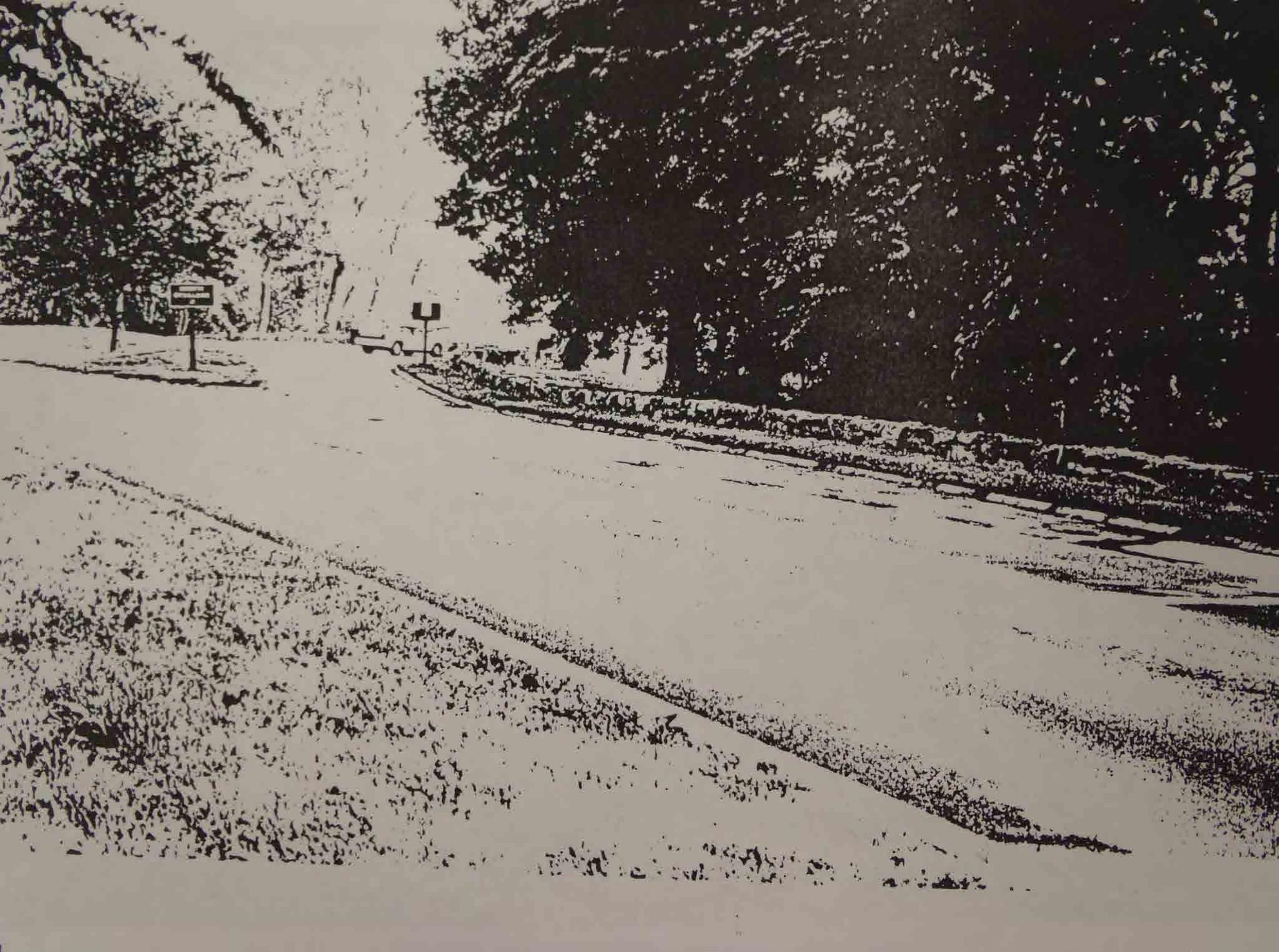




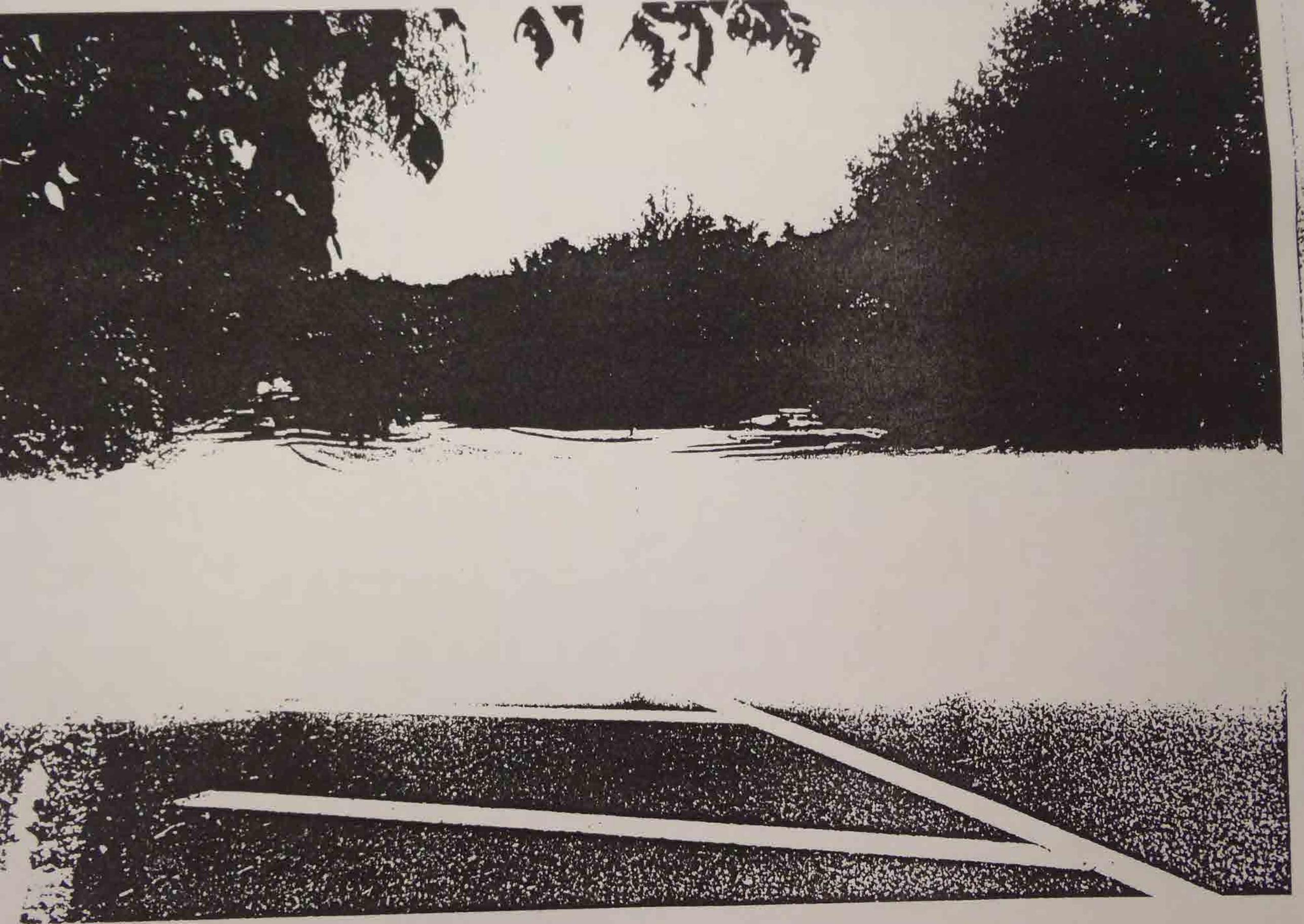












**Appendix D:
Parkways of the National Capital Region, 1913-1965
NRHP Multiple Property Submission**

VLR 10/08/1991
NHP 6/2/95

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

PARKWAYS OF THE NATIONAL CAPITAL REGION, 1913 - 1965

029-5524

B. Associated Historic Contexts

EVOLUTION OF THE URBAN PARKWAY

DEVELOPMENT OF THE NATIONAL CAPITAL PARKWAY SYSTEM

C. Geographical Data

The estimated 75-100 miles of parkways located in the National Park Service's National Capital Region are found in Washington D.C.; Montgomery, Prince Georges, and Anne Arundel counties in suburban Maryland; and Arlington and Fairfax counties, and the City of Alexandria, in Northern Virginia. The boundaries of the contributing arterial thoroughfares are coterminus with their rights-of-way, and include the Baltimore-Washington Parkway and Suitland Parkway, extending from the eastern boundary of the District of Columbia; the Mount Vernon Memorial Highway/George Washington Memorial Parkway along the Potomac River shoreline between Mount Vernon and Great Falls; Rock Creek and Potomac Parkway between the East and West Potomac Parks and Rock Creek Park; and numerous strip parks located throughout the greater Washington area, including the Sligo Branch Parkway.

See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Signature of certifying official

Date

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register

Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

EVOLUTION OF THE URBAN PARKWAY

The parkways constructed in the Greater Washington area range stylistically from nationally significant schemes modeled on the precedent-setting, picturesque suburban New York system, to include simple tributary byways and the straightforward Baltimore-Washington Parkway completed shortly after mid-century. Contributing cultural influences include the increased use of the automobile, the City Beautiful movement, and popularity of outdoor recreation.

A parkways' foremost task is to separate traffic into two distinct groups: pleasure motorists and heavy commercial users. During the early decades of automobile use, the greatest proportion of use was devoted to recreation. But in the late 1930s when the emphasis shifted from the pastime of "getting there" to simply "arriving"--so, too, changed road design. The newly formed National Capital Park & Planning Commission (NCP&PC) in 1927 indicated:

There are and should be in the development of plans. . . a number of things which may be called parkways, to serve as lines of pleasure traffic; but in another sense part of the thoroughfare system: of the District. There is overlapping there of the two types of functions. We need to be careful. . . that it does not extend too far.¹

NCP&PC landscape architect Frederick Law Olmsted, Jr., cites only two criteria that serve as a design guide--"controlling purposes" and local physical conditions--from which four types of parkways emerge: an elongated park, a glorified and ornamental street, and:

A thoroughfare, boulevard, or parkway, the prime purpose of which is to enable the public to travel from one part of its course to another under conditions which are made more enjoyable by almost any means, than those of an ordinary city street.²

Within this last category are three subtypes: a single road with planted and ornamental flanks, which "may be really verdant and justify the name 'parkway'"; dual roadways with a central planted strip and some flanking ornamentation, much like a boulevard; and a central road flanked by any type of formal or informal landscaping, with or without pedestrian amenities.

The fourth parkway model is "somewhat intermediate and transitional between the first and the third" type, a border treatment that does not attempt to buffer surrounding buildings, and often places the roadway to one side of the green space and a waterway. This "border parkway" was later cited in a Washington-Baltimore regional study that called for "eventual acquisition [of]

¹ Minutes of the NCP&PC (16-18 September, 1927).

² Frederick Law Olmsted, "Memorandum as to 'Border Roads' for Parkways and Parks" (25 September, 1925), pp. 1-3. RG 66, Box 156.

F. Associated Property Types

I. Name of Property Type parkway

II. Description

The National Capital parkway system is composed of more than 8,761 acres of protected arterial byways in Washington, D.C., suburban Maryland, and Northern Virginia, totaling more than 74 miles. The contributing parkways include the Rock Creek and Potomac, Mount Vernon Memorial Highway George Washington Memorial, Suitland, Baltimore-Washington, and numerous neighborhood strip parks (although this last category is not included in the acreage/miles figures given). All are related to provide a "garden system" within a densely developed urban scheme, in keeping with a scale and layout that dates to the eighteenth century. The parkways serve as a link among the parks, monuments, and suburbs of the national capital region, with features that include scenic overlooks, hiking/biking trails, picnic/parking areas, native and ornamental plantings, and formal monuments--each situated to provide advantageous vistas and accessible day-use recreation

III. Significance

The various parkways of the national capital reflect the culmination of several national trends after the turn of the century: the City Beautiful movements' emphasis on integrated urban green space; automobility and the rapid development of road systems; and the decline in the quality of city living and resulting popularity of outdoor recreation. In Washington, D.C., the McMillan Commission's recommendation for a series of parks and parkways was coupled with the American Institute of Architects's assessment of a cityscape badly in need of formal planning and direction--in keeping with the original eighteenth-century urban scheme by Pierre L'Enfant. The four primary parkways and numerous small, regional strip parks--developed from 1913 to 1965 through the cooperative efforts of Maryland, Virginia, and District authorities--collectively represent all major justifications

IV. Registration Requirements

A. Landscape architecture

1. natural terrain and topography
2. existing and enhanced native vegetation
3. variable-width median and buffer articulation
4. vistas

B. Architecture/structures

1. dual-lane roadway
2. culverts and guard rails
3. bridges
4. monuments and statuary

C. Site

1. limited and well-distanced access
2. vertical and horizontal curves
3. enhancement of natural scenic features
4. roadside overlooks, parks, parking areas

See continuation sheet

See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Numerous resources were used to evaluate the significance of Washington, D.C.'s parkway system. The general history of the period of significance--approximately the first half of the twentieth century--is historically linked to regional cultural organizations and the comprehensive plans they issued: the McMillan Commission, National Capital Park and Planning Commission, the Maryland-National Capital Park and Planning Commission, and the Commission of Fine Arts. Each has been concerned with the same historic and physical boundaries of the national capital and neighboring suburbs in Maryland and Virginia. The integrity of the contributing landscape-architectural features and structures has remained high because of ongoing ownership and maintenance by the National Park Service, the arbiter of the guiding Secretary of the Interiors' Standards for Historic Preservation. Federal records exist for each parkway in the collection of the National Archives, as well Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, Baltimore-Washington Parkway, by Historian Jere Krakow (NPS, 1990). Also, a Rock Creek Park administrative history documents the development of that parkway. The original section of the George Washington Memorial Parkway--the Mount Vernon Memorial Highway--is listed in the National Register of Historic Places and is the subject of a historic-resource study being produced by EDAW Inc. of Alexandria. The Historic American Buildings Survey/Historic American Engineering Record Division, NPS, completed a selective survey of historic bridges in the National Capital Region, NPS, including many associated with the parkways discussed here. This material provided information on the contexts and themes related to the parkways: conservation, history and development of the park and parkway system of the national capital, and the influence of automobiles and the development of commuter arteries.

H. Major Bibliographical References

GENERAL

National Archives:

RG 66, Commission of Fine Arts
RG 351, Records of the District of Columbia
RG 328, National Capital Park & Planning Commission
RG 79, National Park Service
RG 30, Bureau of Public Roads

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Primary location of additional documentation:

- | | |
|---|---|
| <input type="checkbox"/> State historic preservation office | <input type="checkbox"/> Local government |
| <input type="checkbox"/> Other State agency | <input type="checkbox"/> University |
| <input checked="" type="checkbox"/> Federal agency | <input type="checkbox"/> Other |

Specify repository: National Capital Region, NPS; National Capital Planning Commission

I. Form Prepared By

name/title Sara Amy Leach, Historian
organization National Park Service date 15 September, 1990
street & number P.O. Box 37127 telephone 202-343-9607
city or town Washington, D.C. state _____ zip code 20013-7127

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selected stream valley 'strip parks' [to] be protected by public purchase of scenic easements in all parks of the area." While these do not possess extraordinary scenic qualities, they protect the floodplain and "assure provision of open spaces to prevent uninterrupted built-up areas."³

During the 1930s, one application of the term "parkway" hinged on use and legal access. Of a parkway, highway and freeway, all involve public land; the parkway alone is devoted to recreation rather than movement; and only the highway allows adjacent land owners to retain rights of light, air or access.⁴

This is supported by the casually synonymous use of "freeway" and "parkway" within the context of landscape by itself, rather than the thoroughfare in its entirety. A freeway, for instance, was characterized by one planner as about 100 feet wide with a center pavement "flanked by 20-foot strips of parkway, planted with trees, ground covers, shrubs, and hedges. . .adequate for a landscape composition of varied interest."⁵ Shared features include the pleasure derived from planted borders instead of billboards and business frontage, a reduced volume of traffic, improved travel time, and safety. This type of road was considered particularly effective in an area where residential and business subdivisions were slated, and was destined to reorient transportation patterns--a setting particularly relevant to development of the Baltimore-Washington metropolitan corridor.

