Appendix D:
George Washington Memorial Parkway NRHP Nomination

NPS Form 10-900
(Rev. 8/93)

OMB No. 1024-0018

VLR 10/8/91
NRHP 6/2/95

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INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE
NATIONAL REGISTER BRANCH

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 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 #029-0228

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street & number: Turkey Run Park [ ] not for publication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 [✓] 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 [✓] meets [ ] does not meet the National Register Criteria. I recommend that this property be considered significant [✓] nationally [ ] statewide [ ] locally. [ ] See continuation sheet for additional comments.

Dwight T. Pitcaithley 4.24.95

Signature of certifying official Date

NPS

State or Federal agency and bureau

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

Julia I. Novsmik 1-18-95

Signature of commenting or other official Date

Virginia Department of Historic Resources

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

[✓] entered in the National Register — Patrick Andrus — 6/2/95
[ ] 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):

Signature of Keeper Date of Action

5. Classification

ownership of 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
	5.21	miles retaining walls	____	sites
	12.49	barrier walls	4	structures
	35	culverts	objects	
	973	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)

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

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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.

> 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]

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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.

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

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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.

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]

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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.

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 Burlew, 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.

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

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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.

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 I, 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.

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.

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.

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]

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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*.

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

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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.

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.

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 196l; 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 l959; 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 l959; 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 l959; 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 (3300-0llP): 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 l949; 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.

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 l962; 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 l961; 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 l962; 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 l961; 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 l967; 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 l961; 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.
[x] B. Property is associated with the lives of persons significant in our past.
[x] 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.
[x] G. Property is less than 50 years of age or achieved significance within the past 50 years.

areas of significance (enter categories from instructions)
transportation/vehicle-road related
landscape architecture
other/person

period of significance
1930-1966

significant dates
1930, 1966

significant person
(complete if criterion B is marked above)
George Washington

cultural affiliation
N/A

architect/builder
NPS and Bureau of Public Roads
(Federal Highway Administration)

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
[x] Federal agency
[ ] local government
[ ] university
[x] 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	xxxxxxx	xxxxxxx	3	xx	xxxxxxx	xxxxxxx
2	xxx	xxxxxxx	xxxxxxx	4	xx	xxxxxxx	xxxxxxx

[x] See continuation sheet.

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 — date: November 1993

street & number: 12795 W. Alameda Parkway, PO Box 25287 — telephone: (303)969-2909

city or town: Denver — state: Colorado — zip code: 80225-0287

Additional Documentation

submit the following items with the completed form:

[ ] continuation sheets

[X] 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

[X] 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 — telephone: (703) 285-2600

city or town: McLean — state: VA — 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.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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

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
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

GEORGE WASHINGTON MEMORIAL PARKWAY
(South of Potomac River)

	ZONING/EASTING	NORTHING	USGS QUAD
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

CLARA BARTON PARKWAY
(George Washington Memorial Parkway)

	ZONING/EASTING	NORTHING	USGS QUAD
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

29-
228

GEORGE WASHINGTON MEMORIAL PARKWAY

TURKEY RUN PARK

UTM REFERENCES

A. 18/311180/4315470
B. 18/313920/4315040
C. 18/315160/4313440
D. 18/315340/4311840
S. 18/314910/4311330
T. 18/314430/4313560
U. 18/314080/4313860
V. 18/313620/4312570
W. 18/312840/4312800
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FF. 18/314180/4315760
KK. 18/315320/4313630
LL. 18/314030/4315300
MM. 18/311650/4315670
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OO. 18/308430/4316580

eorge Washington
emorial Parkway 57'30"

Turkey Run Park

TM References:

18/316280/4311290
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18/320680/4307570
18/321200/4305800
18/320530/4305680
18/320720/4306130
18/320230/4306110
18/320220/4306640
18/320730/4306600
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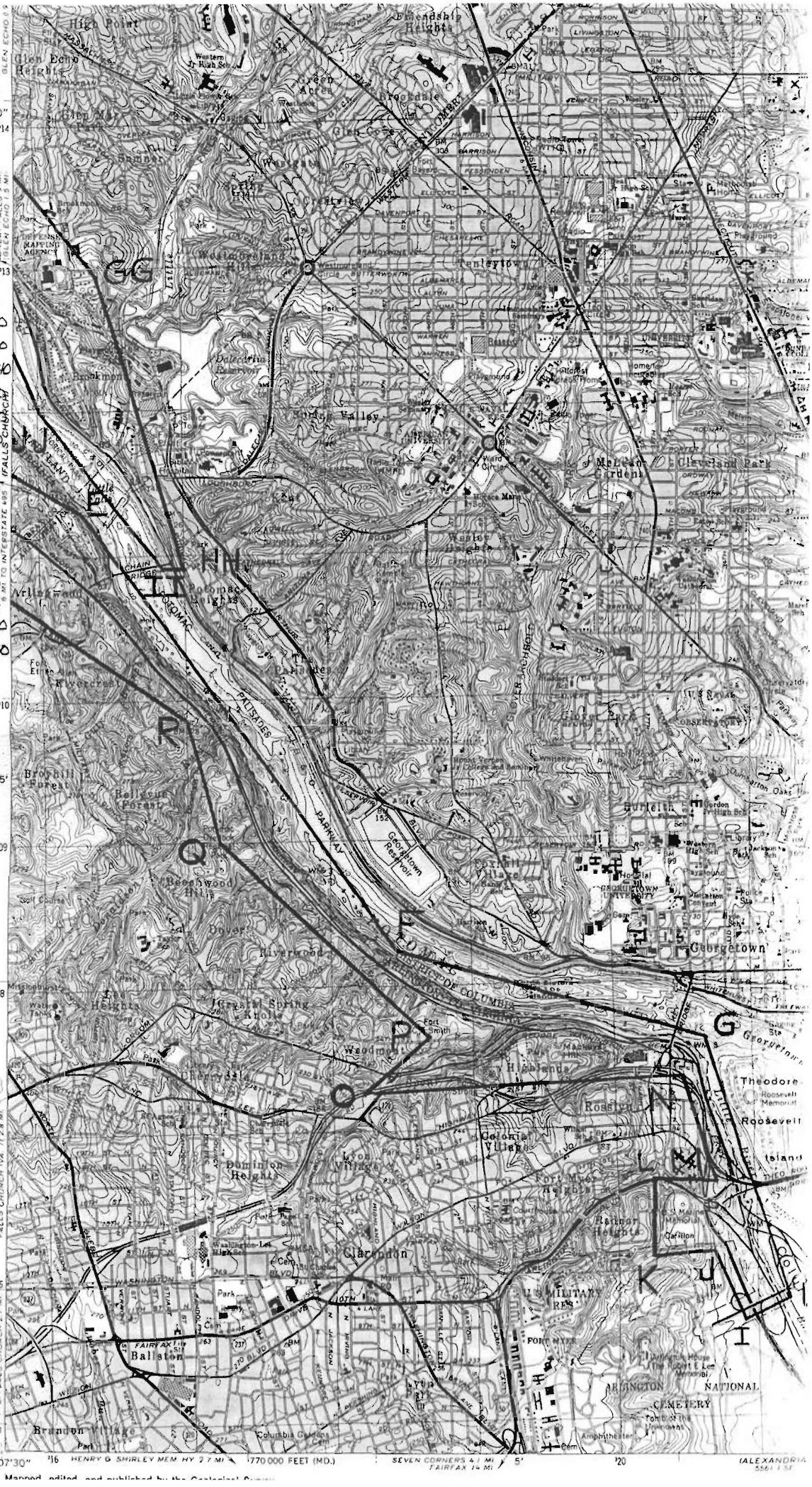
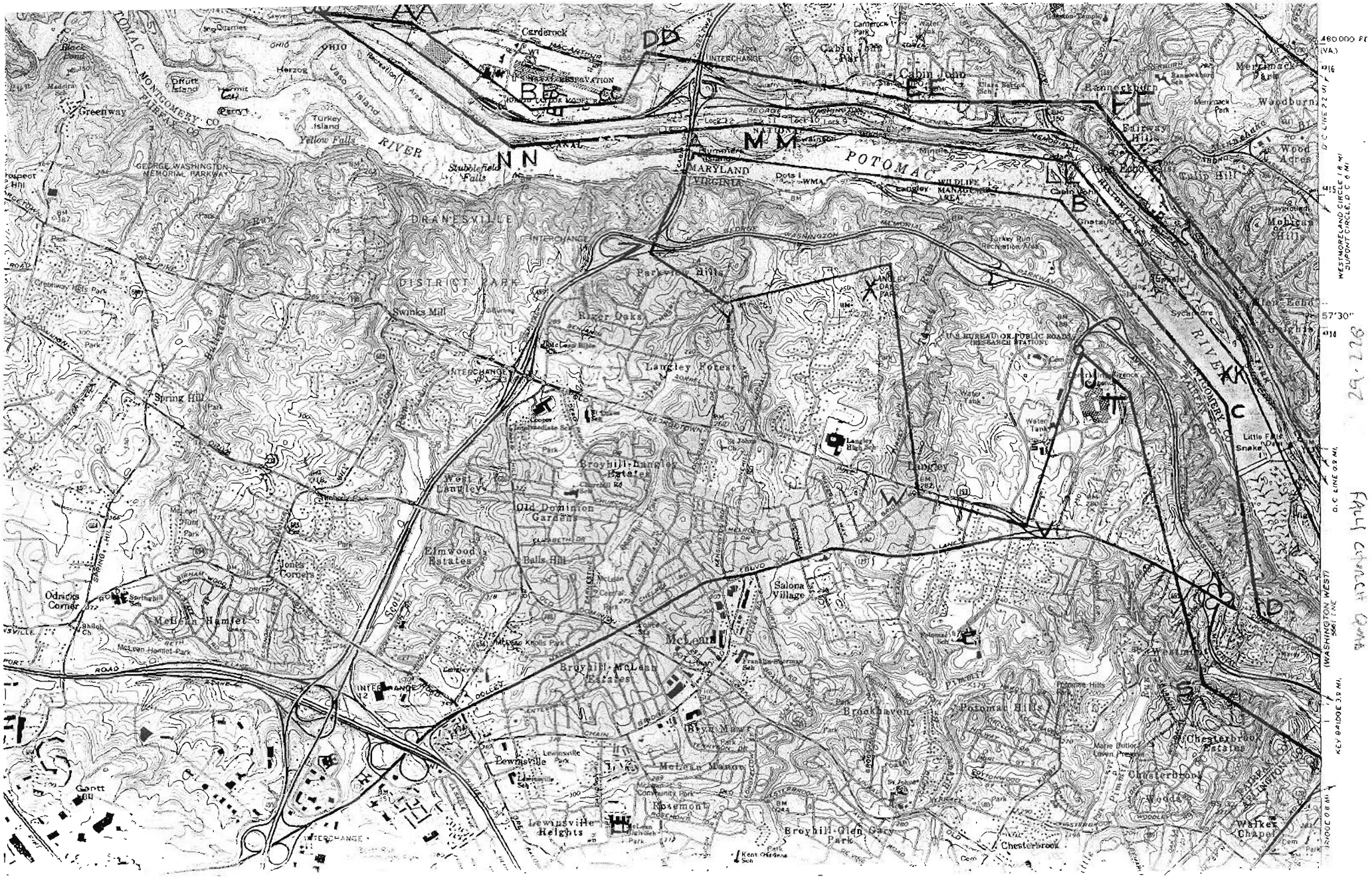
WASHINGTON WEST QUAD

29,228




POTOMAC
RIVER
MARYLAND
VIRGINIA
MONTGOMERY CO
FAIRFAX CO
GEORGE WASHINGTON MEMORIAL PARKWAY
DRANESVILLE
DISTRICT PARK
Cerderock
Cabin John
Bannockburn
Fairway Hills
Wood Acres
Tulip Hill
Merrimack Park
Waodburn
Mohican Hills
Parkview Hills
River Oaks
Langley Forest
Langley
Swinks Mill
Spring Hill
West Langley
Old Dominion Gardens
Elmwood Estates
Balls Hill
Jones Corners
Odricks Corner
McLean Hamlet
Salona Village
McLean
Broyhill-McLean Estates
Brookhaven
Potomac Hills
St Chesterbrook Estates
Chesterbrook
Woodley
Walker Chapel
Bryn Mawr
Lewinsville
Lewinsville Heights
Rosemont
Broyhill-Glen Gary Park
Gantt Hill
Greenway
Turkey Island
Yellow Falls
Stubblefield Falls
Little Falls
Snake
Turkey Run Recreation Area
U.S. BUREAU OF PUBLIC ROADS RESEARCH STATION
WILDLIFE MANAGEMENT AREA
480 000 FEET (VA.)
57'30"
WESTMORELAND CIRCLE 1.8 MI
DUPONT CIRCLE, D.C. 6 MI
D.C. LINE 0.2 MI
KEY BRIDGE 3.0 MI
(WASHINGTON WEST)
29.778
FALLS CHURCH QUAD

Appendix E:
Parkways of the National Capital Region, 1913-1965
NRHP Multiple Property Submission

NPS Form 10-900-b
Jan. 1987

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

VLR 10/08/1991
NRHP 6/2/95

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

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.

X See continuation sheet

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

[X] 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

[X] See continuation sheet

Primary location of additional documentation:

- [ ] State historic preservation office
- [ ] Other State agency
- [XX] Federal agency
- [ ] Local government
- [ ] University
- [ ] 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

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 Parkways" 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.

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[3] MNCP&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.

X See continuation sheet

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 Williss, 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.

X See continuation sheet

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]

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[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.

X See continuation sheet

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

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[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 Virginia[18]; 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]

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[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]

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[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.

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[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 Klingle 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

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[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

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[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.

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[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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SUITLAND 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]

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[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, 1948), 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

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[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 [illegible]ty-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.

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[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.

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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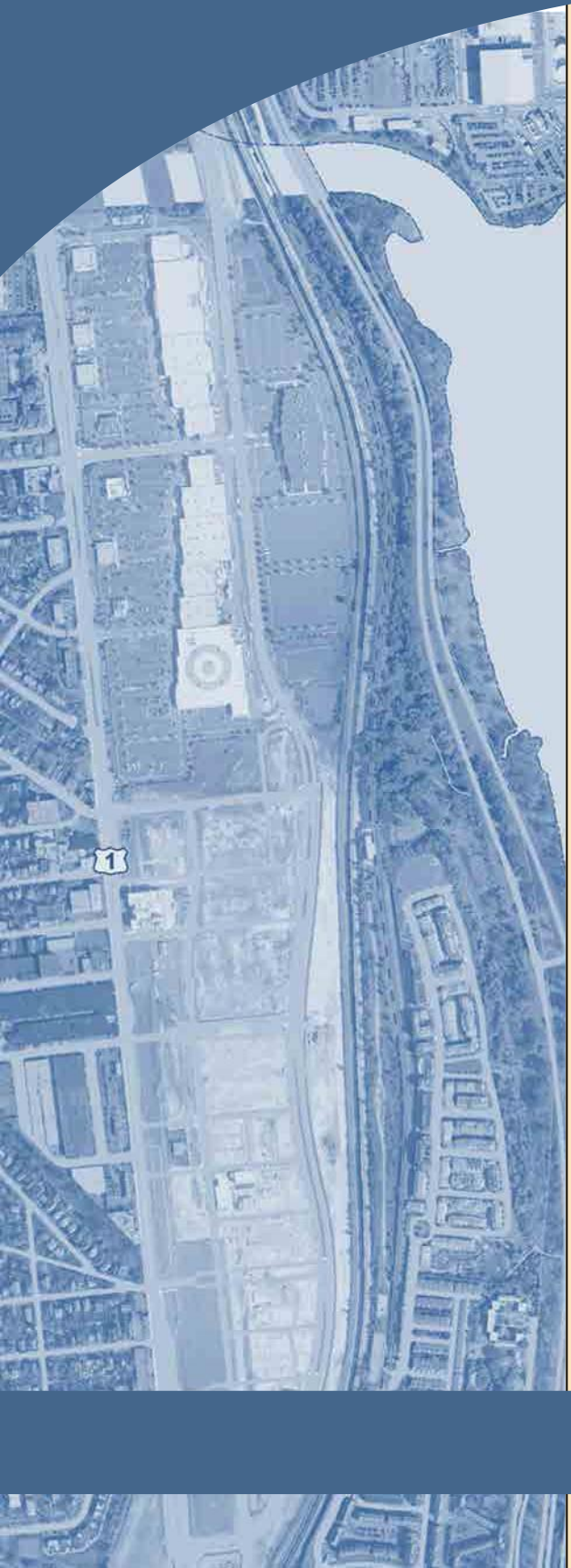
Appendix F:
Greens Scenic Area Easement Background

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 through12** 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

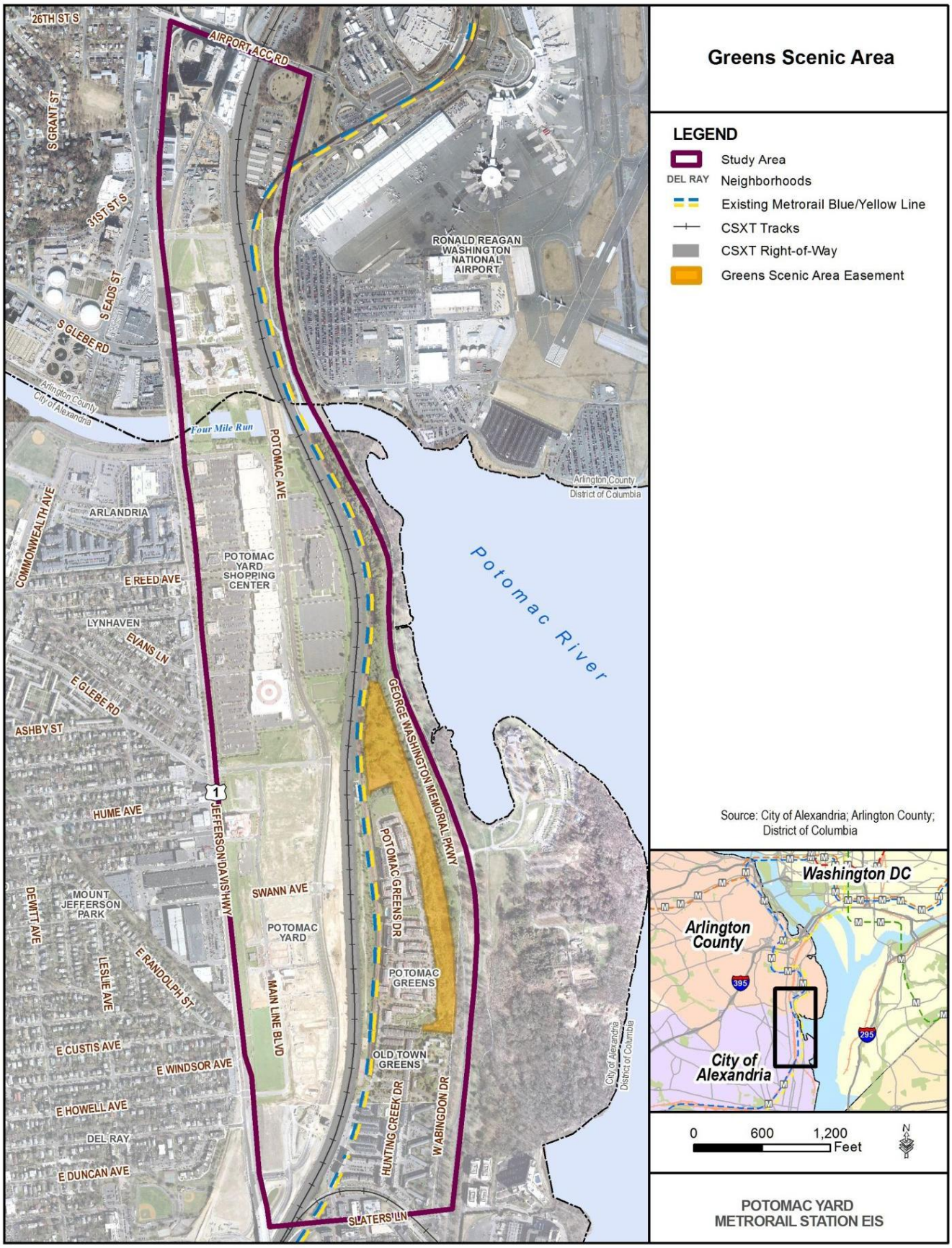

Figure 2: Greens Scenic Area Easement and Adjacent Parklands

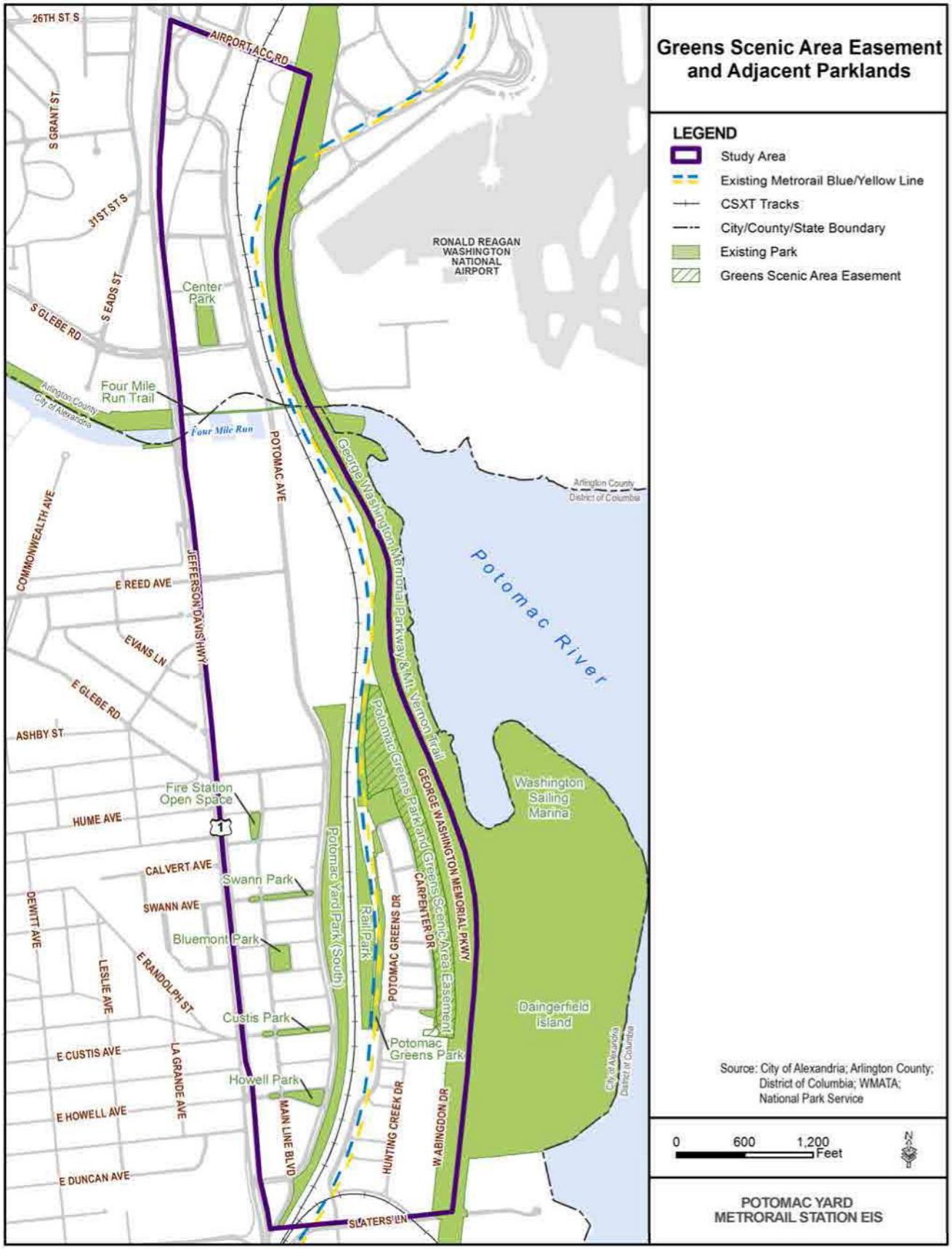

Figure 3: Greens Scenic Area Easement and Historic Architectural Resources

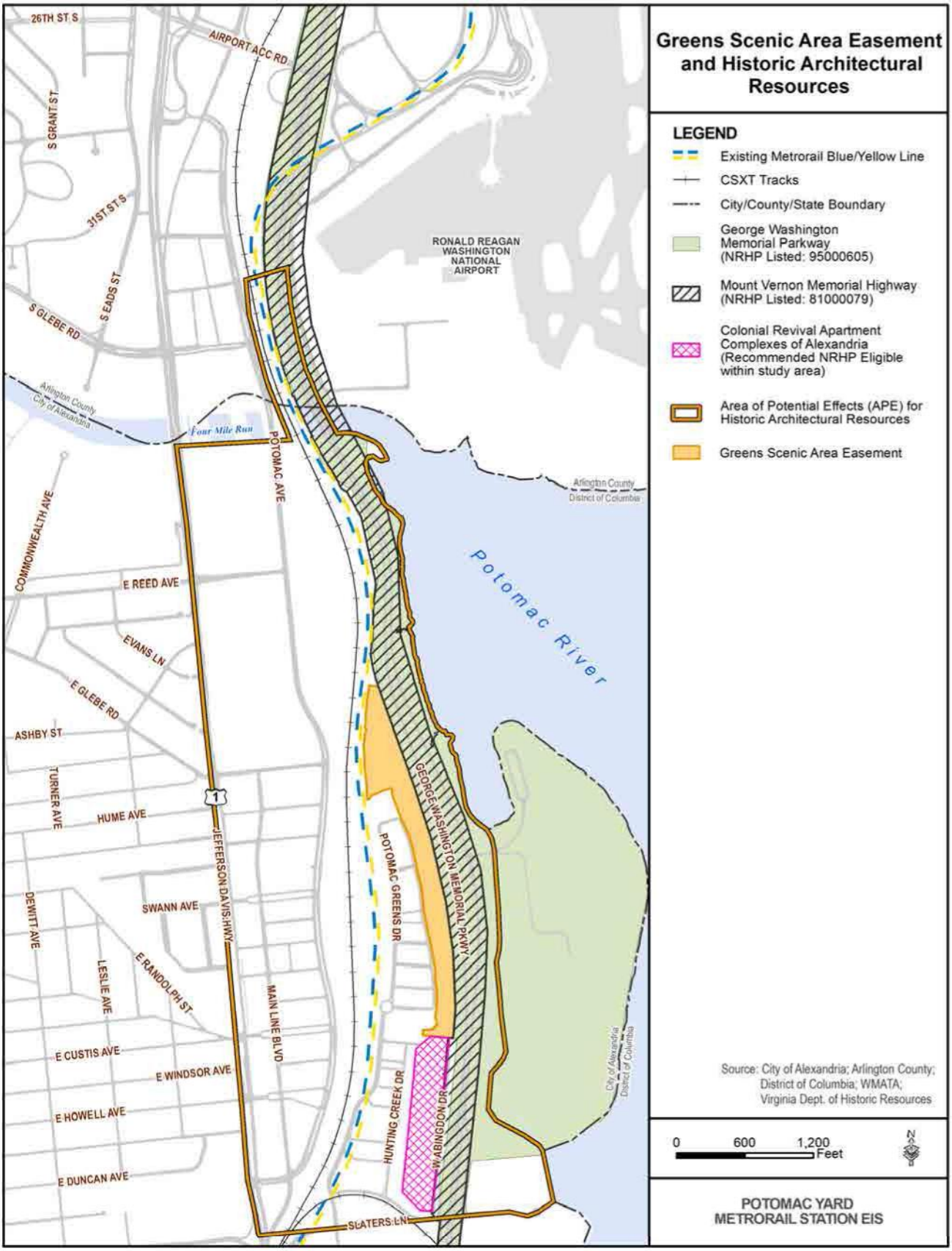

Photo 1: Wetland area within Greens Scenic Area, view north with GWMP in background

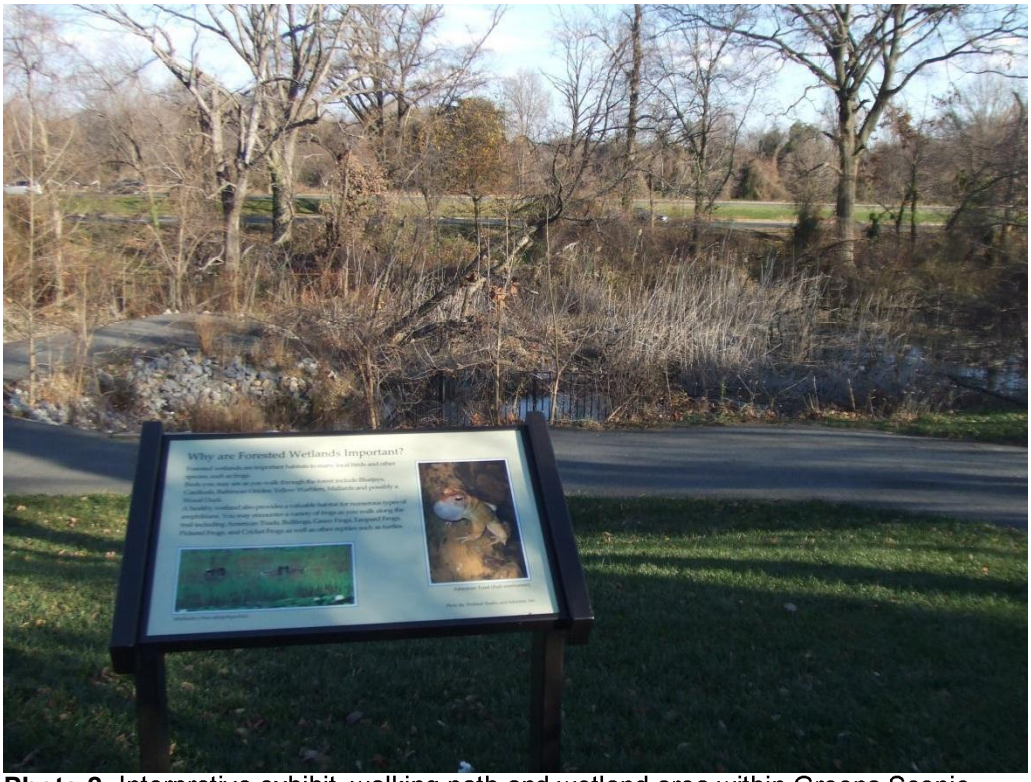

Photo 2: Interpretive exhibit, walking path and wetland area within Greens Scenic Area; view east with GWMP in background

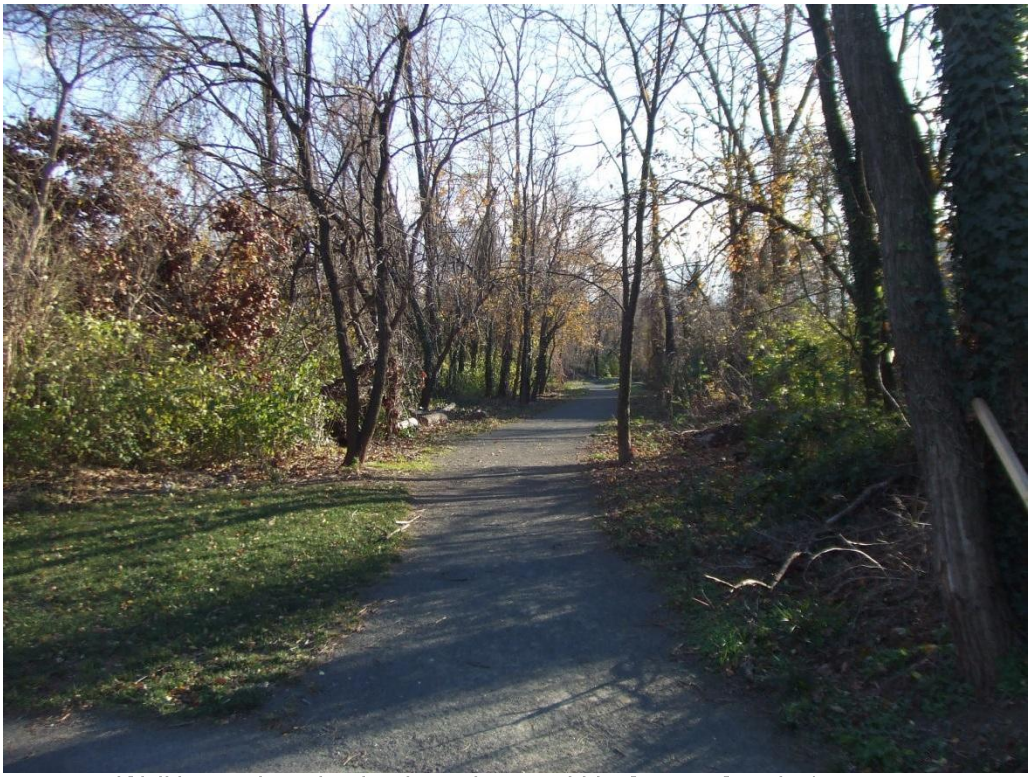

Photo 3: Walking path and upland treed area within Greens Scenic Area

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 000005341[1], 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 deeds 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 050027503[2], 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

RECORDED BY
M. Warwick
COMPARED BY
M. Warwick
MAILED TO
Armistead L. Boothe 108 North Saint Asaph St. Alex., Va.
10/31/38

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY

to and from AGREEMENT

UNITED STATES OF AMERICA

THIS INDENTURE Made this 12th day of February, 1938, by and between the RICHMOND, FREDERICKSBURG AND POTOMAC 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

BOOK No. 443

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

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. 145.51 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. 59° 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 party, 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

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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

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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 metes 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;

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(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

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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 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 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

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(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.

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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 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 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 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 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

ATTEST:

W. P. TERRY
Secretary.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY

BY: NORMAN CALL
President.

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CORPORATE SEAL

ATTEST:

J. T. HARRIGAN
Asst. Secretary.

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.

CORPORATE SEAL

ATTEST:

J. T. HARRIGAN
Asst. Secretary.

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.

CORPORATE SEAL

ATTEST:

J. W. BOSLEY
Asst. Secretary.

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.

S E A L, Department of the Interior.

ATTEST:

FLOYD E. DOTSON
Chief Clerk.

THE UNITED STATES OF AMERICA

BY: HAROLD L. ICKES
Secretary of the Interior.

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

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

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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. CROMWELL
Notary Public

My Commission expires
May 1, 1939.

DISTRICT OF COLUMBIA SS:

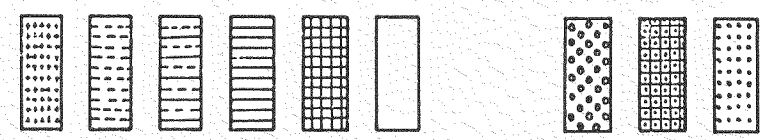
I, GLENN D. THOMPSON, a Notary Public in and for the District of Columbia, do hereby certify that HAROLD L. ICKES, Secretary of the Interior of the United States of America, party to a certain deed bearing date on the 12th day of February, 1938, and hereto annexed, personally appeared before me in said 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.

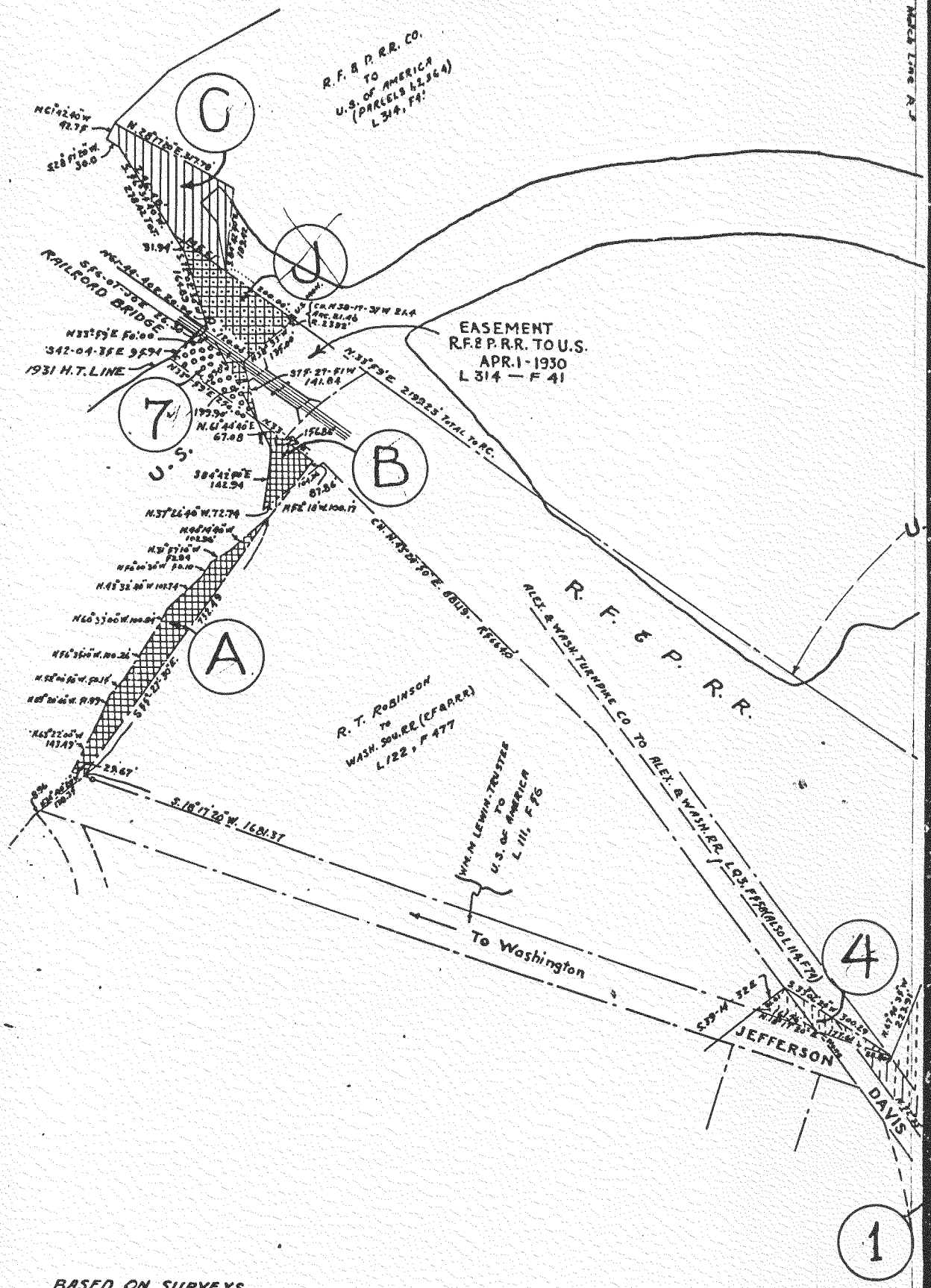
GLENN D. THOMPSON

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.

