





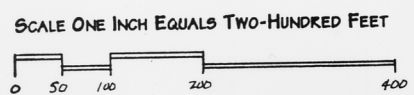


SOURCES:
 - U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LIVETREE DATABASE, 10/96.
 - FIELD INVESTIGATIONS, 1996.
 - HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARS
 - NATIONAL PARK SERVICE MAP FILES, SEE BIBLIOGRAPHY FOR MAP LISTING

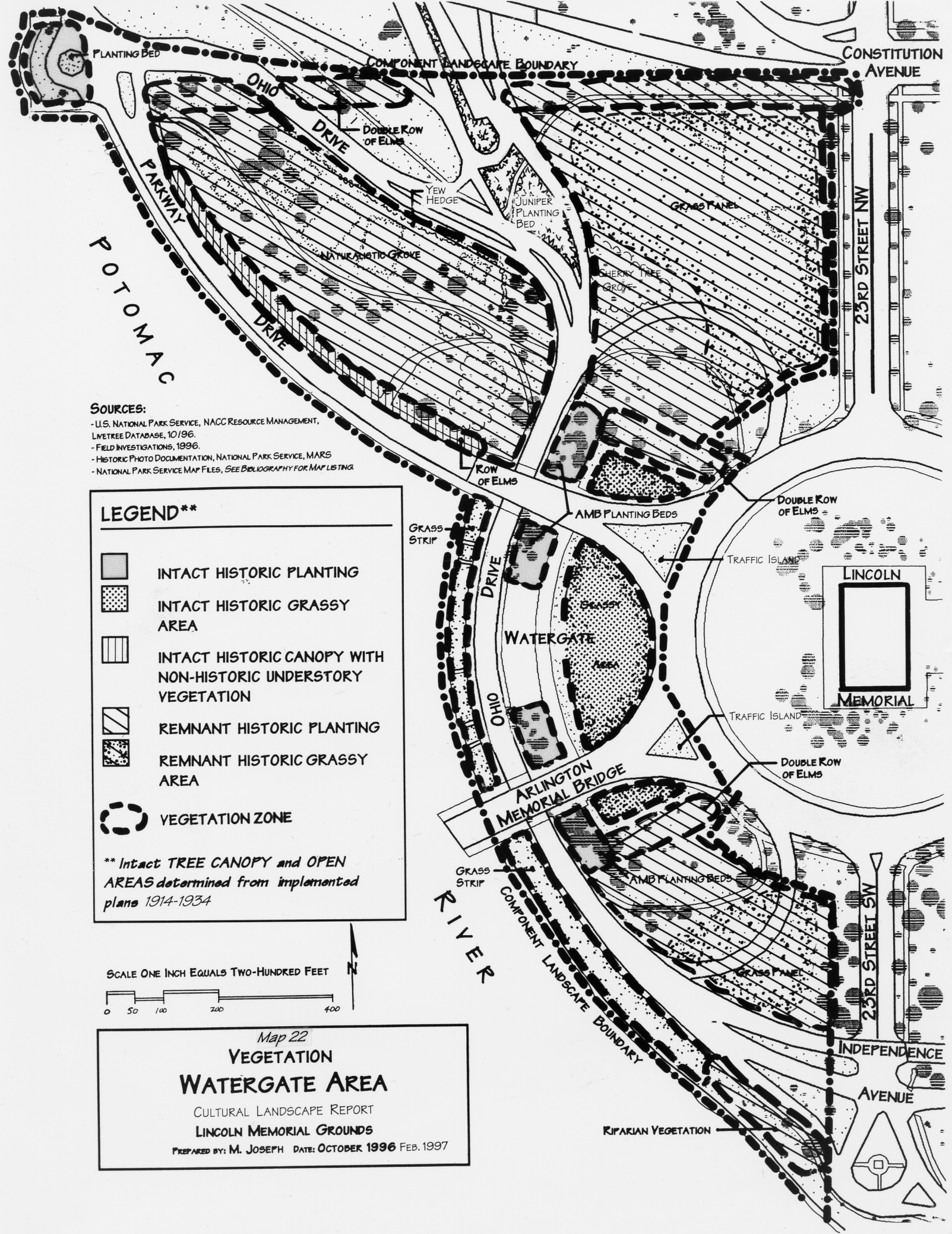
LEGEND**

-  INTACT HISTORIC PLANTING
-  INTACT HISTORIC GRASSY AREA
-  INTACT HISTORIC CANOPY WITH NON-HISTORIC UNDERSTORY VEGETATION
-  REMNANT HISTORIC PLANTING
-  REMNANT HISTORIC GRASSY AREA
-  VEGETATION ZONE

**** Intact TREE CANOPY and OPEN AREAS determined from implemented plans 1914-1934**



Map 22
VEGETATION
WATERGATE AREA
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997



Circulation

Vehicular Circulation. The development of a shoreline drive, with bridle and foot paths, along the Potomac River shoreline in 1907, marks the beginning of road construction for this component landscape. When the development of more formal roads around the Lincoln Memorial occurred in the 1920s, the shoreline road was modified to accommodate these changes. Remnants of the old roadway are still visible along sections of present-day Ohio Drive, southeast of the Ericsson Memorial.



Figure 98 - Aerial view of completed road system for the Watergate area, July 1937. U.S. Navy photo. MRC I-64.

In the fall of 1931, B Street North was widened, improved and renamed Constitution Avenue. The new route for Constitution Avenue lay slightly north of the old B Street and the historic 1791 shoreline. At the far western end of Constitution Avenue, at the river's edge and its intersection with Rock Creek and Potomac Parkway and 26th Street, NW, a terminus point was designed with a round planting bed and turnaround area for automobiles.