Legally, a parkway was designed simply as "an attenuated park with a road through it," but the federal government did not address general parkway guidelines until the "Regulations and Procedure to Govern the Acquisition of Rights-of-way for Parkway" was approved by the Secretary of the Interior on 8 February 1935.⁶ This was the foundation for a set of eight characteristics intended to differentiate parkways from ordinary highways, as identified by the NPS three years later. It represents the culmination of thirty years of modern parkway planning--designated, ironically--just as the highway needs of the nation were about to shift away from recreational motoring.

³ MNC&PC, "Regional Planning Report IV: Baltimore-Washington-Annapolis Area" (November 1937), p. 2, 34.

⁴ Baltimore-Washington-Annapolis report, p. 60.

⁵ George D. Hall, "The 'Freeway', A New Thought for Subdividers," Landscape Architecture, vol. 21, no. 2 (January 1931), p. 115-118.

⁶ NCP&PC, "Comments on Report of Maryland State Planning Commission on State Recreational Areas," (unpublished, 1938?), cited in Jere Krakow, "Historic Resource Study, Baltimore-Washington Parkway" (1987), p. 28; this and resource studies on other NPS Washington-area parkways are collectively published in Jere L. Krakow, Historic Resource Study: Rock Creek and Potomac Parkway, George Washington Memorial Parkway, Suitland Parkway, and Baltimore-Washington Parkway (NPS, January 1990). Memorandum for A.E. Demaray, Appendix A, Minutes of the NCP&PC (16-17 March, 1944), p. 2. RG 328.

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These specifications are: a limit to non-commercial, recreational traffic; the avoidance of unsightly roadside developments; a wider-than-average right-of-way to provide a buffer from abutting property; no frontage or access rights, to encourage the preservation of natural scenery; preference for a new site, to avoid already congested and built-up areas; to best access native scenery; the elimination of major grade crossings; well-distanced entrance and exit points to reduce traffic interruptions and increase safety.⁷ Collectively, they ensured a self-contained, well-preserved, and safe thoroughfare.

Despite these in-house Park Service ideals, in 1944 the U.S. Department of Interior complained that, "To date, Congress has not defined parkways. Legislation pertaining to parkways is piecemeal and lacks uniformity."⁸

In Washington, at least, the definition of a parkway has historically differed according to the period of development, site, and transportation needs. And although its function as a road can never be divorced from its scenic role, parkways have been consistently patterned as formally or informally designed connectors within a system of predetermined destinations that include parks and monuments--and later, federal reservations. Credit for this belongs to the City Beautiful movement.

CITY BEAUTIFUL MOVEMENT

The City Beautiful movement that developed around the turn of the century is evidenced in particular in the urban park systems of Boston and New York--a vital element of which are parkways. Using these as models, planners and landscape architects assembled in Washington to develop a similar program for the nation's capital. The McMillan Plan of 1902 calls for numerous "parkways" linking the Great Falls, Mount Vernon, Potomac River bridges, and existing parks. Like New York City's Riverside Drive, Washington had its own token "riverside drive," a muddy carriage path built in 1904. It wound around the Tidal Basin and up 26th Street in northwest, serving as a literal and figurative prologue to the era of parkway construction.

The parkway was a byproduct of the suburbanization movement, born in the late nineteenth

⁷ Harlan D. Unrau and G. Frank Williams, Administrative History: Expansion of the National Park Service in the 1930s (Washington D.C.: Denver Service Center, 1983), p. 146; ASLA fellow Laurie D. Cox identified the same standards in an article, "Appearance: Essential Element in Superhighway Plans," Landscape Architecture, vol. 32, no. 2 (January 1942), p. 56.

⁸ Memo to Demaray, Appendix A, p. 1.

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century; however, its role accelerated with the increasing sense of city-to-city regionalism and the rise of motoring characteristic of the twentieth century.

The purpose served by parkways and boulevards is, roughly, to provide agreeable routes connecting parks with each other, the parks with the centers of population, and the suburbs and countryside with the congested districts. The first two purposes have long been established. The last is a recognition of the changed methods of travel introduced with the automobile.⁹

The car--which gave enormous impetus to the improvement of the American road system in general--had a significant impact on parkways and the development of recreational roadways. According to Charles W. Eliot II: "It is the informal landscape parks of all sizes, and in the parkways, that the automobile has notably changed the situation."¹⁰

As an added bonus, Eliot felt that if recreation-seekers took to scenic roads, it might alleviate the inevitable and increasing congestion of national and state parks, as well as "atone for the exclusion of automobiles from landscape parks except under rigorous conditions," which he advocated.¹¹ The speed of motorized vehicles, as compared to horse-drawn carriages, also lent itself to new design needs: convenient and unobtrusive parking areas, service facilities, and dramatic-but-simple landscaping enjoyable from afar at 75 mph, rather than in detail at a meandering pace.

Although the District of Columbia's Division of Trees and Parking (established in 1871 and later part of the city's Engineer Department) was "one of the first public bodies to regard street-tree planting as a public function," the city trailed behind others in the development of urban green space. Massachusetts, one of the forerunners in the City Beautiful movement, became the first state to enact legislation for the caring of shade trees on public highways in 1890. But it was not until 1933 and the National Industrial Recovery Act that "appropriate landscaping of parkways or roadside on a reasonably extensive mileage," was provided at the federal level.¹²

⁹ Eliot, p. 36; for information on Eliot, see footnote 24.

¹⁰ Charles W. Eliot, II, "The Influence of the Automobile on the Design of Park Roads," Landscape Architecture, vol. 13, no. 1 (October 1922), p. 27.

¹¹ Eliot, p. 36.

¹² Wilbur H. Simonson, "Roadside Planting," Landscape Architecture, vol. 26, no. 4 (July 1936), p. 167.

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Q ? *SOMETHING FROM THE ?*
comprehensive scheme of urban parks and parkways in Washington. "There has been candid admission in Congress," reported one newspaper, "that the park system of the National Capital is not what it should be"--for which the poor "economies of the past five years" were blamed.¹³

As the desirability for sophisticated roads grew, "the modification of highway design to conform to the principles and technique of landscape architecture" became a direct concern of the American Society of Landscape Architects (ASLA). This remained true even as the engineering aspects of road construction improved, because "the fundamental purpose of roadside planting operations should be to make the highway strip a mere foreground, or screen against what lies beyond."¹⁴ As late as 1940, however, an ASLA editorial reported:

There is still a tendency to consider the work of the landscape architect as a last step after all the other important decisions of design are made and put into effect.¹⁵

Despite the growing acknowledgement that landscape architecture was a mandatory component to road design, certain parkway characteristics remained subordinate to one another: Traffic provisions, safety, and economical maintenance take precedent over landscape design; while landscape-design features including location, alignment, profile, and adaptation to natural topography, take precedent over horticultural embellishments. All, however proportioned, are crucial parkway elements.¹⁶

And last, the site design of a parkway should appear compositionally natural, with irregular groupings of plantings recommended: The purpose was to enhance native vegetation beyond. According to one landscape architect:

In the open countryside it is a mistake to use exotic plants, or anything which is not indigenous to that general region and to the particular type of topography at hand. . . .Native materials should be

¹³ Bill Price, "A Great National Park Along the Potomac," Washington Times (18 April, 1922).

¹⁴ Simonson, p. 171, 173; ASLA committee reports of 1939-40 outline the procedure for the collaboration between landscape architects and engineers "in the design and construction of highways, "Landscape Design in Highway Development," Landscape Architecture, vol. 32, no. 2 (January 1942), p. 72.

¹⁵ Harlean James, "Comment: Tendency to View Landscape Contribution as Final Step," Landscape Architecture, vol. 30, no. 3 (April 1940), p. 117.

¹⁶ Arthur R. Nichols, "Landscape Design in Highway Development," Landscape Architecture, vol. 30, no. 3 (April 1940), p. 115.

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used not only because they are likely to be more permanent than others, . . . but most important of all, because the effect of regional individuality may be retained.¹⁷

Thus, during the first half of the twentieth century, a recognized set of design criteria evolved that were common to all parkways constructed. These were initiated with New York's Westchester County system of the early twentieth century, under the aesthetic direction Gilmore Clarke, the landscape architect who would greatly influence parkway development in Washington. Also, as technology improved and recreational goals changed, new motives altered the appearance and use of these roads up to World War II, when parkway development was--for all practical purposes--usurped by modern highway construction.

DEVELOPMENT OF THE NATIONAL CAPITAL PARKWAY SYSTEM

In Washington, Maryland and Virginia, the national capital park system is composed of more than 8,761 acres and 74 miles of formal parkways. The major components are: Rock Creek and Potomac Parkway, connecting Rock Creek Park in and north of Washington, to the East and West Potomac Parks along the river; more than 12,000 acres of neighborhood "stream valley," or "strip," parks that cushion and protect the crucial tributaries, many adjacent to Rock Creek Park; the Mount Vernon Memorial Highway, connecting the estate and Washington via the Potomac shore and Memorial Bridge, and its extension into the George Washington Memorial Parkway, up to Great Falls in Maryland and Virginia¹⁸; Suitland Parkway, a defense-highway link to Andrews Air Force Base; the Baltimore-Washington Parkway, an intercity thoroughfare that serves as a primary commuter route and defense road among the two cities and several federal reservations.

Some elements of Washington's fully idealized parkway system did not come to fruition. The Fort Drive circuit, a proposed connection of forty or so Civil War fortifications, would have encircled the city. Two extensive links with the George Washington Memorial Parkway remain unbuilt: a parkway along the Chesapeake & Ohio Canal route between Great Falls and Cumberland, Maryland, which would have served as a ceremonial entry to the city, and a similar route in Maryland along the Potomac River south to Fort Washington. Only a few fragments of disjunct border parkways

¹⁷ Malcolm Dill, "Planting in Streets, Parkways, Highways, and Byways," Landscape Architecture, vol. 22, no. 2 (January 1932), p. 129-31.

¹⁸ In 1989, the 7.7-mile portion of this parkway in Maryland, from the MacArthur Boulevard in Montgomery County to Canal Road in the District of Columbia was redesignated the Clara Barton Parkway with the enactment of Public Law 101-177/101st Congress (Approved November 28, 1989).

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exist of the never-realized Archbold-Glover Parkway in northwest D.C. Despite their absence, a system of largely complete parkways does exist in the capital.

The vision of a National Capital laid out along wide avenues and ceremonial routes replete with parks and formal city entrances, is descended from the design scheme of engineer-turned-city planner Maj. Charles Pierre L'Enfant. His 1791 plan for the Federal City incorporates political, residential, and commercial centers, as well as waterways such as the Potomac and Anacostia (or Eastern Branch) rivers, two canals, and Rock Creek with its tributaries.

With the urban schemes of Paris and other world capitals in mind, L'Enfant surveyed the site of the future U.S. capital from all directions, including the north approach from Baltimore, "which offered travelers a synoptic view of the town and its natural setting from the hills above the Bladensburg Road."¹⁹ Among the guidelines for his plan are thoroughfares "to not merely contrast with the general regularity, not to provide a greater variety of seats with pleasant prospects. . . but principally to connect each part of the city."²⁰ In addition to "outroads" identified on William T. Partridge's 1926 study of plans by L'Enfant and his successor, William Ellicott, a "city entrance" occupies a prominent position on the Potomac River in the approximate area where the Baltimore-Washington Parkway exits the city today.²¹ Little of L'Enfant's vision was constructed during the eighteenth- or nineteenth centuries, however.

New and extended modes of transportation dominated the nineteenth century that--for service and speed--superseded those provided by water- and roadways. A rail line operated between the two cities in 1835, bettering the traditional stage coach travel time by half.²² The Baltimore & Ohio Railroad opened a direct line to Washington City and encouraged regional development between the capital and not-insignificant Maryland port to the north. All the while, in Washington and environs a miscellany of crossroads towns and farms steadily grew up within the ten-mile city boundaries. One exception to such growth was the region along the east bank of the Anacostia River: "An area of commanding panoramic views and a hilly topography."²³

¹⁹ Gutheim, Frederick, Worthy of a Nation (D.C.: Smithsonian Institution Press, 1977), p. 20.

²⁰ Cited in Gutheim, p. 25..

²¹ Gutheim, p. 32.

²² Ibid. p. 49.

²³ Ibid., p. 108.

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The first attempt to cohesively develop L'Enfant's scheme beyond city limits came in the 1890s with successive--but equally ineffectual--legislation, the 1893 and 1898 Highway Acts. Authorization was introduced for a plan extending L'Enfant's street plans, taking into account already-established subdivisions, but it failed to address funding or offer a timetable for implementation. The "Permanent System of Highways Plan," however, became the foundation for the McMillan Commission's revival of the original urban scheme in the grand, baroque tradition.

Several nationwide movements contributed to Washington's urban development at this time: The unparalleled success of the 1893 World's Columbian Exposition in Chicago turned designers on to comprehensive and formally integrated city planning that included a generous landscape component, the essence of the City Beautiful movement; the increasing popularity and affordability of the automobile, which necessitated adequate roadways and service facilities; and the general decline of urban living conditions through overcrowding and poverty, which logically resulted in the out-of-doors as a popular recreation destination.

A trio of local events further drew the focus to Washington. "A small group of the country's best-known designers" assembled there to coordinate the centennial celebration of the "removal of government" to the city; the American Institute of Architects convened in 1900 to address issues of sculpture, landscape and public-building design; and, Senator James McMillan of Michigan orchestrated the creation of the Senate Park Commission. The McMillan Commission--as it is better known--was a highly influential group that advised the formation of a team of professionals "eminent in their professions, who shall consider the subject of the location and grouping of public buildings and monuments to be erected in the District of Columbia and the development of the entire park system of the District of Columbia."²⁴

Commission members included: Charles Moore, assistant to McMillan (who later served on the Commission of Fine Arts for twenty-seven years); Charles Eliot II, whose father designed Boston's comprehensive park system and worked at the Olmsted brothers' firm; Frederick Law Olmsted, Jr., a principal in that office and head of the nation's first landscape-architecture curriculum at Harvard University; pre-eminent architects Charles F. McKim and Daniel Burnham, both of whom worked on the Columbian Exposition; and sculptor August Saint-Gaudens who joined the team later. Moore, Olmsted and Eliot would remain key figures in the design of the national capital region during the next three decades.

²⁴ Ibid., p. 113, 116.