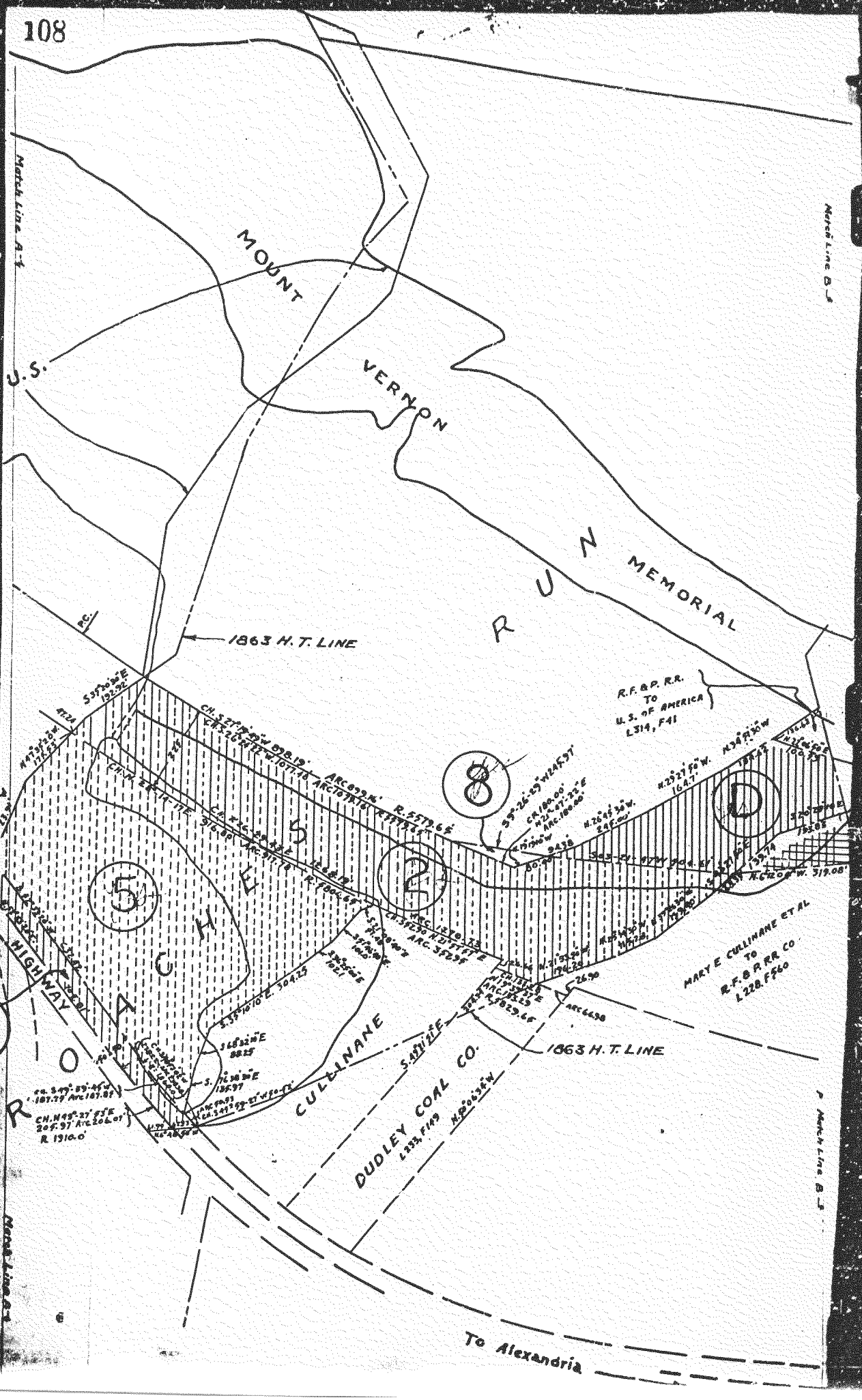


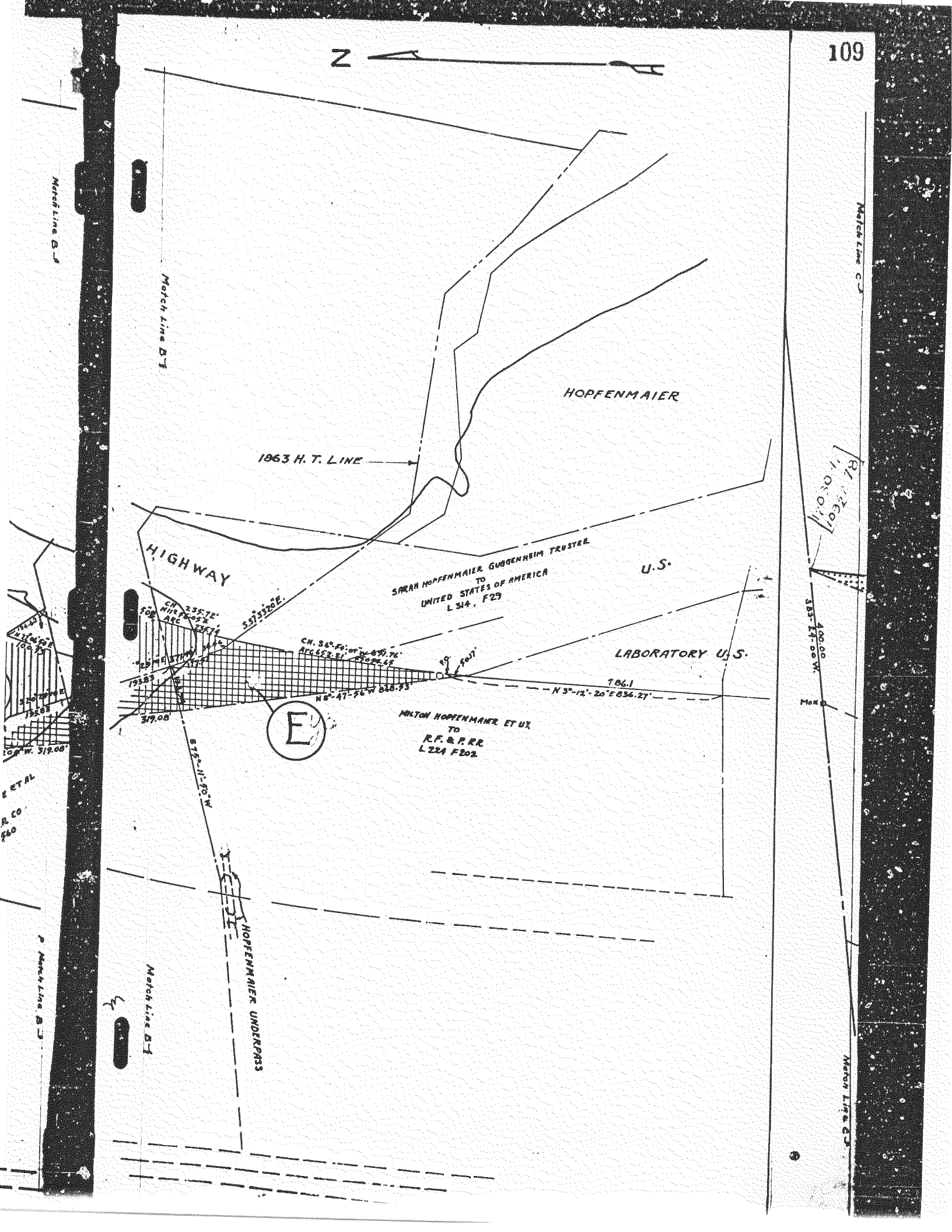
BASED ON SURVEYS

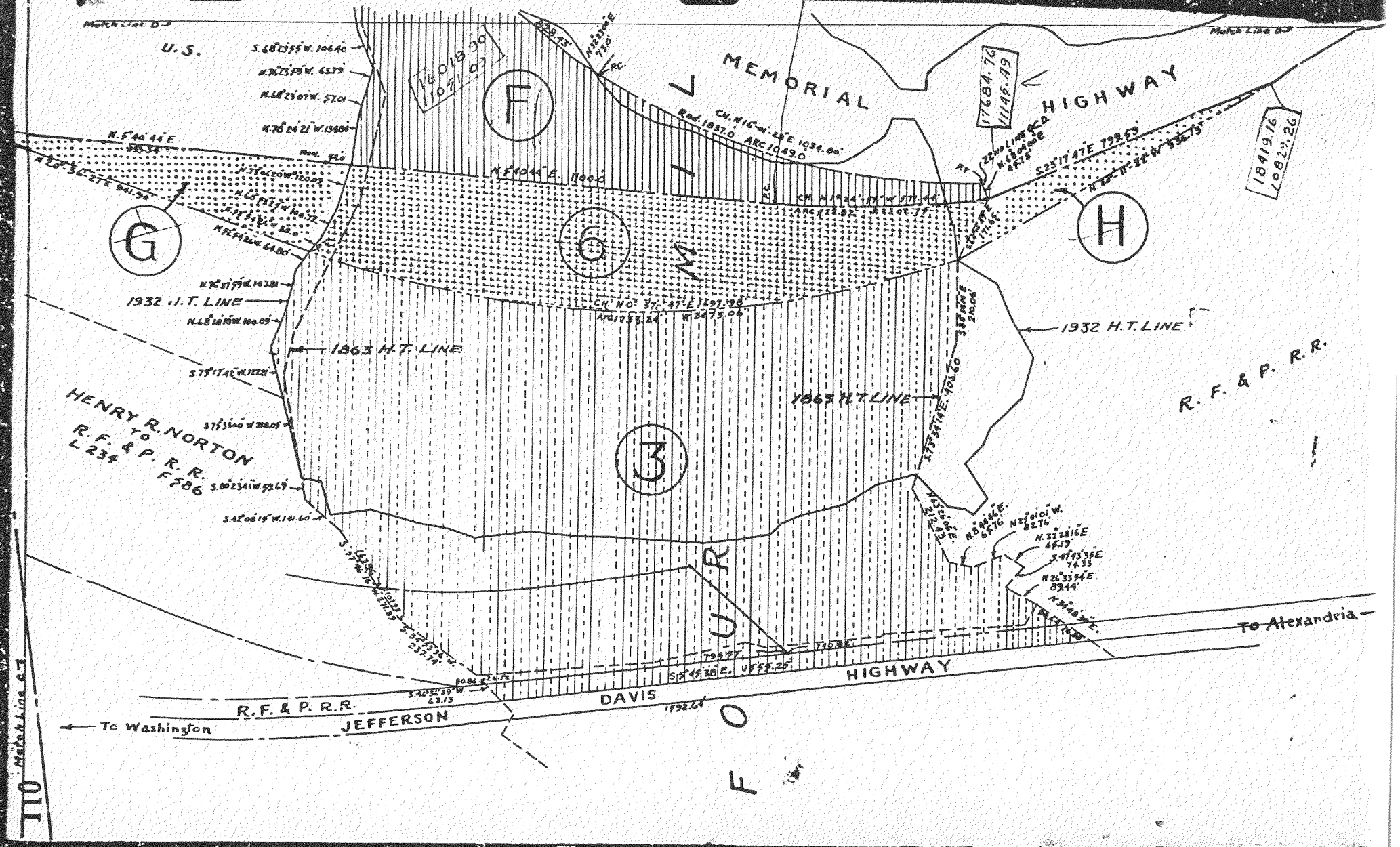
FEB. 1932 BY OFFICE OF PUB. BLDGS. & PUB. PARKS. PLAN FILE NO. 8-85

DEC 5. 1932 BY NATIONAL CAPITAL PARK AND PLANNING COMM. PLAN FILE NO. 117-5-14-SHEET 5

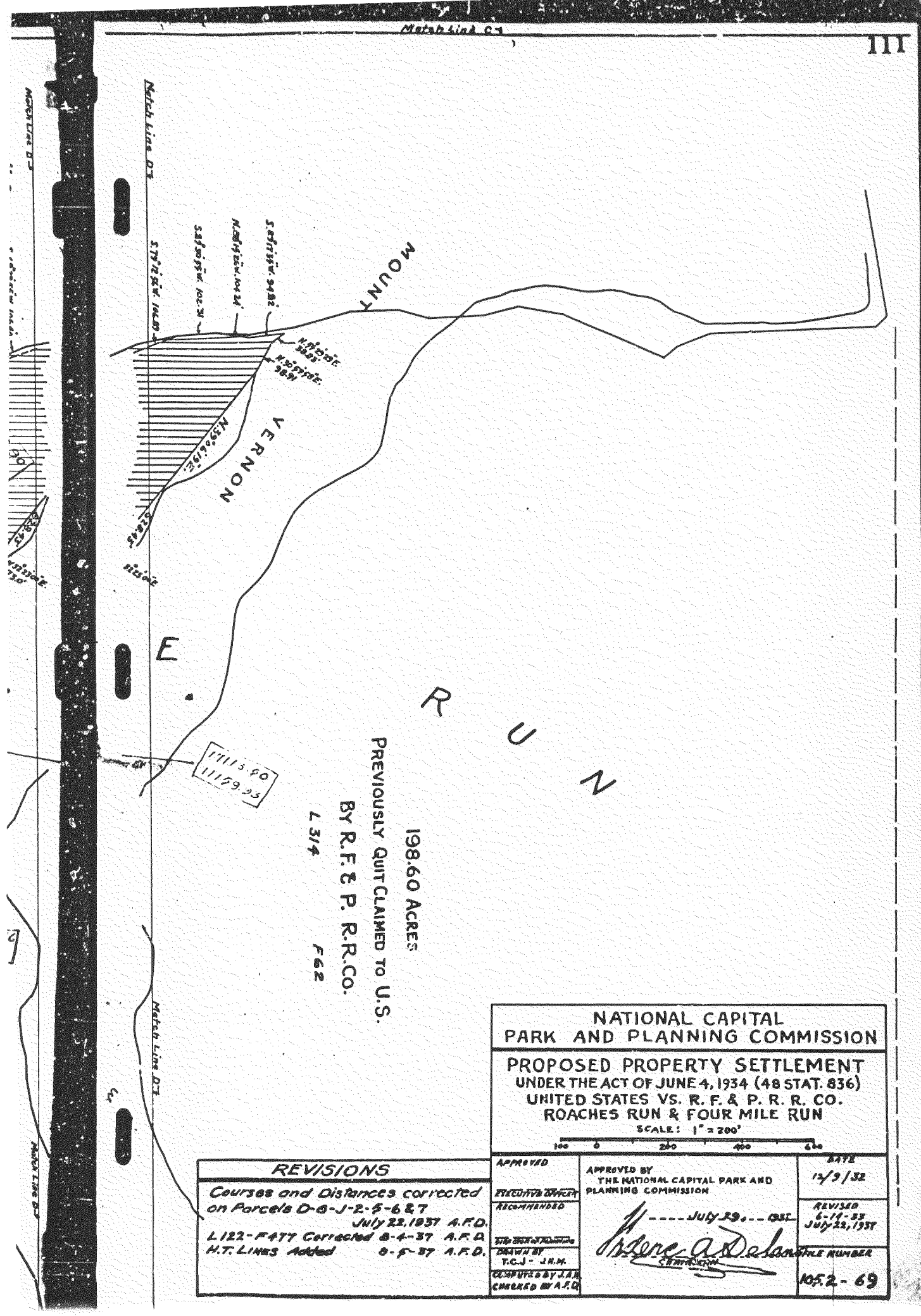
BOOK No. 443


MOUNT VERNON
U.S.
RUN
MEMORIAL
Match Line A-1
Match Line B-1
1863 H.T. LINE
R.F. & P. R.R. TO U.S. OF AMERICA L314, F41
MARY E CULLINANE ET AL TO R.F. & P. R.R. CO. L228, F560
CULLINANE
DUDLEY COAL CO. L233, F149
HIGHWAY
To Alexandria
5
8
D


N
HOPFENMAIER
1863 H. T. LINE
HIGHWAY
SARAH HOPFENMAIER GUGGENHEIM TRUSTEE
TO
UNITED STATES OF AMERICA
L 314, F29
U.S.
LABORATORY U.S.
S 57°52'20" E.
CH. S 62°-54'-00" E
ARC 652.21'
N 8°-47'-56" W 628.93
N 3°-12'-20" E 836.27'
786.1
319.08
S 83°-24'-00" W.
400.00
MILTON HOPFENMAIER ET UX
TO
R.F. & P. R.R.
L 224 F202
E
S 72°-11'-20" W
HOPFENMAIER UNDERPASS
Match Line B-1
Match Line C-1
Match Line B-1
Match Line C-1
Match Line B-1


Match Line D
U.S.
MEMORIAL
HIGHWAY
F
G
H
J
1932 H.T. LINE
1863 H.T. LINE
HENRY R. NORTON
TO
R.F. & P. R.R.
L 234
F 506
R.F. & P. R.R.
To Alexandria
To Washington
JEFFERSON
DAVIS
HIGHWAY
R.F. & P. R.R.
Match Line E

BOOK No. 443


Match Line D-7
Match Line D-7
MOUNT
VERNON
E.
RUN
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'
100 0 200 400 600
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 8-5-37 A.F.D.
APPROVED
EXECUTIVE OFFICER
RECOMMENDED
DRAWN BY
T.C.J. - J.H.M.
COMPUTED BY J.A.R.
CHECKED BY A.F.D.
APPROVED BY
THE NATIONAL CAPITAL PARK AND PLANNING COMMISSION
July 29, 1937
CHAIRMAN
DATE
12/9/32
REVISED
6-14-33
July 22, 1937
FILE NUMBER
105.2-69

BOOK No. 443

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.

Teste;

C. BENJ. LAYCOCK, Clerk.

o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o o

RECORDED BY [signature]
COMPARED BY M. Warwick
MAILED TO Wm. James Baumbach 4439-15th Street N. Arl., Va. 10/10/38

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 _____ (SEAL)

Title PRESIDENT

Attest: J. J. Newbauer, Jr.
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.

J. J. Newbauer, Jr. (SEAL)
SECRETARY

FAIRCHILD AND COMPANY, INC.

By Charles M. Fairchild (SEAL)

Title President

Attest: Elizabeth M. Fairchild
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.

Elizabeth M. Fairchild (SEAL)

(SEAL)
Charles Fairchild

(SEAL)
Elizabeth Fairchild

DISTRICT OF COLUMBIA : ss.

I hereby certify that on this day, before me, an officer of the District of Columbia, duly authorized to take acknowledgments, personally appeared XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX CHARLES M. FAIRCHILD ____________________, a duly authorized officer of Fairchild and Company, Inc.; and Charles Fairchild and Elizabeth Fairchild, husband and wife, to me known to be persons described in and who executed the foregoing Exchange Agreement, and severally acknowledged before me that they executed the same as such officers, pursuant to their authorizations, in the name of and for and on behalf of the said corporations and governmental bodies.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on this 6th day of July, 1970.

Notary Public

My commission expires:
November 30, 1972

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 2nd day of July, 1971. My Commission Expires: August 6, 1972.

E. A. Wallace
Notary Public

UNITED STATES DEPARTMENT OF THE INTERIOR

By Walter J. Hickel (SEAL)

Title _____

CITY OF WASHINGTON)
) SS
DISTRICT OF COLUMBIA)

I hereby certify that on this 5th day of June, 1970, before me, the subscriber, a Notary Public in and for the District of Columbia, personally appeared Walter J. Hickel, to me known and by me duly sworn, did depose and say that he is the Secretary of the Interior of the United States of America, a party in the foregoing instrument; that he knows the seal of the Department of the Interior of the United States of America, and that the seal affixed to said instrument is the official seal of the Department of the Interior and was affixed thereto by his order; that said instrument was signed and sealed on behalf of the United States of America by virtue of the authority contained in the Act of July 15, 1968 (82 Stat. 354); and that he acknowledged the said instrument to be the act and deed of the United States of America for the purposes therein expressed.

Harold L. Carlson
Notary Public

My commission expires:

My Commission expires
November 14, 1973

EXHIBIT "A"

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY

Lease 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

EXHIBIT "B"

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 "A"

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, S19° 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 are 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°32'41" 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.

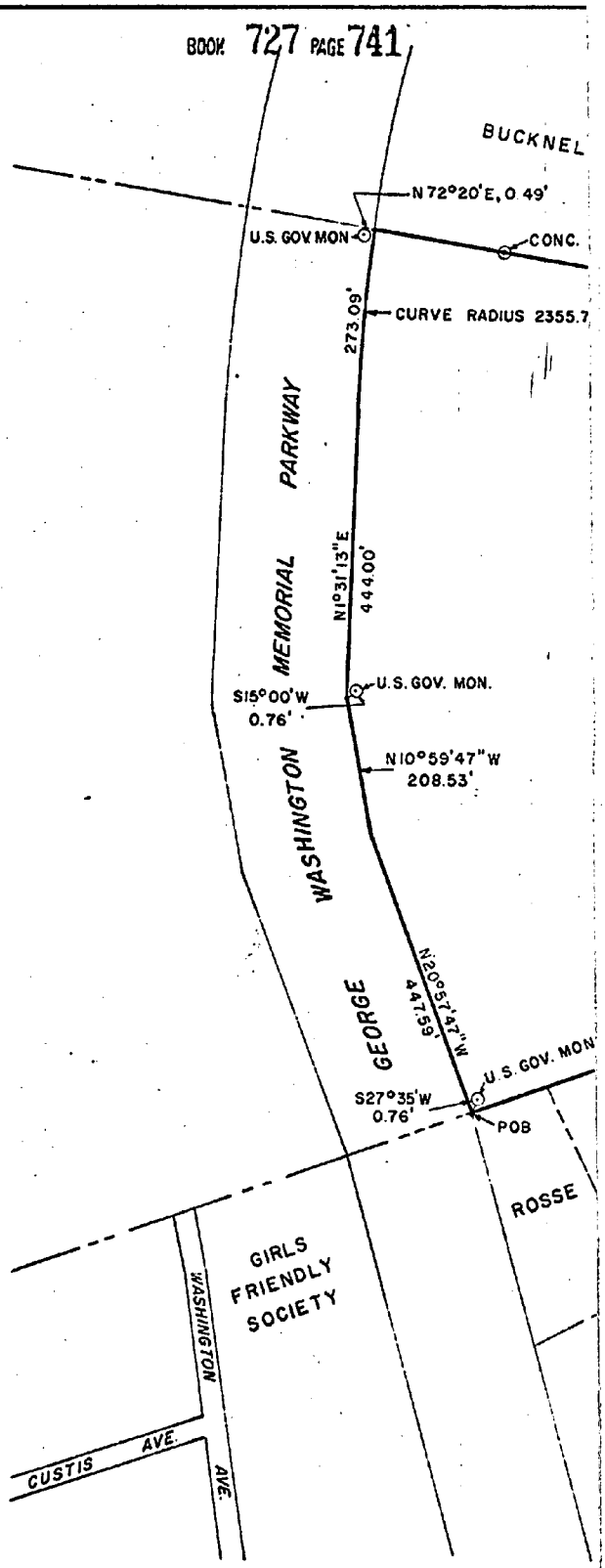
(5) The Permittee will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the Superintendent 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.

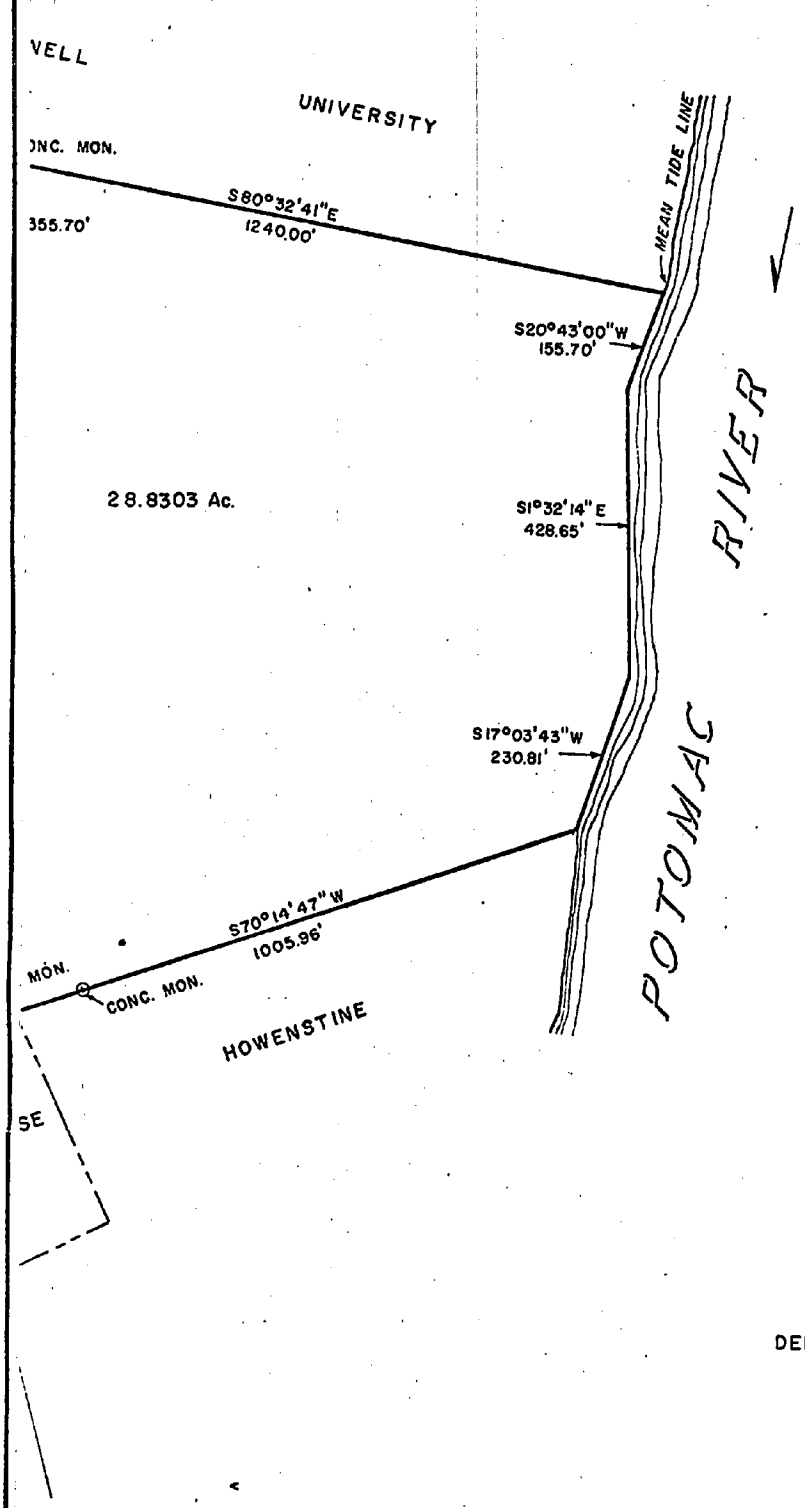
(7) The Permittee will include the provisions of Paragraphs (1) through (7) in every subcontract of purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, as amended, so that such provisions 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.

Alvin W. Fowler Clerk



DR. BY	
CK. BY	
APP BY	



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 "B" 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

Jeffrey A. Hoffman
ATTEST

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

COMMONWEALTH ATLANTIC LAND I INC.,
a Virginia corporation

ATTEST

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

COMMONWEALTH ATLANTIC LAND V INC.,
a Virginia corporation

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

STATE OF VIRGINIA
~~COUNTY~~ CITY OF ALEXANDRIA, to-wit:

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 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~~ CITY OF ALEXANDRIA, to-wit:

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 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~~ CITY OF ALEXANDRIA, to-wit:

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

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

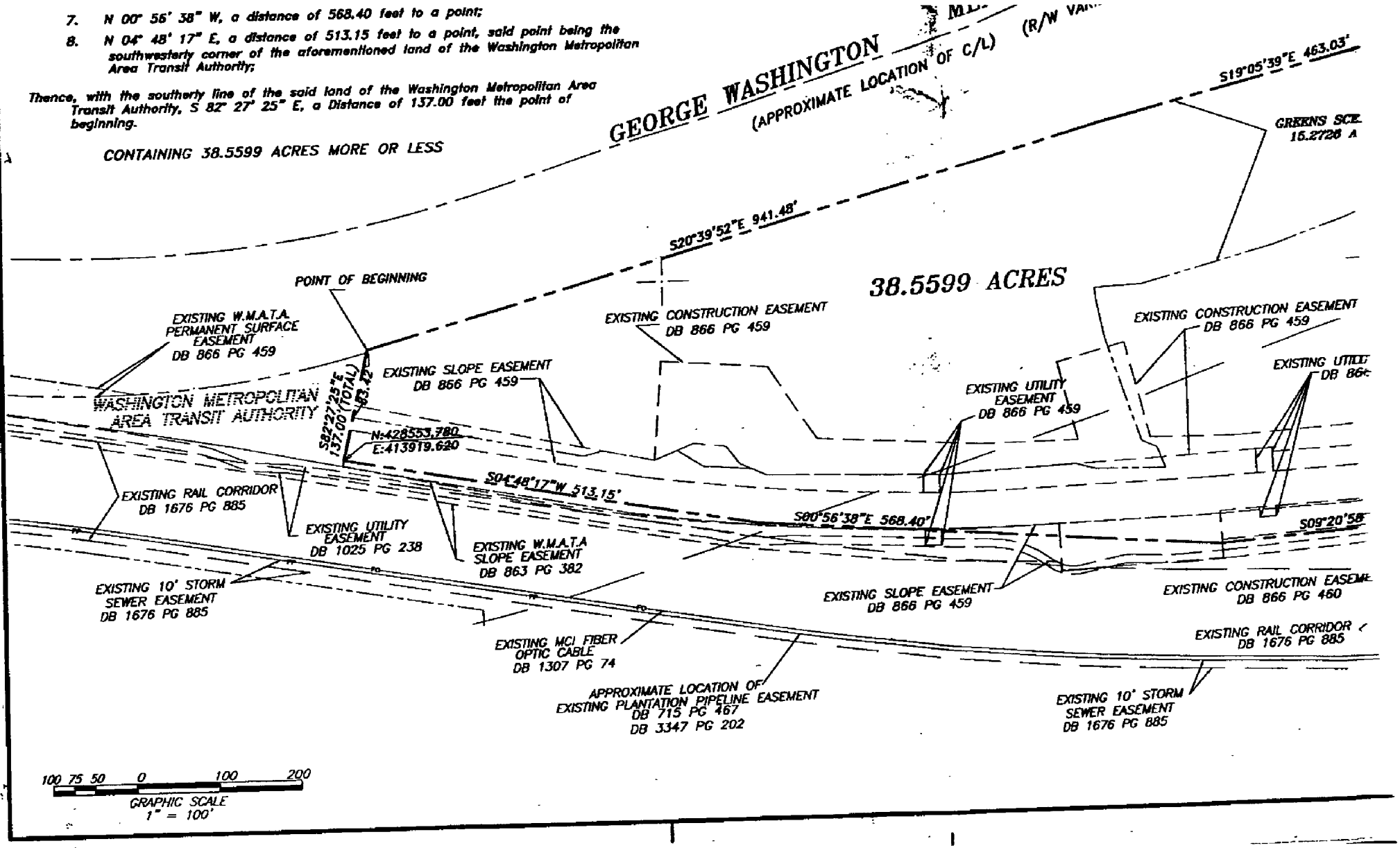
BY: _____ (DC)
PLAT ATTACHED

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 38.5599 ACRES MORE OR LESS



PG0038

POTOMAC GREENS

Beginning at 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 said 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;

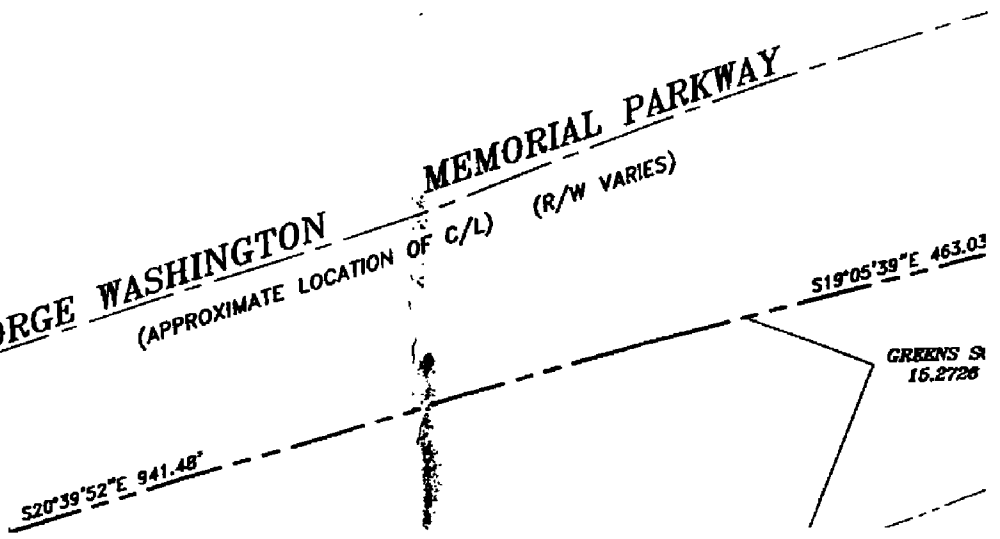
Thence, with the southerly line of the said land of the Washington Metropolitan Area Transit Authority, S 82° 27' 25" E, a Distance of 137.00 feet the point of beginning.

CONTAINING 38.5599 ACRES MORE OR LESS

NOTES:

1. THE PROPERTY SHOWN HEREON IS LOCATED ON ASSESSMENT MAP NO. 35.00-3-1 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. 515519-0005D, DATED, ZONE X, AN AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN AND ZONE AE, AN AREA WITH BASE FLOOD ELEVATIONS DETERMINED.

COMMONWEALTH OF VIRGINIA
ERNEST S. HOLZWORTH
No. 1837
12-17-99
LAND SURVEYOR



ashington
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e following eight (8) Courses:

point being the
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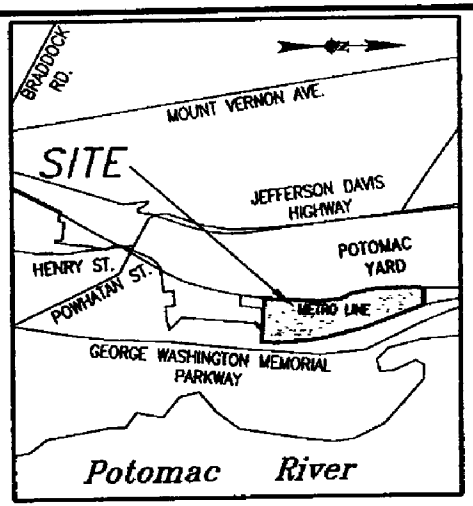
point of

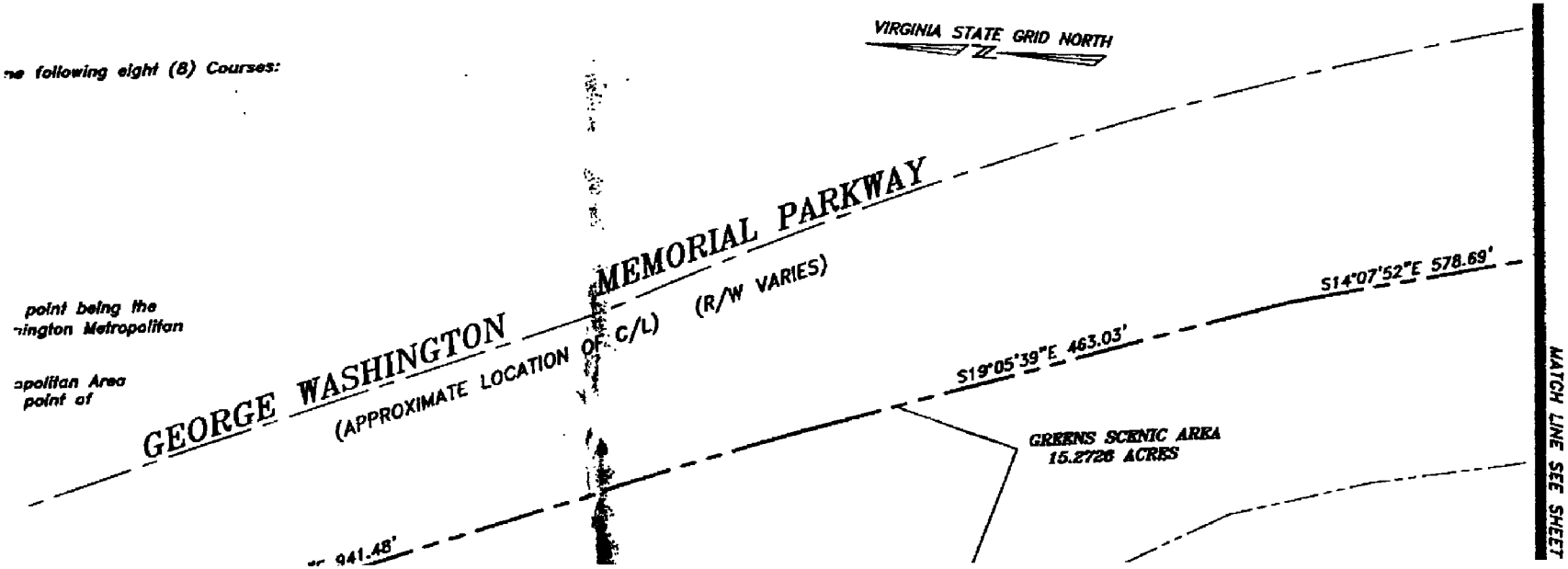
NOTES:

1. THE PROPERTY SHOWN HEREON IS LOCATED ON ASSESSMENT MAP NO. 35.00-3-1 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. 515519-0005D, DATED, ZONE X, AN AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN AND ZONE AE, AN AREA WITH BASE FLOOD ELEVATIONS DETERMINED.

COMMONWEALTH OF VIRGINIA
ERNEST S. HOLLYWORTH
No. 1837
12-17-99
LAND SURVEYOR



VICINITY MAP
1" = 2000'



christopher consultants, ltd.
engineering • surveying • land planning
9900 main street - fourth floor
fairfax, va 22031-3907
(703) 273-6820 fax 273-7836

EXHIBIT "A"
S - BOUNDARY SURVEY
ALEXANDRIA, VIRGINIA

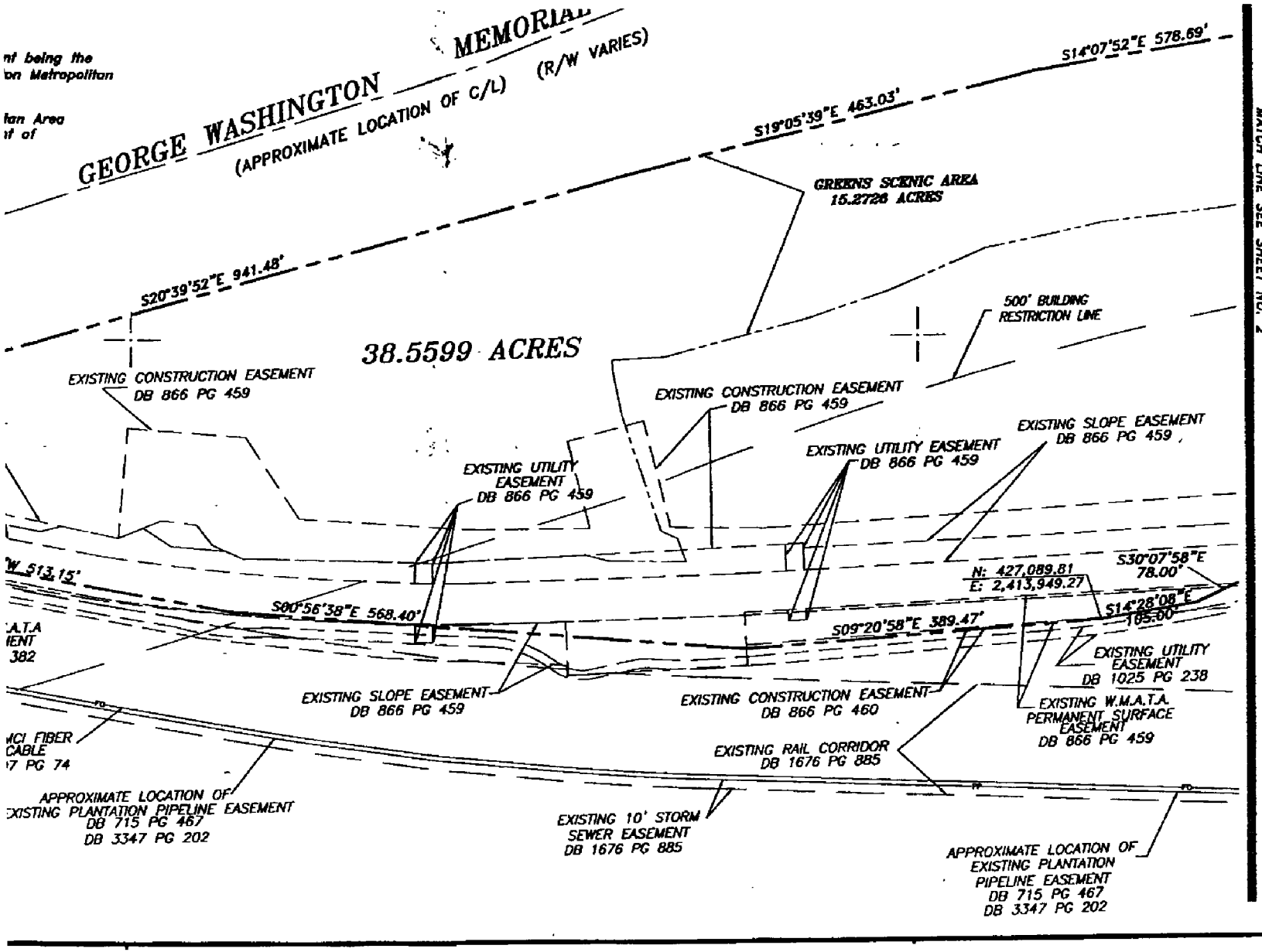


EXHIBIT "A"

POTOMAC GREENS - BOUNDARY SU

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=100'

DATE: 12/17/99

DRAWN: FJT
CHECKED: JSS

SHEET NO.