By 1932, the area directly west of the Lincoln Memorial had been transformed by an expansion of the shoreline behind a new seawall and by the construction of the abutment for Arlington Memorial Bridge, the Watergate steps and plaza and Parkway Drive or the approach road for Rock Creek and Potomac Parkway. The formal design of the approaches to the Lincoln Memorial from Arlington Memorial Bridge and Rock Creek and Potomac Parkway both emphasized and framed the open axis across the river to Arlington Cemetery and the Arlington House. Two small traffic islands were located where the approaches met the circular drive. At the Watergate plaza area, a road connected the two approaches. This road primarily functioned as a parking area for concession vehicles during the Watergate concerts, and otherwise limited parking

occurred here. The only other available parking locations in the Watergate area were along the northeast side of Parkway Drive. To manage the originally unanticipated automobile traffic at Lincoln Circle from the bridge entrance and the parkway approach, the riverside drive, known as Ohio Drive, was routed directly in front of the Watergate steps and through underpasses constructed under the Arlington Memorial Bridge and the parkway. The northern end of the drive (then referred to as Underpass Drive) was then rerouted through the golf course area in the northwestern part of West Potomac Park, where it intersected with Constitution Avenue just east of the terminus point. During the same time period, a service road for park vehicles, which was designed to provide access to a storage area located under Parkway Drive, was constructed between Constitution Avenue and the underpass road.

Significant road improvements occurred in the 1940s when the D.C. Department of Highways and the Public Works Administration constructed the western extension of Independence Avenue through West Potomac Park. The new extension met the drive (Ohio Drive) north of the Ericsson Memorial and followed an easterly route on an alignment of an older east/west park road. At this time, a cloverleaf configuration was also constructed



Figure 99 – Aerial of Independence Avenue and cloverleaf pattern before construction of Theodore Roosevelt Bridge, January 27, 1960. MRC 1-108.

north and south of the Watergate steps plaza to accommodate the increase in traffic and to provide safe on/off ramps from Ohio Drive to Lincoln Circle and the approaches. The traffic islands at the circle were enlarged at this time to control traffic from the approaches to Lincoln Circle. The previously granite block pavers filling in the islands were removed in favor of grass.

The last major change in vehicular circulation occurred in 1964 with the completed construction of a segment of a proposed inner loop freeway and the Theodore Roosevelt Bridge across the Potomac River. The impact of a new network of roads on Constitution Avenue, west of 23rd Street, was significant. The on/off ramps required for the bridge and freeway made the previous configuration of Constitution Avenue impossible to maintain. The Constitution Avenue approach to the formal terminus was thus eliminated in favor of curving ramps and new access roads. In 1984 the road at the top of the Watergate steps was removed and sodded over, but the granite curb remained along the sidewalks edge.

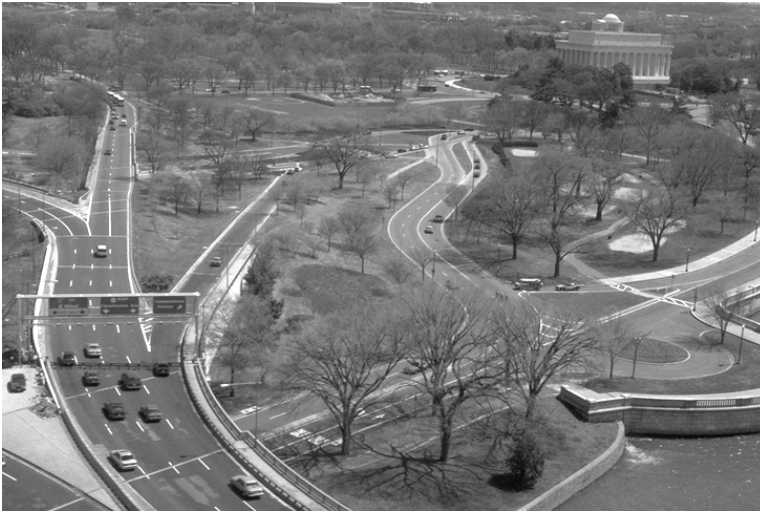


Figure 100 - Aerial view of Roosevelt Bridge and its connection to Constitution Avenue and Ohio Drive, April 1996. MRC 3-27.



Figure 101 - Ohio Drive (Riverside Drive) and underpass for Arlington Memorial Bridge, June 1996. LINC 9-11.

Again the traffic islands were modified and enlarged a second time, and remained an open grassy area.

Although much of the symmetrical and formal road plan outlined first in the McMillan Commission Plan of 1902 and incorporated later into the design for the Arlington Memorial Bridge, Rock Creek and Potomac Parkway, and the Watergate remains intact, the changes brought by the extension of Independence Avenue and the construction of the Roosevelt Bridge and freeway segment, did alter the historic landscape. Most of these changes have occurred north of the Watergate area, where in the 1940s a cloverleaf ramp was added and in the 1960s Constitution Avenue and Ohio Drive were reconfigured. Changes in vehicular circulation south of the Watergate plaza have had a less dramatic impact

on the landscape around Lincoln Circle. Here, only a cloverleaf ramp was constructed. See Map 23 *Watergate area - Vehicular Circulation* for graphic representation of contributing and non-contributing features.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none"> 1. Arlington Memorial Bridge 2. Parkway Drive 3. Ohio Drive 4. Service road to storage area 5. Remnant Constitution Avenue terminus 	<ol style="list-style-type: none"> 1. Independence Avenue extension 2. On and off ramps at Ohio Drive (cloverleaf pattern) 3. Theodore Roosevelt Bridge on and off ramps 4. Size of traffic islands on Lincoln Circle