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In addition to downtown development, the McMillan Commission recommended a series of drives and park connections around the city: in Virginia along the Potomac River down to Mount Vernon, in Maryland and D.C. up to Great Falls; a Fort Drive to connect forty or so historic Civil War sites; and to enlarge and embellish Rock Creek Park for intensified recreational use.²⁵ In keeping with L'Enfant's vision:

The City Beautiful movement in Washington was . . . swept along to include city entrances, parkways, boulevards, monumental bridges, and entire streets.²⁶

This was followed by the Commission of Fine Arts' (CFA, established in 1910) recommendation in 1918 for a "permanent system of highways [to] be revised to allow for the new park schemes." Crucial to a citywide network of local and "grand entrance" parkways was the Olmsted Brothers' urging for protection of the Rock Creek Park property. The idea followed up by a U.S. Army Corps of Engineers' recommendation for the acquisition of 400-foot strips of land along Rock Creek and its tributaries in D.C. and neighboring Montgomery County, Maryland.²⁷

ROCK CREEK & POTOMAC PARKWAY: 1913-1935

The Rock Creek and Potomac Parkway was legislated 1913 as a two and one-half-mile connector between the East and West Potomac Parks on the river, and Rock Creek Park and the zoo. Rock Creek Park was established in 1890 as a nature preserve, an "open valley" of streams and forest to which hiking and riding trails were later added. A winding two-lane road, Beach Drive, provides the primary access through the park, which occupies 1,754 acres in the District and Montgomery County, Maryland. Access to the park interior is limited to about twenty entry points from small neighborhood thoroughfares.

Distinguishing traffic use through the park was an issue during the 1920s, even as the parkway was being developed. Frederick Law Olmsted, Jr., believed there should be a distinction between the lower and upper portions of the Rock Creek Valley. The bulk of the valley--above the zoo--

²⁵ Ibid., p. 125.

²⁶ Ibid., p. 135.

²⁷ Ibid., p. 145; these neighborhood parkways, also called "strip parks" or "border roads," protected the creek's floodplain and provided welcome green space within the urban sprawl.

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remains a park, while the parkway to the zoo is the narrowest right-of-way and serves as a commuter route. "You must be careful not to ruin that valley if it is to be all one. The valley of Rock Creek should not be turned into that kind of thoroughfare and ruin the stream and park character," he warned.²⁸

A parkway linking the zoo and the Potomac parks was first studied in 1900, when Congress allocated \$4,000 to employ landscape architect Samuel Parsons, Jr. During the early years of the century--concurrent to the McMillan Commission's workings--two options evolved. The first was to fill the valley and enclose the creek in an underground brick culvert--the fate that earlier befell Tiber Creek. This was determined to be a long-term and costly undertaking, and the commission pursued the second option: to maintain the open-valley plan and bring a road through it, thus allowing east-west traffic to traverse the park on bridges at non-grade level.²⁹

But it was not until President William Howard Taft signed the parkway's enabling legislation in March 1913 that any progress was made--for reasons of conservation and transportation:

That for the purpose of preventing the pollution and obstruction of Rock Creek and of connecting Potomac Park with the Zoological Park and Rock Creek Park, a commission. . . is authorized and directed to acquire. . . such land and premises. . . lying on both sides of Rock Creek. . . That [such] lands. . . are hereby appropriated to and made a part of the parkway herein authorized to be acquired.³⁰

The bill--whose justification resembled the New York legislation of 1906 that resulted in the Westchester parkways--included a \$1.3 million appropriation for land acquisition, the cost of which was to be shared equally by District and federal governments. The Rock Creek and Potomac Parkway Commission, which included landscape architect James D. Langdon, sought to acquire slightly more than 4.1 million square feet of land, assessed at \$1.42 million. By 1923, the commission had 82 percent of its goal, but funds ran out while twelve acres were still needed. This was mitigated through boundary adjustments and land condemnations. Segments of the road were under construction in the mid-20s, but title disputes and unacquired land prevented a continuous thoroughfare. The last leg of the parkway, between K and P streets, opened to traffic in October 1935.³¹

²⁸ NCP&PC minutes (16-18 September, 1927), p. 15.

²⁹ Barry Mackintosh, Rock Creek Park: An Administrative History (Washington, D.C.: NPS History Division, 1985), p. 49

³⁰ Congressional Record, pp. 4693-94, 4816. Pub. 432, 62nd Congress, 37 Stat. 885.

³¹ Mackintosh, p. 61, 63.

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BORDER, STRIP, AND STREAM VALLEY PARKS

Ancillary to Rock Creek, and the Potomac and Anacostia Rivers are a number of "strip" or "border" parks that occupy the floodplain of local tributaries or park-related topography. These have historically been identified for local importance.

Stream valley parks form the backbone and major portion of the District of Columbia and Metropolitan Park System. Their value as routes for passenger car traffic augmenting the city and metropolitan street system cannot be overestimated. One of their primary values which is often overlooked is the conservation of small wild life, woodland and water.³²

In the District, Maryland and Virginia, a total of 11,552 publicly owned acres were devoted to such stream valley parks by the late 1930s, with nearly 12,000 additional acres planned.³³

Maryland's Sligo Branch Parkway, conceived in the 1920s, is the single-largest strip park in the region. It descends about ten miles (northwest to southeast) from the city of Wheaton in Montgomery County to Hyattsville in Prince George's County, to link up with parkway extensions of the northeast and northwest branches of the Anacostia River, the Baltimore-Washington Parkway and Anacostia Park. The two-lane, undivided roadway winds alongside Sligo Creek, where numerous picnic and recreational spots are provided in a wooded setting, although access to the parkway from adjacent neighborhoods is limited. Right-of-way width varies within relatively narrow boundaries, and offers a limited buffer between the road and community development. During the late 1930s, Maryland was accepting donations of stream valley lands of 80 to 100 feet wide, with a total of forty-six miles anticipated upon completion.

The Piney Branch Parkway (extending east at 16th Street and Arkansas Avenue) was to average 400 feet wide, as an extension of Rock Creek Park's Beach Drive in 1908, and again in the 1920s.³⁴ Similarly, Pinehurst Parkway (extending west from the park along Beech Street to the Montgomery County line) is a **slim green space** flanked by residential streets that "embraces an important feeder stream."³⁵ The function of flood control was one important reason to protect these small waterways.

³² Max Wehrly, "Stream Valley Parks in the District of Columbia and Metropolitan Area" (12 October, 1939). RG 328, Box 18.

³³ Ibid.

³⁴ Mackintosh, p. 64.

³⁵ "Potomac Power Dam Report Due Today," Evening [Washington] Star (13 January, 1944). RG 66, Box 69.

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Linear parks created between roadways also include Beach Parkway (at the northernmost point of the District boundary) and the nearby North Portal Parkway at Blair Road. A "Northern Parkway" around Western Avenue and Oregon Avenue-extended (out to Old Bladensburg Road) was identified in 1945 as a priority project for the next five years by the Maryland National Capital Park & Planning Commission, as were improvements to the Western Avenue-Dalecarlia Reservoir area, and the George Washington Memorial Parkway from D.C. to Great Falls. Only the last of these three was constructed, and it was not completed until 1965.³⁶

The western corner of the District contains the fragments of a minor park and parkway system that also failed to materialize in its entirety. Glover-Archbold Park in north Georgetown very nearly connects with the Rock Creek & Potomac Parkway. The NCP&PC had long planned for the nearby Whitehaven Parkway to extend from the Palisades Park to Massachusetts Avenue through this park, but today it exists as a road leading to it, then as a green extension of the park, and picking up again as a brief parkway that ends at Wisconsin Avenue. This was still a trouble spot in the 1950s when the NCP&PC sought to acquire the land between Wisconsin Avenue and Dumbarton Oaks Park to link the parkway with Whitehaven Street, only to discover that Dumbarton's dedication deed prohibits the incorporation of roadways.³⁷ In the 1920s, the Office of Public Buildings and Grounds sought to build the Klinge Valley Parkway to connect with the Normanstone Parkway, north of Dumbarton Oaks Park and the Naval Observatory, to serve as a western detour around the zoo; the development of each continued into the 1950s, but the connection between them never did.⁴⁰

Nearby, the Arizona Parkway was slated for development between Canal Road and Van Ness Street: In a "portion of the valley of Foundry Branch along the general line of Arizona Avenue. . . of a parkway character that will provide facilities as a means of access to the park and to provide for a scenic highway for through traffic."⁴¹ Had this been accomplished, it would have completed a link with the Dalecarlia Parkway, which occupies the right-of-way buffer along the Dalecarlia Reservoir grounds, situated at the D.C.-Montgomery County boundary abutting the Palisades Park.

Another slender park exists in the B&O railroad right of way that turns north at the Maryland

³⁶ Fred Tuemmler to John Nolen (22 March, 1945). RG 328.

³⁷ W.E. Finley to Mr. and Mrs. Robert Woods Bliss (12 March, 1959).

⁴⁰ Mackintosh, p. 64-65.

⁴¹ "Memorandum of Agreement between the NPS and the Government of the District of Columbia Relative to the Development of the Arizona Parkway" (16 April, 1948) RG 66, Box 8.

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line, and continues along the west side of the reservoir. Between Massachusetts Avenue and Bradley Boulevard, the Little Falls Parkway serves as a limited-access thoroughfare that leads into Chevy Chase, Maryland, park areas. During the 1920s, it was proposed to use this and the Dalecarlia property as part of "a circuit drive around the District of Columbia beyond Rock Creek Park."⁴² Between the District line and Great Falls lies the Cabin John Creek, whose valley "in many respects compares favorably in scenery with the famous valley of Rock Creek." The NCP&PC sought this parkway to connect the city of Rockville with the Potomac River.⁴³

The two linear parks that contain the Anacostia River branches are served by minimal abutting roads, although they are not identified as parkways proper. A similar parkway is found in the Cabin Branch tributary (between Sheriff Road and Central Avenue), located in Maryland near the Eastern Avenue District boundary. In 1927 the National Capital Parks and Planning Commission recommended that land in the creek's floodplain "be acquired for park purposes to serve the growing communities of Capitol Heights and Seat Pleasant." Oxen Run, flanking the Southern Avenue D.C. boundary, was also slated to "be developed with a parkway and recreational facilities" in the 1920s. Today the upper valley portion contains a golf course and lands that connect with the Suitland Parkway, and the lower valley consists of a park; neither includes a designated parkway.⁴⁴

Planning for these parkways had quickly become a regional concern, one taken up by the National Capital Parks and Planning Commission (NCP&P, founded 1926) and Maryland National Capital Park & Planning Commission (MNCP&PC, 1927). To protect Rock Creek's watershed to the north, an extension of the park was idealized, but "to inspire the District's neighbors to substantive action, the carrot of federal aid was deemed necessary."⁴⁵

The vehicle for the expansion of Rock Creek Park into Maryland, the Mount Vernon Memorial Highway and other parkways was the Capper-Cramton Act, approved 29 May, 1930. This act provided \$16 million "for the acquiring of such lands in the District of Columbia as are necessary and desirable for the suitable development of the National Capital park, parkway and playground

⁴² Charles Eliot II and NCP&PC, "Preliminary Report: Park System for the National Capital Washington Region" (February 1927), p. 16. RG 328.

⁴³ Eliot and NCP&PC, "Park System. . .," p. 16.

⁴⁴ Eliot and NCP&PC, "Park System. . .," p. 16.

⁴⁵ Mackintosh, p. 67.

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system. . . .” It provided that the government would grant one-third, and advance two-thirds, of the cost of these constructions, with a \$1.5 million ceiling for the federal contribution and \$3 million more for the advance.⁴⁶

MOUNT VERNON MEMORIAL HIGHWAY: 1928–1932
GEORGE WASHINGTON MEMORIAL PARKWAY: 1930–1965

The George Washington Memorial Parkway (GWMP) on the Virginia shore includes the parkway from Mount Vernon, about twelve miles south of Washington, to Great Falls, fifteen miles to the north. The oldest portion--from the estate to the site of Memorial Bridge--was built as the Mount Vernon Memorial Highway (MVMH) from 1928-32; and the northern parkway leg, as the GWMP, from the 1930s-65. Buffering the District shore, the parkway is composed of Palisades Park, the Chesapeake & Ohio Canal [National Historical Park], and the B&O railway right-of-way as far as the Montgomery County line.

The MVMH was legislated on 23 May, 1928, to commemorate the bicentennial of George Washington's birth--an idea dating to a citizen's group organized in 1886. In 1930 Congress concluded the parkway should extend even farther: north to Great Falls on both shores, and down to Fort Washington in Maryland. Two years later, all existing and future components were renamed the George Washington Memorial Parkway.

Gilmore Clarke, consulting landscape architect for the MVMH, attested that the Bronx River Parkway (1923), a thirteen-mile thoroughfare in New York designed exclusively for pleasure motoring, set the precedent for the Virginia parkway:

I doubt whether the Mount Vernon Memorial Highway would have been built in the manner in which it was, had those in charge not seen and profited by the work of the Westchester County Park Commission. And so Washington has one example of the type of motorway that should. . . extend out from every portal of the city.⁴⁷

Even before the MVMH/GWMP was begun, this New York parkway was cited as a model for a

⁴⁶ Mackintosh, p. 67-68.

⁴⁷ Gilmore Clarke, "D.C. Need of Modern Parkway Cited by Fine Arts Chairman," The Sunday [Washington] Star (5 June, 1938).

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similar thoroughfare leading north from the nation's capital. The proponent was "keenly interested in the subject of trying to work out a parkway between Washington and Baltimore on lines somewhat similar to the Bronx Parkway--a parkway which will average perhaps a thousand feet in width, but vary according to local conditions, topography, etc."⁴⁸

Clarke was responsible for designing bridges and small architectural elements of the parkway, as well as heading the design team made up largely of Westchester County Parkway Commission alumni: besides himself, engineer Jay Downer, landscape architect Wilbur Simonson, and plantsman Henry Nye. Clarke's MVMH bridges are characteristically romantic and rustic, low-slung segmental-arched concrete with rough-faced stone cladding--nearly identical to those he designed for Westchester.

The fifteen and one-half-mile MVMH was built by the federal Bureau of Public Roads and was one of the first facilities planned using aerial photography, which afforded much greater detail of topography, drainage patterns, the existing road, and options for the new parkway. These novelties generated a more sinuous and irregular roadway than did traditional, tangential curves.⁴⁹

From Mount Vernon to Alexandria, the four-lane, undivided road clings to the shoreline it protects, from thickly wooded sections to open, grassy embankments and marsh; occasional overlooks and park/parking areas provide points for picnicking and occasional views to Fort Washington across the river. In contrast, the route from Alexandria to the bridge is divided by a median, open and manicured. This portion also contains several formal monuments--the Columbia Island Circle at the junction of the bridge, the Navy-Marine Memorial, and the LBJ Memorial Grove--the backdrop to which is an ongoing vista of the magnificent Washington skyline. In recent years the parkway has been augmented by a bicycle/pedestrian path of complementary winding character.

Federal acquisition of land northward continued from the 1930s to 1966: The 9.7-mile north leg of the Virginia parkway from Memorial Bridge to the interstate Beltway was completed in 1965 at a cost of \$30 million. The 7.7-mile Maryland section on the opposite shore (renamed the Clara Barton Parkway in 1989) cost \$18 million. The entire parkway is composed of 7,146 acres, of which 44 percent are developed (road, pavement, lawn) and 42 percent are natural woodlands; about 300 acres of scenic easements offer additional protection.

⁴⁸ Letter to Joseph T. Shirley (17 November, 1927), RG 328.

⁴⁹ Department of Transportation, America's Highways, p. 329, 396.