1 OF 2

PG0041

P6004 2

MATCH LINE SEE SHEET NO. 1

38.5599 ACRES

500' BUILDING RESTRICTION LINE

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

EXISTING INGRESS/EGRESS EASEMENT
DB 1604 PG 1196

EXISTING 10' FORCEMAIN EASEMENT
DB 1604 PG 1196

EXISTING 10' VIRGINIA AMERICAN WATER COMPANY EASEMENT
DB 1604 PG 1186

EXISTING TEMPORARY GRADING AND CONSTRUCTION EASEMENT
DB 1592 PG 1052

N85°05'25"W 734.41'

22216

EXISTING CONSTRUCTION EASEMENT
DB 866 PG 459

EXISTING UTILITY EASEMENT
DB 866 PG 459

EXISTING UTILITY EASEMENT
DB 866 PG 459

EXISTING SLOPE EASEMENT
DB 866 PG 459

EXISTING UTILITY EASEMENT
DB 866 PG 459

S30°02'58"E
78.00'

S21°39'22"E
115.25'

N: 426,449.82
E: 2,414,089.38

S05°03'24"E 365.17'

S03°34'22"W 929.00'

POTO

EXISTING SURFACE EASEMENT
DB 863 PG 382

EXISTING SLOPE EASEMENT
DB 863 PG 382

EXISTING SLOPE EASEMENT
DB 863 PG 382

EXISTING SURFACE EASEMENT
DB 863 PG 382

EXISTING FOOTING EASEMENT
DB 866 PG 459

EXISTING FOOTING EASEMENT
DB 866 PG 459

N: 425,522.63
E: 2,414,031.49

EXISTING PERMANENT SURFACE EASEMENT
DB 866 PG 459

EXISTING RAIL CORRIDOR
DB 1676 PG 885

EXISTING 30' STORM SEWER EASEMENT
DB 1676 PG 885

EXISTING UTILITY EASEMENT
DB 1025 PG 238

EXISTING TEMPORARY OFF GRADING & CONSTRUCTION E
DB 1592 PG 1024

EXISTING MCI FIBER OPTIC CABLE
DB 1307 PG 74

EXISTING 30' STORM SEWER EASEMENT
DB 1676 PG 885

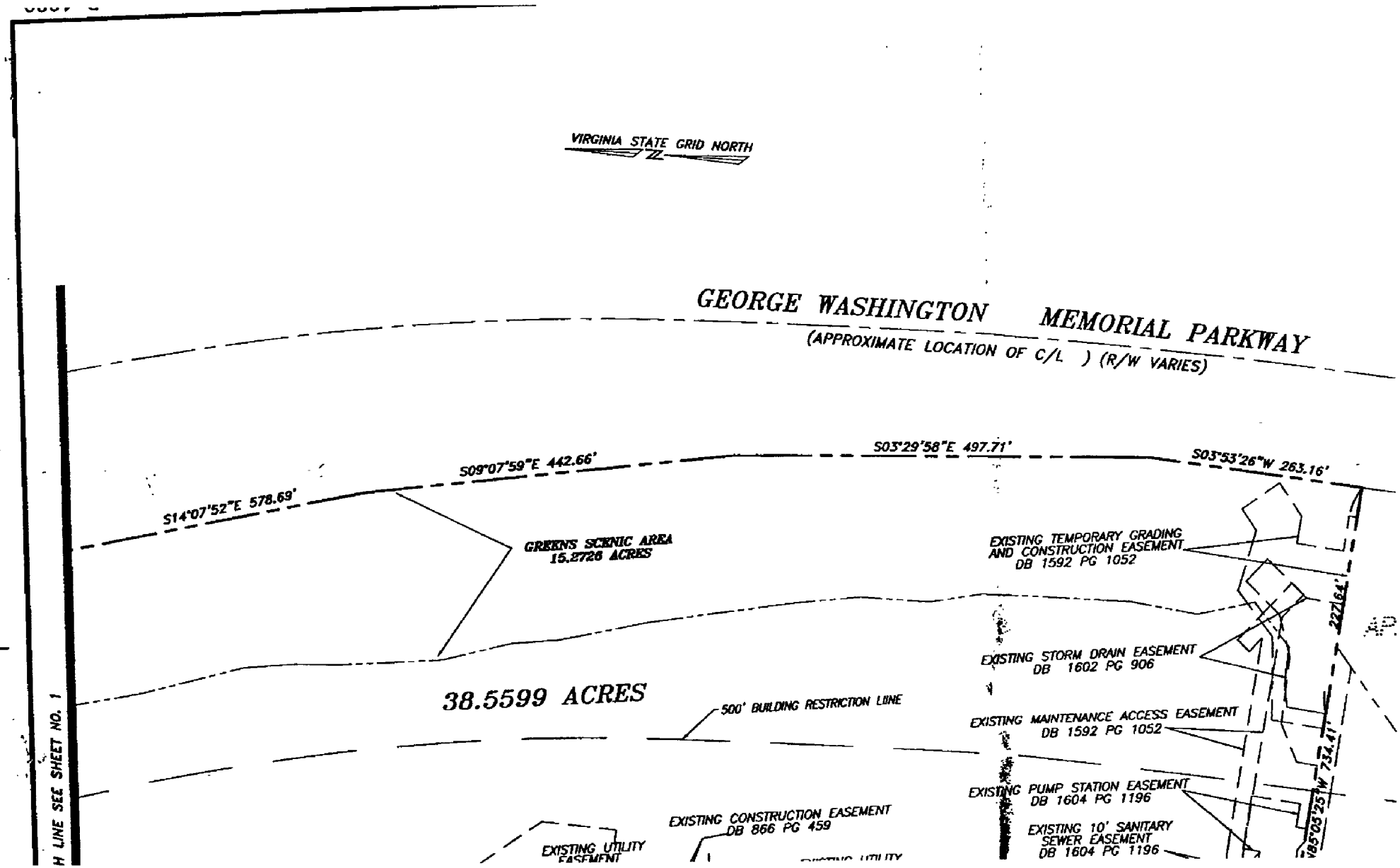
EXISTING 10' STORM SEWER EASEMENT
DB 1676 PG 885

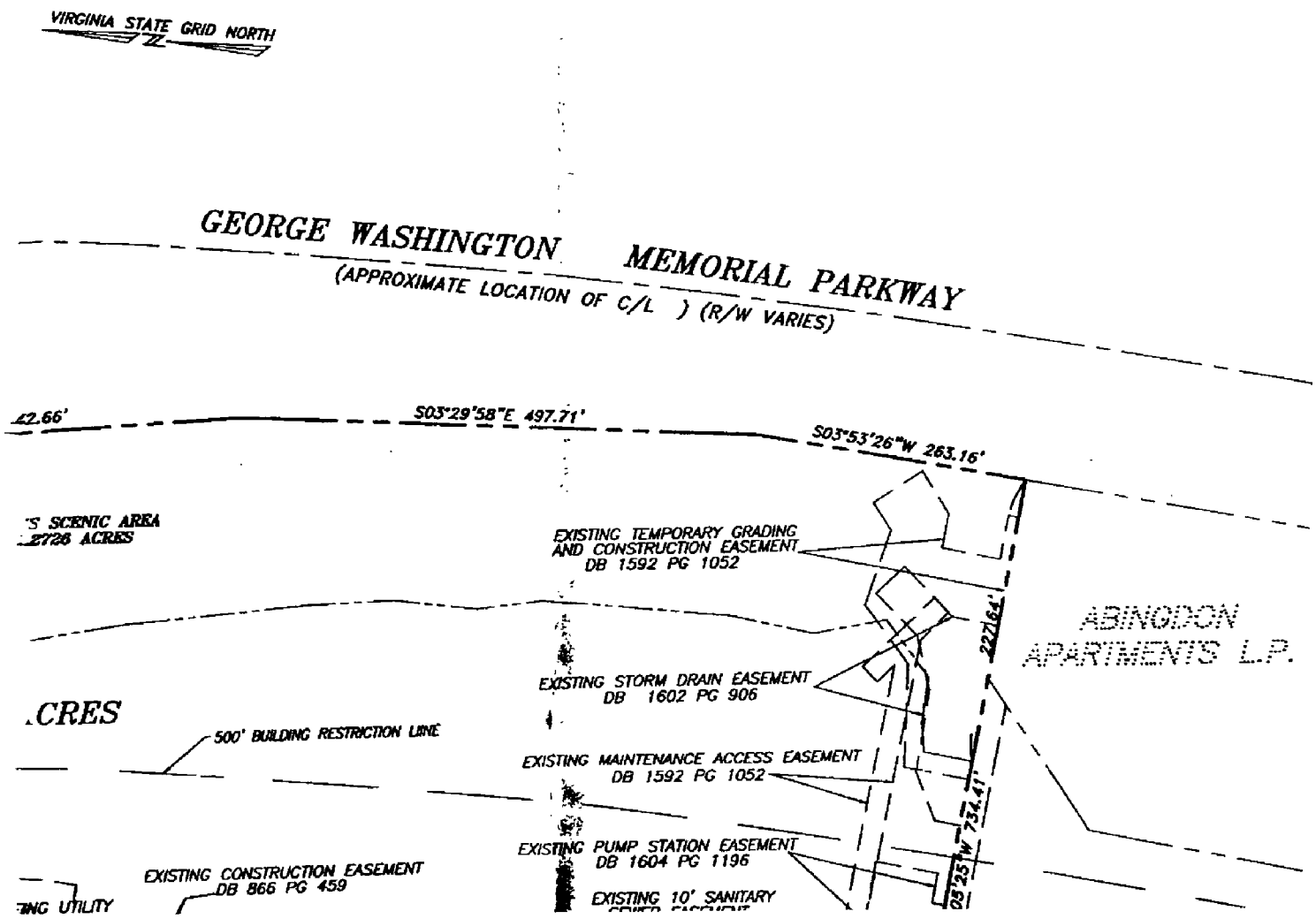
EXISTING RAIL CORRIDOR
DB 1676 PG 885

EXISTING MCI FIBER OPTIC CABLE
DB 1307 PG 74

APPROXIMATE LOCATION OF EXISTING PLANTATION PIPELINE EASEMENT
DB 715 PG 467

88-24/EXHIBITS


VIRGINIA STATE GRID NORTH
GEORGE WASHINGTON MEMORIAL PARKWAY
(APPROXIMATE LOCATION OF C/L) (R/W VARIES)
S14°07'52"E 578.69'
S09°07'59"E 442.66'
S03°29'58"E 497.71'
S03°53'26"W 263.16'
GREENS SCENIC AREA
15.2726 ACRES
38.5599 ACRES
500' BUILDING RESTRICTION LINE
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
EXISTING CONSTRUCTION EASEMENT
DB 866 PG 459
EXISTING UTILITY EASEMENT
H LINE SEE SHEET NO. 1



COMMONWEALTH OF VIRGINIA
ERNEST S. HOLZWORTH
No. 1837
12-17-99
LAND SURVEYOR

christopher consultants, ltd.
engineering • surveying • land planning
9300 main street – fourth floor
fairfax, va 22031-3907
(703) 273-6820 fax 273-7636

HIBIT "A"
S – BOUNDARY SURVEY
ALEXANDRIA, VIRGINIA

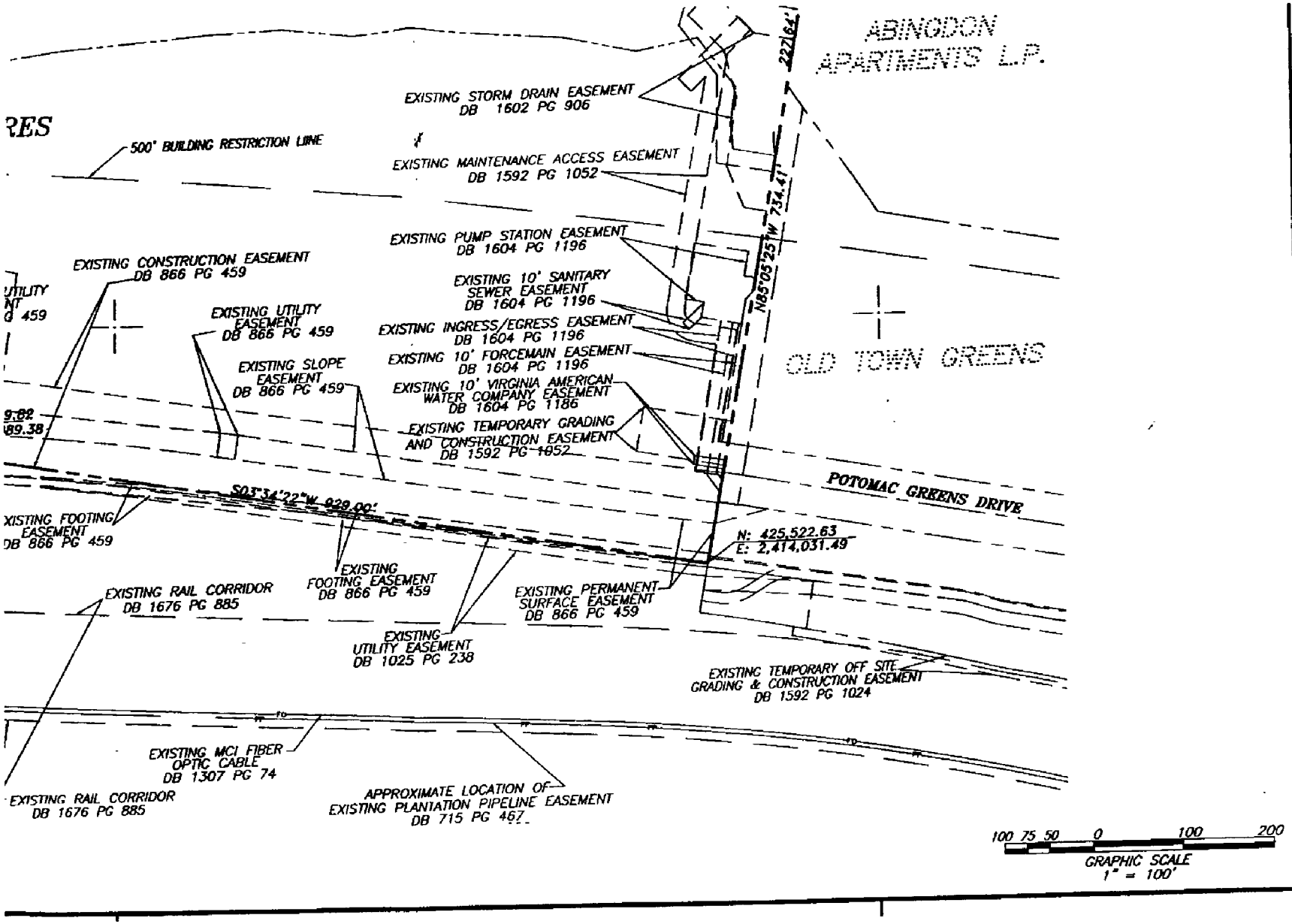


EXHIBIT "A"

POTOMAC GREENS – BOUNDARY S

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=100'

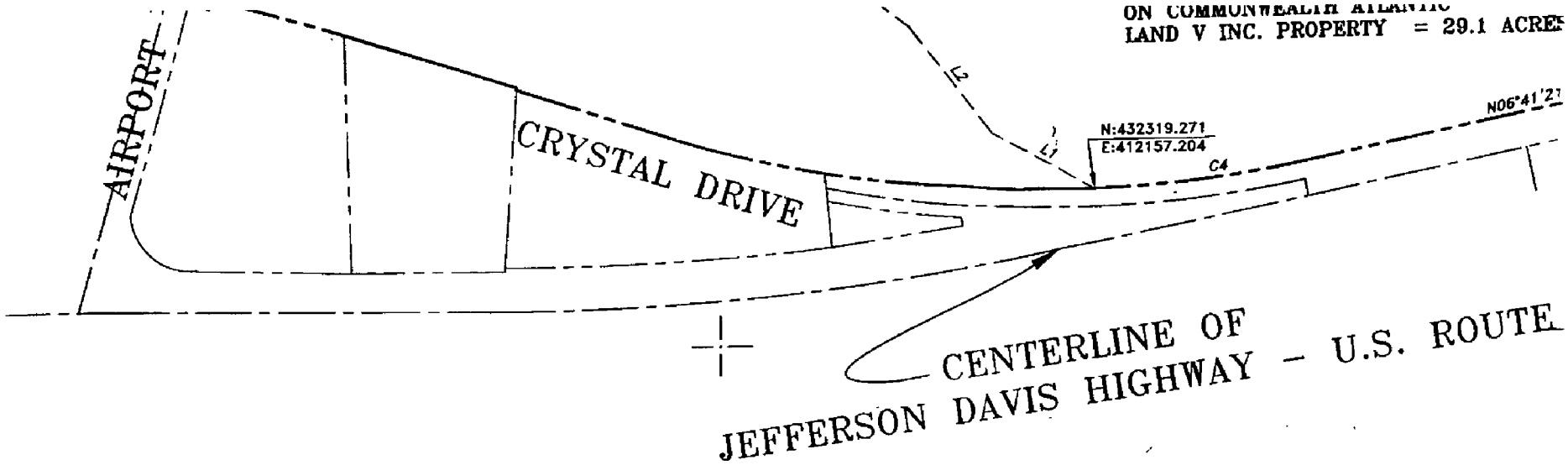
DATE: 12/17/99

DRAWN: FJT
CHECKED: JSS

SHEET NO. 2 OF 2

R-1980

PG0045



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'

CURVE TABLE

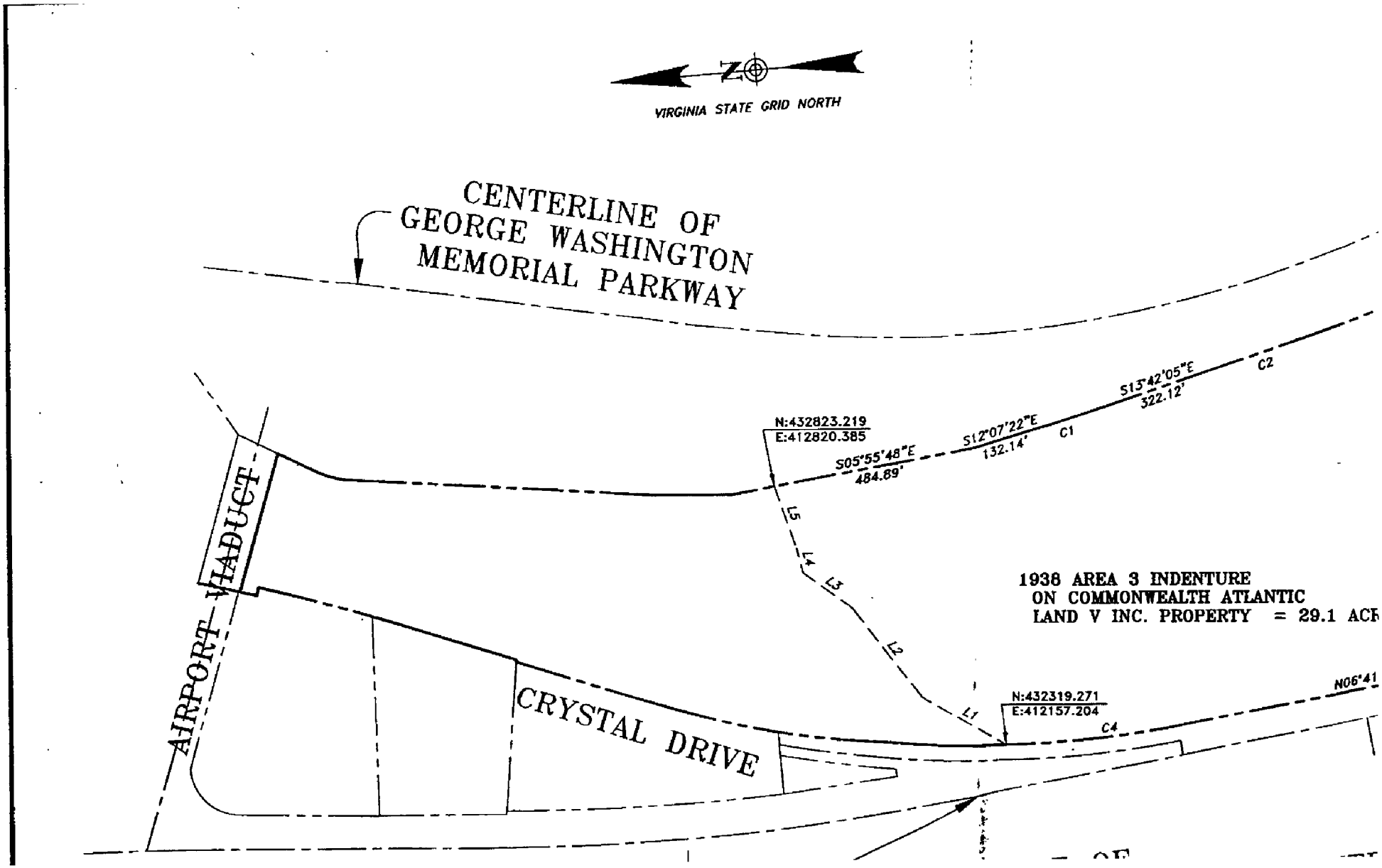
CURVE	RADIUS	ARC LENGTH	CHORD LEN	CHORD BEARING	DELTA ANGLE	TANGENT
C1	4520.50'	171.40'	171.39'	S12°36'55"E	02°10'21"	85.71'
C2	14804.57'	200.24'	200.24'	S14°05'20"E	00°46'30"	100.12'
C3	3714.00'	491.05'	490.69'	S18°15'52"E	07°34'28"	245.88'
C4	2510.48'	419.57'	419.08'	N01°54'05"W	09°34'32"	210.27'

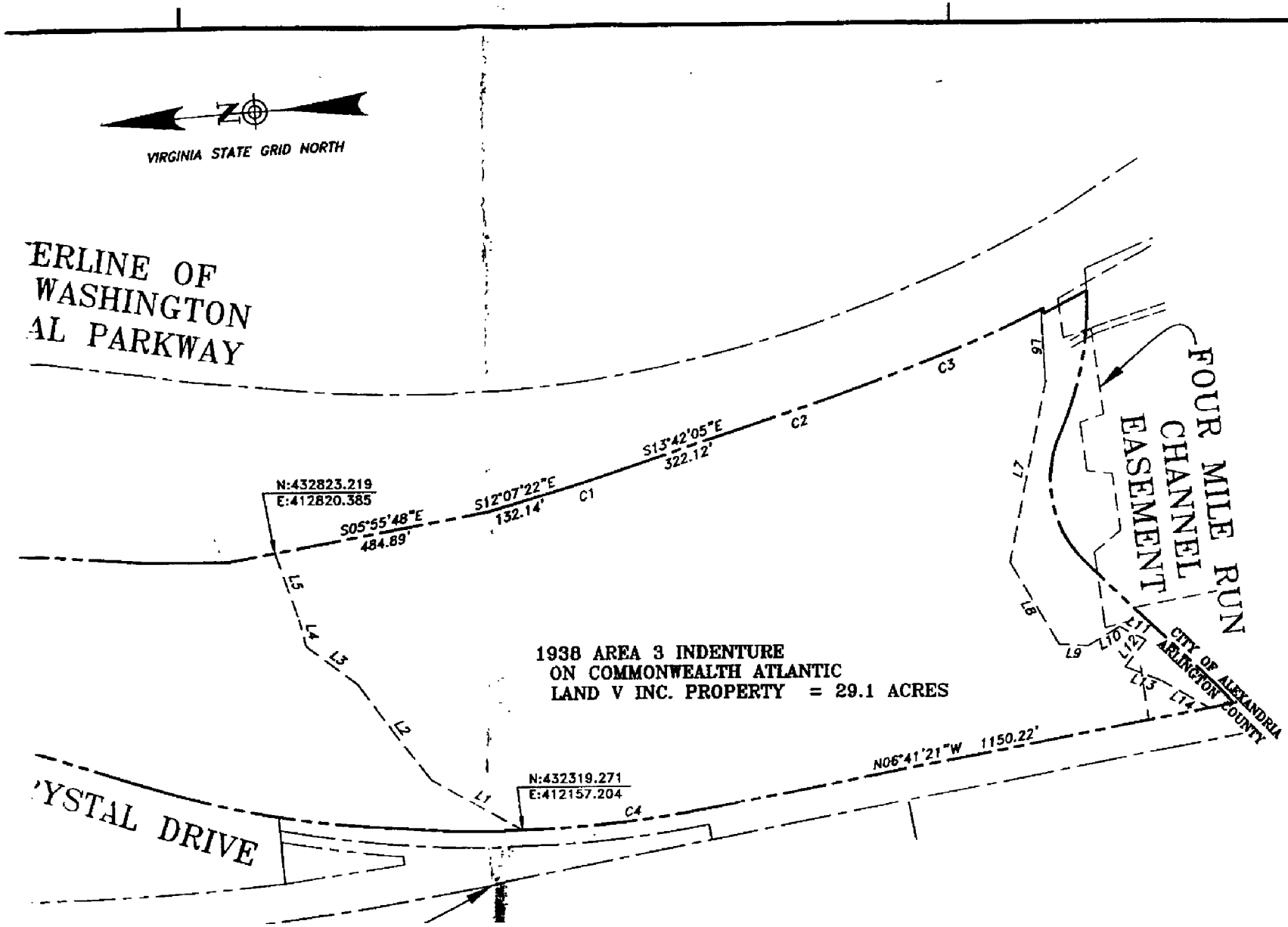
GRAPHIC SCALE

(IN FEET)
1 inch = 200 ft.

LEGEND

PG0046


VIRGINIA STATE GRID NORTH
CENTERLINE OF
GEORGE WASHINGTON
MEMORIAL PARKWAY
AIRPORT VIADUCT
CRYSTAL DRIVE
N:432823.219
E:412820.385
S05°55'48"E
484.89'
S12°07'22"E
132.14'
C1
S13°42'05"E
322.12'
C2
L5
L4
L3
L2
L1
N:432319.271
E:412157.204
C4
N06°41
1938 AREA 3 INDENTURE
ON COMMONWEALTH ATLANTIC
LAND V INC. PROPERTY = 29.1 ACR



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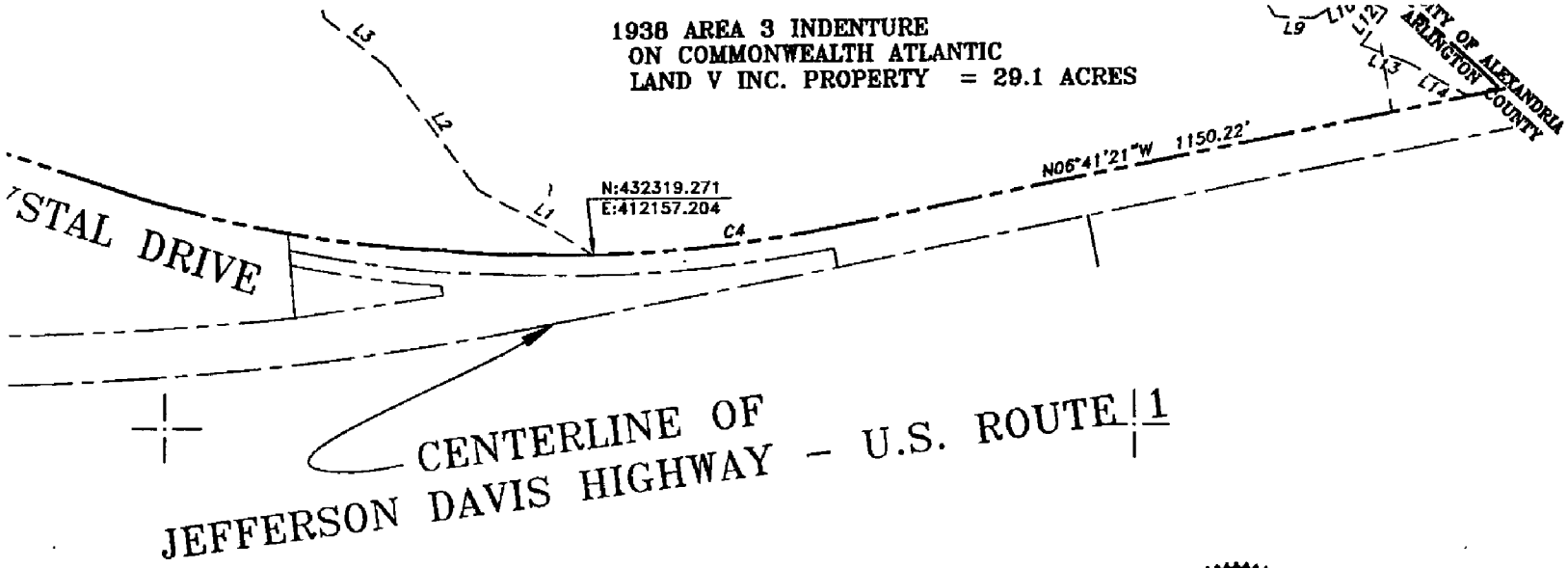
fairfax, va. 22031-3907
(703) 273-6820 fax 273-7636

IBIT "B"
3 INDENTURE
RD – ARLINGTON
COUNTY, VIRGINIA

P6004B



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'
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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'

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

COMMONWEALTH OF VIRGINIA
ERNEST S. HOLZWORTH
No. 1837
12-17-99
LAND SURVEYOR

GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200 ft.

LEGEND

PROPERTY LINE

1938 INDENTURE LINE

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

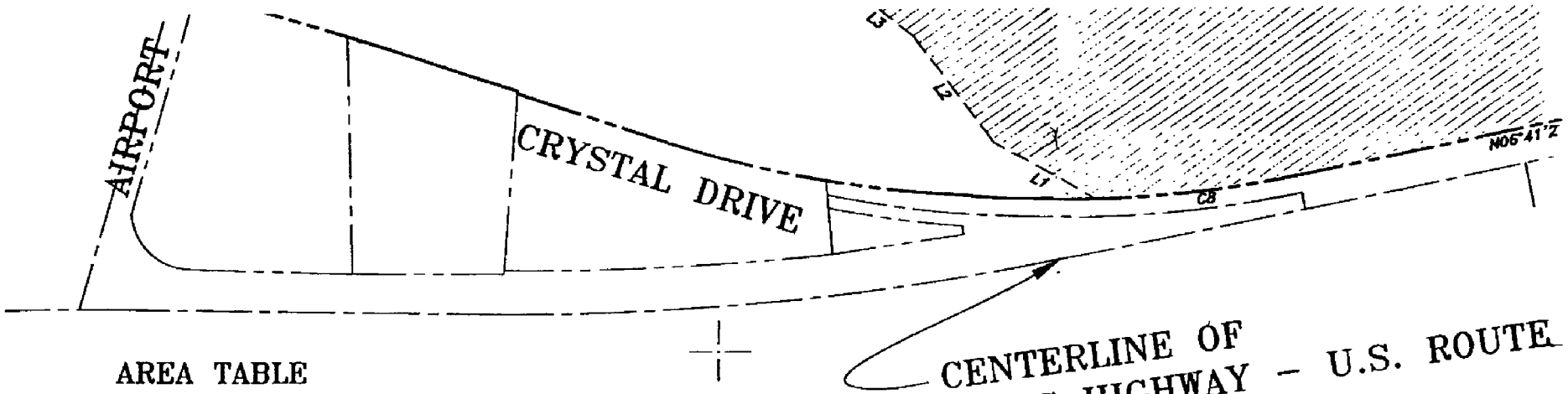
SCALE: 1"=200'

DATE: 12/17/99

DRAWN: FJT
CHECKED:

SHEET NO.
1 OF 1

PG0049



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°34'32"	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	59.69'
L5	N74°37'17"E	147.79'
L6	S85°40'00"W	11.55'

DESCRIPTION OF PERMISS

Setback Area 1 : 300 Foot F landscaping, and associated r related improvements; and as permitted to third parties by

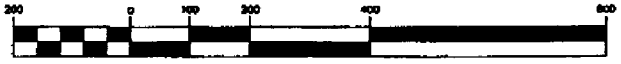
Setback Area 2 : 50 Foot Hea improvements do not exceed applicable Arlington County Co

Setback Area 3 : 75 Foot Hea Improvements do not exceed applicable Arlington County C.

Setback Area 4 : 120 Foot F improvements do not exceed applicable Arlington County C.

Setback Area 5 : 200 Foot F active and passive recreation including but not limited to p related uses; and any other to third parties by reason of improvements as may be bu defined in the applicable Arlin improvements shall not exceed In addition, above-grade stru Setback area, and surface pa Setback area that is greater

GRAPHIC SCALE



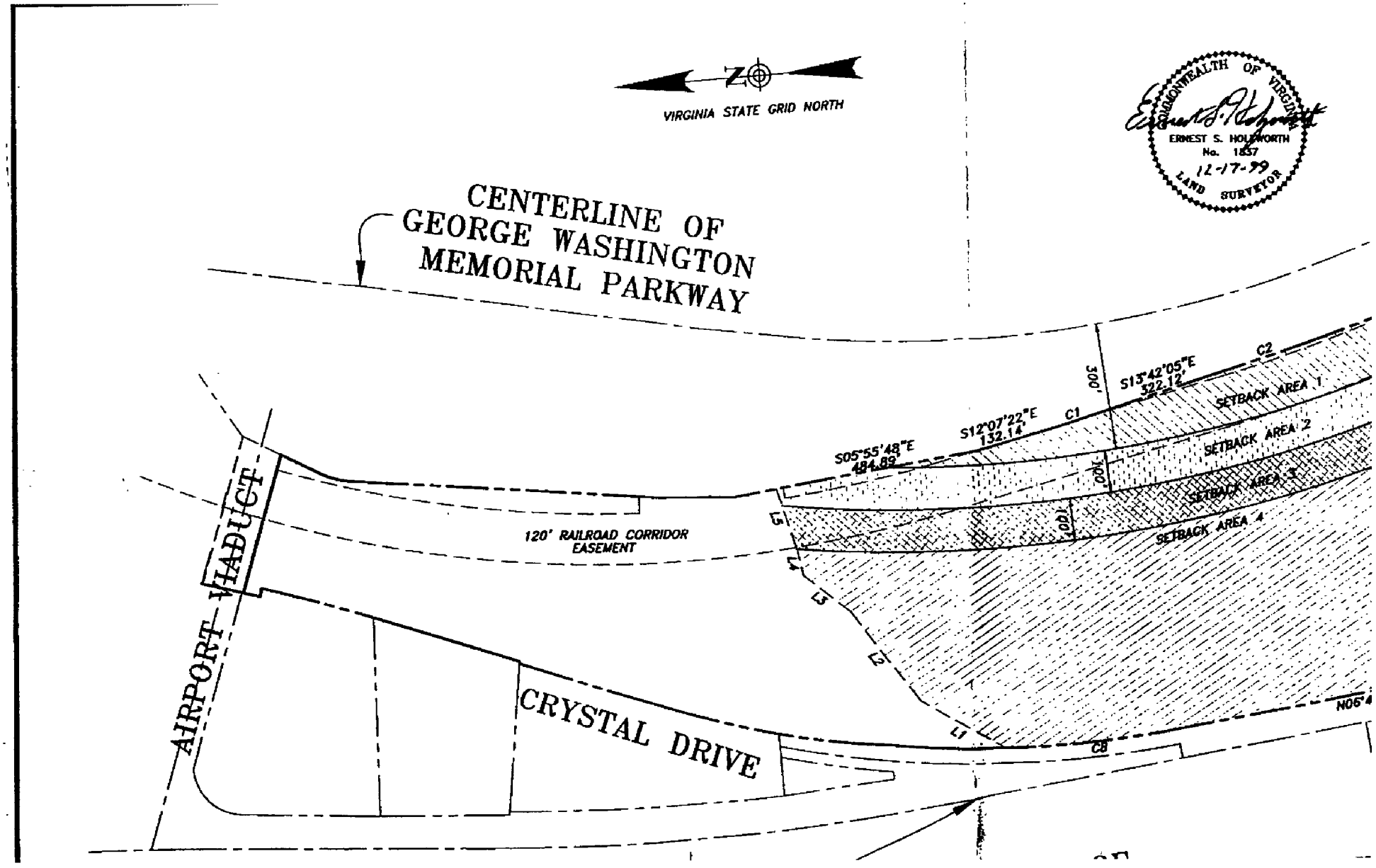
(IN FEET)
1 inch = 200 ft.

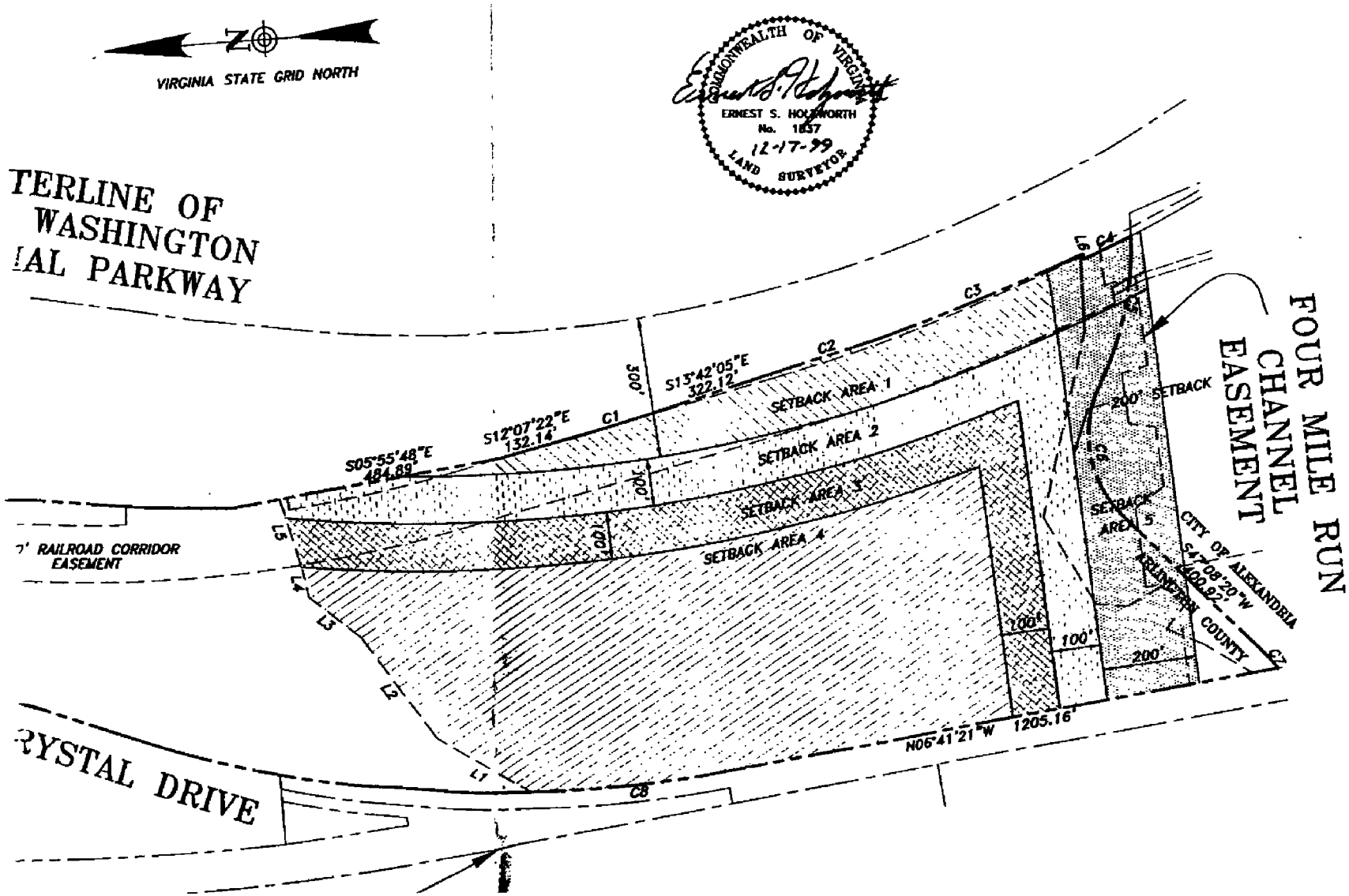
LEGEND

PROPERTY LINE

1938 INDENTURE LINE

PG0051

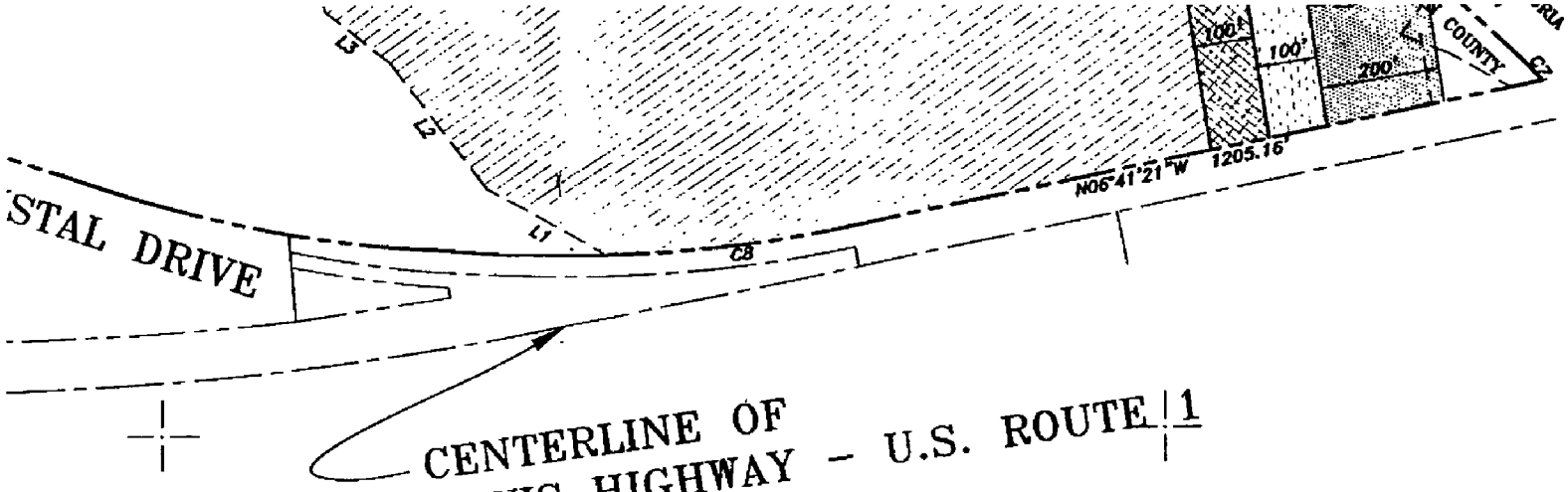

VIRGINIA STATE GRID NORTH
COMMONWEALTH OF VIRGINIA
ERNEST S. HOLDSWORTH
No. 1857
12-17-99
LAND SURVEYOR
CENTERLINE OF
GEORGE WASHINGTON
MEMORIAL PARKWAY
AIRPORT VIADUCT
CRYSTAL DRIVE
120' RAILROAD CORRIDOR
EASEMENT
S05°55'48"E
484.89'
S12°07'22"E
132.14'
C1
S13°42'05"E
322.12'
C2
300'
100'
100'
SETBACK AREA 1
SETBACK AREA 2
SETBACK AREA 3
SETBACK AREA 4
L1
L2
L3
L4
L5
CB
N06°4



christopher consultants ltd.
engineering · surveying · land planning
9000 main street - fourth floor
fairfax, va. 22031-3907
(703) 273-6820 fax 273-7636

IBIT "C"
RESTRICTIONS
RD - ARLINGTON
COUNTY, VIRGINIA

PG0052



CENTERLINE OF
JEFFERSON DAVIS HIGHWAY - U.S. ROUTE 1

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

LEGEND

PROPERTY LINE

1938 INDENTURE LINE

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.

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

SCALE: 1"=200'

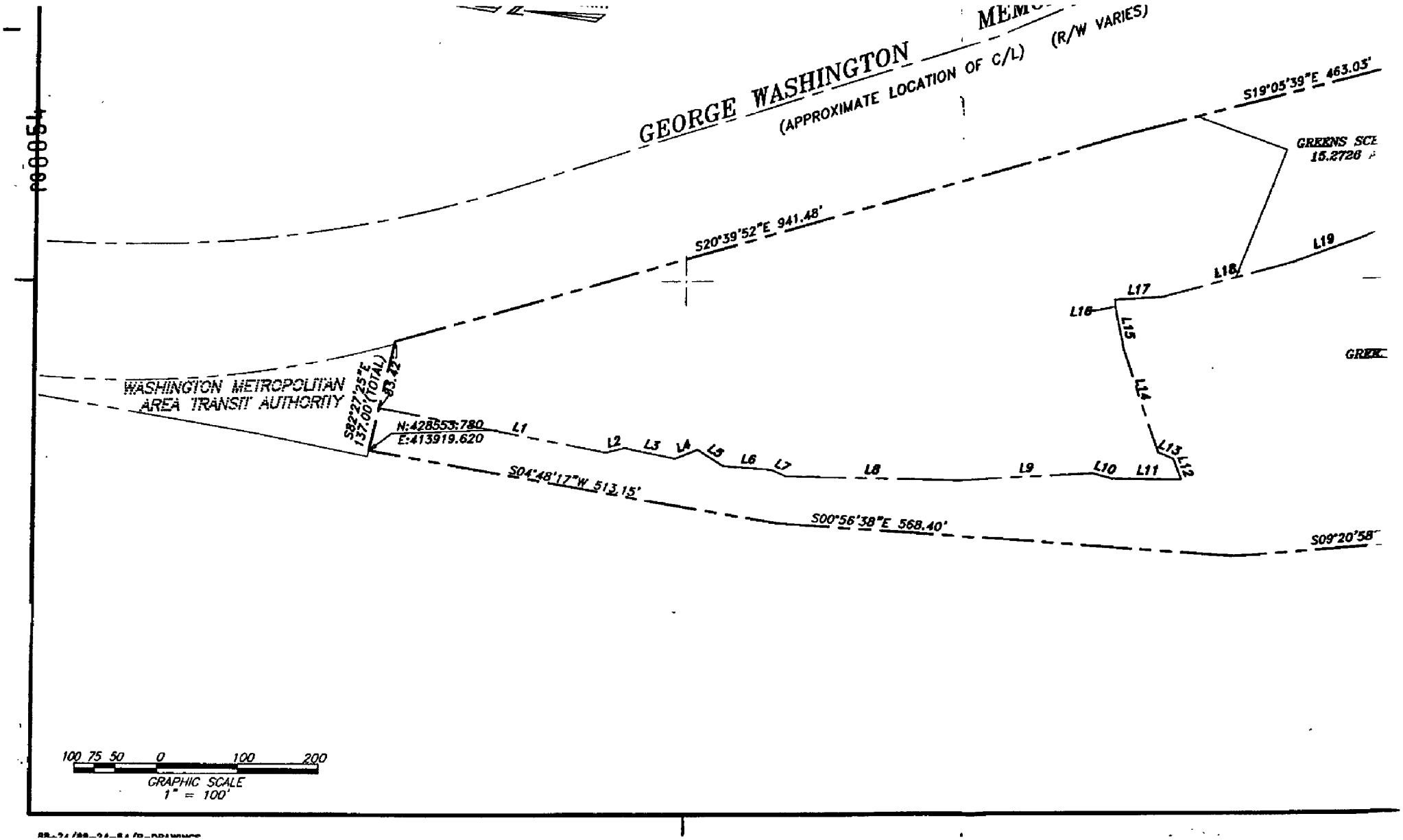
DATE: 12/17/99

DRAWN: FJT
CHECKED:

SHEET NO.

1 OF 1

PG0053


GEORGE WASHINGTON
(APPROXIMATE LOCATION OF C/L)
(R/W VARIES)
S19°05'39"E 463.03'
GREENS SCE
15.2726
S20°39'52"E 941.48'
L19
L18
L17
L16
L15
L14
L13
L12
L11
L10
L9
L8
L7
L6
L5
L4
L3
L2
L1
WASHINGTON METROPOLITAN
AREA TRANSIT AUTHORITY
S82°27'25"E
137.00'(TOTAL)
N:428553.780
E:413919.620
S04°48'17"W 513.15'
S00°56'38"E 568.40'
S09°20'58"
100 75 50 0 100 200
GRAPHIC SCALE
1" = 100'

PG0055

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	S06°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°59'59"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	43.38'
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. 35.00-3-1 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. 515519-0005D, 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.

COMMONWEALTH OF VIRGINIA
JEFFREY S. SMITH
No. 1982
12/16/99
LAND SURVEYOR

VIRGINIA STATE GRID NORTH

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

S19°05'39"E 463.0

GREENS S
15.2726

S20°39'52"E 941.48'

L19

STANCE

25.32'
92.27'
26.95'
62.08'
51.46'
25.73'
84.77'
56.86'
77.00'
50.51'
81.04'
51.18'
63.49'
79.59'
83.01'
71.17'
68.18'
43.38'
28.77'
48.57'

NOTES:

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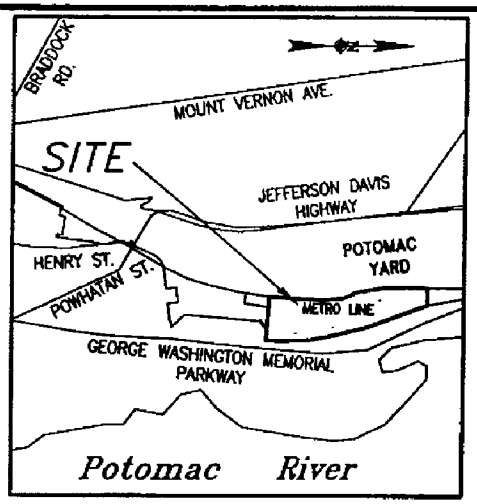
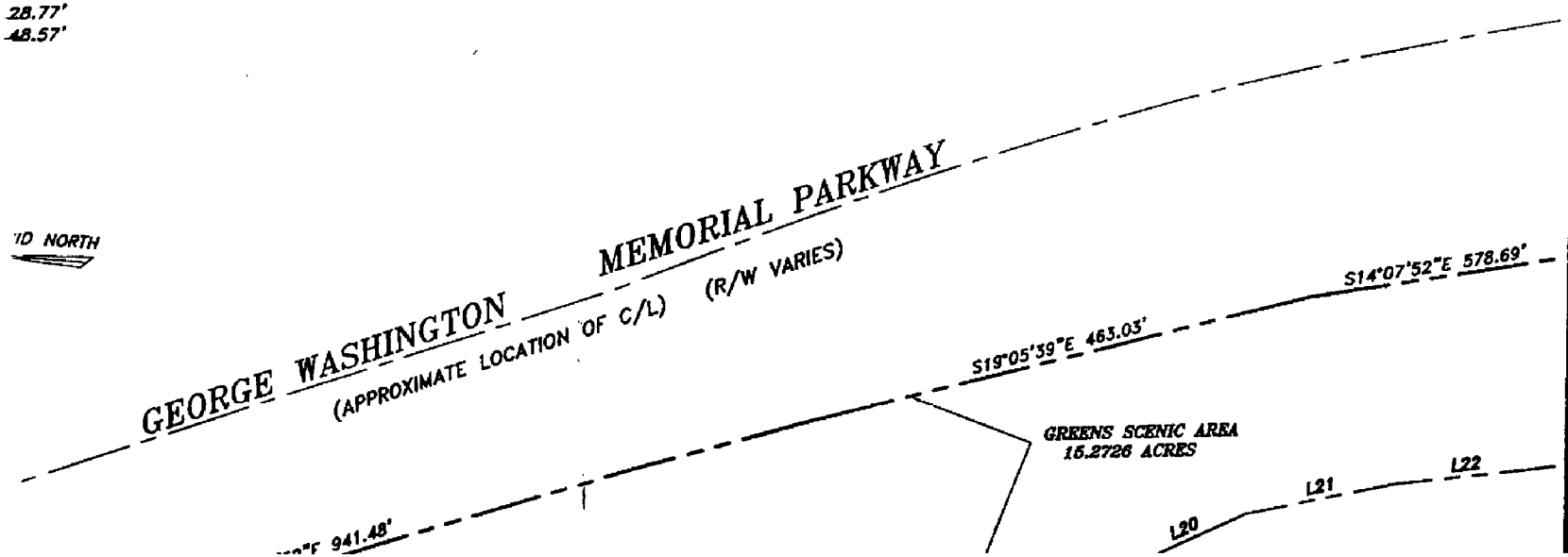
4. THE TOTAL AREA OF POTOMAC GREENS IS 38.5599 ACRES, OF WHICH 15.2726 ACRES COMPRISE THE SCENIC EASEMENT AREA.

COMMONWEALTH OF VIRGINIA
JEFFREY S. SMITH
No. 1982
12/16/99
LAND SURVEYOR



VICINITY MAP
1" = 2000'

christopher consultants, ltd.
engineering · surveying · land planning
9900 main street – fourth floor
fairfax, va 22031-3907
(703) 273-6820 fax 273-7636



HIBIT "D"
VELOPMENT AREA
IAC GREENS
EXANDRIA, VIRGINIA

P60056

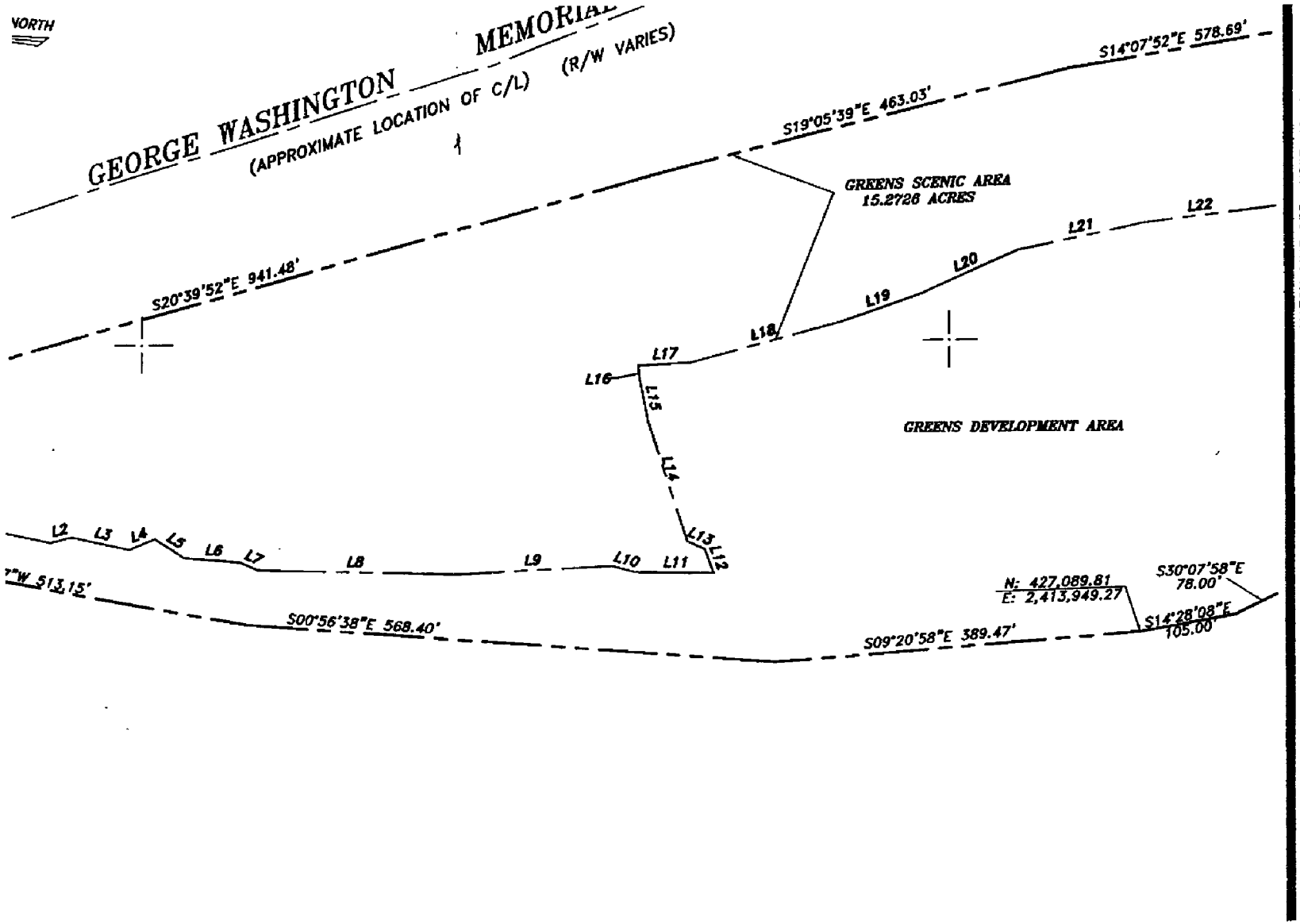


EXHIBIT "D"
GREENS DEVELOPMENT AREA
POTOMAC GREENS
CITY OF ALEXANDRIA, VIRGINIA

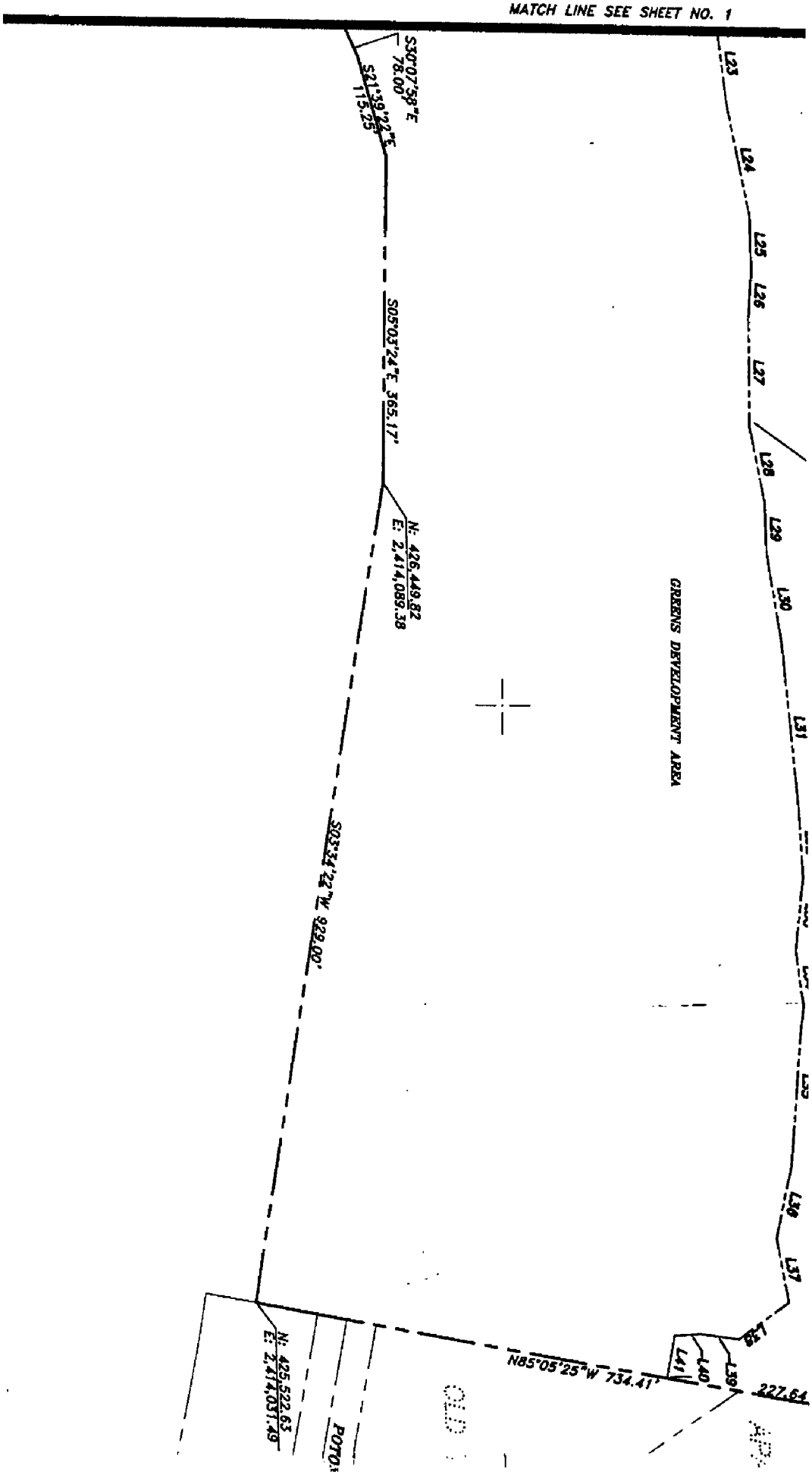
SCALE: 1"=100'

DATE: 12/16/99

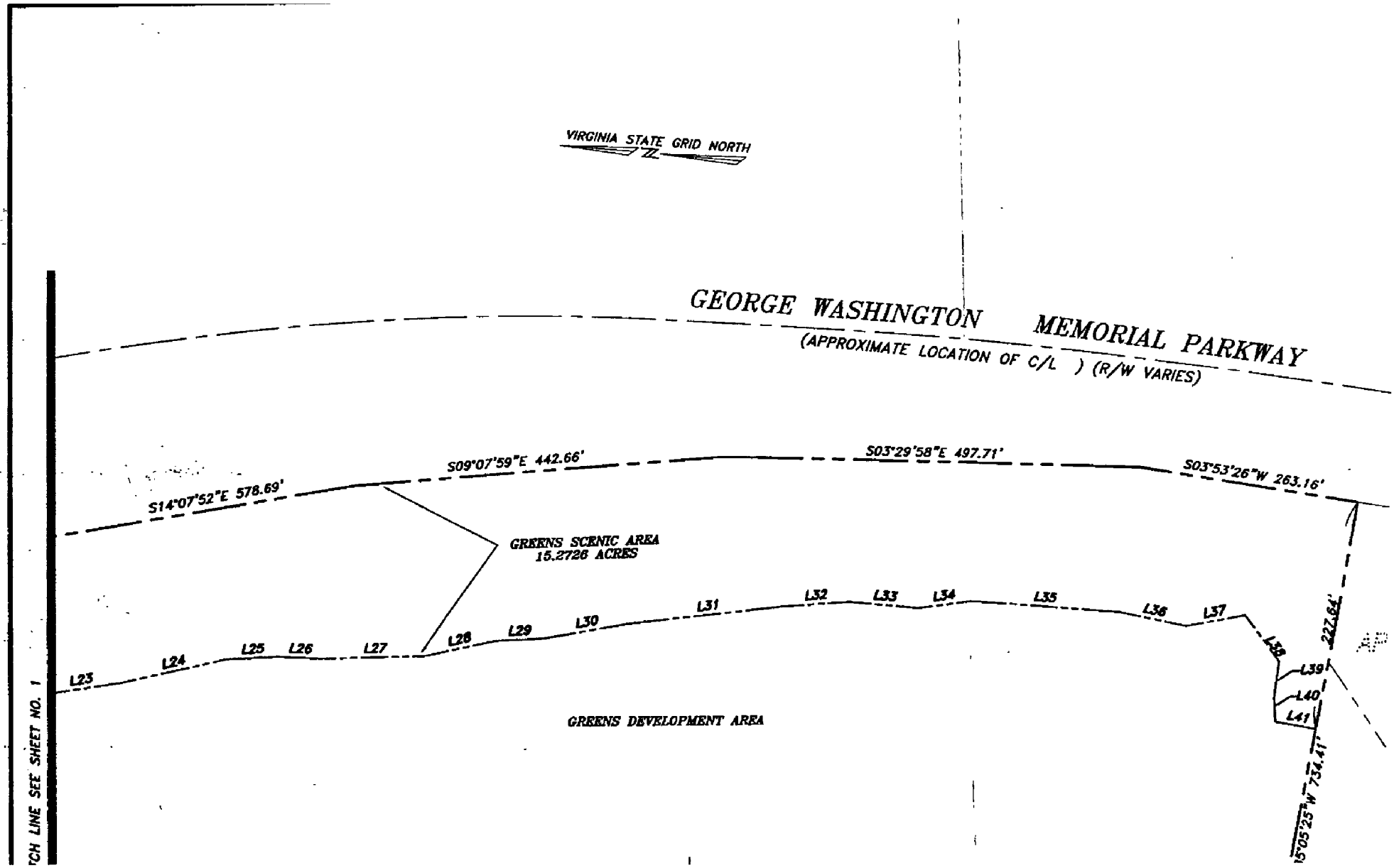
DRAWN: FJT
CHECKED: JSS

SHEET NO. 1 OF 2

P60057



88-24/88-24-54/B-DRAWINGS


VIRGINIA STATE GRID NORTH
GEORGE WASHINGTON MEMORIAL PARKWAY
(APPROXIMATE LOCATION OF C/L) (R/W VARIES)
S14°07'52"E 578.69'
S09°07'59"E 442.66'
S03°29'58"E 497.71'
S03°53'26"W 263.16'
GREENS SCENIC AREA
15.2726 ACRES
L23
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L27
L28
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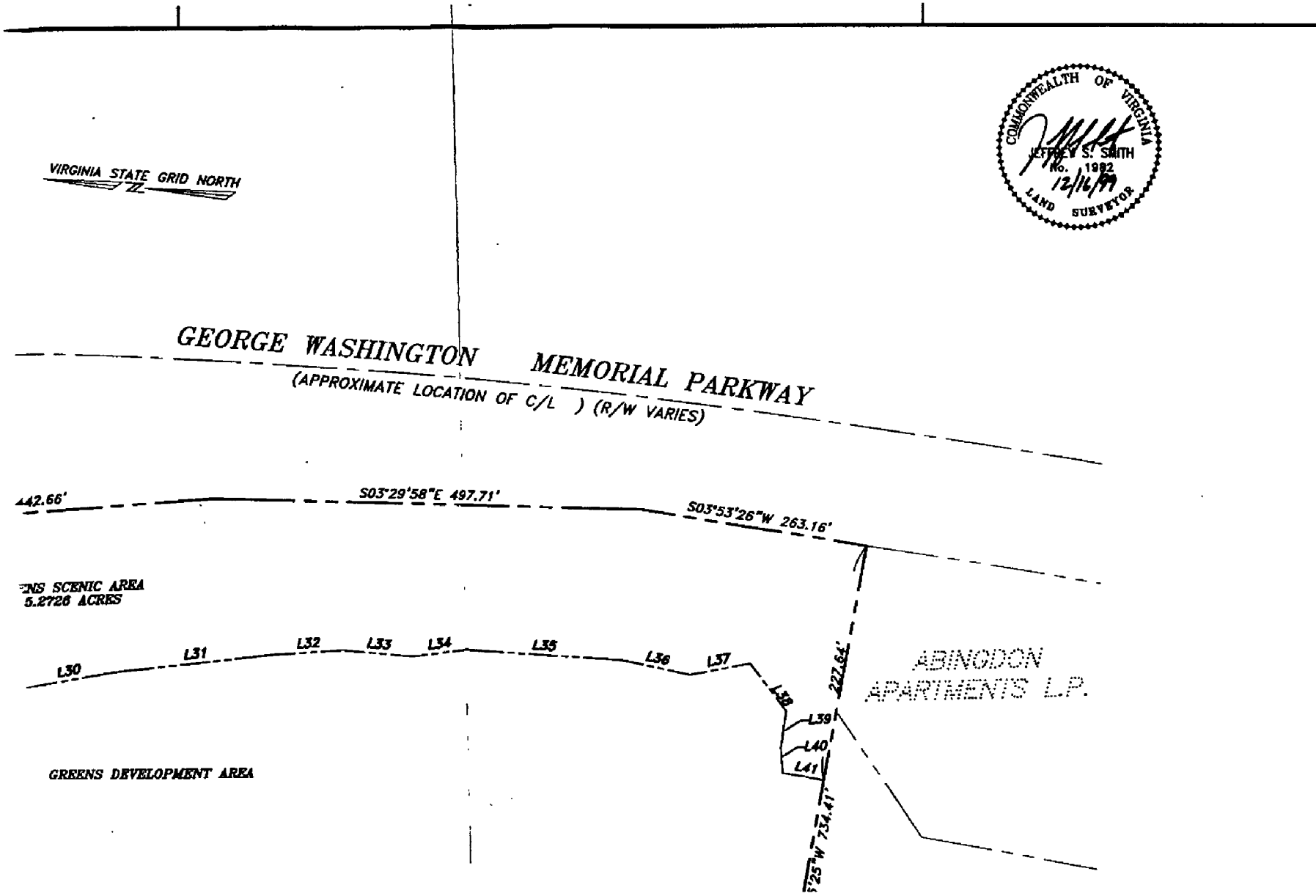
L36
L37
L38
L39
L40
L41
227.64'
GREENS DEVELOPMENT AREA
TCH LINE SEE SHEET NO. 1



christopher consultants, ltd.
engineering • surveying • land planning
9900 main street – fourth floor
fairfax, va 22031-3907
(703) 273-6820 fax 273-7636

HIBIT "D"
EVELOPMENT AREA
MAC GREENS
ALEXANDRIA, VIRGINIA

090060

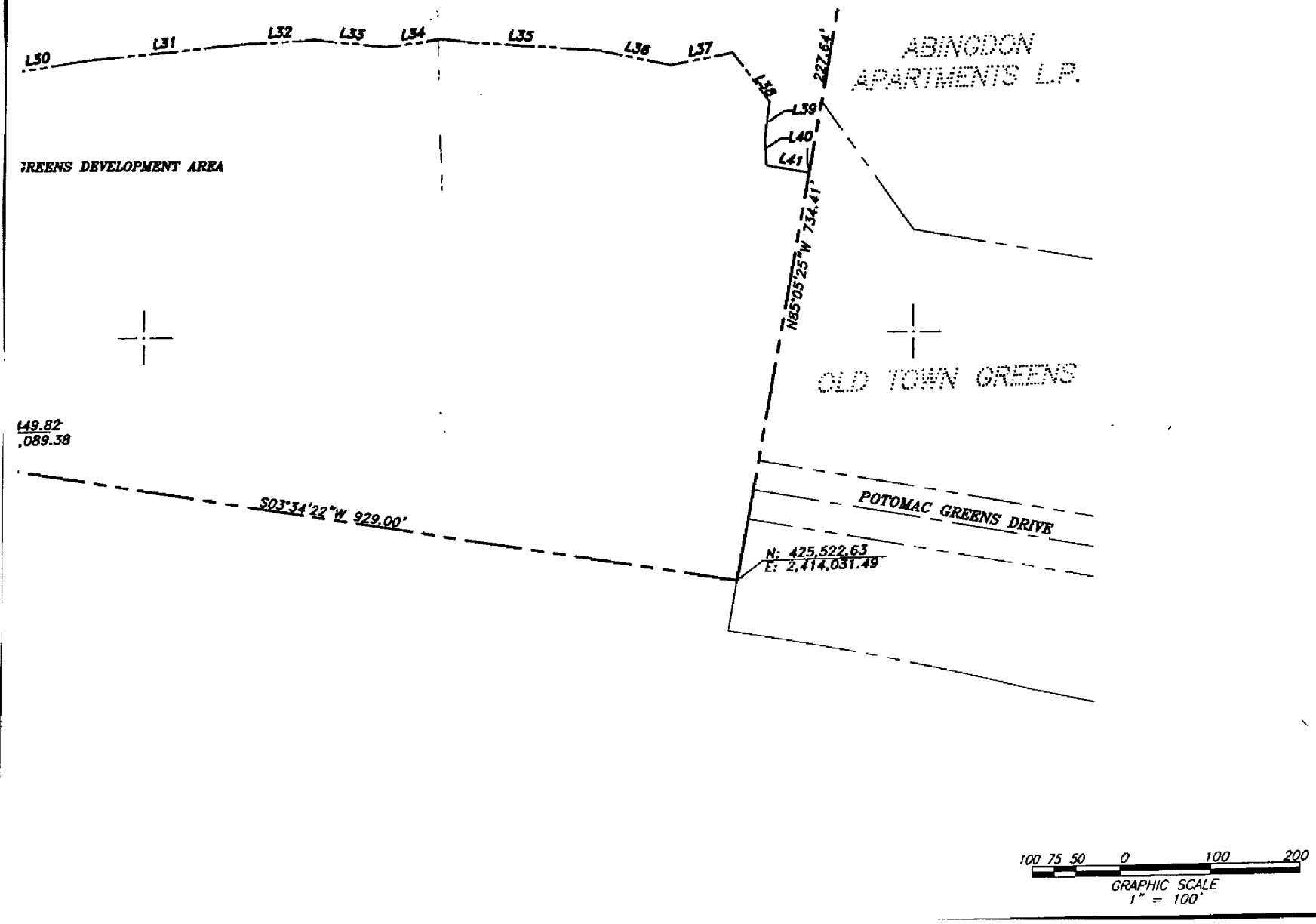


EXHIBIT "D"
GREENS DEVELOPMENT AREA
POTOMAC GREENS
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=100'

DATE: 12/18/99

DRAWN: FJT
CHECKED: JSS

SHEET NO. 2 OF 2

P0061

ATTACHMENT D:

2004 DEDICATION OF UNDERLYING PROPERTY TO CITY OF ALEXANDRIA, TITLE DOCUMENT 050027503

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

~~260583~~

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.

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

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.

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.

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]

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: _____ (SEAL)
Name: Matthew 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 Sr. 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.

Notary Public
Commissioned as Jennifer L. Art

My Commission Expires: 1/31/06

OWNER:

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. Blanc.

~~000596~~

000847

OWNER:

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: _____ (SEAL)
Name: Matthew Birenbaum
Title: Senior Vice President

And By:

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

By: _____ (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 Sr 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.

Notary Public
Commissioned as Jennifer L. Art

My Commission Expires: 1/31/06

~~000597~~

000848

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., 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 Blanc.

TRUSTEE

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.

Cheryl J. Matthew
Notary Public

My Commission Expires: 3/31/05

~~000599~~
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 Fairfax

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

Carol T. Matthew
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

Printed On 07/19/2005 By SUMMIT FEDERATION P FISH

~~000601~~

000852

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

Approved as to form:

_____
City Attorney

By: _____(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.