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SUTTLAND PARKWAY: 1943-1944

As the 1940s approached, highways, expressways, and turnpikes took on new and more exacting connotations--and were in great demand. The lagging economy and impending war demanded that speed, safety, and efficiency take precedent over aesthetic considerations. With these ideals gaining strength, parkways could no longer be developed strictly as pleasure roads.

By the 1930s especially express highways [were promoted] with a view toward rescuing their cities. As urbanites moved to the suburbs of deteriorating and congested cities, planners insisted that an accelerated road program would hasten traffic flow and boost morale and economic development. . . . Highway building was a form of social and economic therapy.⁵⁰

Post-Depression unemployment was great, and throughout the 1930s President Franklin D. Roosevelt thought "principally of highway building as part of a package aimed at relieving unemployment"; yet, by 1939 he still "simply could not make up his mind about the relationship between road building and economic recovery." Meanwhile, the Bureau of Public Roads began to press for a 30,000-mile national expressway system.⁵¹

A highway-needs study of the Baltimore-Washington region reported that parkways are intended "for passenger vehicle use only, and to accommodate high-speed vehicles without interference from other vehicles which may stop or start to load or unload passengers or enter or depart from such highways"; while freeways are "designed to accommodate passengers and commercial traffic."⁵² And while the emphasis was clearly moving away from pleasure motoring, it remained an integral-if-diminishing component of general road construction, for the Federal Highway Act of 1938 (section 8) provides:

For the construction and maintenance of parkways, to give access to national parks and national monuments, or to become connecting sections of a national parkway plan. . . .⁵³

⁵⁰ Mark Rose, Interstate: Express Highway Politics 1941-56 (Lawrence: Regents Press of Kansas, 1979), p. 5.

⁵¹ Rose, p. 2, 4, 10.

⁵² E.D. Merrill to Thomas MacDonald (19 March, 1945), RG 328.

⁵³ Memo for A.E. Demaray, Appendix A, p. 1.

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With World War II came a modern and new justification for a road type that combines parkway principals with freeway efficiency; its model was the sleek, direct, and high-speed oriented German autobahen. Beginning in 1941, FDR called for a priority on "roads important to national defense," and later that year he restricted the Federal Works Administration to approving only those road projects "essential to national defense as certified by the appropriate Federal defense agencies."⁵⁴ This included access roads to military installations, defense plants, airports, and ports. The Defense Highway Act of 1941 appropriated \$10 million in federal monies to this end, to be matched with state funds.

Suitland Parkway (1943-44) exemplifies such a defense highway, although its origin lays with the McMillan Commission's plans. The nine and one-half-mile dual-road parkway connects South Capital Street in the District to Route 4 in Maryland, and Bolling Field with Andrews Air Force Base (formerly Camp Springs Army Air Base). The \$6 million construction cost was part of the Camp Springs development, pushed through Congress as a War Department expenditure. Plans to extend it eastward to the Chesapeake Bay were never fulfilled.

The parkway remained unfinished in 1945 when it became the responsibility of the National Park Service, and so it remains today. Yet, "it was so designed and construction so executed that the roadway system could be ultimately developed into a fully landscaped parkway."⁵⁵ About four miles of the "B roadway" in Maryland is unpaved, so traffic shares a single, undivided 24-foot lane. Five major bridges traverse the parkway, whose right-of-way is composed of nearly eighty-eight acres. Other characteristics include some at-grade crossings, semi-maintained buffer plantings, and a variable-width median 6 to 200 feet wide. The parkway's unfinished and uncharacteristic state must have been perceived as an invitation for improvement, for in 1958 it was proposed to bring it up to "freeway standards at several points."⁵⁶

One function of a defense highway was to be impervious to air attack. Thus, a typical parkway site--fitted to the natural contours of the landscape--would provide a detour and scatter area, while plantings would provide camouflage for vehicles seeking concealment. While the efficient autobahen formula did enhance the safety and the speed factors, it failed as a defensible avenue because, noted one Bureau of Public Roads representative: "I recall how effectively these direct and highly conspicuous arteries, passing from one important center to another, can be used to guide

⁵⁴ Rose, p. 12.

⁵⁵ D.G. White to T.S. Settle (22 April, 1946), RG 328.

⁵⁶ Washington Star ??

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hostile air attack to its important objectives."⁵⁷ The limited access of parkways and military highways also permitted easy closure to non-military traffic in times of emergency.⁵⁸ This application was later confirmed when justifying the Baltimore-Washington Parkway.

While construction of non-military projects was stalled until "September 6, 1945, when Harry S Truman dropped wartime controls [and] normal state and federal road construction got underway," the planning process continued all the while.⁵⁹ Congress had approved a national system of interstate highways and a system of secondary and feeder roads in rural areas with passage of the Federal-Aid Highway Act 1944. In the meantime, FDR also created the Interregional Highway Committee, which included Frederic Delano of the NCP&PC (and FDR's uncle), and Rexford Tugwell, who worked on the planned city of Greenbelt. Road construction was a high priority:

This deferment of normal construction programs has resulted in a huge backlog of needed highway facilities which is most serious in and near cities where traffic congestion is our country's No. 1 post-war highway problem.⁶⁰

It is not surprising, then, that "the years after 1945 were especially prosperous for members of the road transport and highway construction industries." And between 1946-50, state, local, and federal officials spent \$8.4 billion--more than any previous five-year period in history.⁶¹

In this hurried context, landscape architects continued to assert that even the most efficient and streamlined road could be improved at no extra cost through preliminary incorporation of landscape features like grade differentials and plantings. Characteristics essential to parkway aesthetics also benefitted highway design, though they were considered unnecessary. "Most of these practices have been dictated. . .by the criterion of beauty," asserted one critic. "Yet time has proved not only their

⁵⁷ H.S. Fairbank, "Military Highways," Proceedings of the 27th Annual Highway Conference, vol. 43 (July 24, 1941), p. 37.

⁵⁸ Carl W. Wild, "Designing Highways for Peace and Defense," Landscape Architecture, vol. 32, no. 4 (July 1942), p. 137-39.

⁵⁹ Rose, p. 12.

⁶⁰ Wilbur Simonson, "Advanced Designs for Post-War Highway Needs," Landscape Architecture, vol. 33 (July 1943), p. 130.

⁶¹ Rose, p. 29, 31.

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popularity, but also their promotion of safety, comfort, and speed with respect to traffic, and efficiency with respect to maintenance and operation.⁶²

These not unfamiliar factors include the elimination of grade crossings, the aesthetic treatment of bridges with material such as rough-faced stone, elimination of access to abutting properties, and separation of directional traffic by a central, planted strip. With the maturation of parkway use and design from pleasure motorway to a thoroughfare aimed at speed, safety, and national defense, the elements were in place for development of the Baltimore-Washington Parkway.

BALTIMORE-WASHINGTON PARKWAY: 1942-1954

The Baltimore-Washington Parkway (BWP) stretches twenty-nine miles northeastward from the capital to Baltimore: the northern ten miles were built and are maintained by the state of Maryland; the southern nineteen miles (to Jessup Road) were built by the Bureau of Public Roads and are maintained by the National Park Service. Although completed after mid-century, a Baltimore-to-Washington route was studied and promoted from the 1920s as a proper entry to the capital, and a safer option to the near-parallel U.S. Route 1, unanimously proclaimed one of the deadliest stretches of road in the nation.

Here, era and function are reflected in a design that blends parkway principles with post-war austerity. The route accesses Fort Meade, the Agricultural Research Center, and the then-experimental Greenbelt community, as well as other reservations that abut more than half its course. By extending the road to Baltimore, Maryland grabbed the opportunity to develop an important route at relatively small expense.

The forested flanks and modest natural topography are much-suited to high-speed appreciation. This is speculatively the simple background envisioned by landscape architect T.C. Jeffers, for the parkway was never technically completed with a comprehensive planting plan. The bridge designs also indicate a concession to economy. The crossings over and visible from the parkway are clad in the rough-faced stone associated with structures of the 1920-30s, while the bridges underneath are unadorned concrete arches.

⁶² Laurie D. Cox, "Appearance: Essential Element in Superhighway Plans," Landscape Architecture, vol. 32, no. 2 (January 1942), p. 55-56.

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A \$2 million appropriation in 1942 took the BWP as far as land acquisition and piecemeal grading, which was followed by eight years of continued design and discussion over funding and purpose. Although the war threat had passed, the thoroughfare was justified like Suitland Parkway. "This is, in reality, a national-defense road," one congressman testified in 1950 hearings. "If this is not a national-defense road from here to Fort Meade and the other Federal reservations, it would be difficult to point one out."⁶³ The federal portion of the parkway today retains its scenic qualities and characteristics, and serves as a primary intercity and regional route. Stylistically it reflects the final gasp of parkway development, as the aesthetics originally intended as park connectors merged with high-speed expressway design.

Thus, as the parkways of the national capital were systematically conceived during the first half of the twentieth century, in the wake of the precedent-setting parkway network of suburban New York, their design and implementation reflect a transportation priority. Recreation, conservation, commemoration, and military defense are diminishing--and often overlapping--secondary justifications. After World War II, creative parkway development was--for all practical purposes--eclipsed by modern highway construction.

⁶³ Congressional Record, vol. 96, no. 103, 1950, p. 7131.

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II. Description continued

by local and visiting citizenry. All associated architectural and landscape architectural characteristics typify the period of parkway development--from the early twentieth century to World War II. For each, traffic is limited to non-commercial motoring; single- and dual-lane roads fit the natural topographic contours, and variable-width medians separate lanes when possible; indigenous vegetation has been preserved, maintained, and encouraged, especially as right-of-way buffer from adjacent property owners; limited access and few, if any, at-grade crossings enhance factors of speed and safety; and private access and commercial frontage is banned, as is unsightly signage. Bridges, culverts, walls, and similar structures are designed as harmonious complements to the natural environment. Materials such as rustic rough-cut stone masonry and concrete are used in eclectic and romantic compositions of horizontal, arched designs. All properties remain largely unchanged from their period of development, and are used today for their original purpose of transportation in and around Washington, D.C.

III. Significance continued

for a parkway type of thoroughfare. Consistently intended as a transportation route, the Rock Creek and Potomac Parkway and strip parks also represent natural-resource conservation efforts; the Mount Vernon Memorial Highway/George Washington Memorial Parkway, a ceremonial and recreational route; Suitland, a defense highway; and the Baltimore-Washington Parkway, a defense and intercity highway. After the precedent-setting network of suburban New York parkways--after which it was idealized--Washington's system is the most comprehensive and monumental extant in the nation. Aesthetically unaltered, the parkways remain vital components of the regional transportation arteries and they continue to contribute to the historic symbolism and design of the nation's capital.

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Appendix E: Agency Correspondence



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Douglas W. Domenech
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

June 12, 2012

Dan Koenig
Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1178

Re: New Construction of WMATA Potomac Yard Metrorail Station – Section 106 Initiation
City of Alexandria and Arlington County, Virginia
DHR File No. 2012-0717

Dear Mr. Koenig,

On May 14, 2012, the Virginia Department of Historic Resources (DHR) received information regarding the above-referenced project for our review and comment pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. We understand that the proposed project will be receiving federal funding through the Federal Transit Administration (FTA).

DHR understands that the City of Alexandria, in coordination with the FTA, the Washington Metropolitan Transit Authority (WMATA), and the National Park Service (NPS) proposes to construct a new Metrorail station located at the Potomac Yard within the City of Alexandria. The station will be located along the existing Metrorail Blue and Yellow line between the Ronald Regan Washington National Airport and the Braddock Road stations. The FTA is the lead federal agency, and an Environmental Impact Statement (EIS) is currently being prepared for Build Alternatives A, B, and D. Depending on build alternative selected, anticipated construction activities may include the following:

- Aerial or at-grade Metrorail station and platform
- Pedestrian bridge construction
- Track realignment
- Installation of new track
- Cutting, filling, and grading
- Repairing of existing retaining walls
- Installation of new retaining walls
- Construction of a single span aerial structure over Four Mile Run
- Utility installation and/or relocation

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6416
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Office
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way
2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5428
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7031
Fax: (540) 868-7033

As you know, initial Build Alternatives are located in the vicinity of and/or adjacent to the Mount Vernon Memorial Highway/George Washington Memorial Highway (DHR ID#029-0218), and the Washington National Airport Terminal and South Hangar Line (DHR ID#000-0045), both which are listed in the Virginia Landmarks Register (VLR) and the National Register of Historic Places (NRHP). The proposed project alternatives may also directly cross archaeological sites 44AX0207, an 18th century military site, and 44AX0028, the Alexandria Canal; however neither site has yet been evaluated for the VLR/NRHP.

Based upon a review of the information provided, we concur with the FTA's letter, dated May 10, 2012, that the project is a federal undertaking and understand that the FTA is initiating Section 106 consultation. We can provide the following general comments on the proposed undertaking:

- We concur with the proposed Area of Potential Effects (APE) for *direct* effects over 45.1 acres and including all areas of proposed ground disturbance associated with the permanent and temporary construction access and impact areas for Build Alternatives A, B, and D.
- Before we can concur with the proposed APE for *indirect* effects (architecture), we request a justification for the boundaries. Are they primarily visual, or do they account for audible and reasonably foreseeable secondary consequences as well? A new Metrorail station has the potential for additional development in the immediate vicinity of the station as evidenced by other Metrorail stations in the area.
- Pursuant to 36 CFR § 800.2(c), FTA must invite appropriate consulting parties to comment on the proposed project. Please provide a list of consulting parties and their corresponding comments. Since the APE partially extends into Arlington County, they must be included in consultation from the very beginning.

Architectural Resources

Contrary to the application, a reconnaissance survey was not conducted in support of this project. It appears that simply a literature and background search was completed, which was very helpful in understanding the context surrounding this area. Once the APE is agreed upon, we will likely need a better clarification as to the scope of previous survey efforts within the APE. For example, the application state that the proposed APE for indirect effects has not been previously surveyed, yet only one architectural resource not previously identified was detected. Please keep in mind that if the area within the APE has not been previously surveyed, or the area was last surveyed five years ago or more, the area will be need to be resurveyed.

Archaeological Resources

Regarding potential impacts to archaeological resources, we understand that much of the APE has been heavily disturbed and is unlikely to contain significant, intact cultural deposits. However, there remains a possibility that important archaeological deposits exist in protected pockets within the APE. As project plans develop, please continue to coordinate your archaeological identification efforts with our office. Any claims of prior disturbance within the APE must be fully justified and substantiated with field inspections. Because superficial disturbances may leave deeply buried deposits untouched and fill deposits measuring up to 10 feet in thickness are reported, some mechanical trenching may be necessary to assess subsurface integrity. We also recommend seeking the input of Alexandria Archaeology on all work plans, eligibility determinations, and management decisions regarding archaeological resources that may be impacted by this project.

Furthermore, we just received the Methodology Report for the Draft EIS on June 7th, 2012. We intend to review and comment accordingly. For questions regarding archaeology, please contact

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6416
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Office
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way
2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Avenue, SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region
Preservation Office
P.O. Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

June 12, 2012
Mr. Daniel Koenig
Page 3

Roger Kirchen at (804) 482-6091 or roger.kirchen@dhr.virginia.gov. Should you have any additional questions, please contact me at (804) 482-6084, or via email at andrea.kampinen@dhr.virginia.gov.