Nancy C. Coates
Notary Public

My Commission Expires: 12-31-04

\\REA\194568.9

11 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

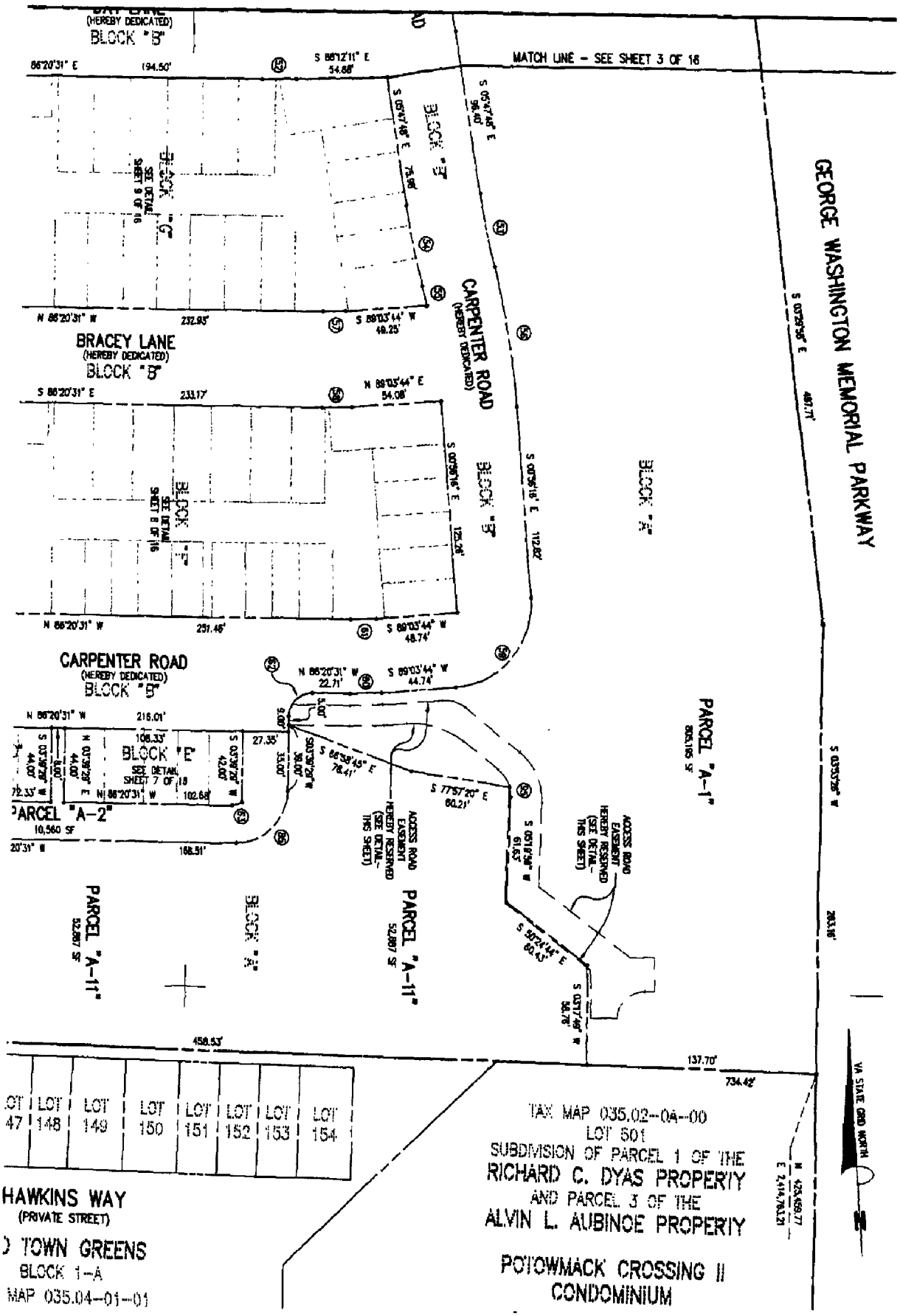
A COPY TESTE: EDWARD SEMONIAN, CLERK
BY: _____
DEPUTY CLERK

19

ANY PROVISION CONTAINED HEREIN WHICH PURPORTS TO RESTRICT OR AFFECT THE HOLDING, OCCUPANCY, OWNERSHIP, RENTAL, LEASE OR TRANSFER OF ANY [redacted] 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


(HEREBY DEDICATED)
BLOCK "B"
MATCH LINE - SEE SHEET 3 OF 16
GEORGE WASHINGTON MEMORIAL PARKWAY
BLOCK "G"
BLOCK "F"
CARPENTER ROAD
(HEREBY DEDICATED)
BRACEY LANE
(HEREBY DEDICATED)
BLOCK "B"
BLOCK "E"
BLOCK "D"
BLOCK "A"
PARCEL "A-1"
CARPENTER ROAD
(HEREBY DEDICATED)
BLOCK "B"
BLOCK "E"
SEE DETAIL SHEET 7 OF 18
PARCEL "A-2"
10,560 SF
ACCESS ROAD EASEMENT HEREBY RESERVED (SEE DETAIL THIS SHEET)
PARCEL "A-11"
52,867 SF
BLOCK "A"
LOT 147
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 035.02-04-00
LOT 501
SUBDIVISION OF PARCEL 1 OF THE
RICHARD C. DYAS PROPERTY
AND PARCEL 3 OF THE
ALVIN L. AUBINOE PROPERTY
POTOWMACK CROSSING II
CONDOMINIUM
VA STATE GRID NORTH

000854

NOTES

1. THE PROPERTY DELINEATED HEREON IS SHOWN ON CITY OF ALEXANDRIA TAX ASSESSMENT MAP 025.02-01-01, 025.04-02-01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12 & 13 AND 035.02-02-02, 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, BRACEY 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	=	1,139,116 SQ. FT. OR	26.15051 AC.
AREA OF STREET DEDICATION	=	294,562 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 L.L.C.
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, L.C.
6820 ELM STREET, SUITE 200
MCLEAN, VA 22101

LINE TABLE

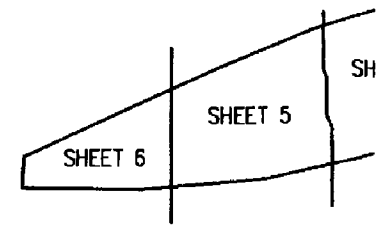
LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S86°20'31"E	34.83'	L34	N81°50'16"E	5.65'
L2	N86°20'31"W	36.71'	L35	N08°09'44"W	27.38'
L3	S89°03'44"W	13.99'	L36	S81°50'16"W	5.65'
L4	N89°03'44"E	36.15'	L37	N08°09'44"W	5.34'
L5	S48°44'00"E	40.51'	L38	S81°50'16"W	4.98'
L6	N48°44'00"W	26.25'	L39	S88°50'44"E	5.00'
L7	S05°19'59"W	50.66'	L40	S88°50'44"E	6.48'
L8	N05°19'59"E	61.83'	L41	N01°09'16"E	20.43'
L9	N50°24'44"W	62.84'	L42	N88°50'44"W	6.48'
L10	S50°24'44"E	60.03'	L43	S88°50'44"E	5.33'
L11	S03°17'49"W	68.32'	L44	N01°09'16"E	22.16'
L12	N03°17'49"E	58.76'	L45	N88°50'44"W	5.33'
L13	N85°05'25"W	16.00'	L46	N88°50'44"W	5.94'
L14	S85°05'25"E	66.34'	L47	S86°20'31"E	5.70'
L15	N04°54'35"E	21.99'	L48	S86°20'31"E	6.15'
L16	S85°05'25"E	17.62'	L49	N86°20'31"W	6.40'
L17	N04°54'35"E	21.01'	L50	N86°05'44"W	1.67'
L18	S85°05'25"E	64.00'	L51	N03°39'29"E	5.00'
L19	S04°54'35"W	60.00'	L52	S86°20'31"E	34.83'
L20	N85°05'25"W	81.62'	L53	N89°03'44"E	36.15'
L21	S04°54'35"W	3.00'	L54	S48°44'00"E	41.75'
L22	N85°05'25"W	85.23'	L55	S05°19'59"W	49.40'
L23	N36°20'10"W	39.41'	L56	S50°24'44"E	68.14'
L24	N00°00'30"W	56.59'	L57	S86°42'11"E	14.54'
L25	N71°36'20"E	34.58'	L58	S03°17'49"W	20.00'
L26	N51°59'43"E	101.91'	L59	N86°42'11"W	6.10'
L27	S77°57'20"E	60.11'	L60	N86°42'11"W	16.00'
L28	S05°19'59"W	68.09'	L61	N03°17'49"E	28.49'
L29	S50°25'20"E	15.54'	L62	N50°24'44"W	64.18'
L30	S81°55'57"W	21.18'	L63	N05°19'59"E	68.39'
L31	N08°28'02"W	173.47'	L64	N48°44'00"W	26.25'
L32	N81°50'16"E	4.99'	L65	S89°03'44"W	13.99'
L33	N08°09'44"W	17.91'	L66	N86°20'31"W	36.71'

CURVE TABLE

CURVE	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING	CURVE	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING
C1	39.50'	32°15'07"	22.23'	11.42'	21.94'	N11°20'16"W	C52	632.00'	01°51'40"	20.53'	10.27'	20.53'	S87°16'21"E
C2	60.50'	31°07'19"	32.86'	16.85'	32.46'	N11°54'10"W	C53	449.00'	05°38'25"	44.20'	22.12'	44.18'	S08°37'01"E
C3	60.50'	89°40'01"	94.68'	60.15'	85.31'	N48°29'30"E	C54	494.00'	05°38'25"	48.63'	24.33'	48.61'	S08°37'01"E
C4	19.50'	54°34'53"	18.58'	10.06'	17.88'	N66°03'33"E	C55	406.00'	01°39'09"	11.71'	5.86'	11.71'	S10°36'38"E
C5	9.00'	38°56'33"	6.12'	3.18'	6.00'	N15°34'00"W	C56	451.00'	10°29'57"	82.64'	41.44'	82.53'	S06°11'14"E
C6	9.00'	38°56'33"	6.12'	3.18'	6.00'	N23°22'33"E	C57	168.00'	04°35'45"	13.48'	6.74'	13.47'	N88°38'23"W
C7	1,033.00'	01°45'29"	31.70'	15.85'	31.70'	N03°01'32"E	C58	224.00'	04°35'45"	17.97'	8.99'	17.96'	S88°38'23"E
C8	967.00'	02°45'00"	46.41'	23.21'	46.41'	N02°31'46"E	C59	49.00'	90°00'00"	76.97'	49.00'	69.30'	S44°03'44"W
C9	60.50'	35°33'48"	37.55'	19.40'	36.95'	N21°26'23"E	C60	237.00'	04°35'45"	19.01'	9.51'	19.01'	N88°38'23"W
C10	60.50'	54°06'13"	57.13'	30.90'	55.03'	N66°16'24"E	C61	194.00'	04°35'45"	15.56'	7.78'	15.56'	N88°38'23"W
C11	9.00'	38°56'33"	6.12'	3.18'	6.00'	[illegible]	C62	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SHEET

NOT T



I, DONALD J. ZDANCEWICZ, A DULY AUTHORIZE
THE PROPERTY DELINEATED HEREON, AND THAT IT
CONVEYED BY CRESCENT POTOMAC GREENS, LLC T
AS INSTRUMENT NUMBER 030040390; ALL OF THE
PARTNERSHIP BY DEED DATED SEPTEMBER 29, 20
CONVEYED BY POTOMAC GREENS ASSOCIATES, LLC
INSTRUMENT NUMBER 030040397, ALL DEEDS BEIN
BOUNDARIES; AND THAT ALL REQUIRED MONUMENT
BUT BEFORE COMPLETION OF THE PROJECT.

COMMONWEALTH OF VI
DONALD J. ZDANCEWI
No. 2197
8-3-04
LAND SURVEYOR

GEO...

0000855

0000625

PARCEL "A-1"
805,195 SF

MATCH LINE - SEE SHEET 5 OF 18

LOPMENT LLC
T NO. 010007092

N 00°56'3

543.15'

LOPMENT LLC
T NO. 010007092

Eric K. Wagner 12/24/04
CLERK, POTOMAC COMMISSION DATE

DATE RECORDED _____

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

PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 50'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

REVISION	
8-3-04	REVISED

Bowman CONSULTING

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

Phone: (703) 548-2188
Fax: (703) 683-5781
www.bowmanconsulting.com

© Bowman Consulting Group, Ltd.

DWG:P:\1744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg | BY: RJS | CHK: DIZ

BCG PROJECT NO:1744-02-006 | TASK:3 | COUNTY REF NO:N/A | SHEET 6 OF 18

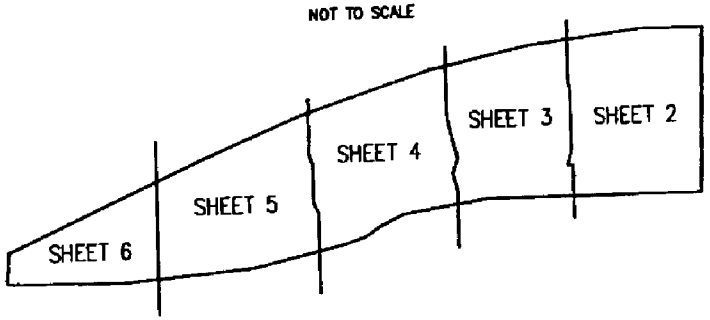
PROJ

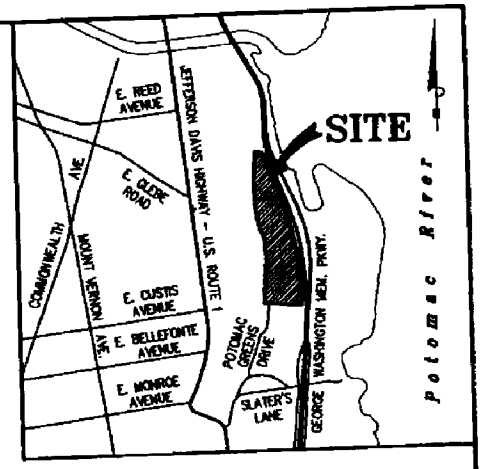
LINE TABLE

BEARING	DISTANCE	LINE	BEARING	DISTANCE
S86°20'31"E	34.83'	L34	N81°50'16"E	5.65'
N86°20'31"W	36.71'	L35	N08°09'44"W	27.38'
S89°03'44"W	13.99'	L36	S81°50'16"W	5.65'
N89°03'44"E	36.15'	L37	N08°09'44"W	5.34'
S48°44'00"E	40.51'	L38	S81°50'16"W	4.98'
N48°44'00"W	28.25'	L39	S88°50'44"E	5.00'
S05°19'59"W	50.66'	L40	S88°50'44"E	6.48'
N05°19'59"E	81.63'	L41	N01°09'16"E	20.43'
N50°24'44"W	62.84'	L42	N88°50'44"W	6.48'
S50°24'44"E	60.03'	L43	S88°50'44"E	5.33'
S03°17'49"W	68.32'	L44	N01°09'16"E	22.16'
N03°17'49"E	58.76'	L45	N88°50'44"W	5.33'
N85°05'25"W	16.00'	L46	N88°50'44"W	5.94'
S85°05'25"E	66.34'	L47	S86°20'31"E	5.70'
N04°54'35"E	21.99'	L48	S86°20'31"E	6.15'
S85°05'25"E	17.62'	L49	N86°20'31"W	6.40'
N04°54'35"E	21.01'	L50	N86°05'44"W	1.67'
S85°05'25"E	64.00'	L51	N03°39'29"E	5.00'
S04°54'35"W	60.00'	L52	S86°20'31"E	34.83'
N85°05'25"W	81.62'	L53	N89°03'44"E	36.15'
S04°54'35"W	3.00'	L54	S48°44'00"E	41.75'
N85°05'25"W	85.23'	L55	S05°19'59"W	49.49'
N38°20'10"W	39.41'	L56	S50°24'44"E	68.14'
N00°00'30"W	56.59'	L57	S86°42'11"E	14.54'
N71°36'20"E	34.56'	L58	S03°17'49"W	20.00'
N51°59'43"E	101.91'	L59	N86°42'11"W	6.10'
S77°57'20"E	60.11'	L60	N86°42'11"W	16.00'
S05°19'59"W	68.09'	L61	N03°17'49"E	28.49'
S50°25'20"E	15.54'	L62	N50°24'44"W	84.18'
S81°55'57"W	21.18'	L63	N05°19'59"E	68.39'
N08°26'02"W	173.47'	L64	N48°44'00"W	28.25'
N81°50'16"E	4.99'	L65	S89°03'44"W	13.99'
N08°09'44"W	17.91'	L66	N86°20'31"W	36.71'

SHEET INDEX

NOT TO SCALE





VICINITY MAP

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 CONVEYED BY CRESCENT POTOMAC GREENS, LLC TO POTOMAC GREENS ASSOCIATES, LLC BY DEED DATED SEPTEMBER 22, 2003 AND RECORDED SEPTEMBER 30, 2003 AS INSTRUMENT NUMBER 030040390; ALL OF THE PROPERTY CONVEYED BY POTOMAC GREENS ASSOCIATES, LLC TO HOMES AT POTOMAC GREENS ASSOCIATES LIMITED PARTNERSHIP BY DEED DATED SEPTEMBER 29, 2003 AND RECORDED SEPTEMBER 30, 2003 AS INSTRUMENT NUMBER 030040396; AND ALL OF THE PROPERTY CONVEYED 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.

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

DONALD J. ZDANCEWICZ
REGISTRATION NO. 2197

US	DELTA	ARC	TAN	CHORD	CHORD BEARING
0'	01°51'40"	20.53'	10.27'	20.53'	S87°16'21"E
0'	05°38'25"	44.20'	22.12'	44.18'	S08°37'01"E
0'	05°38'25"	48.63'	24.33'	48.61'	S08°37'01"E
0'	01°39'09"	11.71'	5.86'	11.71'	S10°36'38"E
0'	10°29'57"	82.64'	41.44'	82.53'	S06°11'14"E
0'	04°35'45"	13.48'	6.74'	13.47'	N88°38'23"W
0'	04°35'45"	17.97'	8.99'	17.96'	S88°38'23"E
2'	90°00'00"	78.97'	49.00'	69.30'	S44°03'44"W
0'	04°35'45"	19.01'	9.51'	19.01'	N88°38'23"W
0'	04°35'45"	15.56'	7.78'	15.56'	N88°38'23"W
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

000858

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

000857

CURVE TABLE

CURVE	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING	CURVE	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING
C1	39.50'	32°15'07"	22.23'	11.42'	21.94'	N11°20'16"W	C52	632.00'	01°51'40"	20.53'	10.27'	20.53'	S87°16'21"E
C2	60.50'	31°07'19"	32.86'	16.85'	32.46'	N11°34'10"W	C53	449.00'	05°38'25"	44.20'	22.12'	44.18'	S08°37'01"E
C3	60.50'	89°40'01"	94.68'	60.15'	85.31'	N48°29'30"E	C54	494.00'	05°38'25"	48.53'	24.33'	48.61'	S08°37'01"E
C4	19.50'	54°34'53"	18.56'	10.06'	17.88'	N66°03'33"E	C55	406.00'	01°39'09"	11.71'	5.86'	11.71'	S10°36'38"E
C5	9.00'	38°56'33"	6.12'	3.18'	6.00'	N15°34'00"W	C56	451.00'	10°29'57"	82.64'	41.44'	82.53'	S06°11'14"E
C6	9.00'	38°56'33"	6.12'	3.18'	6.00'	N23°22'33"E	C57	168.00'	04°35'45"	13.48'	6.74'	13.47'	N88°38'23"W
C7	1,033.00'	01°45'29"	31.70'	15.85'	31.70'	N03°01'32"E	C58	224.00'	04°35'45"	17.97'	8.99'	17.96'	S88°38'23"E
C8	987.00'	02°45'00"	48.41'	23.21'	48.41'	N02°31'46"E	C59	49.00'	90°00'00"	78.97'	49.00'	69.30'	S44°03'44"W
C9	60.50'	35°33'48"	37.55'	19.40'	36.95'	N21°28'23"E	C60	237.00'	04°35'45"	19.01'	9.51'	19.01'	N88°38'23"W
C10	60.50'	54°06'13"	57.13'	30.90'	55.03'	N66°16'24"E	C61	194.00'	04°35'45"	15.56'	7.78'	15.56'	N88°38'23"W
C11	9.00'	38°56'32"	6.12'	3.18'	6.00'	N18°19'00"W	C62	14.00'	90°00'00"	21.99'	14.00'	19.80'	S48°39'29"W
C12	9.00'	38°56'34"	6.12'	3.18'	6.00'	N20°37'33"E	C63	9.00'	38°56'32"	6.12'	3.18'	6.00'	S74°11'14"W
C13	71.00'	10°22'59"	12.87'	6.45'	12.85'	N85°43'07"E	C64	64.00'	67°27'03"	75.34'	42.72'	71.07'	S56°15'18"W
C14	36.00'	10°08'43"	6.37'	3.20'	6.37'	S85°35'59"W	C65	20.00'	06°22'26"	2.22'	1.11'	2.22'	S44°50'43"W
C15	533.00'	09°19'00"	86.67'	43.43'	86.57'	N03°30'14"W	C66	9.00'	38°56'33"	6.12'	3.18'	6.00'	S24°15'34"W
C16	467.00'	09°19'00"	75.94'	38.05'	75.85'	N03°30'14"W	C67	9.00'	39°55'59"	6.27'	3.27'	6.15'	N29°36'14"W
C17	467.00'	01°35'55"	13.03'	6.51'	13.03'	N00°21'19"E	C68	9.00'	32°31'39"	5.11'	2.63'	5.04'	N06°37'35"E
C18	467.00'	02°56'42"	24.00'	12.00'	24.00'	N01°55'00"W	C69	9.00'	50°30'10"	7.93'	4.24'	7.68'	N68°24'24"E
C19	467.00'	04°46'24"	38.91'	19.46'	38.89'	N05°48'32"W	C70	9.00'	29°01'23"	4.56'	2.33'	4.51'	S71°49'49"E
C20	38.00'	06°42'54"	4.45'	2.23'	4.45'	N85°11'43"E	C71	9.00'	62°07'38"	9.76'	5.42'	9.29'	N62°35'40"E
C21	62.00'	06°32'00"	7.07'	3.54'	7.07'	S85°06'16"W	C72	9.00'	79°51'22"	12.54'	7.33'	11.55'	S46°24'50"E
C22	350.00'	02°32'42"	15.55'	7.77'	15.55'	N09°26'05"W	C74	9.00'	37°20'06"	5.86'	3.04'	5.76'	N70°10'41"W
C23	350.00'	02°25'01"	14.76'	7.38'	14.76'	N11°54'57"W	C75	9.00'	40°30'33"	6.36'	3.32'	6.23'	N70°54'00"E
C24	350.00'	04°57'43"	30.31'	15.17'	30.30'	N10°38'36"W	C76	62.00'	08°14'34"	8.92'	4.47'	8.91'	N84°38'54"E
C25	416.00'	04°57'43"	36.03'	18.02'	36.02'	N10°38'36"W	C77	9.00'	41°56'29"	6.59'	3.45'	6.44'	S12°48'30"W
C26	500.00'	06°55'42"	60.46'	30.27'	60.42'	N16°35'18"W	C78	9.00'	26°20'13"	4.14'	2.11'	4.10'	N05°00'22"E
C27	434.00'	06°55'42"	52.48'	26.27'	52.45'	N16°35'18"W	C79	9.00'	90°00'02"	14.14'	9.00'	12.73'	N63°26'41"W
C28	24.00'	23°04'26"	9.67'	4.90'	9.60'	N31°35'22"W	C80	9.00'	45°30'13"	7.15'	3.77'	6.96'	N04°18'26"E
C29	26.00'	23°04'26"	10.47'	5.31'	10.40'	N31°35'22"W	C81	31.50'	90°00'00"	49.46'	31.50'	44.55'	S41°20'31"E
C30	26.00'	23°04'26"	10.47'	5.31'	10.40'	N08°30'56"W	C82	31.50'	90°00'00"	49.46'	31.50'	44.55'	S48°39'29"W
C31	24.00'	23°04'26"	9.67'	4.90'	9.60'	N08°30'56"W	C83	31.50'	90°00'00"	49.46'	31.50'	44.55'	N41°20'31"W
C32	57.00'	57°53'54"	57.60'	31.53'	55.18'	N08°53'48"E	C84	31.50'	90°00'00"	49.46'	31.50'	44.55'	N48°39'29"E
C33	51.00'	49°13'49"	43.82'	23.37'	42.49'	S50°20'31"E	C85	31.00'	90°00'00"	48.69'	31.00'	43.84'	S48°39'29"W
C34	1,338.00'	02°59'54"	70.02'	35.02'	70.01'	S27°13'34"E	C86	9.00'	88°52'11"	13.96'	8.82'	12.60'	S49°13'24"W
C35	1,383.00'	03°13'16"	77.75'	38.89'	77.74'	S27°06'52"E	C87	31.00'	90°00'00"	48.69'	31.00'	43.84'	S49°47'18"W
C36	467.00'	11°55'35"	97.21'	48.78'	97.03'	S22°45'43"E	C88	11.00'	38°26'33"	7.38'	3.84'	7.24'	N11°03'32"E
C37	512.00'	11°55'35"	106.56'	53.48'	106.38'	S22°45'43"E	C89	9.00'	39°55'03"	6.27'	3.27'	6.14'	N10°19'17"E
C38	512.00'	04°46'17"	42.64'	21.33'	42.63'	S14°24'48"E	C90	31.00'	84°23'56"	45.66'	28.11'	41.65'	N32°33'44"E
C39	467.00'	04°46'17"	38.89'	19.46'	38.88'	S14°24'48"E	C91	120.00'	33°30'32"	70.18'	36.13'	69.18'	N03°17'53"W
C40	1,045.00'	03°46'11"	68.76'	34.39'	68.74'	S15°30'45"E	C92	60.00'	25°14'17"	26.43'	13.43'	26.22'	N26°04'31"E
C41	1,000.00'	05°22'13"	93.73'	46.90'	93.70'	S14°42'44"E	C93	120.00'	17°53'46"	37.48'	18.89'	37.33'	N11°06'16"W
C42	762.00'	12°22'07"	164.50'	82.57'	164.18'	S11°12'47"E	C94	120.00'	15°36'46"	32.70'	16.45'	32.60'	N05°39'00"E
C43	717.00'	12°22'07"	154.78'	77.69'	154.48'	S11°12'47"E	C95	20.00'	17°14'34"	6.02'	3.03'	6.00'	S03°17'18"E
C44	745.00'	06°05'38"	79.24'	39.66'	79.20'	S10°37'13"E	C96	14.00'	30°00'00"	7.33'	3.75'	7.25'	N18°39'29"E
C45	700.00'	10°12'50"	124.79'	62.56'	124.62'	S10°08'06"E	C97	244.00'	04°35'45"	19.57'	9.79'	19.57'	S88°38'23"E
C46	14.00'	18°32'22"	4.53'	2.28'	4.51'	S81°53'05"W	C98	20.00'	42°12'16"	14.73'	7.72'	14.40'	S89°50'08"E
C47	1,579.00'	02°38'20"	72.73'	36.37'	72.72'	S13°55'23"E	C99	36.00'	54°03'59"	33.97'	18.37'	32.72'	S21°42'01"E
C48	1,624.00'	04°11'30"	118.81'	59.43'	118.78'	S13°06'48"E	C100	16.00'	90°00'00"	25.13'	16.00'	22.63'	S48°17'49"W
C49	2,012.00'	05°16'15"	184.51'	92.32'	184.44'	S08°25'26"E	C101	20.00'	35°52'57"	12.53'	6.48'	12.32'	N30°47'32"W
C50	1,967.00'	03°57'59"	136.17'	68.11'	136.14'	S09°04'04"E	C102	50.00'	42°12'18"	36.83'	19.30'	36.00'	N69°50'08"W
C51	568.00'	01°51'40"	18.45'	9.23'	18.45'	N87°16'21"W	C103	256.00'	04°35'45"	20.53'	10.27'	20.53'	N88°38'23"W

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2107
8-3-04
LAND SURVEYOR

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 12/3/04
CHAIRMAN, PLANNING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

8-3-04
DWG:P:\17-
BCG PRO

000858

ARC	TAN	CHORD	CHORD BEARING
20.53'	10.27'	20.53'	S87°16'21"E
44.20'	22.12'	44.18'	S08°37'01"E
48.63'	24.33'	48.61'	S08°37'01"E
11.71'	5.86'	11.71'	S10°36'38"E
82.64'	41.44'	82.53'	S06°11'14"E
13.48'	6.74'	13.47'	N88°38'23"W
17.97'	8.99'	17.96'	S88°38'23"E
76.97'	49.00'	69.30'	S44°03'44"W
19.01'	9.51'	19.01'	N88°38'23"W
15.56'	7.78'	15.56'	N88°38'23"W
21.99'	14.00'	19.80'	S48°39'29"W
8.12'	3.18'	8.00'	S74°11'14"W
75.34'	42.72'	71.07'	S56°15'18"W
2.22'	1.11'	2.22'	S44°50'43"W
8.12'	3.18'	8.00'	S24°15'34"W
8.27'	3.27'	8.15'	N29°36'14"W
5.11'	2.63'	5.04'	N06°37'35"E
7.93'	4.24'	7.68'	N68°24'24"E
4.56'	2.33'	4.51'	S71°49'49"E
9.76'	5.42'	9.29'	N62°35'40"E
12.54'	7.53'	11.55'	S46°24'50"E
5.86'	3.04'	5.76'	N70°10'41"W
6.36'	3.32'	6.23'	N70°54'00"E
8.92'	4.47'	8.91'	N84°38'54"E
6.59'	3.45'	6.44'	S12°48'30"W
4.14'	2.11'	4.10'	N05°00'22"E
14.14'	9.00'	12.73'	N63°26'41"W
7.15'	3.77'	6.96'	N04°18'26"E
49.48'	31.50'	44.55'	S41°20'31"E
49.48'	31.50'	44.55'	S48°39'29"W
49.48'	31.50'	44.55'	N41°20'31"W
49.48'	31.50'	44.55'	N48°39'29"E
48.69'	31.00'	43.84'	S48°39'29"W
13.96'	8.82'	12.60'	S49°13'24"W
48.69'	31.00'	43.84'	S49°47'18"W
7.38'	3.84'	7.24'	N11°03'32"E
6.27'	3.27'	6.14'	N10°19'17"E
45.66'	28.11'	41.65'	N32°33'44"E
70.18'	36.13'	69.18'	N03°17'53"W
26.43'	13.43'	26.22'	N26°04'31"E
37.48'	18.89'	37.33'	N11°06'16"W
32.70'	16.45'	32.60'	N05°39'00"E
6.02'	3.03'	6.00'	S03°17'18"E
7.33'	3.75'	7.25'	N18°39'29"E
19.57'	9.79'	19.57'	S88°38'23"E
14.73'	7.72'	14.40'	S69°50'08"E
33.97'	18.37'	32.72'	S21°42'01"E
25.13'	16.00'	22.63'	S48°17'49"W
12.53'	6.48'	12.32'	N30°47'32"W
36.83'	19.30'	36.00'	N69°50'08"W
20.53'	10.27'	20.53'	N88°38'23"W

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

DONALD J. ZDANCEWICZ
REGISTRATION NO. 2197

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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 12/3/04
CHAIRMAN, PLANNING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. — DEED BOOK NO. — PAGE NO.

PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 50'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

REVISION	
8-3-04	REVISED

Bowman CONSULTING

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

Phone: (703) 548-2188
Fax: (703) 683-5781
www.bowmanconsulting.com

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DWG:P:\1744 – Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg | BY: RJS | CHK: DZ

BCG PROJECT NO: 1744-02-006 | TASK:3 | COUNTY REF NO: N/A | SHEET 1 OF 18

PROJ

RE: DSP # 2002-0026

000607

000859

VA STATE GRID NORTH

S 03°53'26" W 283.16'

N 425,459.77
E 2,414,763.21

PARCEL "A-1"
805,195 SF

ACCESS ROAD EASEMENT HEREBY RESERVED (SEE DETAIL-THIS SHEET)

S 03°17'40" W 58.76'

S 05°19'59" W 61.83'

S 30°24'14" E 80.43'

S 77°57'20" E 80.21'

ACCESS ROAD EASEMENT HEREBY RESERVED (SEE DETAIL-THIS SHEET)

PARCEL "A-11"
52,887 SF

S 68°38'43" E 78.41'

S 03°39'29" W 39.00'

N 86°20'31" W 22.71'

S 86°03'44" W 44.74'

S 86°03'44" W 48.74'

5.00'

9.00'

35.00'

27.30'

S 03°39'29" W 42.00'

BLOCK "E"

102.84'

N 86°20'31" W

N 03°39'29" E 44.00'

8.00'

S 03°39'29" W 44.00'

N 86°20'31" W

BLOCK "A"

PARCEL "A-11"
52,887 SF

CARPENTER ROAD
(HEREBY DEDICATED)
BLOCK "B"

PARCEL "A-2"
10,580 SF

251.46'

168.51'

216.01'

137.70'

754.02'

458.53'

TAX MAP 035.02-(1)A-00
LOT 501
SUBDIVISION OF PARCEL 1 OF THE
RICHARD C. DYAS PROPERTY
AND PARCEL 3 OF THE
ALVIN L. AUBINCE PROPERTY

POTOMMACK CROSSING II
CONDOMINIUM

LOT 147 LOT 148 LOT 149 LOT 150 LOT 151 LOT 152 LOT 153 LOT 154

AWKINS WAY
(PRIVATE STREET)

TOWN GREENS
BLOCK 1-A
TAX MAP 035.04-01-01

DETAIL
SCALE: 1" = 50'

PARCEL "A-1"

ACCESS ROAD EASEMENT HEREBY RESERVED

PARCEL "A-11"

ACCESS ROAD EASEMENT HEREBY RESERVED

PARCEL "A-11"

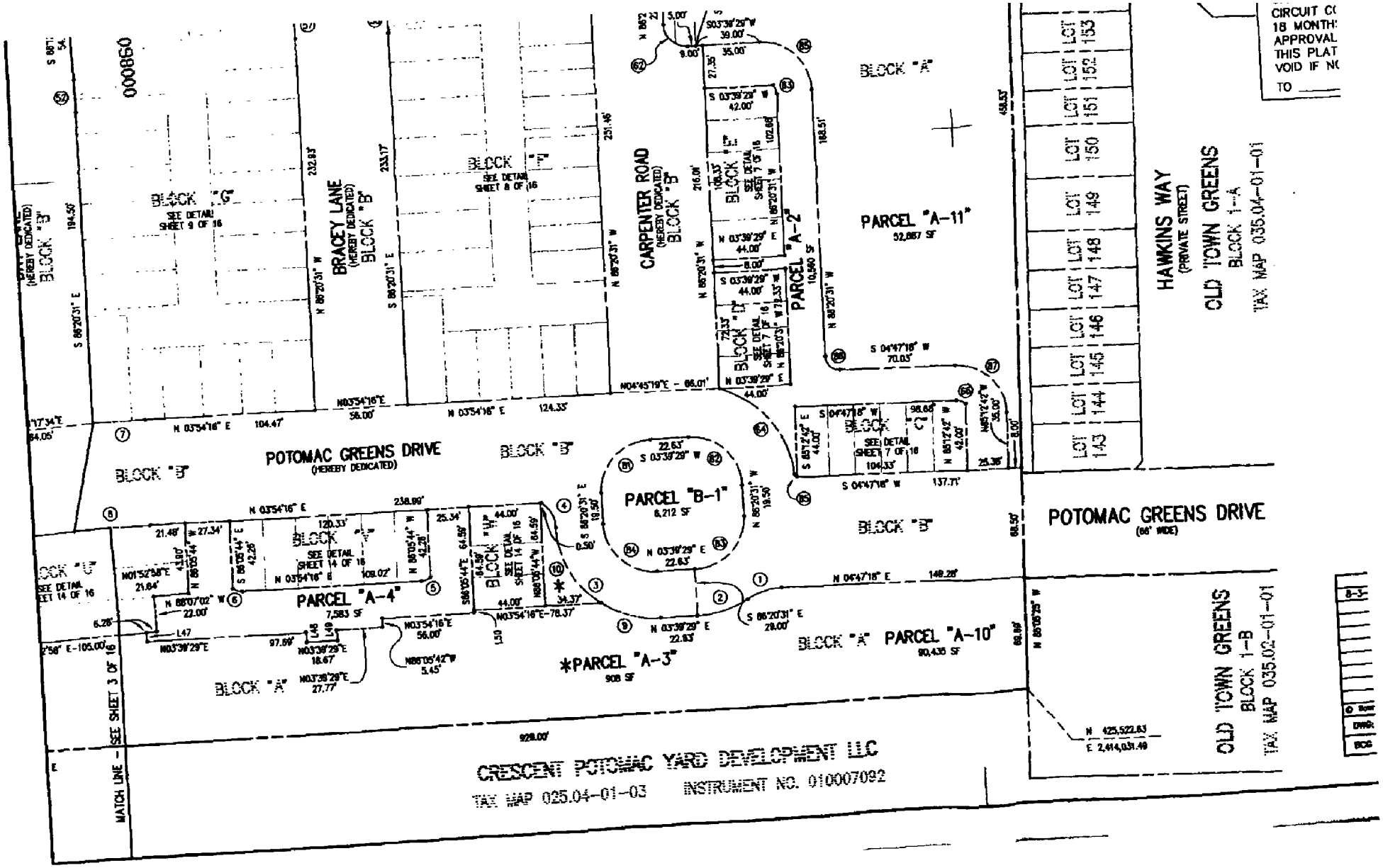
L51 L52 L53 L54 L55 L56 L57 L58 L59 L60 L61 L62 L63 L64 L65 L66

96 97 98 99 100 101 102 103

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 _____

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR 12-21-04 DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR 12/3/04 DATE
CHAIRMAN, PLANNING COMMISSION 12/21/04 DATE
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____


BLOCK "G"
SEE DETAIL SHEET 9 OF 16
BRACEY LANE
(HEREBY DEDICATED)
BLOCK "B"
BLOCK "F"
SEE DETAIL SHEET 8 OF 16
CARPENTER ROAD
(HEREBY DEDICATED)
BLOCK "B"
BLOCK "A"
PARCEL "A-11"
52,867 SF
PARCEL "A-2"
10,560 SF
HAWKINS WAY
(PRIVATE STREET)
OLD TOWN GREENS
BLOCK 1-A
TAX MAP 035.04-01-01
POTOMAC GREENS DRIVE
(HEREBY DEDICATED)
BLOCK "B"
PARCEL "B-1"
6,212 SF
POTOMAC GREENS DRIVE
(66' WIDE)
PARCEL "A-4"
7,583 SF
*PARCEL "A-3"
908 SF
BLOCK "A" PARCEL "A-10"
90,435 SF
OLD TOWN GREENS
BLOCK 1-B
TAX MAP 035.02-01-01
MATCH LINE - SEE SHEET 3 OF 16
CRESCENT POTOMAC YARD DEVELOPMENT LLC
TAX MAP 025.04-01-03 INSTRUMENT NO. 010007092

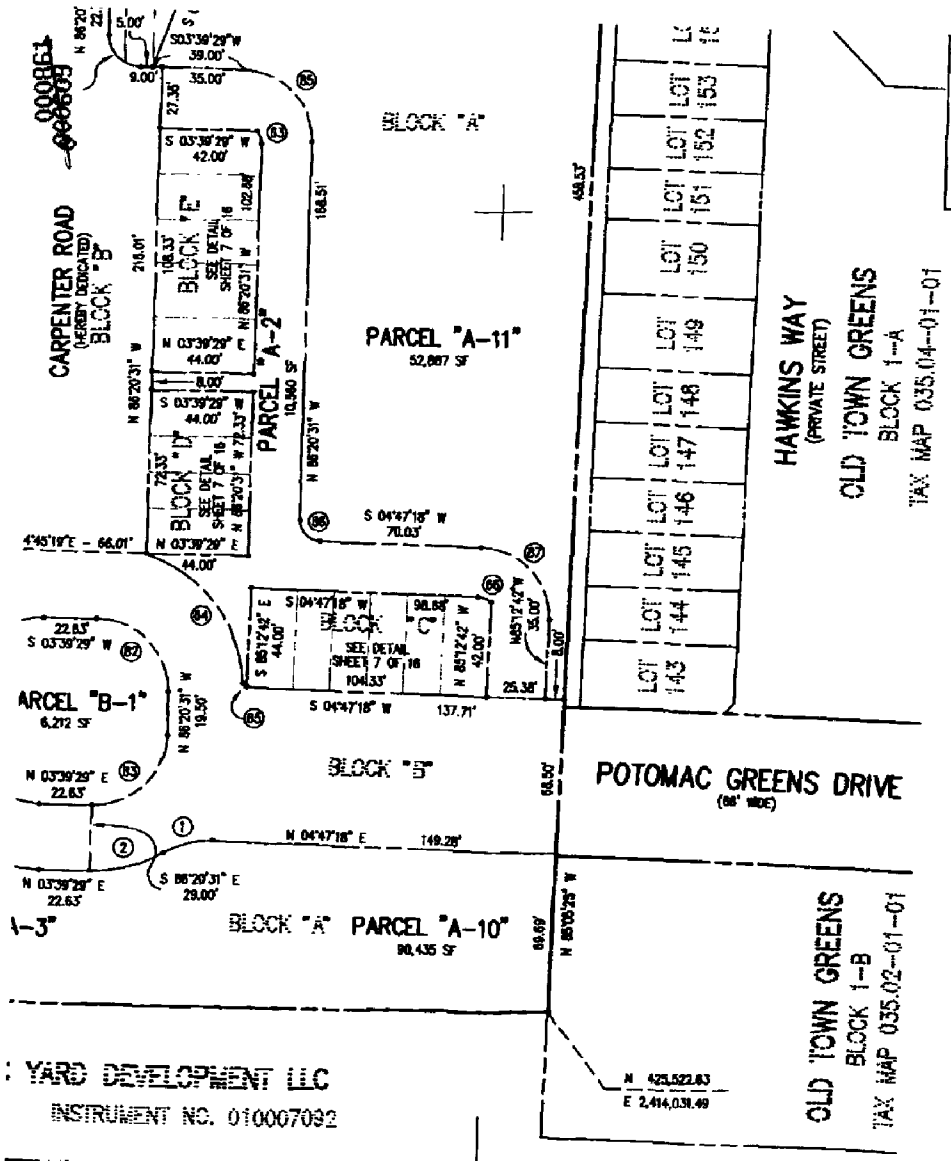
PLAT SHALL BE RECORDED IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT OF THE CITY WITHIN 18 MONTHS AFTER THE DATE OF APPROVAL . . ."
THIS PLAT SHALL BE NULL AND VOID IF NOT RECORDED PRIOR TO _____.

DIRECTOR DATE

CHAIRMAN, PLANNING COMMISSION DATE 12/21/04

DATE RECORDED _____

INSTRUMENT NO. DEED BOOK NO. PAGE NO.



PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 50'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

REVISION	
8-3-04	REVISED

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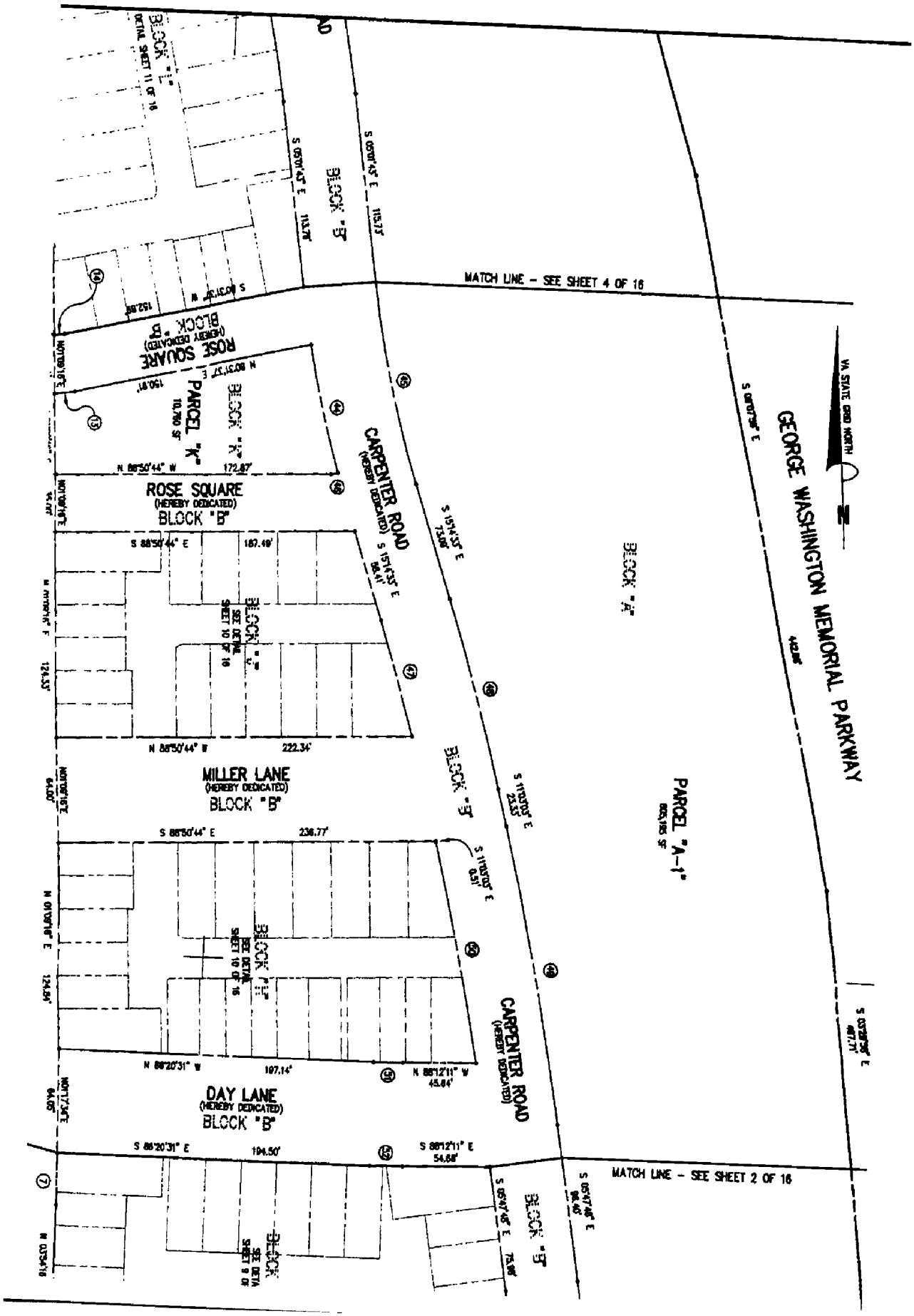
DWG:P:\1744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg | BY: RJS | CHK: DZ

BCG PROJECT NO: 1744-02-006 | TASK: 3 | COUNTY REF NO: N/A | SHEET 2 OF 16


GEORGE WASHINGTON MEMORIAL PARKWAY
VA. STATE GRID NORTH
PARCEL "A-1"
BLOCK "A"
CARPENTER ROAD
(HEREBY DEDICATED)
BLOCK "B"
BLOCK "E"
BLOCK "F"
BLOCK "K"
PARCEL "K"
ROSE SQUARE
(HEREBY DEDICATED)
BLOCK "D"
MILLER LANE
(HEREBY DEDICATED)
BLOCK "B"
DAY LANE
(HEREBY DEDICATED)
BLOCK "B"
MATCH LINE - SEE SHEET 4 OF 16
MATCH LINE - SEE SHEET 2 OF 16
N 88°50'44" W
S 88°50'44" E
N 88°20'31" W
S 88°20'31" E
N 88°12'11" W
S 88°12'11" E
S 15°14'33" E
S 11°03'03" E
S 05°07'45" E
N 01°09'16" E
N 03°54'18" E

000863

N MEMORIAL PARKWAY

S 03°28'36" E 487.71'

MATCH LINE - SEE SHEET 2 OF 16

PARCEL "A-1"
805,195 SF

K "A"

S 05°47'48" E 98.40'

BLOCK "B"

S 05°47'48" E 75.98'

S 11°03'03" E 23.33'

CARPENTER ROAD
(HEREBY DEDICATED)

S 11°03'03" E 0.51'

BLOCK "B"

N 88°12'11" W 45.64'

S 88°12'11" E 54.08'

BLOCK "V"
SEE DETAIL
SHEET 10 OF 16

MILLER LANE
(HEREBY DEDICATED)
BLOCK "B"

236.77'

BLOCK "T"
SEE DETAIL
SHEET 10 OF 16

197.14'

DAY LANE
(HEREBY DEDICATED)
BLOCK "B"

184.50'

BLOCK
SEE DETA
SHEET 8 OF

N 88°50'44" W 229.34'

S 88°50'44" E

N 88°20'31" W

S 88°20'31" E

N 01°09'16" E 124.33'

N01°09'16"E 64.00'

N 01°09'16" E 124.84'

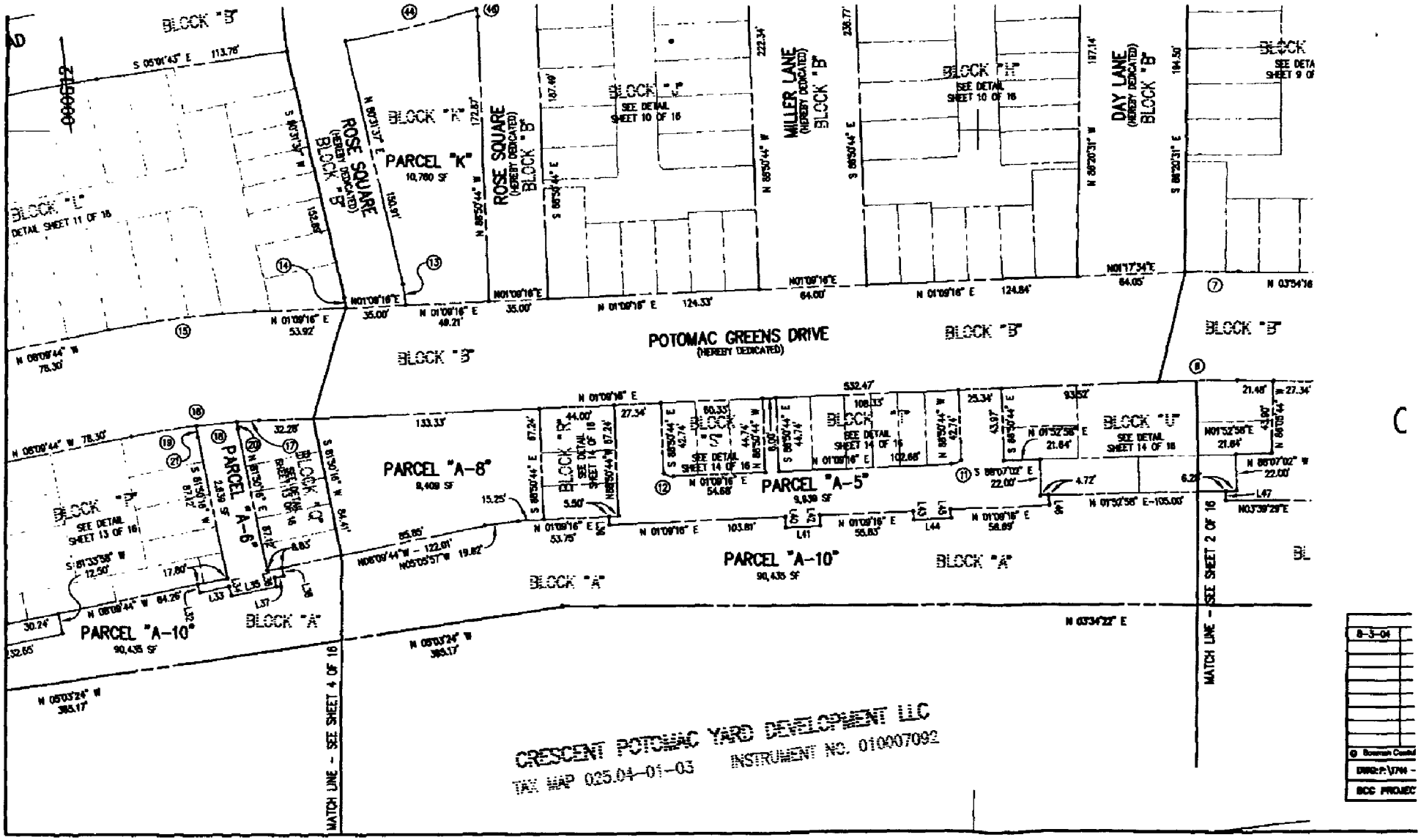
N01°17'34"E 64.05'

N 03°54'16

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

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 12-2-04
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR — DATE 12/3/04
CHAIRMAN, PLANNING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____


BLOCK "B"
BLOCK "L"
DETAIL SHEET 11 OF 16
ROSE SQUARE (HEREBY DEDICATED) BLOCK "B"
BLOCK "K"
PARCEL "K"
10,760 SF
ROSE SQUARE (HEREBY DEDICATED) BLOCK "B"
BLOCK "E"
SEE DETAIL SHEET 10 OF 16
MILLER LANE (HEREBY DEDICATED) BLOCK "B"
BLOCK "H"
SEE DETAIL SHEET 10 OF 16
DAY LANE (HEREBY DEDICATED) BLOCK "B"
POTOMAC GREENS DRIVE (HEREBY DEDICATED)
BLOCK "B"
BLOCK "B"
BLOCK "B"
BLOCK "A"
SEE DETAIL SHEET 13 OF 16
PARCEL "A-6"
2,439 SF
BLOCK "C"
PARCEL "A-8"
9,409 SF
BLOCK "K"
SEE DETAIL SHEET 14 OF 16
BLOCK "A"
SEE DETAIL SHEET 14 OF 16
PARCEL "A-5"
9,639 SF
BLOCK "T"
SEE DETAIL SHEET 14 OF 16
BLOCK "U"
SEE DETAIL SHEET 14 OF 16
PARCEL "A-10"
90,435 SF
BLOCK "A"
PARCEL "A-10"
90,435 SF
BLOCK "A"
MATCH LINE - SEE SHEET 4 OF 16
MATCH LINE - SEE SHEET 2 OF 16
CRESCENT POTOMAC YARD DEVELOPMENT LLC
TAX MAP 025.04-01-03
INSTRUMENT NO. 010007092
8-3-04
SCC PROJEC

0000864

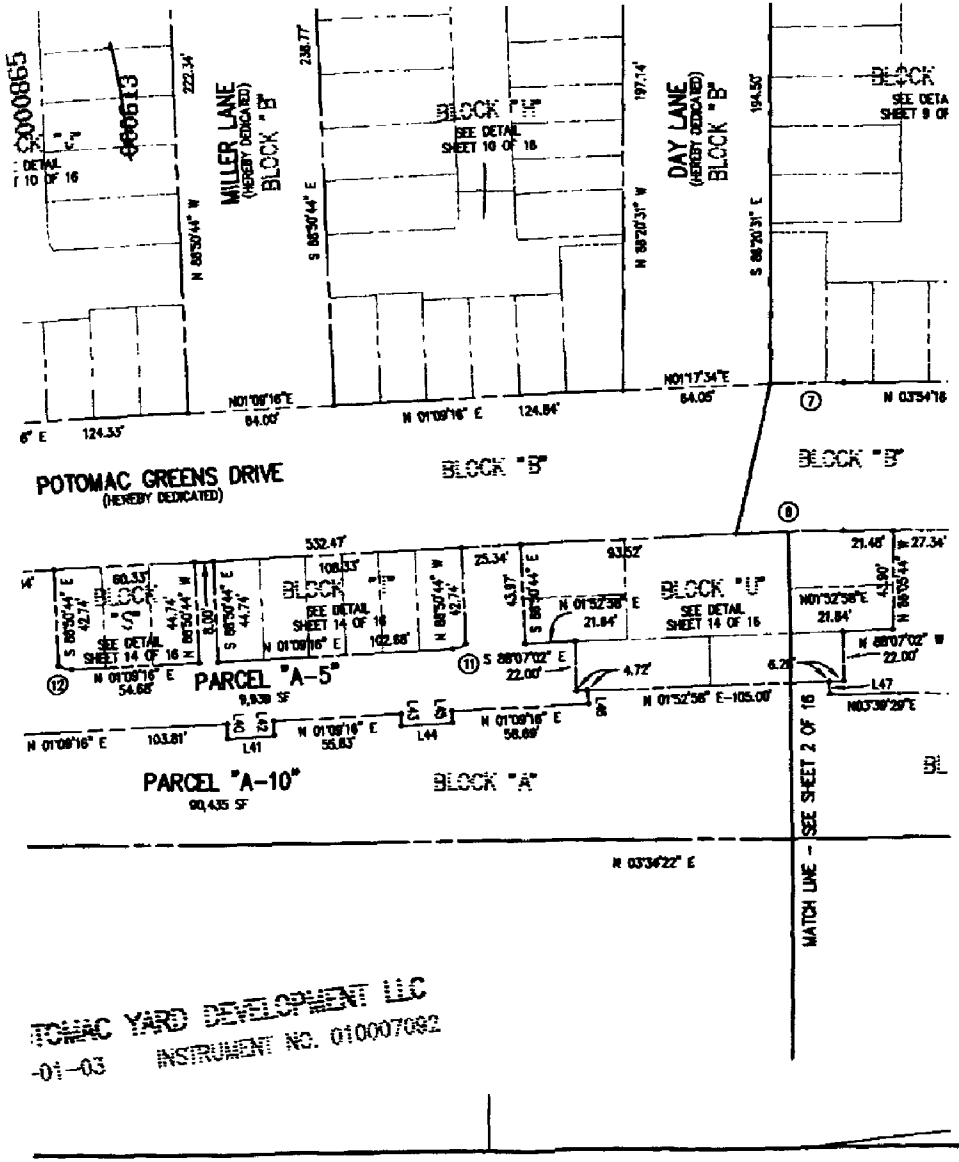
DIRECTOR DATE

12/21/04

CHAIRMAN, PLANNING COMMISSION DATE

DATE RECORDED

INSTRUMENT NO. DEED BOOK NO. PAGE NO.



PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 50'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

REVISION	
8-3-04	REVISED

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DWG: P:\744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-PlatLAYP.dwg BY: RJS CHK: DZ

BCG PROJECT NO: 1744-02-006 TASK: 3 COUNTY REF NO: N/A SHEET 3 OF 18

TOMAC YARD DEVELOPMENT LLC
-01-03 INSTRUMENT NO. 010007092

PROJ

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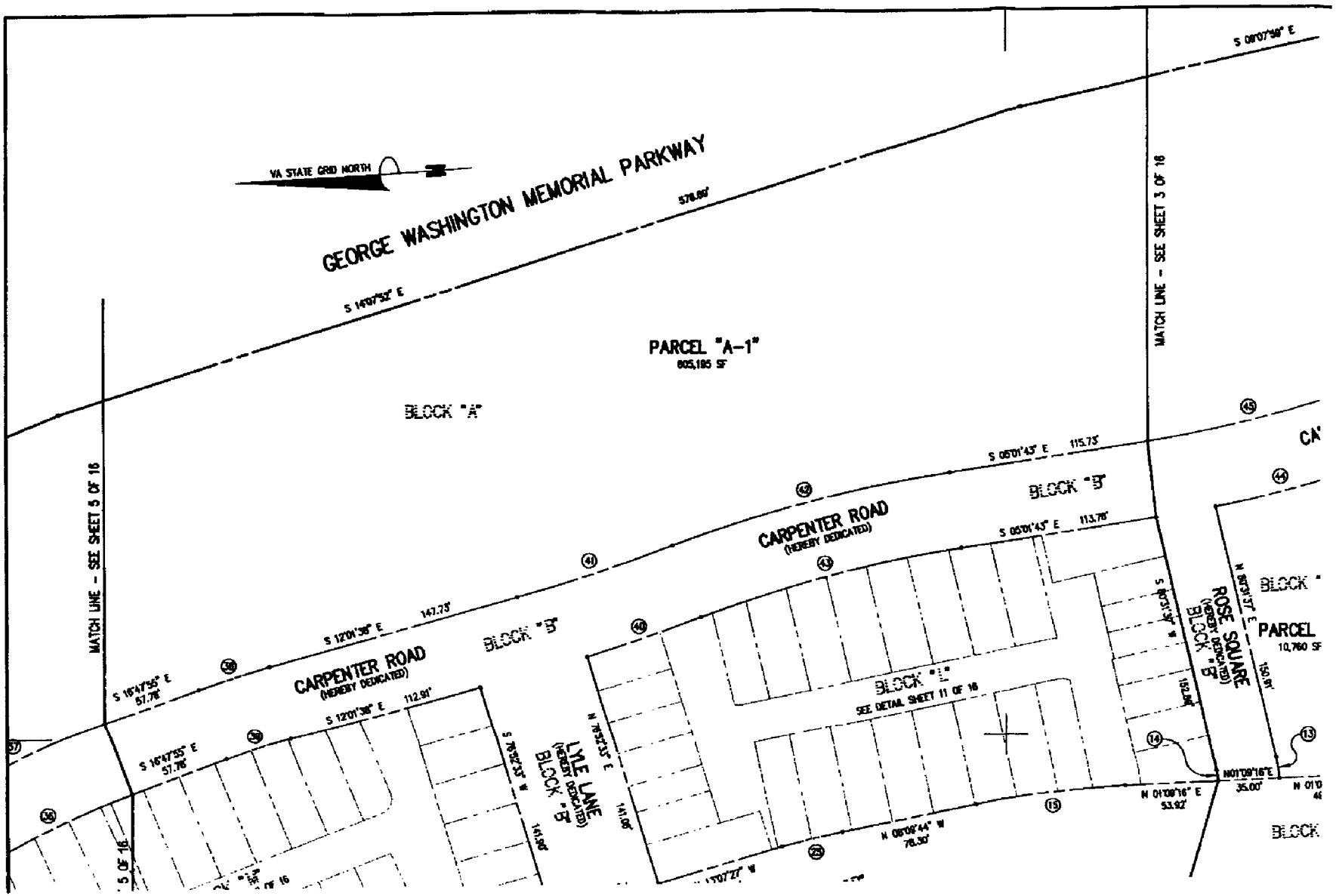

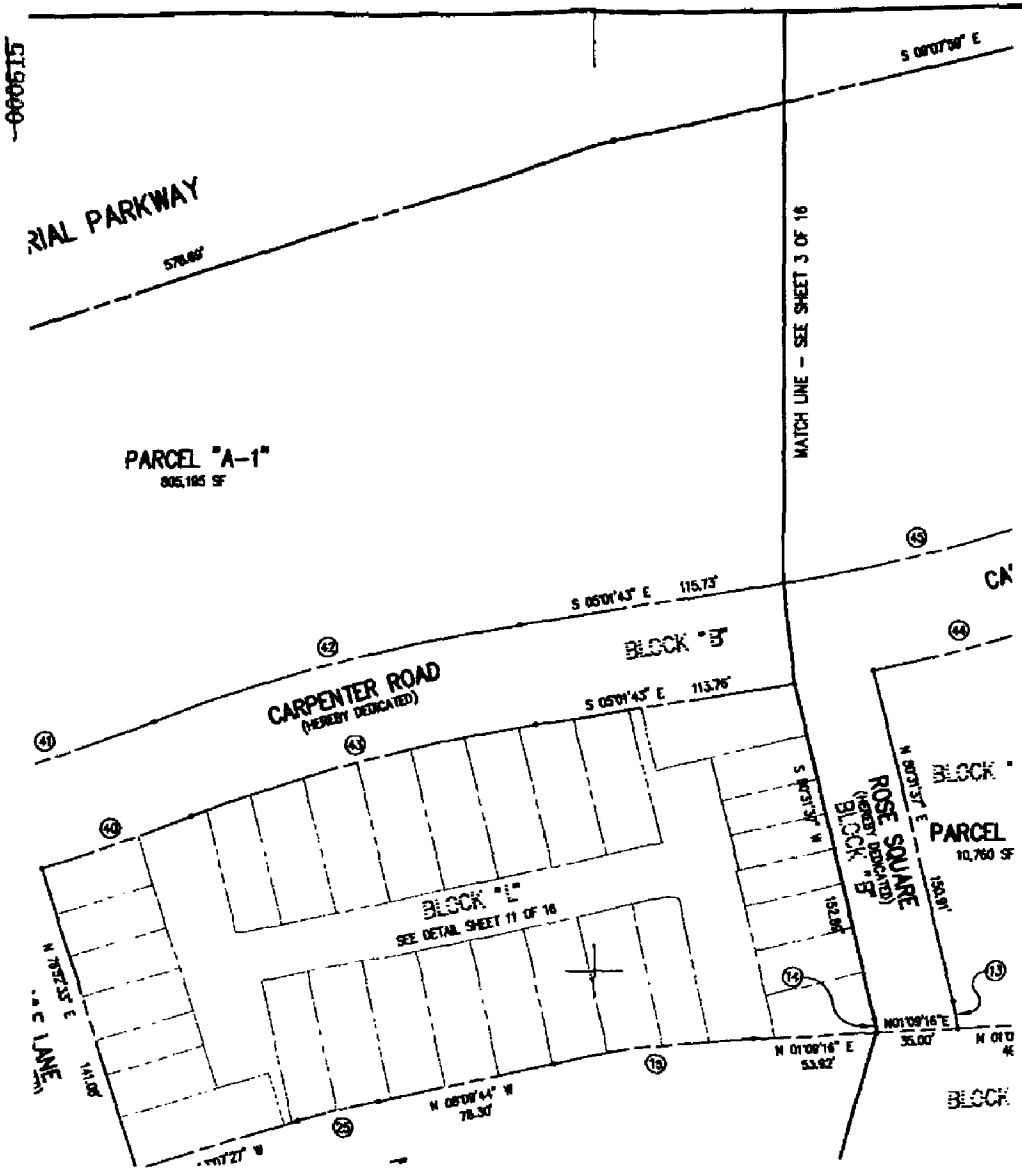

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2187
8-3-04
LAND SURVEYOR

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. _____
DIRECTOR — DATE 12/3/04

CHAIRMAN PLANNING COMMISSION — DATE 12/21/04

DATE RECORDED _____

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

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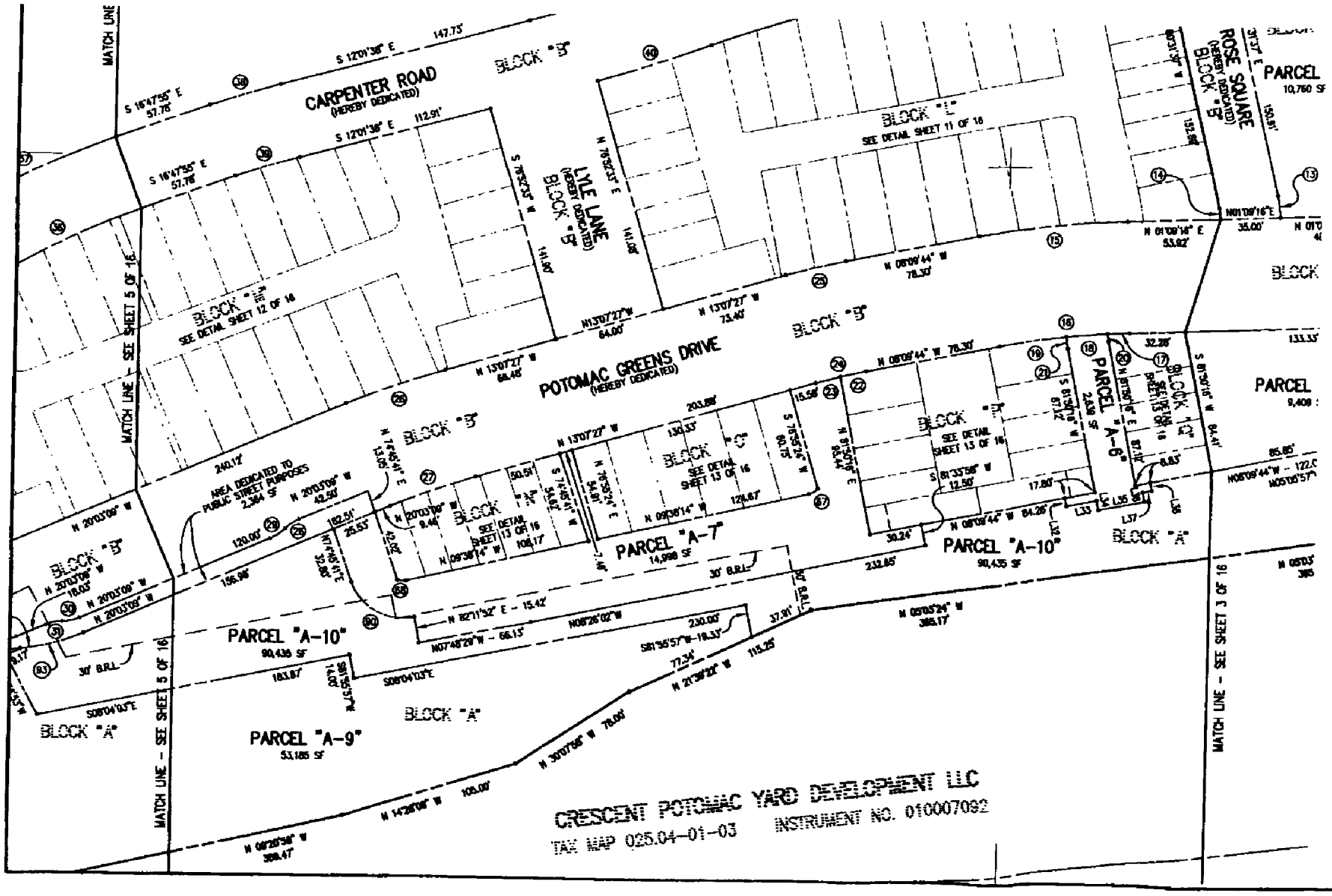

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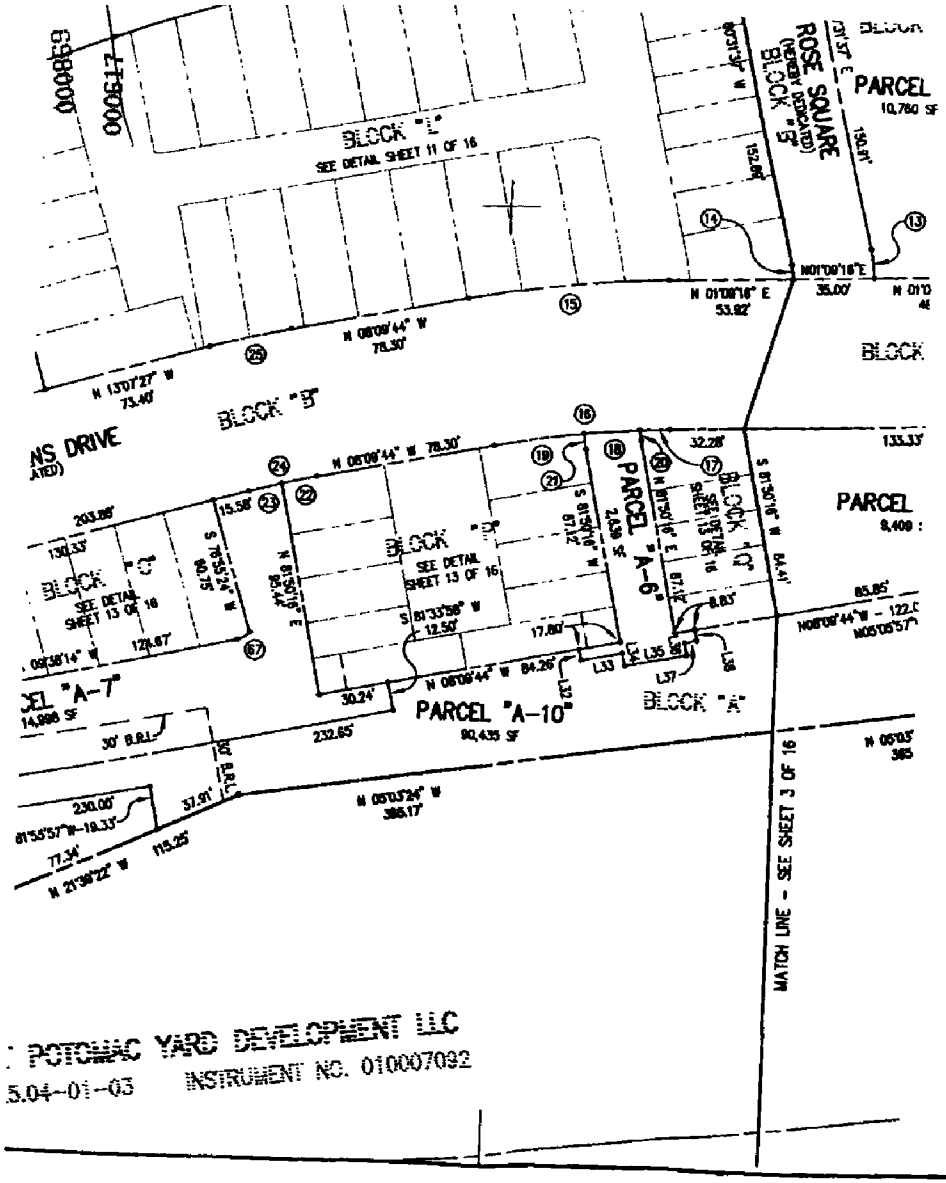

DIRECTOR	DATE
CHAIRMAN, PLANNING COMMISSION	DATE 12/21/04
DATE RECORDED	
INSTRUMENT NO. / DEED BOOK NO.	PAGE NO.

PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 50'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

REVISION	
8-3-04	REVISED

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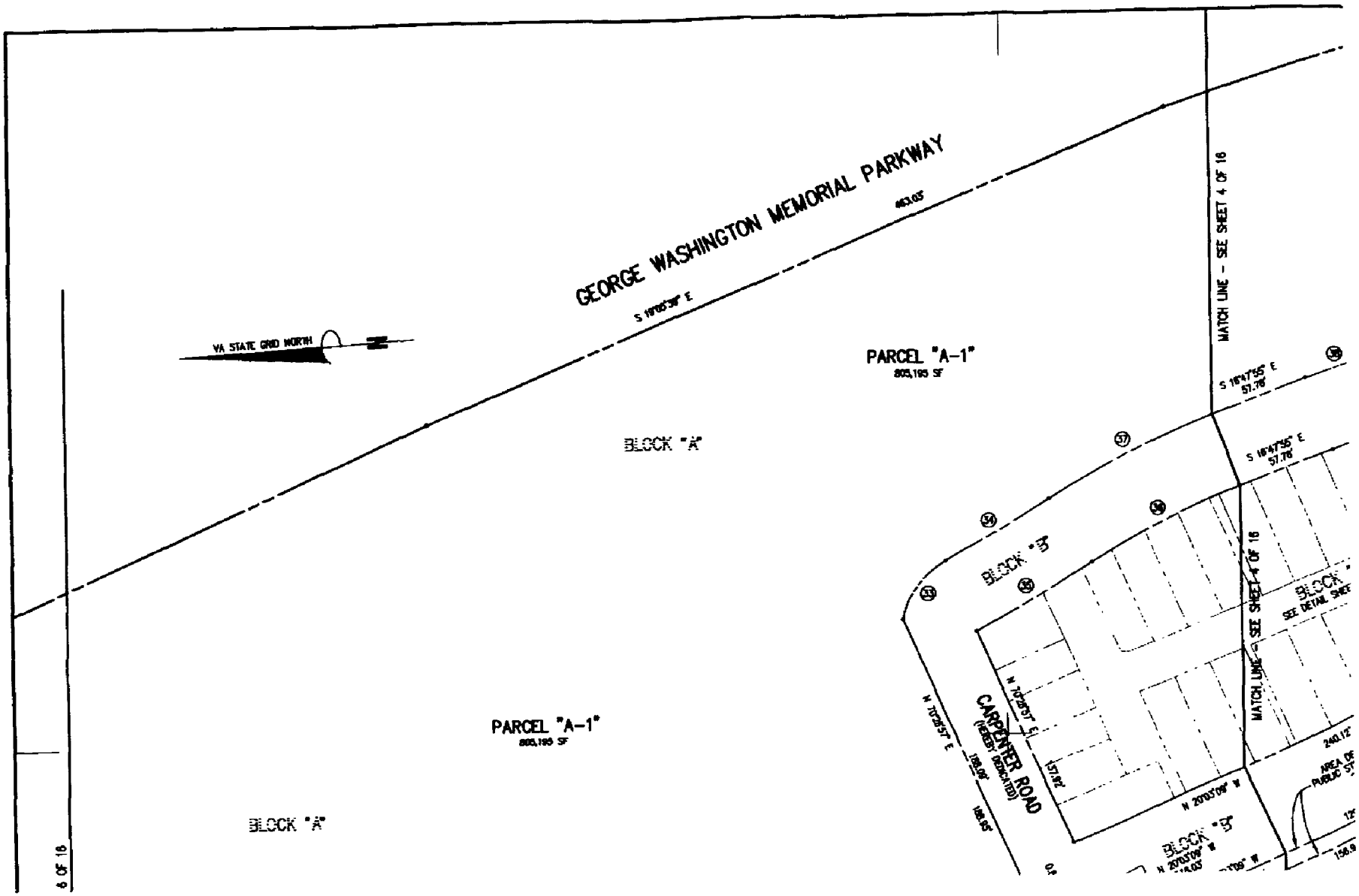
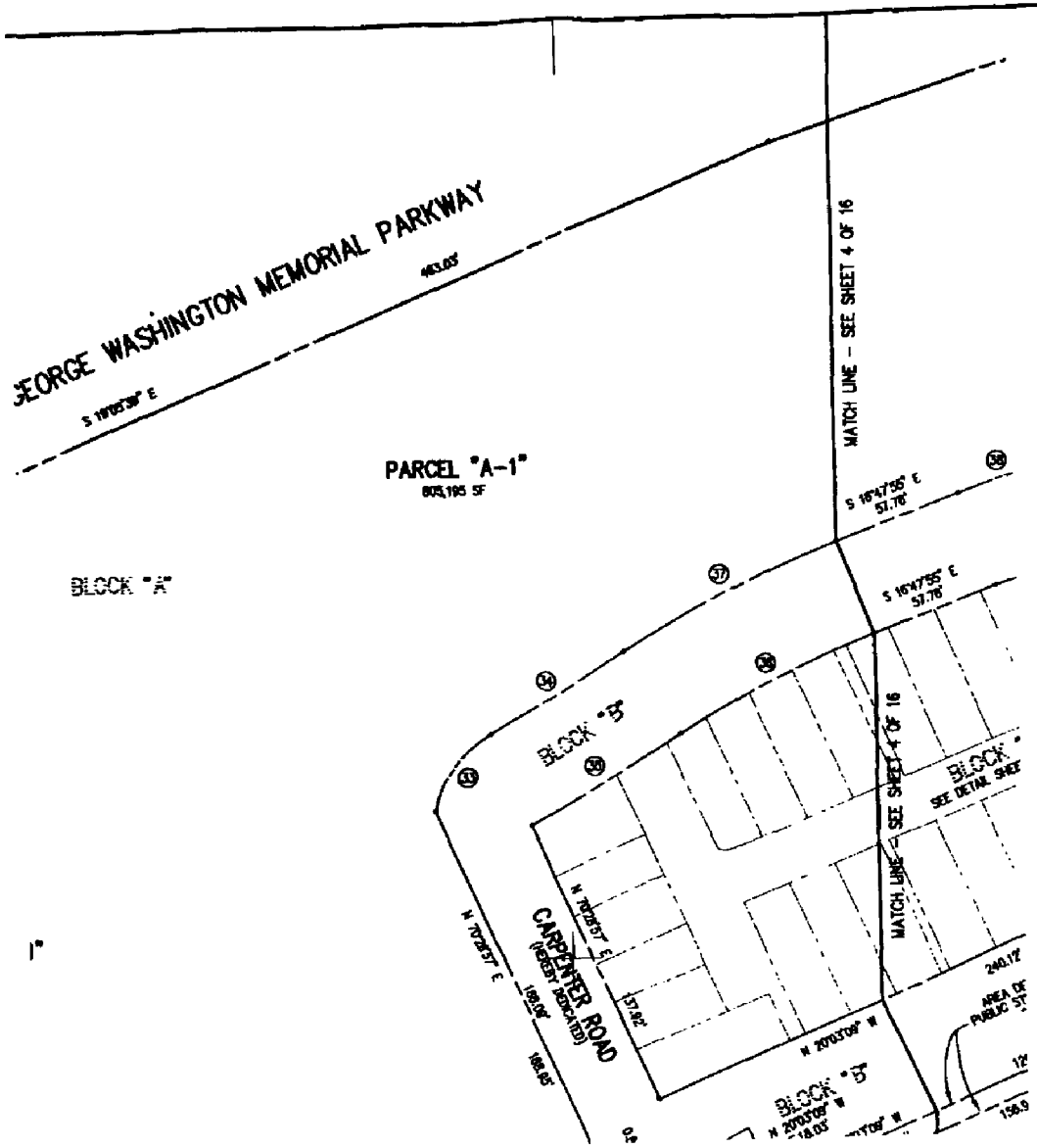
DWG:P:\1744 - Potomac Greens\1744-02-002\Survey\Plat\1744-02-002-PlatL-RP.dwg | BY: RJS | CHK: DZ

BCG PROJECT NO: 1744-02-006 | TASK: 3 | COUNTY REF. NO: N/A | SHEET 4 OF 16

PROJ


GEORGE WASHINGTON MEMORIAL PARKWAY
S 19°05'39" E
463.05'
VA STATE GRID NORTH
PARCEL "A-1"
805,195 SF
BLOCK "A"
PARCEL "A-1"
805,195 SF
BLOCK "A"
MATCH LINE - SEE SHEET 4 OF 16
S 16°47'55" E
57.76'
S 16°47'55" E
57.76'
BLOCK "B"
CARPENTER ROAD
(PUBLIC DEDICATED)
N 70°28'57" E
N 70°28'57" E
N 20°03'09" W
N 20°03'09" W
MATCH LINE - SEE SHEET 4 OF 16
240.12'
AREA OF PUBLIC ST
6 OF 16



COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

ALEXANDRIA ZONING ORDINANCE
SECTION: 11-1714:
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APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR _____ DATE 12-21-04
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR _____ DATE 12/3/04
CHAIRMAN, PLANNING COMMISSION _____ DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