Sincerely,



Andrea Kampinen, Architectural Historian
Office of Review and Compliance

Cc:

Melissa Barlow, FTA
Jim Ashe, WMATA
Ben Helwig, NPS
Susan Gygi, City of Alexandria
Charles Trozzo, AHRPC

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10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6416
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Office
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way
2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Avenue, SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region
Preservation Office
P.O. Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Potomac Metrorail Station Environmental Impact Statement (EIS)
Meeting with Virginia Department of Historic Resources
July 9, 2012
Meeting Minutes

Participants:

Andrea Kampinen- Virginia Department of Historic Resources (VDHR)
Roger Kirchen- Virginia Department of Historic Resources (VDHR)
James Ashe- Washington Metropolitan Area Transit Authority (WMATA)
Alan Tabachnick- AECOM, Inc.
Brian Albright- AECOM, Inc.
Mark Niles- AECOM, Inc.
Daniel Koenig- Federal Transit Administration (FTA) (via telephone)

Introductions

- Jim Ashe of WMATA introduced himself, the consultant team from AECOM, and Daniel Koenig from FTA to the VDHR staff
- Jim Ashe of WMATA provided an overview of the Potomac Yard Metrorail Station project and described the four alternatives under consideration for the Draft EIS. The Alternatives consist of the No-Build Alternative and Build Alternatives A, B, and D.

Proposed level of effort and archeological testing strategy on property east of WMATA Metro Line and just south of Four-Mile Run

- Brian Albright of AECOM described the proposed Phase 1 archeological testing for the property located between the George Washington Memorial Parkway and the WMATA Metrorail Blue/Yellow Line corridor just south of Four-Mile Run within the current limits of disturbance for Build Alternatives A, B and D and the proposed Area of Potential Effect (APE) for archeology. The proposed testing consists of regularly spaced shovel test pits (STPs).
- Brian Albright indicated that areas located on the eastern periphery of the Potomac Yard Rail Yard property likely avoided much of the disturbance and filling associated with the construction, operation and eventual demolition of the rail yard during the twentieth century. This area was also identified as an area of archeological concern by the NPS.

Proposed level of effort and proposed testing strategy of undeveloped property between GWMP and WMATA corridor

- For the undeveloped floodplain west of the GWMP and east of the WMATA Metrorail Blue/Yellow Line, Brian Albright proposed limited Phase I archeological testing in the form of test unit (TU) excavation. He explained that given the presence of bounding wetlands and active railroad corridors, mechanical trenching is not feasible at this location.
- Brian Albright explained that a cultural resources reconnaissance was previously conducted for the southern portion of the undeveloped floodplain west of the GWMP and east of the WMATA Metrorail Blue/Yellow Line in 1981. Based on existing geotechnical boring data from 11 locations in this area and the absence of artifacts on the disturbed surface, the area was previously characterized as having low potential for archeological resources. However, historic aerial photography indicates that this area was used for the disposal of fly ash during the middle to late twentieth century, which may have capped any intact natural soil horizons. Although there is no definitive evidence of intact buried surfaces, some evidence of capping of remnant natural topsoil with gravel and ballast materials was documented in 1996 for the northern and eastern parts of the Potomac Yard site.

Proposed level of effort and proposed testing north of Four Mile Run and west of WMATA Blue/Yellow Line corridor

- Based on previous studies and recommendations in 1996, 2007, and 2010, Brian Albright proposed no Phase I archeological testing west of the CSXT corridor. No areas of extensive buried intact soil predating the construction and operation of the rail yard have been identified in the vicinity of Build Alternatives A, B and D.
- Brian Albright indicated that for the northern and western portions of the former Potomac Rail Yard, trenches and geotechnical borings indicate a comprehensive removal of the natural topsoil as part of the construction of the rail yard and subsequent filling with gravels and ballast material.
- Brian Albright also proposed no Phase I testing of the area between the CSXT corridor and the WMATA Metrorail Blue/Yellow Line corridor since no direct permanent effects are anticipated in this area and since both remain active railroad corridors.

Discussion of proposed archeological testing strategy

- VDHR staff agreed with the proposed archeological testing strategy and approach.
- VDHR Staff requested that the proposed archeological testing strategy and work plan be circulated to National Park Service (NPS) and to the City of Alexandria to get their concurrent review and approval of the work plan. VDHR staff emphasized that all three agencies need to agree with the approach to completing the work.

- VDHR Staff also noted that City of Alexandria has substantial expertise on the land and resources within their jurisdiction and want to make sure that their available information is considered in the analysis. Brian Albright noted that AECOM has coordinated with them already and had gathered their information.
- FTA suggested that the APE for archeology be slightly expanded to the east include all of the area between the temporary construction limits and the western edge of the southbound George Washington Memorial Parkway to accommodate flexibility in the potential location of the construction access driveways from the parkway. VDHR, WMATA and AECOM staff agreed to make this adjustment and reflect this change in the ARPA permit application submitted to NPS to conduct testing on NPS property. The ARPA permit area will also be expanded to the north and south as well to allow greater flexibility for design changes after the selection of a preferred alternative.

Proposed APE for architecture and justification

- Alan Tabachnick of AECOM presented a proposed APE for historic architectural resources bounded by US 1 (south of Four Mile Run) and CSXT Railroad (north of Four Mile Run) on the west, Ronald Reagan National Airport Access Road on the north, northbound lanes of the George Washington Memorial Parkway on the east, and Slaters Lane on the south.
- The Mount Vernon Memorial Parkway/George Washington Memorial Parkway and the Washington National Airport Terminal and South Hangar are two known historic architectural resources within the proposed APE
- Potowmack Crossing at Old Town Condominiums is a historic architectural resource in the proposed APE that is more than 50 years old and has not been previously surveyed.
- VDHR staff agreed with the proposed APE for historic structures

Discussion of proposed scope of work for architectural survey

- VDHR staff requested that the Potowmack Crossing at Old Town Greens be surveyed and that a VDHR survey form be prepared for this resource.
- VDHR agreed that no other properties will need to be surveyed.

Date: Monday, July 9, 2012, 2:00 PM EST

Moderator: Alan Tabachnick, AECOM

Participants:

AECOM
Mark Niles
Brian Albright
Alan Tabachnick

VDHR
Andrea Kampinen
Roger Kirchen

FTA
Daniel Koenig

WMATA
Jim Ashe

Discussion Topic:

1. Introductions;
 2. Discussion of level of effort and proposed testing strategy on property east of WMATA Metro Line and just south of Four-Mile Run;
 3. Discussion of level of effort and proposed testing strategy of undeveloped property between GWMP and WMATA corridor;
 4. Discussion of recommendation of no testing north of Four Mile Run and west of WMATA Blue/Yellow Line corridor;
 5. Discussion of changes to the proposed APE for architecture and justification;
 6. Discussion of proposed scope of work for architectural survey.
-

Notes: See Attached

Proposed Phase I Archeological Testing Strategy at Potomac Yard

- 1) Based on the current Limits of Disturbance (LOD) for Build Alternatives A, B and D and the proposed Area of Potential Effect (APE) for archeology, no archeological testing is recommended north of Four Mile Run (Figure 1). Historic mapping (Bureau of Soils 1915; Boschke 1861; Hopkins 1879; USGS 1945) indicates that those portions of the LOD and APE north of Four Mile Run occupy made-land constructed between 1915 and 1945.
- 2) Phase I archeological testing in the form of regularly spaced shovel test pits (STPs) is recommended on property between the George Washington Memorial Parkway (GWMP/SR 400) and the WMATA Metrorail Blue/Yellow Line corridor just south of Four-Mile Run within the current LOD for Build Alternatives A, B and D and the proposed APE for archeology. The areas to be tested measure approximately 2 ac in total extent. In addition to being located in an area of archeological concern identified by the NPS, historic mapping (BoS 1915; Boschke 1861; Hopkins 1879; USGS 1885, 1945), digital data (National Cartography and Geospatial Center n.d.), historic aerial photography (EROS 1974; NETR 2009) and previous studies (Cheek and Heck 1996) indicate that these areas located on the eastern periphery of the Potomac Yard Rail Yard property likely avoided much of the disturbance and filling associated with the construction, operation and eventual demolition of the rail yard during the twentieth century. An ARPA permit application has been submitted to the NPS requesting permission to conduct Phase I archeological testing in these areas.
- 3) Limited Phase I testing in the form of test unit (TU) excavation is recommended in the area of direct, permanent impact to the undeveloped floodplain west of the GWMP and east of the WMATA Metrorail Blue/Yellow Line corridor. In 1981 on behalf of the United States Army Corps of Engineers (USACE), a cultural resources reconnaissance was conducted of the southern three-quarters of this area (Israel 1981) for its use as a potential dump site for dredge spoils. Based on geotechnical boring data from 11 peripheral locations and the absence of artifacts on the “disturbed” surface, Israel characterized this area as having low potential for archeological resources and recommended no additional testing. However, historic aerial photography indicates that this area was used for the disposal of fly ash during the middle to late twentieth century (NETR 2009). This practice may have effectively capped any intact natural soil horizons. Although definitive evidence for the presence of intact buried surfaces was lacking, some evidence for the incidental capping of remnant natural topsoil with gravel and ballast materials at Potomac Yard was documented by Cheek and Heck (1996) particularly in the northern and eastern limits of their project area. Given the presence of bounding wetlands and active rail road corridors, mechanical trenching is not feasible at this location.
- 4) Based on previous studies and recommendations (Adams 1996; Thunderbird Archeology 2007; Mullen 2010) phase I archeological testing is not recommended west of the CSXT corridor. Although some areas of intact buried natural soils were identified in previous studies (TA 2007; Mullen 2010), particularly toward the south of the proposed APE, no areas of extensive buried intact soil predating the construction and operation of the rail yard (c. 1906) have been identified in the vicinity of Build Alternatives A, B and D. In almost all cases in the northern and western portions of the Potomac Yard rail yard, trenches and geotechnical borings alike point to a comprehensive removal of the natural

topsoil as part of the construction of the rail yard and subsequent filling with gravels and ballast material at the beginning of the twentieth century.

- 5) As no direct permanent effects are currently anticipated and since both remain active rail road corridors, no phase I testing of the narrow area between the CSXT corridor and the WMATA Metrorail Blue/Yellow Line corridor is recommended.

References

Adams, Robert M.

1996 *The Archeological Investigation of the Former Preston Plantation and Alexandria Canal at Potomac Yard, Alexandria, Virginia*. Report on file at Alexandria Archeology, Alexandria, Virginia. International Archeological Consultants: Hayes, Virginia.

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1915 *Virginia, Fairfax-Alexandria Counties Sheet* [soil map]. 1:62500.

Cheek, Charles D. and Dana B. Heck

1996 *Archeological Observations at the Townes at Slater's Village, Alexandria, Virginia*. Report on file at Alexandria Archeology, Alexandria, Virginia. John Milner Associates, Inc.: Alexandria, Virginia.

Earth Resources Observations and Science Center (EROS), United States Geological Survey

1974 Aerial Single Frame Photo ID: 1FX0000010051. EROS: Sioux Falls, South Dakota. Available online at <http://earthexplorer.usgs.gov/>.

ESRI

2012 World_Imagery [ArcGIS Map Service]. Available online at <http://services.arcgisonline.com/arcgis/services>.

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1879 *Atlas of 15 Miles around Washington*. G.M. Hopkins: Philadelphia, Pennsylvania.

Israel, Stephen S.

1981 *Cultural Resources Reconnaissance of the Richmond, Fredericksburg, and Potomac Railroad's leased Fairchild Property proposed for the deposition of contained disposal materials for the Fourmile Run Navigation Project, Alexandria and Arlington County, Virginia*. Report AX002 on file at the VDHR archives: Richmond, Virginia.

Mullen, John P.

2010 *Pedological and Geoarcheological Investigations of Landbay I and J, Potomac Yard Property, City of Alexandria, Virginia*. Report on file at Alexandria Archeology, Alexandria, Virginia. Thunderbird Archeology: Gainesville, Virginia.

National Cartography and Geospatial Center (NCGC), Natural Resources Conservation Service, United States Department of Agriculture

n.d. National Elevation Dataset 10 Meter 7.5x7.5 minute quadrangles [raster digital data]. NCGC: Fort Worth, Texas. Available online at <http://datagateway.nrcs.usda.gov/>.

Nationwide Environmental Title Research, LLC (NETR)

2009 NETR Online: Historic Aerials [webpage]. Available online at <http://www.historicaerials.com/>. Accessed July 2, 2012.

Thunderbird Archeology (TA)

2007 *Geoarcheological Testing of the Potomac Avenue and East/West Roads Site Plan*. Management summary dated August 29, 2007 on file at Alexandria Archeology, Alexandria, Virginia.
Thunderbird Archeology: Gainesville, Virginia.

United States Geological Survey (USGS)

1945 *Washington West, DC* [topographic quadrangle]. 7.5-minute series. 1:31680.

1885 *West Washington, DC* [topographic quadrangle]. 15-minute series. 1:62500.



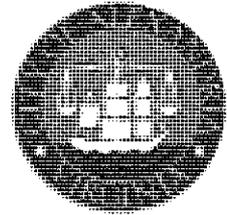
Figure 1: Proposed Archeological Testing Strategy (ESRI 2012).

Proposed Reconnaissance-Level Historic Architectural Survey

- 1) A Reconnaissance-Level Historic Architectural Survey is recommended to solidify the proposed APE (Figure 2) and to identify any historic architectural resources over 50 years of age in the APE. The study will be submitted in a combined report with the archaeological study.
 - Background research and a vehicular survey conducted for the Project Review Form determined that two known historic architectural resources are located within a possible APE:
 - Washington National Airport Terminal and South Hangar Line (000-0045), Arlington County (NRHP: 9-12-97; VLR: 6-27-95)
 - Mount Vernon Memorial Parkway/George Washington Memorial Parkway (029-0218), Arlington and Fairfax Counties and City of Alexandria (NRHP: 5-1981; VLR: 3-17-1981)
 - Background research and a vehicular survey also revealed that there is one historic architectural resource over 50 years of age within the APE that has not been previously surveyed:
 - Potowmack Crossing at Old Town Condominiums, Alexandria
- 2) An architectural historian will conduct a pedestrian survey of the project area to determine the extents of the indirect APE and identify and photograph all resources over 50 years of age located in the APE. The resources listed below will be surveyed and any additional resources will also be recorded.
- 3) Background research will be conducted at VDHR and at local and regional repositories to prepare a historic context for the project area.
- 4) As part of this effort, interested and consulting parties will be identified and letters will be sent out to invite them to participate and share any background information they may have on the area. It is anticipated that the interested and consulting parties will include (but not be limited to) the following organizations:
 - a. Arlington County's Office of Neighborhood Program, Historic Preservation Program
 - b. City of Alexandria's Department of Planning & Zoning and Office of Historic Preservation
 - c. Alexandria Historical Society
 - d. Arlington Historical Society
 - e. Virginia Historical Society
 - f. National Park Service
- 5) The report will also list any locally listed landmarks and coordination with local entities that may be required for this project
- 6) Information gathered during the background research and during the reconnaissance survey will be analyzed and compiled into a report that will be combined with the archaeological study and submitted to VDHR for review, comment, and concurrence.



Figure 2: Proposed APE for Architecture (ESRI 2012).