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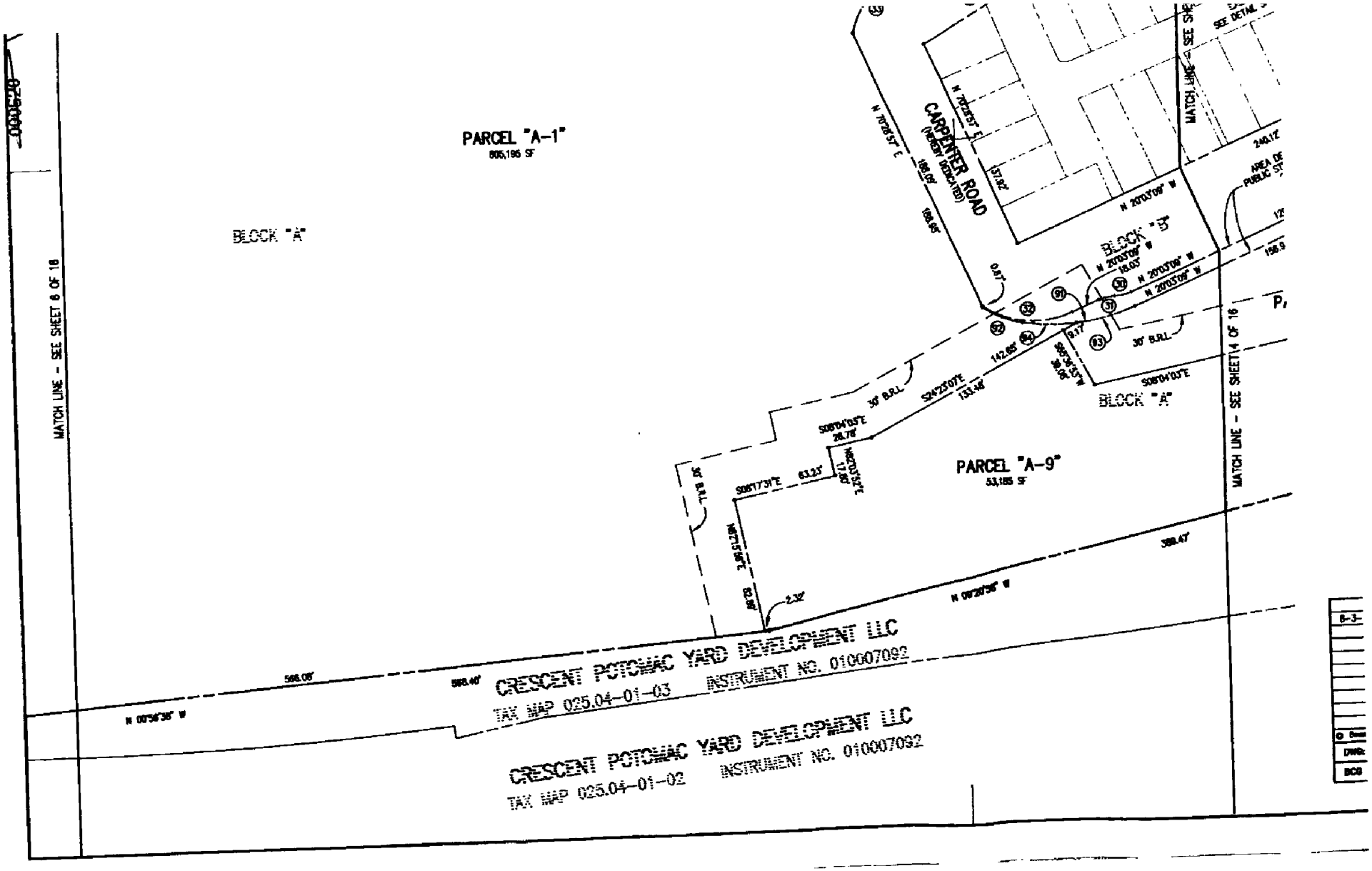
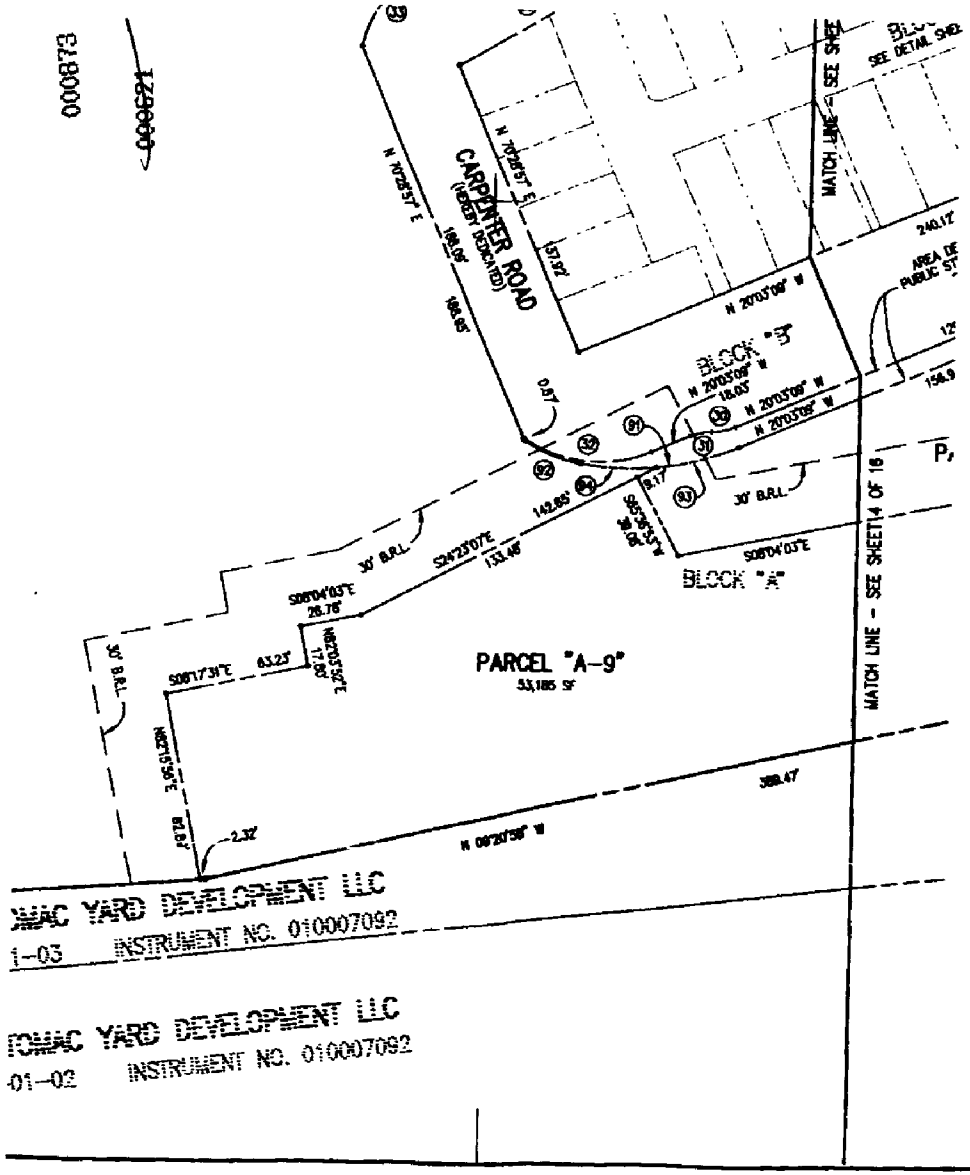

PARCEL "A-1"
805,195 SF
BLOCK "A"
MATCH LINE - SEE SHEET 6 OF 16
CARPENTER ROAD
(NOT DEDICATED)
BLOCK "B"
BLOCK "A"
PARCEL "A-9"
53,185 SF
MATCH LINE - SEE SHEET 14 OF 16
30' B.R.L.
CRESCENT POTOMAC YARD DEVELOPMENT LLC
TAX MAP 025.04-01-03 INSTRUMENT NO. 010007092
CRESCENT POTOMAC YARD DEVELOPMENT LLC
TAX MAP 025.04-01-02 INSTRUMENT NO. 010007092

000873



CHAIRMAN, PLANNING COMMISSION 12/21/04
DATE

DATE RECORDED _____

INSTRUMENT NO. DEED BOOK NO. PAGE NO.

PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 50' DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

REVISION	
8-3-04	REVISED

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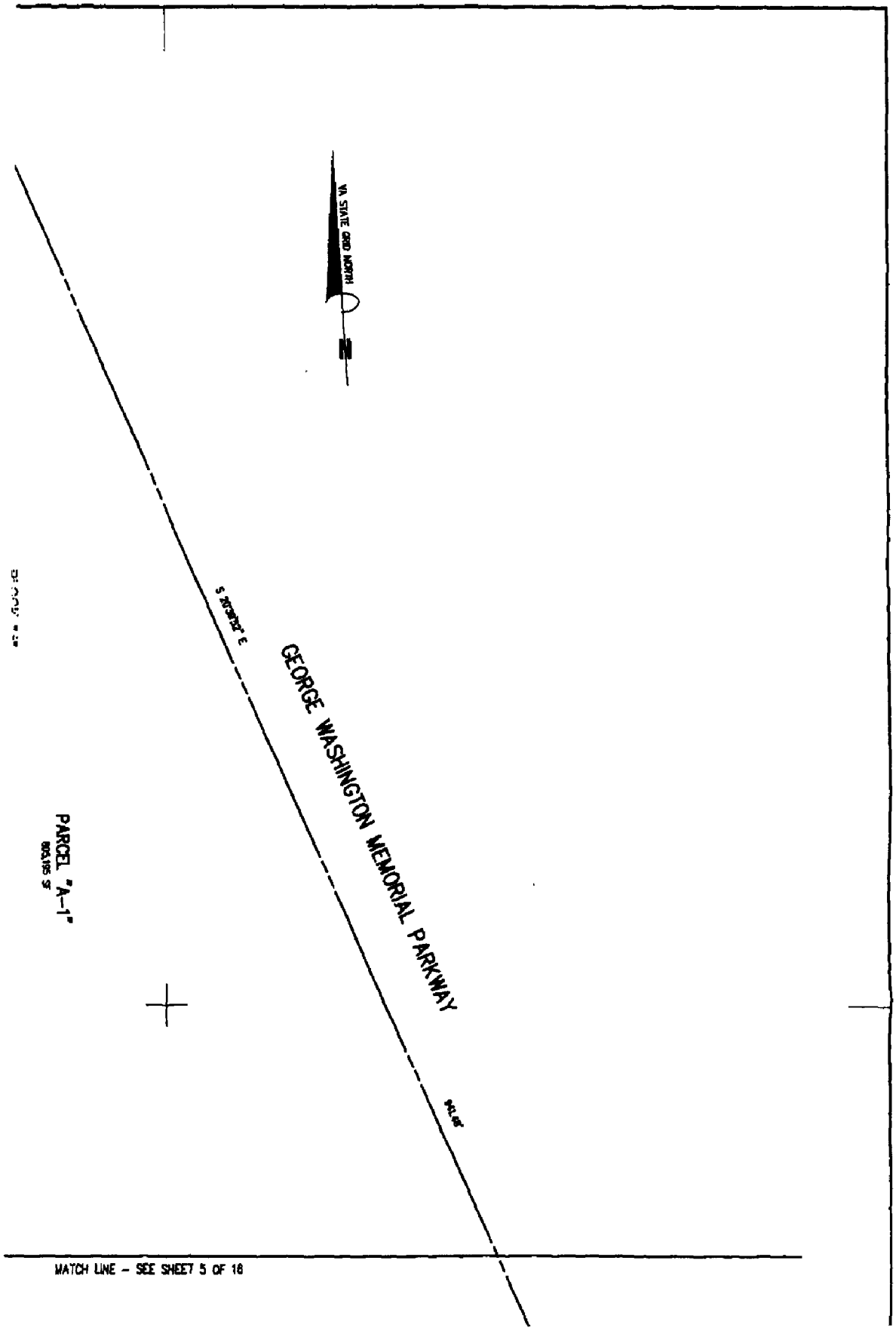
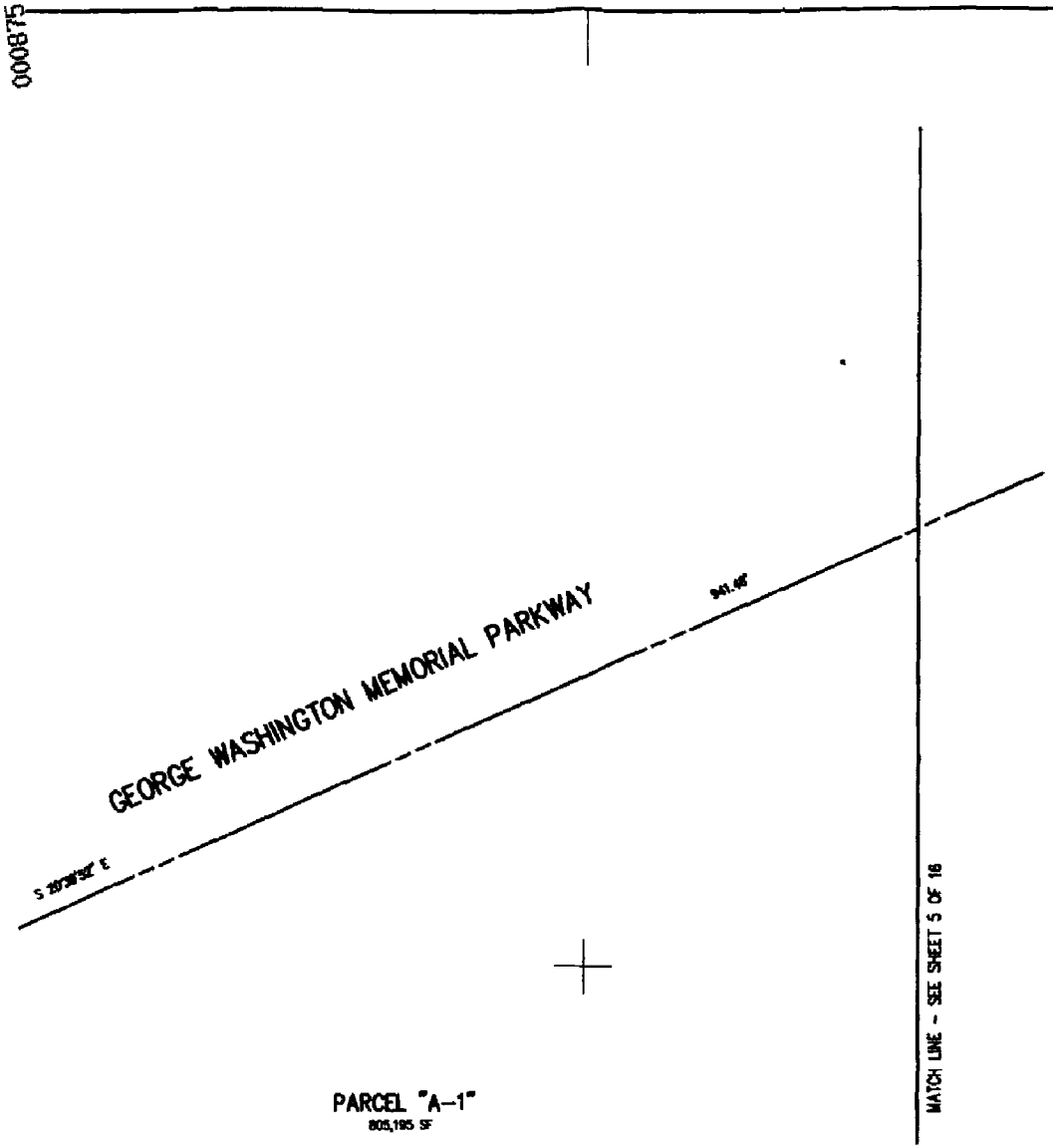
DWG:P:\1744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-PlatL-IP.dwg | BY: RJS | CHK: DZ

BCG PROJECT NO: 1744-02-008 | TASK: 3 | COUNTY REF NO: N/A | SHEET 5 OF 16

PROJ


VA STATE GRID NORTH
GEORGE WASHINGTON MEMORIAL PARKWAY
PARCEL "A-1"
MATCH LINE - SEE SHEET 5 OF 18



COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

ALEXANDRIA ZONING ORDINANCE
SECTION: 11-1714:
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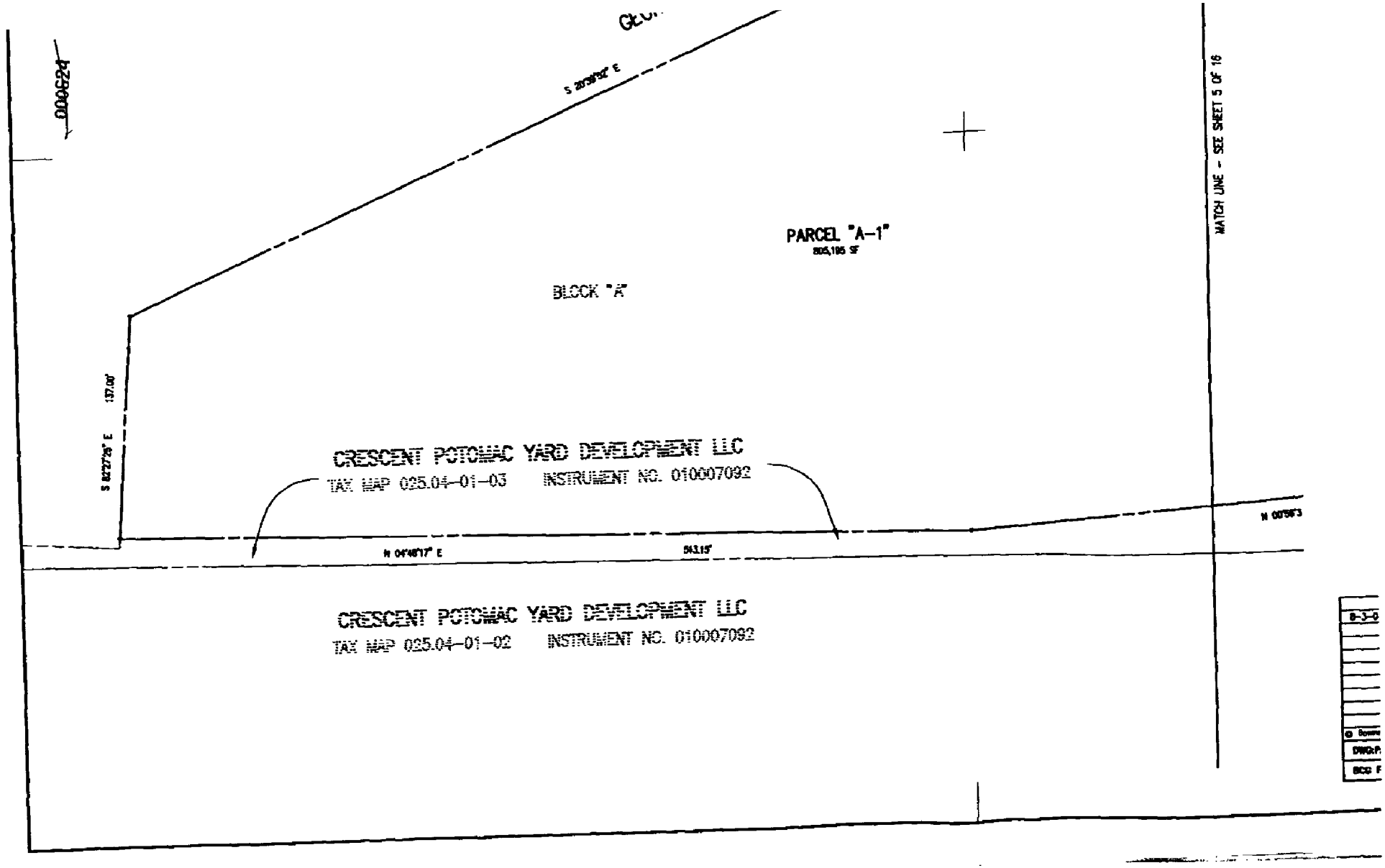
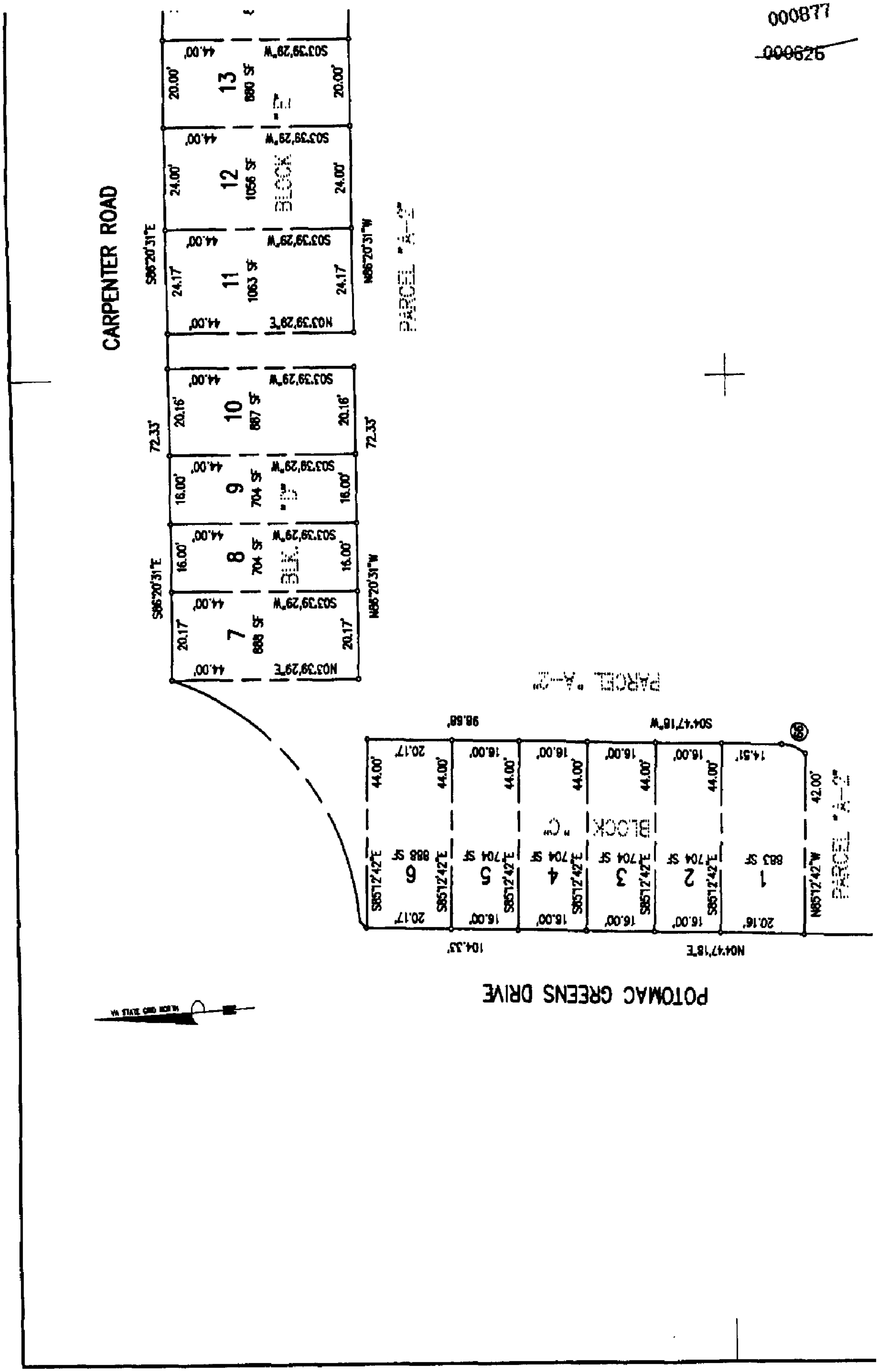
TO _____.

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR _____ DATE 12/2/04
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR _____ DATE 12/3/04
CLERK PLANNING COMMISSION _____ DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____


PARCEL "A-1"
BLOCK "A"
CRESCENT POTOMAC YARD DEVELOPMENT LLC
TAX MAP 025.04-01-03 INSTRUMENT NO. 010007092
CRESCENT POTOMAC YARD DEVELOPMENT LLC
TAX MAP 025.04-01-02 INSTRUMENT NO. 010007092
MATCH LINE - SEE SHEET 5 OF 16

000877

~~000826~~



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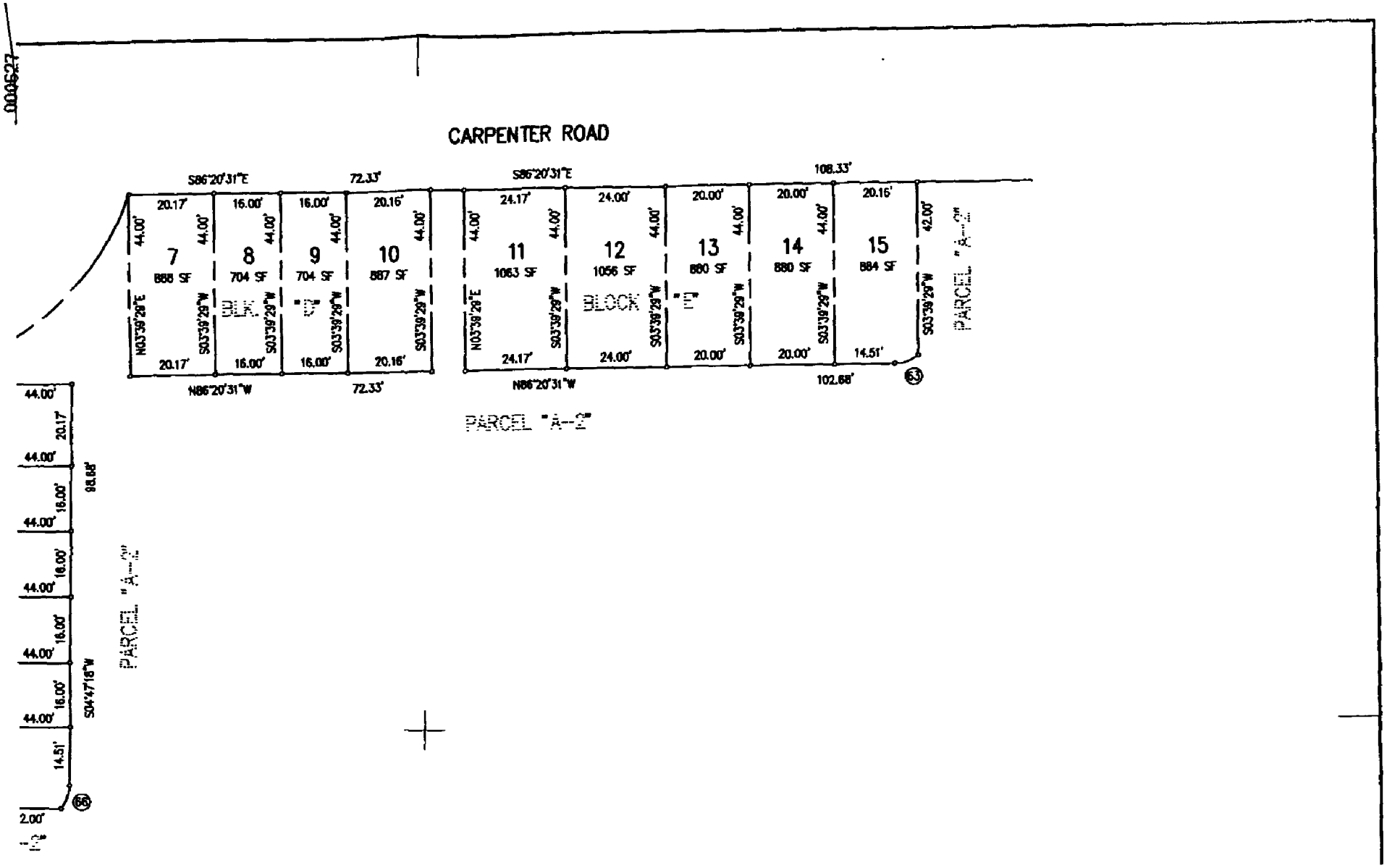

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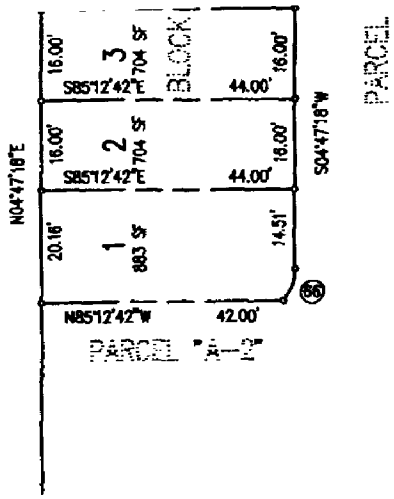
POTOMAC GR



AREA OF LOTS 1-6 = 4,587 SF
AREA OF BLOCK "C" = 4,587 SF

AREA OF LOTS 7-10 = 3,183 SF
AREA OF BLOCK "D" = 3,183 SF

AREA OF LOTS 11-15 = 4,783 SF
AREA OF BLOCK "E" = 4,783 SF

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. _____
DIRECTOR — DATE 12/5/04
CHAIRMAN, PLANNING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. — DEED BOOK NO. — PAGE NO.

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2187
8-3-04
LAND SURVEYOR

8-3-
DWG
BOG

PARCEL

0008000

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4,587 SF
4,587 SF

3,183 SF
3,183 SF

4,763 SF
4,763 SF

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PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2187
8-3-04
LAND SURVEYOR

REVISION	
8-3-04	REVISED

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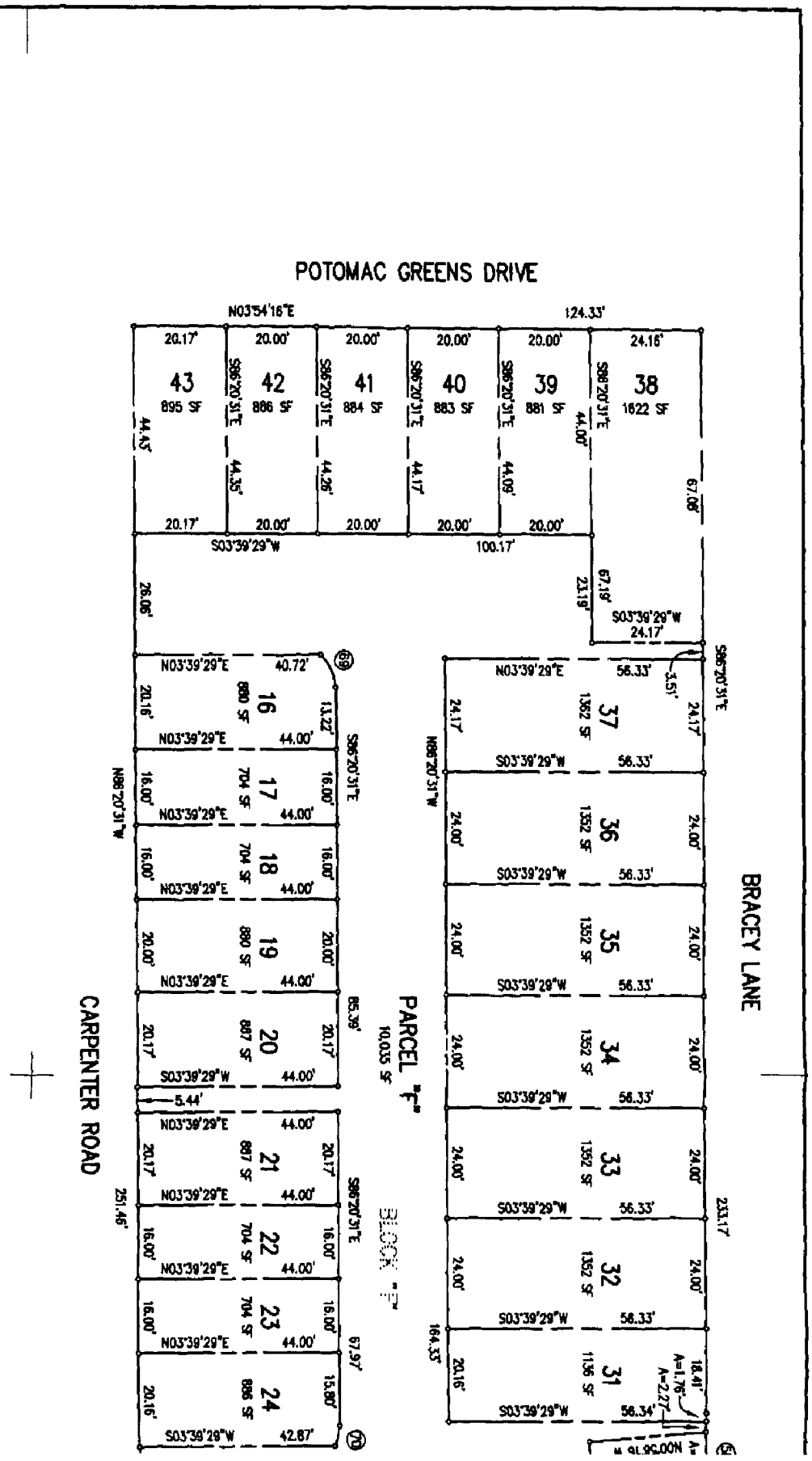
Phone: (703) 548-2188
Fax: (703) 683-5791
www.bowminconsulting.com

DWG: P:\1744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg		BY: RJS	CHK: DZ
BCG PROJECT NO: 1744-02-008	TASK: 3	COUNTY REF NO: N/A	SHEET 7 OF 16

PROJ


POTOMAC GREENS DRIVE
BRACEY LANE
CARPENTER ROAD
PARCEL "F"
10,035 SF
BLOCK "F"
N03°54'16"E
124.33'
S03°39'29"W
100.17'
S86°20'31"E
N86°20'31"W
233.17'
251.46'
164.33'
43 895 SF
42 886 SF
41 884 SF
40 883 SF
39 881 SF
38 1622 SF
37 1352 SF
36 1352 SF
35 1352 SF
34 1352 SF
33 1352 SF
32 1352 SF
31 1136 SF
16 880 SF
17 704 SF
18 704 SF
19 880 SF
20 887 SF
21 887 SF
22 704 SF
23 704 SF
24 886 SF

288000

BRACEY LANE

S86°20'31"E 233.17'

24.17' 24.00' 24.00' 24.00' 24.00' 24.00' 18.41'

A=13.94' A=1.76' A=2.27'

N89°03'44"E 54.08'

S03°39'29"W 24.17' 3.51'

37 1362 SF | 36 1352 SF | 35 1352 SF | 34 1352 SF | 33 1352 SF | 32 1352 SF | 31 1136 SF

56.33' 56.33' 56.33' 56.33' 56.33' 56.33' 56.34'

N03°39'29"E S03°39'29"W

24.17' 24.00' 24.00' 24.00' 24.00' 24.00' 20.16'

N86°20'31"W 164.33'

N00°56'16"W 25.53'

30 1708 SF 25.09' S00°56'16"E 68.00'

S89°03'44"W 24.33' 43.67'

29 873 SF 20.00' 43.67' S89°03'44"W

28 873 SF 20.00' 43.67' S89°03'44"W

27 873 SF 20.00' 43.67' S89°03'44"W

26 873 SF 20.00' 43.67' S89°03'44"W

25 881 SF 20.17' 43.67' S89°03'44"W 48.74'

N00°56'16"W 100.17' 125.26'

CARPENTER ROAD

PARCEL "F"

10,035 SF

BLOCK "F"

69 S86°20'31"E 85.39'

13.22' 16.00' 16.00' 20.00' 20.17'

40.72' 44.00'

16 880 SF | 17 704 SF | 18 704 SF | 19 880 SF | 20 887 SF

N03°39'29"E S03°39'29"W 5.44'

20.16' 16.00' 16.00' 20.00' 20.17'

N86°20'31"W

79 S86°20'31"E 67.97'

20.17' 16.00' 16.00' 15.80'

44.00' 42.87'

21 887 SF | 22 704 SF | 23 704 SF | 24 886 SF

N03°39'29"E N03°39'29"E N03°39'29"E S03°39'29"W

20.17' 16.00' 16.00' 20.16'

251.46'

10.87' 5.07'

61 S89°03'44"W

CARPENTER ROAD

000083

~~000032~~

44.43' | 25.06' | 20.16' | 16.00' | 16.00' | 20.00' | 20.17' | 20.17' | 16.00' | 16.00' | 20.16'

N86°20'31"W 251.46'

CARPENTER ROAD

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR 12-21-04 DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR 12/3/04 DATE
CHAIRMAN, PLANNING COMMISSION 12/21/04 DATE
DATE RECORDED _____
INSTRUMENT NO. DEED BOOK NO. PAGE NO.

AREA OF LOTS 18–43	=	28,626 SF
AREA OF PARCEL "F"	=	10,035 SF
TOTAL AREA	=	38,661 SF
AREA OF BLOCK "F"	=	38,661 SF

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 _____.