August 9, 2012

Mr. Roger Kirchen, Archaeologist
Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Re: Scope of Work for the Potomac Yard Metrorail Station Project
(DHR File No. 2012-0717)

Dear Mr. Kirchen:

Alexandria Archaeology approves the "Proposed Phase I Archaeological Testing Strategy" for the Potomac Yard Metrorail Station Project as submitted by AECOM and dated July 16, 2012. We approve of the scope of work with the understanding that when an alternative is chosen, more archaeological work may be required, especially with regard to the Alternative B location. In any event, the single test unit that is described for Archaeological Area C in the scope should satisfy the goals to confirm the presence of fly ash in the area. However, given the discrepancies in the soil boring reports that have been conducted in the area, the depth of the fly ash over the natural soils may not be consistent across the length of the building area. Therefore, it may still be necessary to do soil borings to test for the presence of buried soil layers with potential to yield information on Native American occupation once a location is selected and the depth of disturbance is determined.

Sincerely,

Francine Bromberg
Archaeologist

GARRETT TESLON
for Francine Bromberg.

Albright, Brian

From: Pugh, Bill
Sent: Friday, September 07, 2012 9:57 AM
To: Hachey, Alan
Cc: Albright, Brian; Tabachnick, Alan; Niles, Mark
Subject: FW: Revised Proposed Phase I Archaeological Testing Strategy DHR File No. 2012-0717

Alan,

FYI:

From: Garrett Fesler [<mailto:Garrett.Fesler@alexandriava.gov>]
Sent: Friday, September 07, 2012 9:13 AM
To: daniel.koenig@dot.gov; roger.kirchen@dhr.virginia.gov
Cc: Niles, Mark; Pugh, Bill
Subject: RE: Revised Proposed Phase I Archaeological Testing Strategy DHR File No. 2012-0717

Dear Roger,

Our office has reviewed the revised Phase I testing strategy (dated 08-24-2012) for the Potomac Yard Metrorail Station Project in Alexandria, Virginia (DHR File No. 2012-0717). We **concur** with the proposed testing strategy. We agree that shovel testing in Areas A and B, and a 2-meter test unit in Area C is an appropriate level of testing to address the research issues.

If you would like to discuss the project in more detail, please feel free to contact myself or Fran Bromberg (Francine.bromberg@alexandriava.gov).

Take care,

Garrett

Garrett Fesler, Ph.D., RPA
Archaeologist
Office of Historic Alexandria/Alexandria Archaeology
Torpedo Factory Art Center #327
105 N. Union Street
Alexandria, VA 22314
Main Office: 703.746.4399
Direct Line: 703.746.4720
www.alexandriava.gov

From: Koenig, Daniel (FTA)
Sent: Wednesday, August 29, 2012 11:42 AM
To: 'pamela.cressey@alexandria.gov'; 'matthew_virta@nps.gov'

Cc: 'roger.kirchen@dhr.virginia.gov'; Andrea Kampinen
(Andrea.Kampinen@dhr.virginia.gov<mailto:Andrea.Kampinen@dhr.virginia.gov>); Ashe, James A.
(Mark.Niles@aecom.com<mailto:Mark.Niles@aecom.com>); Tabachnick, Alan
(Alan.Tabachnick@aecom.com<mailto:Alan.Tabachnick@aecom.com>)
Subject: Revised Proposed Phase I Archaeological Testing Strategy DHR File No. 2012-0717
Importance: High

Dear Mr. Virta and Ms. Cressey:

The Federal Transit Administration is pleased to submit the revised Proposed Phase I Archaeological Testing Strategy, Revised (08/24/2012) for the Potomac Yard Metrorail Station Project. This revised document addresses comments and concerns raised by Alexandria Archaeology and the National Park Service in their response to VDHR's previous request for review and comment. The revised testing strategy is available in the link below and can be mailed hardcopy, at your request. If you experience any technical difficulties accessing the document or would like a hardcopy of the testing strategy, please contact Mark Niles of AECOM at mark.niles@aecom.com<mailto:mark.niles@aecom.com>.

The FTA requests that you review the revised testing strategy and provide any additional feedback to Roger Kirchen at the VDHR at (804) 482-6091, roger.kirchen@dhr.virginia.gov<mailto:roger.kirchen@dhr.virginia.gov>. If you have any questions regarding the proposed testing strategy, please contact Brian Albright of AECOM at (856) 381-6233 or brian.albright@aecom.com<mailto:brian.albright@aecom.com>. We appreciate your participation and look forward to any remaining comments you may have. Please feel free to contact me if you have any questions regarding the project.

Thanks,

Dan

This file will be available for download until 8/31/2012

Daniel Koenig
Environmental Protection Specialist
Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1178
202 219 3528

project for your review and comment. The Virginia Department of Historic Resources (VDHR) requested that we circulate the proposed approach to the National Park Service and the City of Alexandria for comments.

The FTA requests that you review the enclosed document and provide any relevant feedback regarding the proposed testing strategy to Roger Kirchen at the VDHR at (804) 482-6091 or roger.kirchen@dhr.virginia.gov. If you have any questions regarding the proposed testing strategy or require further clarification, please contact Daniel Koenig of FTA at (202) 219-3528 or daniel.koenig@dot.gov . We appreciate your participation and look forward to your comments. In order to maintain current project schedules, the FTA would appreciate your review and comment on the attached material by July 31, 2012.

Sincerely,

Mark Niles

Associate Vice-President

AECOM, Inc.

2101 Wilson Blvd, Suite 800

Arlington, VA 22201

(703) 340-3061

(703) 727-2073 Mobile

mark.niles@aecom.com

[attachment "Proposed Potomac Yard Archaeological Testing Strategy.pdf"
deleted by Matthew Virta/GWMP/NPS]

Albright, Brian

From: Niles, Mark
Sent: Wednesday, August 08, 2012 3:51 PM
To: Albright, Brian
Subject: FW: Potomac Yard Metrorail Station EIS- Archaeological Testing Strategy

See NPS Comments below

-----Original Message-----

From: Matthew_Virta@nps.gov [mailto:Matthew_Virta@nps.gov]
Sent: Wednesday, August 08, 2012 2:48 PM
To: Niles, Mark; roger.kirchen@dhr.virginia.gov
Cc: Ben_Helwig@nps.gov; daniel.koenig@dot.gov; David_Hayes@nps.gov; jashe@wmata.com; Gregory_Anderson@nps.gov; Thomas_Sheffer@nps.gov; Stephen_Potter@nps.gov
Subject: Re: Potomac Yard Metrorail Station EIS- Archaeological Testing Strategy

Mr. Niles,

Thank you for submitting the proposed archeological testing strategy for review as part of the compliance related activities for the subject project. As indicated in the testing strategy proposal, a separate review for conducting archeological investigations on National Park Service (NPS) lands is being carried out under the auspices of an application for a permit under the Archeological Resources Protection Act (ARPA). Comments provided here are for the separately submitted testing strategy proposal. Comments will also be provided under the ARPA permit request, which will be submitted from the park to the Regional Archeologist for processing in the upcoming days.

The proposal appears to satisfy basic requirements for archeological investigations as established in the Secretary of Interior's Standards for Archeology and Historic Preservation and in Guidelines for Conducting Historic Resources Survey in Virginia. However, for the NPS lands, I would request a few clarifications and suggest a few conditions.

While the general nature of anticipated effects of the undertaking are provided in the proposal, it is somewhat unclear as to the level of those effects considered when designing the testing strategy; e.g. deeper impacts, temporary surface impacts, permanent constructed impacts, etc. and to what degree these could affect archeological resources.

Area A likely contains fill soils (i.e. there is a probable berm feature in this area) that may cap historic ground surfaces. Traditional hand dug shovel test pits (STPs) may not penetrate to sufficient depths to identify potential archeological materials here, so a boring/core sample (or deeper mechanical testing) is recommended to establish a soil strata profile to help guide and/or augment traditional STPs. Need for deeper testing may be tempered by limits of proposed construction disturbances and long term permanent impacts.

The research presented only identifies potential historic archeological resources for Area A. Areas A, B, and C all seem close to the former Alexandria Canal portion of the Chesapeake and Ohio Canal and development that occurred nearby. Has this been ruled out for archeological potential?

Area C testing seems limited; the rationale for placement/location of only one Test Unit (TU) is not fully explained. The proposal points out that previous boring data provided information that had been interpreted as demonstrating low archeological potential for the area; but that this may be erroneous due to the likelihood of deeper fills. Given the noted site constraints for getting mechanized equipment to assist, is it not possible to augment

the previous borings to re-test (with the knowledge that deeper fills exist)? This may help establish higher potential areas to test and help determine best locations for a test unit. Again, the need for deeper testing may be tempered by limits of proposed construction disturbances and long term permanent impacts.

Page 5, Area C paragraph refers to a Figure 4 (whereas Figures 3 or 4 do not exist). Presumably this meant Figure 2 (on page 4), and there are no Figures 3 and 4?

Matt Virta

Cultural Resources Program Manager
George Washington Memorial Parkway

"...just trying to keep the Parkway a Park"

Parkway Dedication 80th Anniversary 1932-2012 Parkway as NPS Site 80th Anniversary 1933-2013

The National Park Service cares for special places saved by the American people so that all may experience our heritage.
EXPERIENCE YOUR HERITAGE

"Niles, Mark"
<Mark.Niles@aecom.com>

07/24/2012 03:42
PM

"Matthew_virta@nps.gov"
<Matthew_virta@nps.gov>

To

cc

"Ben_Helwig@nps.gov"
<Ben_Helwig@nps.gov>,
"David_Hayes@nps.gov"
<David_Hayes@nps.gov>,
"daniel.koenig@dot.gov"
<daniel.koenig@dot.gov>,
"jashe@wmata.com" <jashe@wmata.com>

Subject

Potomac Yard Metrorail Station EIS-
Archaeological Testing Strategy

Mr. Virta:

On behalf of the Federal Transit Administration (FTA), I am sending you the attached Proposed Phase I Archaeological Testing Strategy for the Potomac Yard Metrorail Station

project for your review and comment. The Virginia Department of Historic Resources (VDHR) requested that we circulate the proposed approach to the National Park Service and the City of Alexandria for comments.

The FTA requests that you review the enclosed document and provide any relevant feedback regarding the proposed testing strategy to Roger Kirchen at the VDHR at (804) 482-6091 or roger.kirchen@dhr.virginia.gov. If you have any questions regarding the proposed testing strategy or require further clarification, please contact Daniel Koenig of FTA at (202) 219-3528 or daniel.koenig@dot.gov . We appreciate your participation and look forward to your comments. In order to maintain current project schedules, the FTA would appreciate your review and comment on the attached material by July 31, 2012.

Sincerely,

Mark Niles

Associate Vice-President

AECOM, Inc.

2101 Wilson Blvd, Suite 800

Arlington, VA 22201

(703) 340-3061

(703) 727-2073 Mobile

mark.niles@aecom.com

[attachment "Proposed Potomac Yard Archaeological Testing Strategy.pdf"
deleted by Matthew Virta/GWMP/NPS]

Albright, Brian

From: Thomas_Sheffer@nps.gov
Sent: Tuesday, September 18, 2012 12:24 PM
To: Pugh, Bill
Cc: Hachey, Alan; 'Ben_Helwig@nps.gov'; Albright, Brian; David_Hayes@nps.gov; 'Ashe, James A.'; Niles, Mark; Matthew_Virta@nps.gov
Subject: Re: PYMS - NPS review of revised archaeological testing strategy
Attachments: pic24417.gif

Hi Bill,

Please find below concurrence from Matt Virta to proceed with the revised Phase I testing strategy.

Let us know if you have any questions.

Regards,

Thomas

Thomas Sheffer
Park Planner
George Washington Memorial Parkway
703.289.2512

Matthew
Virta/GWMP/NPS

09/18/2012 11:21
AM

To
Ben Helwig/GWMP/NPS@NPS, Thomas
Sheffer/GWMP/NPS@NPS
cc
Gregory Anderson/GWMP/NPS@NPS
Subject
Re: Fw: AECOM SendFiles
Notification: Brian Albright has
sent you files(Document link:
Thomas Sheffer)

Ben and Thomas,

The revised Scope of Work for the Potomac Yards Metro Development Archeological Testing explains that there is not the likelihood for deep soil disturbances on NPS lands (Areas A and B) based on the current proposed engineering plans; therefore the authors feel there is no need for deeper archeological testing strategies. If this is the case, and there is no shallow depth construction of permanent facilities on NPS property as well, then their

proposed strategy of employing only shovel test pits excavated to depths not exceeding 1 m (3.28 ft) would be an acceptable level of effort. While identification of historic soils beneath fill zones would be desirable for resource management information purposes, if anticipated project disturbances will not penetrate to these levels, then shallow testing would be considered appropriate as a minimally required effort.

I would recommend placement of shovel tests in areas that not only provide appropriate coverage for identification of potential archeological resources for the project, but also ensure some are placed to include areas outside of likely fill zones when possible to ensure testing of historic ground surfaces; i.e. Test Area A appears to contain a berm fill feature so some testing should occur outside of this feature. If the engineering plans change to include deeper soil disturbances on NPS lands, additional testing to deeper depths will be required, as acknowledged in the revised Scope.

Please forward my comments approving the revised Scope (with comments) to the appropriate parties. Thanks.

(Embedded image moved to file: pic24417.gif)

"Pugh, Bill"
<Bill.Pugh@aecom.com>
09/11/2012 08:34 AM

"David_Hayes@nps.gov"
<David_Hayes@nps.gov>

"Hachey, Alan"
<Alan.Hachey@aecom.com>, "'Ashe, James A.'" <jashe@wmata.com>, "Niles, Mark" <Mark.Niles@aecom.com>, "Albright, Brian" <Brian.Albright@aecom.com>, "'Thomas_Sheffer@nps.gov'" <Thomas_Sheffer@nps.gov>, "'Ben_Helwig@nps.gov'" <Ben_Helwig@nps.gov>

To
cc
Subject
PYMS - NPS review of revised archaeological testing strategy

David,

We are all set to go on the archaeological work at Potomac Yard except for NPS review of the revised Phase I testing strategy. Could you please help find out the status of this?

Thanks,

Bill Pugh, AICP
Environmental and Transportation Planner D 703.340.3065 bill.pugh@aecom.com

AECOM
2101 Wilson Blvd, Suite 800, Arlington, VA 22201 T 703.340.3100 F 703.340.3101
www.aecom.com

Appendix F: Consulting Party Correspondence

Potomac Yard Station EIS - Consulting Parties Status 2/1/13

Organization	Contact	Invitation Response
Alexandria Historical Restoration and Preservation Commission	Charles Trozzo	Consulting Party
National Park Service, George Washington Memorial Parkway	Jon G. James	Consulting Party
National Park Service, George Washington Memorial Parkway	Matt Virta	Consulting Party
National Park Service, National Capital Region	David Hayes	Consulting Party
National Park Service, National Capital Region	Stephen Potter	Consulting Party
National Park Service, George Washington Memorial Parkway	Thomas Sheffer	Consulting Party
National Park Service, George Washington Memorial Parkway	Ben Helwig	Consulting Party
Arlington County Dept. of Community Planning-Housing and Development- Neighborhood Services Division	Rebecca Ballo	Consulting Party
City of Alexandria-Historic Preservation Office, Department of Planning and Zoning	Al Cox	Consulting Party
City of Alexandria-Historic Preservation Office, Department of Planning and Zoning	Catherine K. Miliaras, AICP	Consulting Party
Alexandria Historical Society	Ms. Katy Cannady	Consulting Party
Lynhaven Civic Association	Joe Bondi	Consulting Party
Alexandria Federation of Civic Associations	Lynn Bostain	Consulting Party
Alexandria Federation of Civic Associations	Poul Hertel	Consulting Party
NorthEast Citizens' Association	Poul Hertel	Consulting Party
Old Town Business and Professional Association	Carol Supplee	Consulting Party
United States Army Corps of Engineers-Norfolk District	Theresita Crockett-Augustine	Consulting Party
City of Alexandria-Office of Historic Alexandria	J. Lance Mallamo	Consulting Party
City of Alexandria-Alexandria Archeology	Pamela Cressey/Francine Bromberg	Consulting Party
Tuscarora Nation	NONE	No Response
Mattaponi Tribe	Carl Custalow	No Response
Chickahominy Tribe	Stephen Adkins	No Response
Eastern Chickahominy Tribe	Gene Adkins	No Response
Rappahannock Tribe	G. Anne Richardson	No Response
Upper Mattaponi Tribe	Kenneth Adams	No Response
Nansemond Tribe	Barry W. Bass	No Response
Monacan Indian Nation	Sharon Bryant	No Response
Cheroenhaka (Nottoway) Indian Tribe of Southampton County	Walt "Red Hawk" Brown	No Response

Potomac Yard Station EIS - Consulting Parties Status 2/1/13

Organization	Contact	Invitation Response
Nottoway Indian Tribe of Virginia	Lynette Lewis Alston	No Response
Patawomeck	Robert Green	No Response
Arlington County- Department of Parks and Recreation	Shannon Flanagan-Watson	No Response
Arlington Historical Society	Ali Ganjian	No Response
National Railway Historical Society-Old Dominion Chapter	Kevin Frick	No Response
Virginia Historical Society	Paul A. Levensgood	No Response
North Old Town Independent Citizens Association (NOTICE)	Christa Watters	No Response
Potomac Greens Homeowners Association	Thomas Patti	No Response
Aurora Highlands Civic Association (in Arlington)	Jim Oliver	No Response
Arlandria Chirilagua Business Association	Nelson Zavaleta	No Response
Del Ray Business Association	Maria Wasowski	Returned
Pamunkey Tribe	Kevin Brown	Returned unclaimed
Del Ray Citizens Association	Bill Hendrickson	Returned unclaimed
Old Town Greens Townhome Owners Association	Mary Kendall	Returned unclaimed



U.S. Department
of Transportation
**Federal Transit
Administration**

SEP 13 2012

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

**RE: Potomac Yard Metrorail Station Project, City of Alexandria, Virginia – Section 106
Consulting Parties Invitation**

Dear Consulting Party:

The Federal Transit Administration (FTA), as the lead Federal agency, and the City of Alexandria as the project sponsor and joint lead agency, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), the National Park Service (NPS), and the United States Army Corps of Engineers (USACE) are preparing an Environmental Impact Statement (EIS) and conducting supporting investigations for the Potomac Yard Metrorail Station (PYMS) project in conformance with the National Environmental Policy Act of 1969 (NEPA), as amended. The PYMS project consists of the construction of a new Metrorail station located at Potomac Yard within the City of Alexandria along the existing Metrorail Blue and Yellow line between Ronald Reagan Washington National Airport station and the Braddock Road Station.

The purpose of this letter is to inform you that FTA has initiated formal consultation with the Virginia Department of Historic Resources (VDHR), in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. §470) and its implementing regulations, 36 CFR Part 800. You or your organization have been identified as having a “demonstrated interest” and we invite you to participate as a consulting party for the PYMS project.

Archaeologists and historians working on behalf of WMATA and the City of Alexandria, and in consultation with VDHR, are conducting a survey of known and potential historic resources in the PYMS project study area. Historic resources include historic or prehistoric districts, sites, buildings, structures or objects potentially eligible for, determined eligible for, or listed in the National Register of Historic Places (NRHP). According to the implementing regulations of Section 106, local governments that have jurisdiction over affected areas in or adjacent to the project are entitled to become consulting parties. In addition, certain individuals and organizations with a demonstrated interest may participate as consulting parties.

If you wish to become a consulting party, please submit your request in writing within 30 days to:

Daniel Koenig
1990 K St. NW Suite 510
Washington, DC 20006

We look forward to any comments that you may have on this undertaking. If you have any questions, please contact Daniel Koenig at 202-219-3528 or daniel.koenig@dot.gov.

Sincerely,

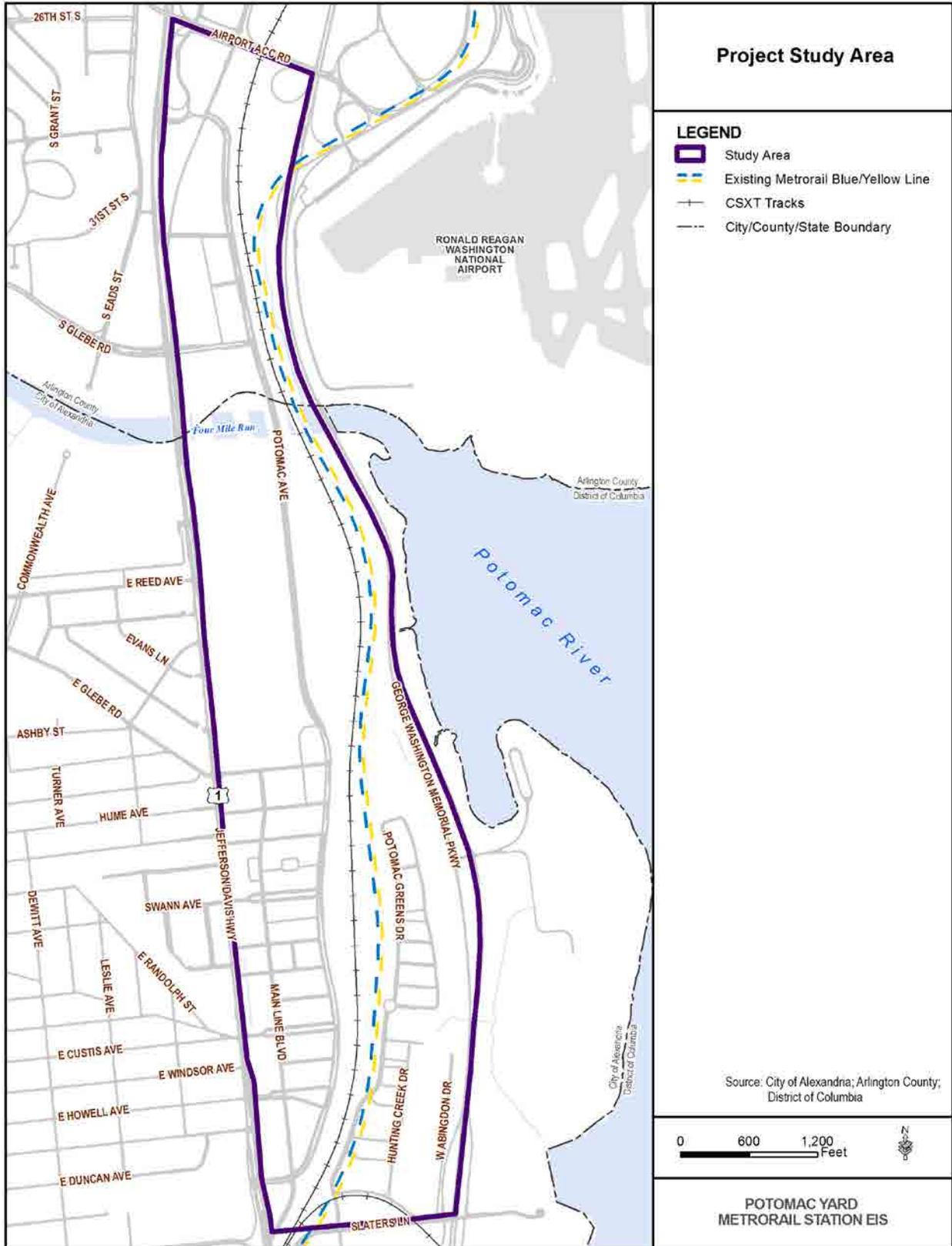


Brigid Hynes-Cherin
Regional Administrator

Enclosures:
Project Location Map

cc: Melissa Barlow, FTA DC Metro Office
Daniel Koenig, FTA DC Metro Office
Susan Gygi, City of Alexandria
Jim Ashe, WMATA
Andrea Kampinen, VDHR
Roger Kirchen, VDHR

Project Study Area



Project Study Area

LEGEND

- Study Area
- Existing Metrorail Blue/Yellow Line
- CSXT Tracks
- City/County/State Boundary

Source: City of Alexandria; Arlington County; District of Columbia



POTOMAC YARD
METRO RAIL STATION EIS

ALEXANDRIA HISTORICAL RESTORATION
AND PRESERVATION COMMISSION



LLOYD HOUSE
220 NORTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314-2521
703.746.4554

May 14, 2012

James A. Ashe, PE, CPG
Manager, Environmental Planning & Compliance
Department of Transit Infrastructure & Engineering Services
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Dear Mr. Ashe:

The Alexandria Historical Restoration and Preservation Commission (AHRPC) hereby requests that it be designated a consulting party to the Section 106 process for the Potomac Yard Metro Station in accordance with Section 800.2 of Title 36 of the Federal Code of Regulations.

The AHRPC was created in 1962 by act of the Virginia General Assembly as a political subdivision of the Commonwealth within the City of Alexandria. Its mission is to protect and promote historical and cultural resources throughout the City of Alexandria.

The members of the AHRPC elected to make this request because of their concern for the impact that the construction and operation of the Potomac Yard Metro Station may have on the George Washington Memorial Parkway, an important National Register Historic Site in the City of Alexandria.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles L. Trozzo".

Charles L. Trozzo
Chairman

Cc: Ms Kathleen Kilpatrick
State Historic Preservation Officer
Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221



From: [Tabachnick, Alan](#)
To: [Zeoli, Vanessa](#); [Albright, Brian](#)
Cc: [Lawrence, John W.](#); [Mikolic, Frank](#)
Subject: FW: Add USACE to Consulting Parties for 106
Date: Wednesday, June 13, 2012 11:19:59 AM

See below about adding USACE to the consulting parties list for 106 on Potomac Yards.

Sincerely,

Alan D. Tabachnick

National Director of Cultural Resources, Transportation

D 609.310.3194

C 215-370-3579

F 609.392.3785

alan.tabachnick@aecom.com

AECOM

516 East State Street

Trenton, New Jersey 08609

www.aecom.com

From: Niles, Mark
Sent: Tuesday, June 12, 2012 11:37 AM
To: Tabachnick, Alan
Cc: Hachey, Alan
Subject: Add USACE to Consulting Parties for 106

Alan Tabachnick:

We need to include the US Army Corps of Engineers to our list of consulting parties for Section 106 process for Potomac Yard. Theresita Crockett-Augustine is our contact at USACE. Her contact info is as follows:

US Army Corps of Engineers

Norfolk District

Regulatory Office

803 Front Street

Norfolk, Virginia 23510-1096

Theresita.m.crockett-augustine@usace.army.mil

703-221-9736

Thanks

Mark Niles
Associate Vice-President
AECOM, Inc.
2101 Wilson Blvd, Suite 800
Arlington, VA 22201
(703) 340-3061
(703) 727-2073 Mobile
[*mark.niles@aecom.com*](mailto:mark.niles@aecom.com)

From: [Niles, Mark](#)
To: [Tabachnick, Alan](#); [Albright, Brian](#); [Zeoli, Vanessa](#)
Subject: FW: Section 106 Participate for Potomac Yard Metrorail Station
Date: Monday, October 01, 2012 9:57:03 AM

Alan/Brian/Vanessa:

See below

From: daniel.koenig@dot.gov [mailto:daniel.koenig@dot.gov]
Sent: Monday, October 01, 2012 9:32 AM
To: Catherine.Miliaras@alexandriava.gov
Cc: Preservation@alexandriava.gov; jashe@wmata.com; Niles, Mark
Subject: RE: Section 106 Participate for Potomac Yard Metrorail Station

Hi Catherine,

I've shared your reply with the project team and we will make certain to keep you informed throughout the Section 106 process. Many thanks.

-Dan

Daniel Koenig

Environmental Protection Specialist
Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1178
202 219 3528

From: Catherine Miliaras [mailto:Catherine.Miliaras@alexandriava.gov]
Sent: Friday, September 28, 2012 3:39 PM
To: Koenig, Daniel (FTA)
Cc: Preservation
Subject: Section 106 Participate for Potomac Yard Metrorail Station

Mr. Koenig:

Attached please find the written request to include myself and my supervisor, Al Cox, Historic Preservation Manager/CLG Coordinator, for the City of Alexandria Department of Planning & Zoning, as a Consulting Party for the Section 106 review process for the Potomac Yard Metrorail Station. We look forward to participating in this process.

Please let me know if you would also like a hard copy mailed to you or if you need any additional information from us.

Many thanks,

Catherine K. Miliaras, AICP

Urban Planner, Historic Preservation

City of Alexandria, Virginia

Department of Planning & Zoning

703.746.3834 (direct)

www.alexandriava.gov

From: daniel.koenig@dot.gov [mailto:daniel.koenig@dot.gov]

Sent: Wednesday, October 03, 2012 3:46 PM

To: jashe@wmata.com; Pugh, Bill; Niles, Mark

Subject: PYMS CPs

I just got confirmation from the Alexandria Federation of Civic Associations that they would like to

be a Consulting Party. They offered Poul Hertel as a secondary contact to Lynn Bostain. His email is

poulh@erols.com, but I think we have his information already. Thanks.

dan

Daniel Koenig

From: [Niles, Mark](#)
To: [Hachey, Alan](#); [Pugh, Bill](#); [Zeoli, Vanessa](#)
Subject: Fwd: PY Metrorail Station Project
Date: Tuesday, October 30, 2012 4:48:59 PM

All- see below. Add them to the list
Thanks

Sent from my iPhone

Begin forwarded message:

From: <daniel.koenig@dot.gov>
Date: October 30, 2012 4:06:06 PM EDT
To: <mark.niles@aecom.com>
Cc: <jashe@wmata.com>
Subject: FW: PY Metrorail Station Project

Please add as a CP. Thanks.

-dan

From: Joe Bondi [joebondi@gwu.edu]
Sent: Monday, October 29, 2012 2:18 PM
To: Koenig, Daniel (FTA)
Subject: PY Metrorail Station Project

Mr. Koenig,

I am in receipt of Brigid Hynes-Cherin's letter of September 13, 2012. I am interested in becoming a consulting party to the Potomac Yard Metrorail Station Project.

I am aware I am late in replying to her letter, but I hope I will still be able to participate.

Please contact me with any questions. Thank you.

Very respectfully,

Joe Bondi, President
Lynhaven Citizens Association

From: [Niles, Mark](#)
To: [Hachey, Alan](#); [Pugh, Bill](#); [Zeoli, Vanessa](#); [Albright, Brian](#)
Subject: FW: Consulting Party status for PYMS
Date: Friday, November 02, 2012 3:42:51 PM

See below. Add OTBPA to the list of consulting parties

From: daniel.koenig@dot.gov [mailto:daniel.koenig@dot.gov]
Sent: Friday, November 02, 2012 2:42 PM
To: csimagine@aol.com
Cc: jashe@wmata.com; Niles, Mark; Pugh, Bill
Subject: Consulting Party status for PYMS

Hi Ms. Supplee,

I just received OTBPA's letter requesting to be a Consulting Party for the Potomac Yard Metrorail Project. This email confirms OTBPA's status as a Consulting Party for the above referenced project. No Consulting Party meetings have been scheduled at this time, but OTBPA will be contacted once one is. Thank you for your reply.

-Dan

Daniel Koenig

Environmental Protection Specialist
Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1178
202 219 3528



NorthEast Citizens' Association

October 10, 2012

Mariella Posey
President
915 Second St.
Alexandria, VA 22314

Mary Jane Kramer
Vice President
1219 Powhatan St.
Alexandria, VA 22314

Sylvia Sibrover
Treasurer

Board of Directors

Marianne Anderson
Richard Cooper
Archer Heinzen
Poul Hertel
Pattie Ryan
Teresa Tidwell
Steven Troxel

Daniel Koenig
1990 K Street Northwest
Suite 510
Washington, D.C. 20006

Dear Mr. Koenig:

Thank you for your letter inviting the NorthEast Citizens' Association (NECA) to participate as a consulting party on the Potomac Yard Metrorail Station project.

Since our Association's boundaries are in very close proximity to Potomac Yard we do want to participate in the project. Our Association has followed and been involved with the history, evolution and development proposals in the Yard since the 20/20 plan. Members of our Association have served on the Potomac Yard Design Advisory Committee, the task force for the fire station in Potomac Yard and the redevelopment of the shopping center portion of the Yard.

In addition to being involved in the development of the Yard and a Metrorail station in the Yard, our Association was and has been involved in preserving the historical aspect of the George Washington Parkway and its surrounding area. One of our members, who has since passed away, was the leading voice in Save the GW Parkway. Another member, who also passed away, represented our community on the City's Archaeological Commission. Although they are no longer with us, the Association still continues to support and try to preserve the guidelines they set for us.

We would like Poul Hertel, who has lived in this area for over 20 years, is past president and current Board member of NECA, to represent us on the PYMS project.

Unless he has had a conflicting commitment or been out of town he has attended almost all of the public meetings on the development of the Yard and the Metro Station going back to the Redskin's stadium proposal.

Poul has served as a member on some of the City's Transportation Task Force/Boards but has always considered the impact the recommendations these Boards made would have on the environment and historical areas.

At our last Association meeting, Poul commented we needed to be concerned and knowledgeable about the preservation of and the location of historical buildings and sites.

Poul will be as asset to the PYMS project and an able representative of the NorthEast Citizens' Association.

Sincerely,

Mariella Posey
President

The
ALEXANDRIA HISTORICAL SOCIETY, INC.

201 South Washington Street • Alexandria, VA 22314
703-838-4994 • www.alexandriahistorical.org

Mr. Daniel Koenig
Federal Transit Administration
US Department of Transportation
990 K. St. NW Suite 510
Washington, DC 20006

October 10, 2012

Dear Mr. Koenig:

This is in response to the letter sent to the Alexandria Historical Society (AHS) from Brigid Hynes-Cherin, Region III Administrator, inquiring whether we would be interested in becoming a consulting party in the preparation of the Environmental Impact Statement and supporting investigations for the proposed Potomac Yard Metrorail Station located in Alexandria, Virginia.

At the AHS Board meeting of October 9, 2012 after extensive discussion including gaining a better understanding of the 106 process, the following position was adopted concerning your inquiry:

The motion that carried was:

"That the Alexandria Historical Society participate as a consulting party in the Potomac Yard Metrorail Station Project for the purposes of monitoring the historic perspectives of the project and the opportunities for developing historic resources as the project is brought to its conclusion."

Our liaison will be Ms. Katy Cannady who is a Director on the AHS Board. She may be reached at:

20 East Oak Street
Alexandria, VA 22301
telephone:- 703-459-9386
E-mail: Katy_Cannady20@comcast.net

Should you have any questions, please contract Ms. Cannady or myself. I may be reached at bill.c.dickinson@gmail.com or 703-370-3089

Sincerely,


William Dickinson

President

Hachey, Alan

From: Niles, Mark
Sent: Wednesday, October 10, 2012 5:45 PM
To: Hachey, Alan
Subject: FW: CPs

From: daniel.koenig@dot.gov [<mailto:daniel.koenig@dot.gov>]
Sent: Wednesday, October 10, 2012 2:41 PM
To: Pugh, Bill; Niles, Mark; jashe@wmata.com
Cc: melissa.barlow@dot.gov
Subject: CPs

GWMP has confirmed their status as a consulting party and the letter to Christine Nixon was returned to me.

Daniel Koenig

Environmental Protection Specialist
Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1178
202 219 3528

Hachey, Alan

From: Christine Nixon <Cnixon@arlingtonva.us>
Sent: Wednesday, October 10, 2012 6:06 PM
To: Hachey, Alan
Cc: Michael Leventhal
Subject: Re: WEBSITE COMMENT: Potomac Yard Metrorail Station Project -- ATTN: cnixon

Alan - I got the package and Michael Leventhal (our Preservation Coordinator) will be representing us. My address is 2100 Clarendon Blvd #700 Arlington VA 22201.

Thanks.

Chris

Sent from my iPhone

On Oct 10, 2012, at 5:24 PM, "alan.hachey@aecom.com" <alan.hachey@aecom.com> wrote:

> The following comment has been submitted from the Arlington County Website:

>

> Name : Alan Hachey

>

> Submitter's E-Mail Address : alan.hachey@aecom.com

>

> Subject : WEBSITE COMMENT: Potomac Yard Metrorail Station Project -- ATTN: cnixon

>

> Comments : Dear Ms. Nixon: Could you provide me with your work address to send materials for the Potomac Yard Metrorail Station project. I will be sending you an invitation from the Federal Transit Administration requesting Arlington County's participation in the Section 106 consulting parties process.

>

> I sent the invitation via certified mail but the letter was returned.

>

> Please give me a call or email if you have any questions.

>

> Sincerely,

>

> Alan Hachey

>

> AECOM Transportation

> 2101 Wilson Boulevard, 8th Floor

> Arlington, VA 22201

> Phone: (703) 340-3114

> Email: alan.hachey@aecom.com

>

> Thank you.

>

>

>

>

From: "Sheffer, Thomas" <thomas_sheffer@nps.gov>

Date: February 1, 2013 10:36:27 AM EST

To: "Niles, Mark" <Mark.Niles@aecom.com>

Cc: Matthew Virta <matthew_virta@nps.gov>, David Hayes <David_Hayes@nps.gov>, Jon James <jon_james@nps.gov>, "Pugh, Bill" <Bill.Pugh@aecom.com>, <jashe@wmata.com>, <melissa.barlow@dot.gov>, Ben Helwig <ben_helwig@nps.gov>, Stephen Potter <stephen_potter@nps.gov>

Subject: Re: Save the Date! Potomac Yard Metrorail Station Project Section 106 Consulting Parties Meeting, February 20, 2013

Mark,

For all future correspondences going out to Section 106 consulting parties for the project, please also include Matt Virta (matthew_virta@nps.gov) as well as NPS regional staff (at minimum David Hayes and Stephen Potter, stephen_potter@nps.gov) to ensure that everyone keeps in the loop.

Thanks so much.

Thomas

On Fri, Feb 1, 2013 at 8:24 AM, Sheffer, Thomas <thomas_sheffer@nps.gov> wrote:
J.J.,

Thanks for passing the message along. The first we heard of this consulting parties meeting was yesterday and had anticipated the invitation was going out to cultural resource staff as well. I have copied in relevant folks in the region so that they are aware. I have already spoken to Matt and he is planning to attend.

Thomas

On Thu, Jan 31, 2013 at 6:18 PM, James, Jon <jon_james@nps.gov> wrote:
Ben, Peter, and Thomas,

F.Y.I.

Thanks!

J.J.

From: Rebecca Ballo <Rballo@arlingtonva.us>
Date: February 1, 2013 5:06:11 PM EST
To: "Mark.Niles@aecom.com" <Mark.Niles@aecom.com>
Subject: Potomac Yard 106 meeting

Hi Mark,

I will be the Arlington County Historic rep for the 106 process. My supervisor Michael Leventhal has retired. Please add me to your email distribution. Thank you and have a great weekend!

Rebecca Ballo, Preservation Planner
Department of Community Planning, Housing & Development
2100 Clarendon Boulevard, Ste. 700
Arlington, VA 22201

ph: 703-228-3812
fax: 703-228-3834



Please consider the environment before printing this email.

Appendix G: Resumes

Vanessa Zeoli

Senior Architectural Historian

Education

MHP/2007/Historic Preservation,
University of Kentucky

BA/1998/History, Millersville University

Registrations

Exceeds the professional qualifications
under the Secretary of the Interior's
Standards for Architectural History

Professional Training

2004, Penn DOT Section 106:
Principles and Practice Workshop

Professional Associations

Board Member, Lambertville Historical
Society

Member, National Trust for Historic
Preservation

Awards

2007, Faculty Honor Award in Historic
Preservation, University of Kentucky

2006, EFCO Corporation Endowed
Scholarship in Historic Preservation

2005, Charles E. Peterson Award – 4th
Prize, Thomas Farm Outbuildings,
Monocacy Battlefield, Frederick
County, MD

2003, Charles E. Peterson Award – 3rd
Prize, Brawner Farm/Douglas Hall,
Manassas Battlefield, Manassas, VA

Experience

Years with AECOM: 3
Years with other firms: 9

Ms. Zeoli has 12 years experience in historic preservation and cultural resources management throughout the eastern United States. She joined AECOM in July 2010, but previously served as Architectural Historian and Principal Investigator for several firms in the Mid-Atlantic region. As Principal Investigator, she has acted as cultural resource liaison between various clients and local, state, and federal review agencies. Over the past 12 years, Ms. Zeoli has completed various documentation and regulatory compliance projects including Section 106 and NEPA studies, Eligibility Evaluations, Effects Assessments, Historic Architectural Surveys, HABS Documentation, National Register of Historic Places (NRHP) nominations, Historic Tax Credit Applications, and existing condition surveys. She is proficient in historic research employing primary and secondary sources such as deeds, wills, tax records, atlases and maps, newspapers, and published histories. She exceeds the qualifications set forth in the Secretary of Interior's Standards for Architectural Historians [36 CFR 61].

California High Speed Train Project, California High Speed Rail Authority (CAHSRA), Merced to Fresno, California: Architectural Historian. Project involved the preparation of an EIS for the design and construction of a high-speed passenger train system for a 60 mile section between Merced and Fresno. Compliance efforts under Section 106 and NEPA involved background research, field survey, compiling data, eligibility evaluations, effects assessments, developing treatment measures, and coordinating with local, state, and federal organizations. Ms. Zeoli was lead author for numerous technical reports in support of the NEPA and Section 106 processes.

Chicago Transit Authority (CTA), North Red Line Station Improvements, City of Chicago, IL: Architectural Historian. Project involved a Section 106 assessment for the rehabilitation of eight stations along the North Red Line elevated railroad in Chicago. The work included background research, field survey, NRHP eligibility evaluations, effects assessments, and submission of Historic Architectural Screening reports for submission to the Illinois Historic Preservation Agency (IHPA) for review and concurrence.

Cultural Resources Survey: Proposed Shot Tower Metro Station Hardening, City of Baltimore, MD: Architectural Historian and Principal Investigator. Project consisted of a Cultural Resources Survey in accordance with Section 106 for the Maryland Transit Authority. Conducted background research, field survey, and prepared a report to documenting and evaluating historic architectural resources in the project area including the Jones Falls Conduit and a portion of the Union Railroad Historic District.

Southern Avenue Bus Garage Replacement Project, WMATA, Prince George's County, MD: Architectural Historian. Project involves construction of bus garage and maintenance facilities for WMATA. Three potential sites were examined as part of the study, including historic background research, field survey, and the preparation of survey forms.

Paul William Schopp

Senior Historian

Education

AS/History/Burlington College

Professional Associations

Atlantic Heritage Center
 Batsto Citizens Committee
 Burlington County Historical Society
 Camden County Historical Society
 Cape May County Historical and
 Genealogical Society
 Delran Historical Society
 Gloucester County Historical Society
 Friends of the PA State R.R. Museum
 Historical Society of Haddonfield
 Historical Society of Moorestown
 Historical Society of Riverton
 National Railway Historical Society
 (National)
 National Railway Historical Society (West
 Jersey Chapter)
 New Jersey Postal History Society
 Pennsylvania Railroad Technical &
 Historical Society (National)
 Pennsylvania Railroad Technical &
 Historical Society (Philadelphia Chapter)
 Railway & Locomotive Historical Society
 Riverfront Historical Society
 Society for Industrial Archaeology (National)
 Society for Industrial Archaeology (Oliver
 Evans Chapter)
 Society for Industrial Archaeology (Roebling
 Chapter)
 Steamship Historical Society of America
 (National)
 Steamship Historical Society of America
 (Delaware Valley Chapter)

Current Appointments

Burlington County Division of Cultural
 Affairs and Tourism Advisory Committee
 Camden City Historic Preservation
 Commission
 Camden County Open Space Advisory
 Committee

Selected Publications

Book: *The Trail of the Blue Comet*, 1994
 Book: *Gazetteer of New Jersey Linseed Oil
 Mills*, in press
 Article: "They Even Threaten the Sick that
 They will not be Buried in the Church Yard' :
 Salvage Archaeology of the Raritan-in-the-
 Hills Cemetery, Somerset County, New
 Jersey," *Historical Archaeology*, 2009

Experience

Years with AECOM: 3
 Years with other firms: 24

Mr. Schopp has over 37 years experience in local history work and 24 years of significant experience in cultural resources management throughout the eastern United States. In his capacity as Senior Historian, he has conducted wide ranging historical research into a diverse collection of topics and themes. Mr. Schopp possesses an excellent working knowledge of source materials and repositories and holds extensive experience in compiling property titles. He has compiled historic contexts for many Section 106 of the National Historic Preservation Act historic preservation planning studies for a wide variety of resources, ranging from historic urban properties and historic farmsteads to various transportation modalities.

Mr. Schopp has provided meticulously prepared documentation for both archaeological and architectural surveys, including transportation resources (historic roads, canals, railroads, and bridges), industrial properties (gristmills, oil mills, manufacturing plants), agricultural properties (farmsteads, tenant farmer houses), and parklands. He has authored, in part or in entirety, over 185 Section 106 documents, Historic Structure Reports, National Register nominations, historic land use reports, house histories, and other forms of historical documentation.

California High Speed Train, Merced to Fresno Section, Merced, Madera, and Fresno Counties, California: Historian. Conducted background research and augmented existing contexts for architectural and archaeological reports. Provided individual property research and prepared forms for over 900 potentially historic buildings, structures, and sites.

Foreign Affairs Security Training Center, Ruthsburg, Queen Anne County, Maryland: Historian. Conducted background research and prepared an extensive historic context on a small agrarian crossroads hamlet, including preparing exhaustive title history on individual farms, community development, and local history relative to slavery and the Underground Railroad.

Open End Task Order Agreement with Public Service Enterprise Group (PSEG), New Jersey: Historian. Provide cultural resource consulting services for proposed new transmission lines of varying sizes. Have conducted six studies to date, conducting background research, field verification, reporting, and State Historic Preservation Office (SHPO) coordination.

Phase IA Cultural Resources Survey, Wilderness Fiber Optic Project, Pennsylvania. Pennsylvania Historical and Museum Commission (PHMC). Historian. The project involved assessing the archaeological and historic architectural sensitivity of a proposed 220-mile long fiber optic line crossing 12 counties in the Commonwealth of Pennsylvania. Report currently in review by the PHMC.