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

8-3-04

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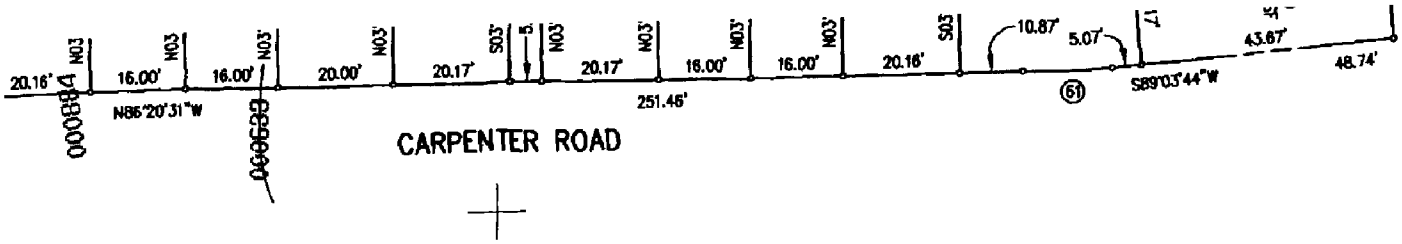
DWG: P:\7M
BOG PROJ



PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

= 28,626 SF
= 10,035 SF
= 38,661 SF
= 38,661 SF

ORDINANCE

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E CITY WITHIN
E DATE OF

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D PRIOR

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

REVISION	
8-3-04	REVISED

Bowman CONSULTING

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

Phone: (703) 548-2188
Fax: (703) 683-5761
www.bowmanconsulting.com

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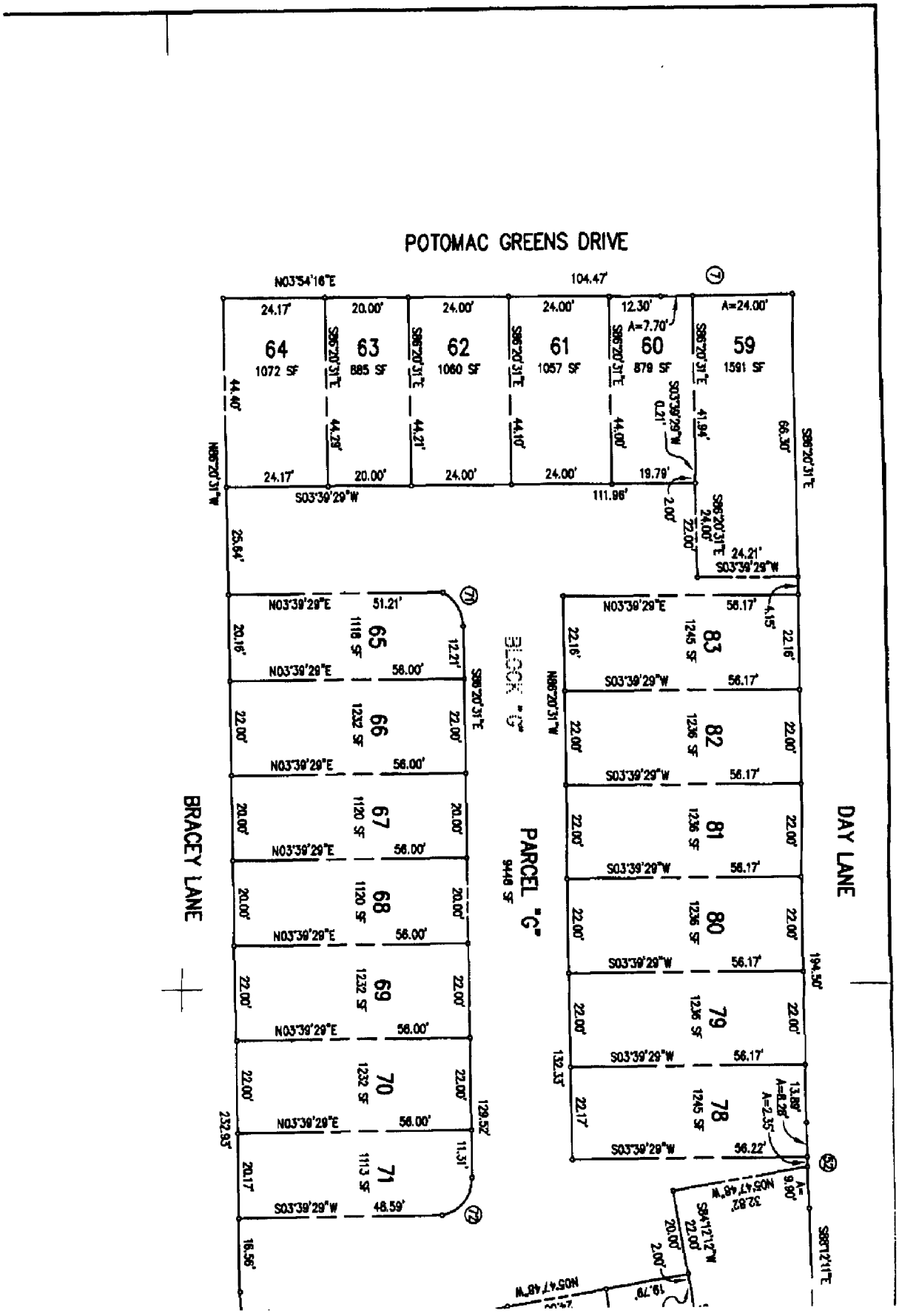
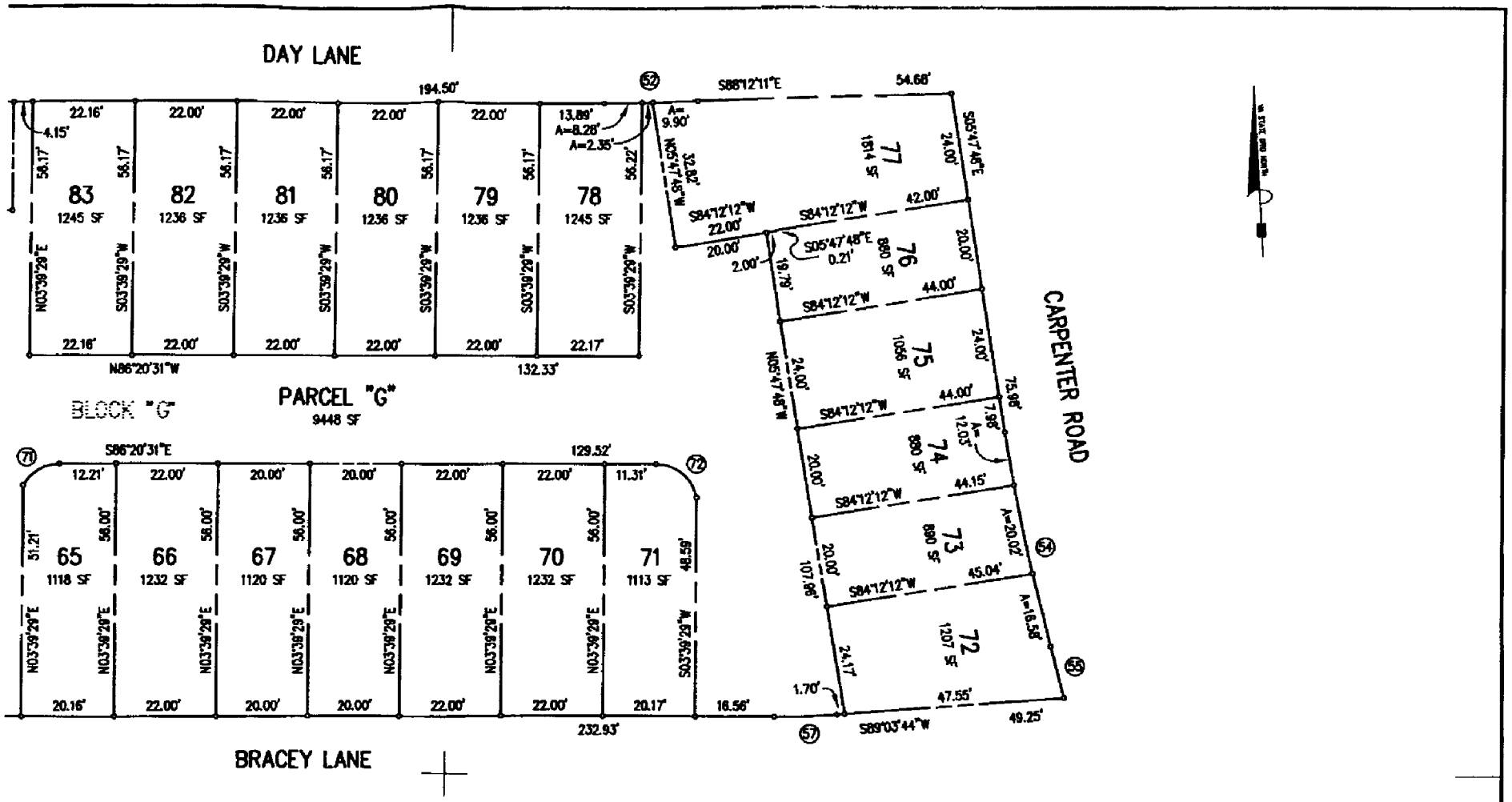
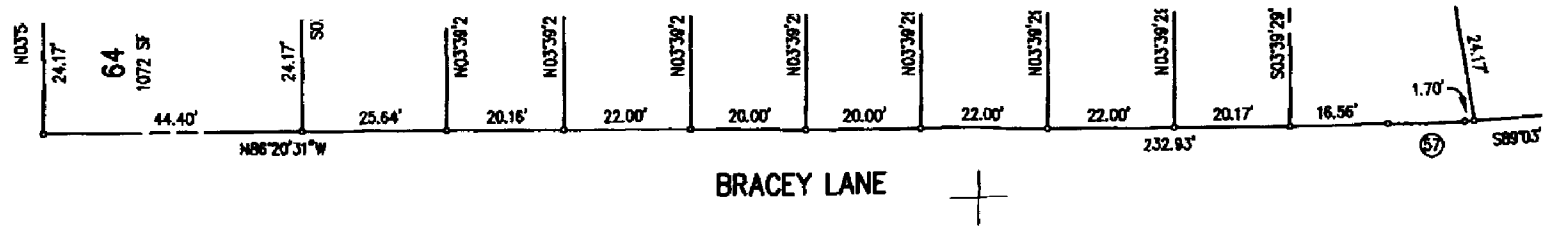
DWG: P:\1744 – Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg | BY: RJS | CHK: DZ

BCG PROJECT NO: 1744-02-006 | TASK: 3 | COUNTY REF NO: N/A | SHEET 8 OF 18

PROJ


POTOMAC GREENS DRIVE
DAY LANE
BRACEY LANE
PARCEL "G"
9448 SF
BLOCK "G"
N03°54'16"E
104.47'
S86°20'31"E
S03°39'29"W
N86°20'31"W
N03°39'29"E
S03°39'29"W
S86°12'21"E
N05°47'46"W
194.50'
132.33'
129.52'
232.93'
64 1072 SF
63 885 SF
62 1060 SF
61 1057 SF
60 879 SF
59 1591 SF
65 1118 SF
66 1232 SF
67 1120 SF
68 1120 SF
69 1232 SF
70 1232 SF
71 1113 SF
83 1245 SF
82 1236 SF
81 1236 SF
80 1236 SF
79 1236 SF
78 1245 SF


DAY LANE
194.50'
22.16'
22.00'
22.00'
22.00'
22.00'
13.89'
A=8.28'
A=2.35'
4.15'
56.17'
56.17'
56.17'
56.17'
56.17'
56.17'
56.22'
83
1245 SF
82
1236 SF
81
1236 SF
80
1236 SF
79
1236 SF
78
1245 SF
N03°39'29"E
S03°39'29"W
S03°39'29"W
S03°39'29"W
S03°39'29"W
S03°39'29"W
S03°39'29"W
22.16'
22.00'
22.00'
22.00'
22.00'
22.17'
N86°20'31"W
132.33'
BLOCK "G"
PARCEL "G"
9448 SF
S88°12'11"E
54.66'
A=
9.90'
N05°47'48"W
32.29'
77
1514 SF
S05°47'48"E
24.00'
S84°12'12"W
42.00'
S84°12'12"W
22.00'
20.00'
2.00'
19.76'
S05°47'48"E
0.21'
76
880 SF
20.00'
S84°12'12"W
44.00'
75
1056 SF
24.00'
24.00'
N05°47'48"W
75.98'
S84°12'12"W
44.00'
7.98'
A=
12.03'
74
880 SF
20.00'
S84°12'12"W
44.15'
73
880 SF
A=20.02'
20.00'
107.96'
S84°12'12"W
45.04'
72
1207 SF
A=16.58'
24.17'
1.70'
47.55'
49.25'
S89°03'44"W
CARPENTER ROAD
71
S86°20'31"E
129.52'
72
12.21'
22.00'
20.00'
20.00'
22.00'
22.00'
11.31'
51.21'
56.00'
56.00'
56.00'
56.00'
56.00'
56.00'
48.59'
65
1118 SF
66
1232 SF
67
1120 SF
68
1120 SF
69
1232 SF
70
1232 SF
71
1113 SF
N03°39'29"E
N03°39'29"E
N03°39'29"E
N03°39'29"E
N03°39'29"E
N03°39'29"E
N03°39'29"E
S03°39'29"W
20.16'
22.00'
20.00'
20.00'
22.00'
22.00'
20.17'
16.56'
232.93'
57
BRACEY LANE



AREA OF LOTS 59–83	=	28,872 SF
AREA OF PARCEL "G"	=	9,448 SF
TOTAL AREA	=	38,320 SF
AREA OF BLOCK "G"	=	38,320 SF

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. _____
DIRECTOR — DATE 12/5/04
CHAIRMAN, PLANNING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. — DEED BOOK NO. — PAGE NO.

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

8-3-04
DWG.P.
BCG PR

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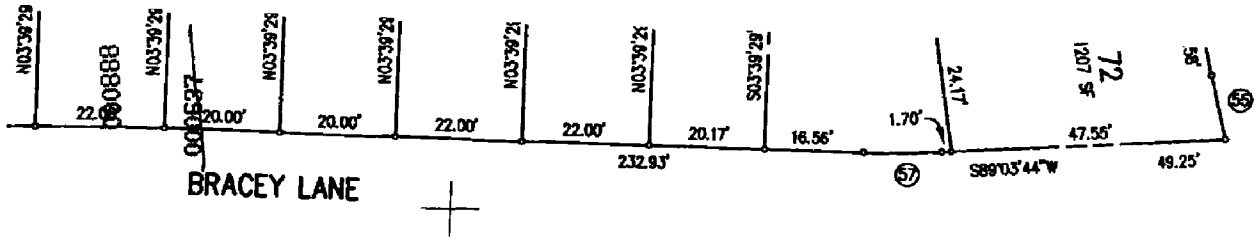

PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

28,872 SF
9,448 SF
38,320 SF
38,320 SF

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DATE OF
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PRIOR

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2107
8-3-04
LAND SURVEYOR

REVISION	
8-3-04	REVISED

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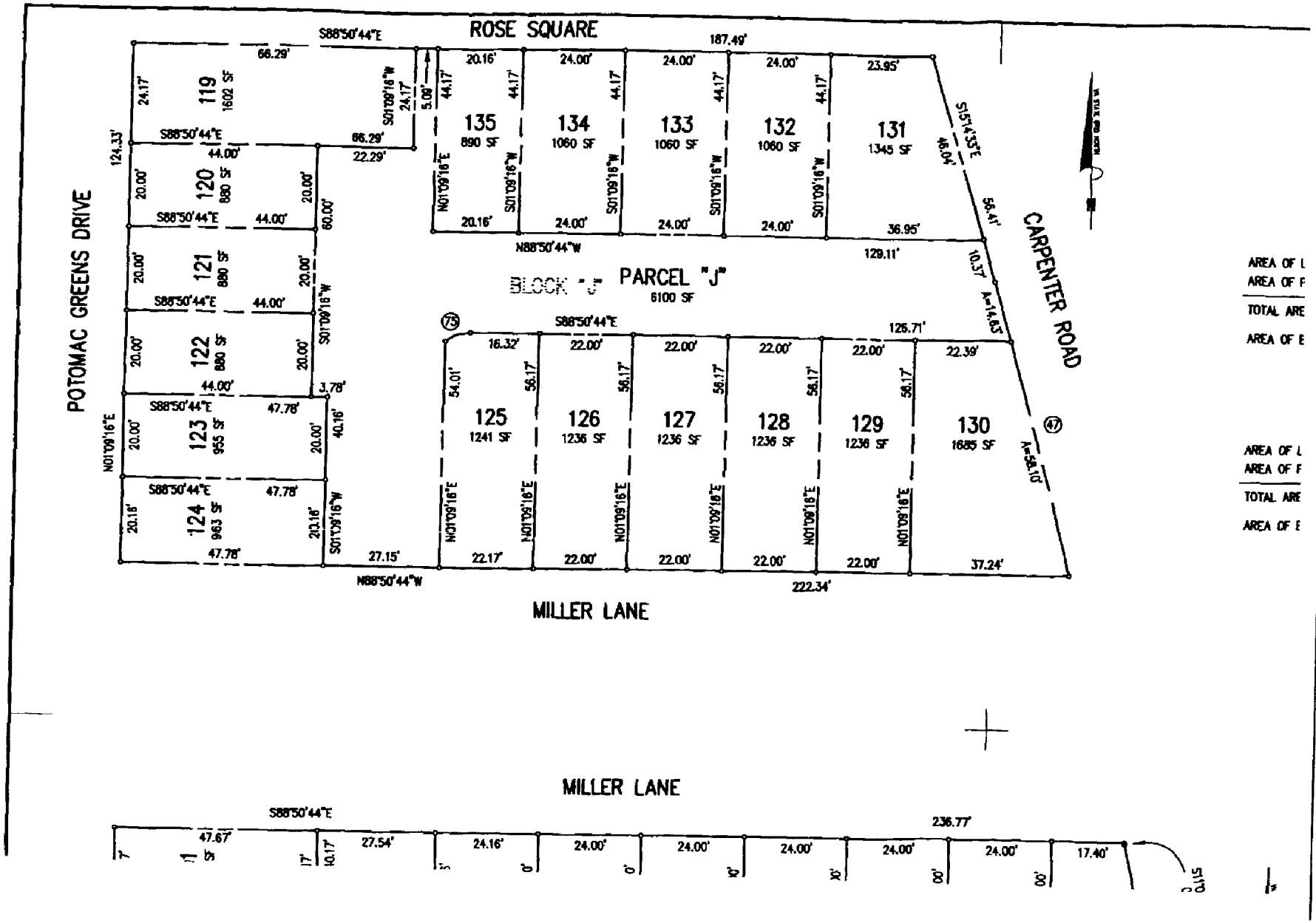
Alexandria, Virginia 22314
Phone: (703) 548-2188
Fax: (703) 683-5781
www.bowmanconsulting.com

DWG:P:\1744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg | BY:RJS | CHK: DZ

BCG PROJECT NO: 1744-02-000 | TASK:3 | COUNTY REF NO:N/A | SHEET 9 OF 16

PROOF



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TOTAL ARE
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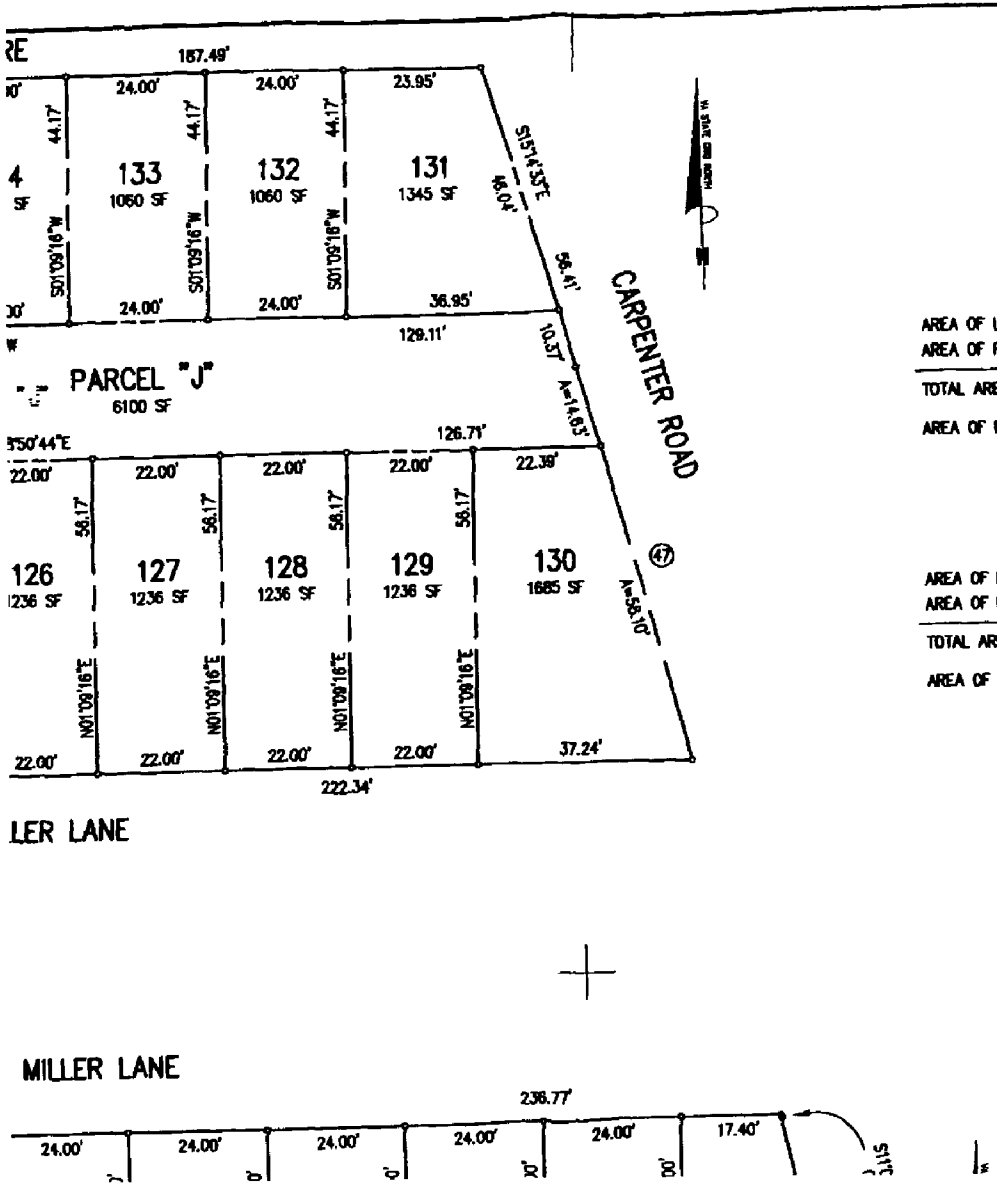

AREA OF LOTS 119–135	=	19,445 SF
AREA OF PARCEL "J"	=	6,100 SF
TOTAL AREA	=	25,545 SF
AREA OF BLOCK "J"	=	25,545 SF

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

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

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. _____
DIRECTOR — DATE 12/3/04
CITY PLANNING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

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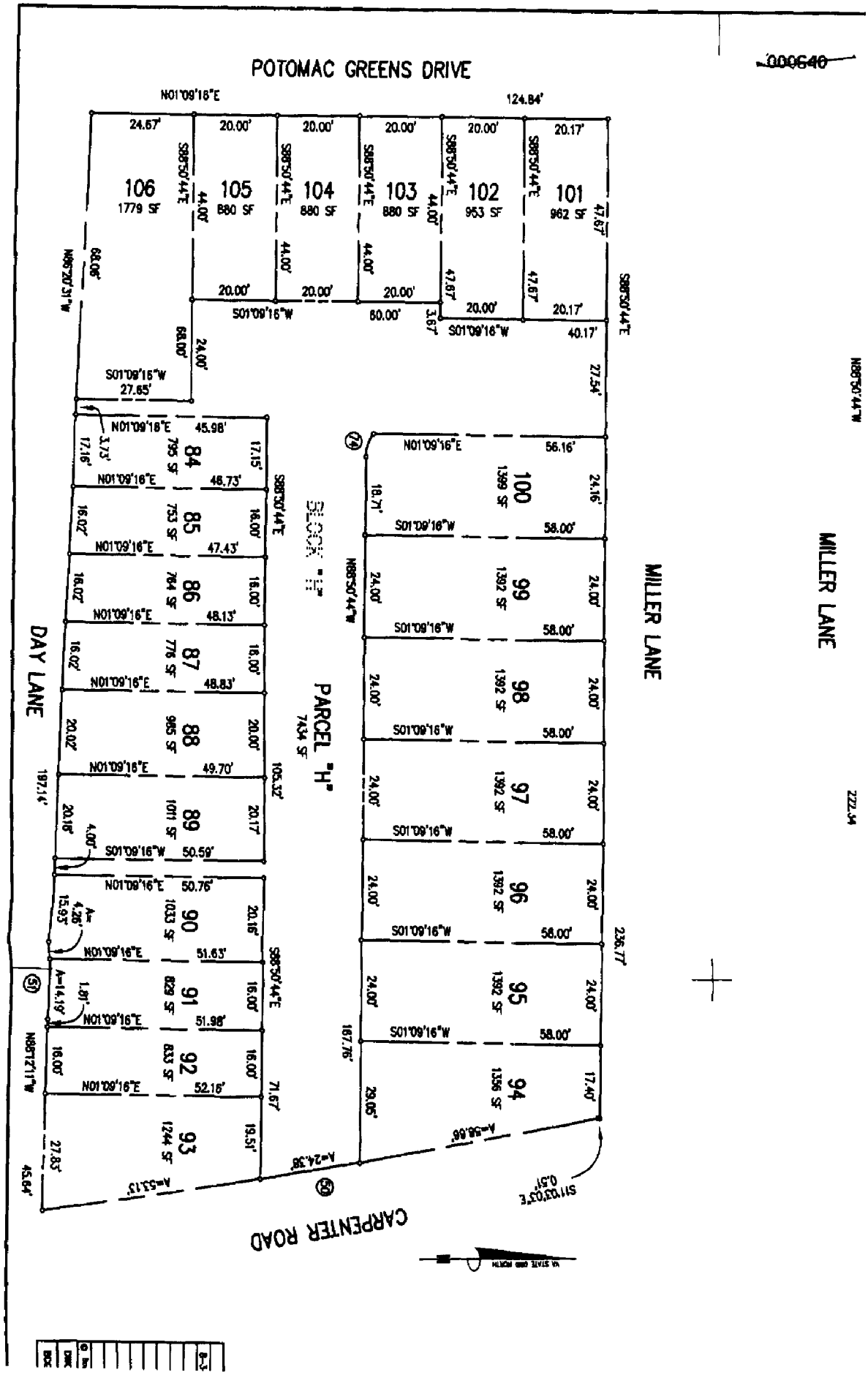
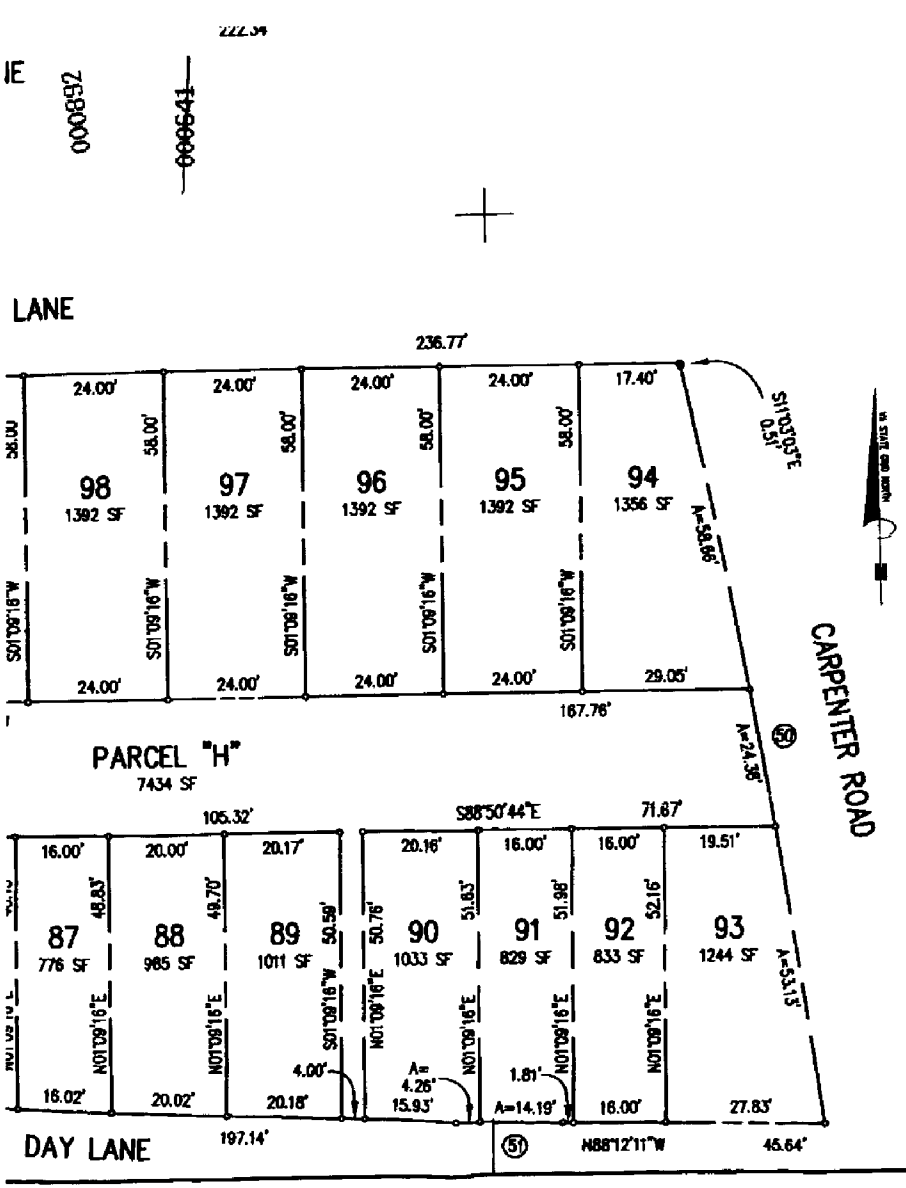

POTOMAC GREENS DRIVE
MILLER LANE
DAY LANE
CARPENTER ROAD
PARCEL "H"
7434 SF
106 1779 SF
105 880 SF
104 880 SF
103 880 SF
102 953 SF
101 962 SF
100 1399 SF
99 1392 SF
98 1392 SF
97 1392 SF
96 1392 SF
95 1392 SF
94 1356 SF
93 1244 SF
92 833 SF
91 829 SF
90 1033 SF
89 1011 SF
88 985 SF
87 776 SF
86 764 SF
85 753 SF
84 795 SF
N01°09'16"E
S01°09'16"W
S88°50'44"E
N88°50'44"W
124.84'
222.54'
236.77'
197.14'
105.32'
167.76'
71.67'
45.64'
N88°12'11"W
S11°03'03"E
0.51'
A=56.66'
A=24.38'
A=53.13'
A=14.19'
A=4.26'
N86°20'31"W
S01°09'16"W
27.65'
40.17'
60.00'
27.54'
68.06'
68.00'
24.00'
3.67'
3.73'
4.00'
1.81'
15.93'
VA STATE GRID NORTH



DIRECTOR DATE

12/21/04
CHAIRMAN, PLANNING COMMISSION DATE

DATE RECORDED

INSTRUMENT NO. DEED BOOK NO. PAGE NO.

PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20' DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

REVISION	
8-3-04	REVISED

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2121 Eisenhower Avenue, Suite 302
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Phone: (703) 548-2188
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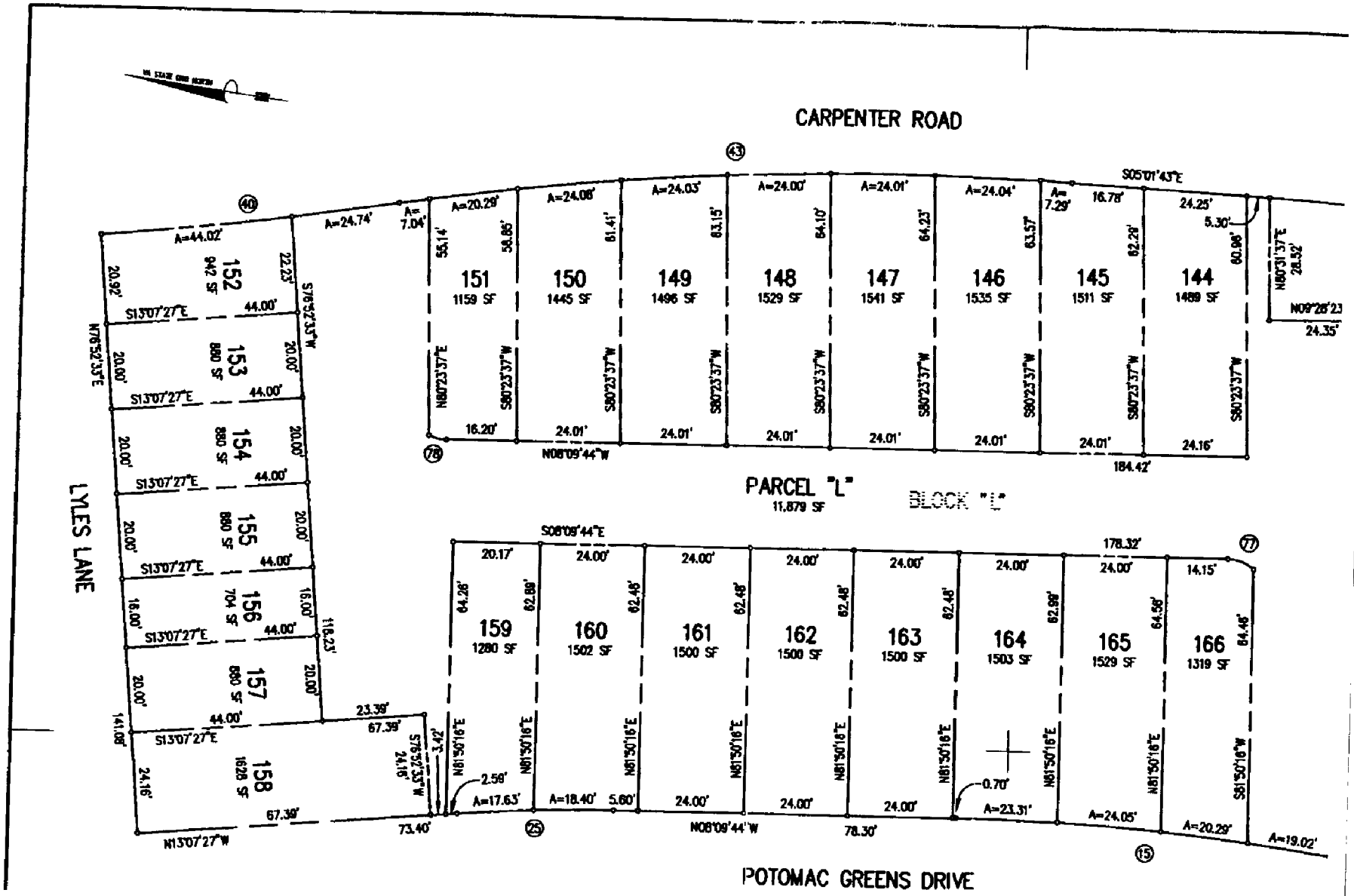
DWG: P:\1744 – Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg BY: RJS CHK: DZ

BCC PROJECT NO: 1744-02-006 TASK: 3 COUNTY REF NO: N/A SHEET 10 OF 16



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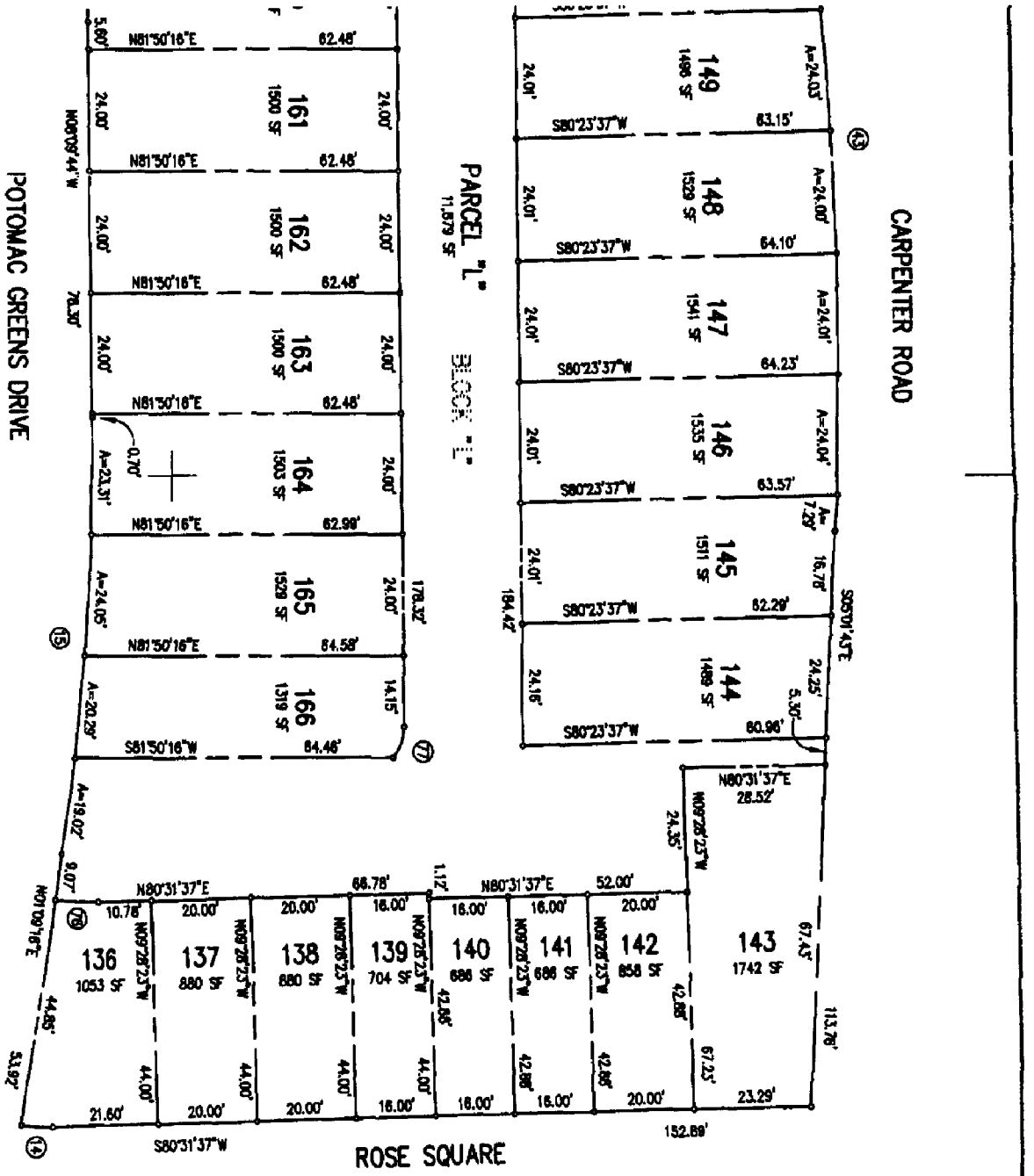
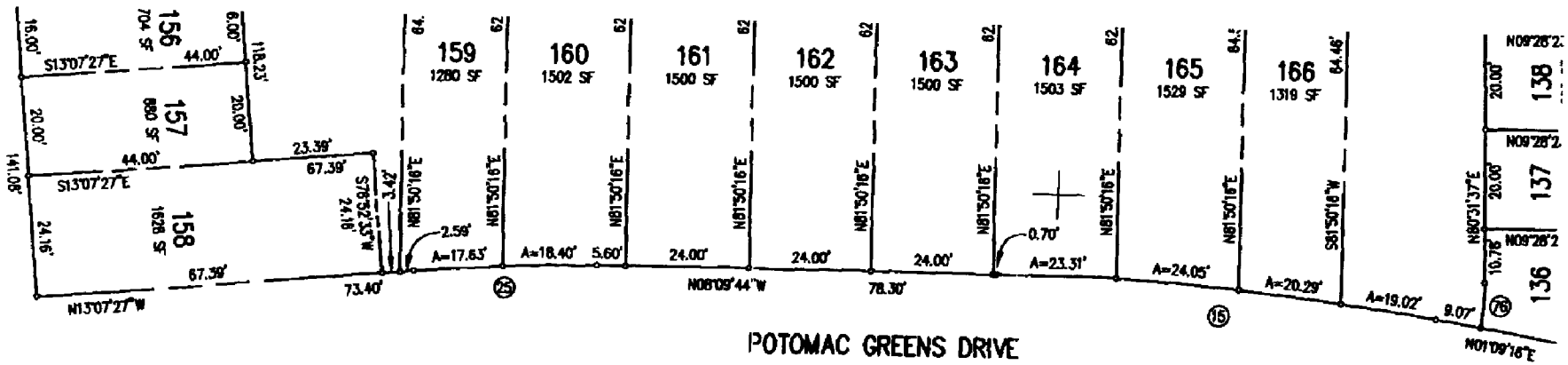
24-0060


CARPENTER ROAD
POTOMAC GREENS DRIVE
ROSE SQUARE
PARCEL "L"
11,579 SF
BLOCK "L"
149
1496 SF
148
1529 SF
147
1541 SF
146
1535 SF
145
1511 SF
144
1489 SF
143
1742 SF
161
1500 SF
162
1500 SF
163
1500 SF
164
1503 SF
165
1529 SF
166
1319 SF
136
1053 SF
137
880 SF
138
880 SF
139
704 SF
140
686 SF
141
686 SF
142
858 SF
N81°50'16"E
S81°50'16"W
S80°23'37"W
N80°31'37"E
S80°31'37"W
N09°28'23"W
N09°09'44"W
N07°09'16"E
S05°01'43"E
A=24.03'
A=24.00'
A=24.01'
A=24.04'
A=23.31'
A=24.05'
A=20.29'
A=19.02'
A=7.20'
63.15'
64.10'
64.23'
63.57'
62.29'
60.96'
62.48'
62.99'
64.58'
64.46'
24.00'
24.01'
24.16'
24.25'
24.35'
28.52'
52.00'
66.78'
113.76'
152.89'
53.92'
44.85'
67.43'
67.23'
23.29'
21.60'
20.00'
16.00'
42.86'
44.00'
184.42'
178.32'
78.30'
14.15'
9.07'
1.12'
5.60'
0.70'
10.78'
13
14
15
17
18
43



AREA OF LOTS 136–166	=	37,621 SF
AREA OF PARCEL "L"	=	11,879 SF
TOTAL AREA	=	49,500 SF
AREA OF BLOCK "L"	=	49,500 SF

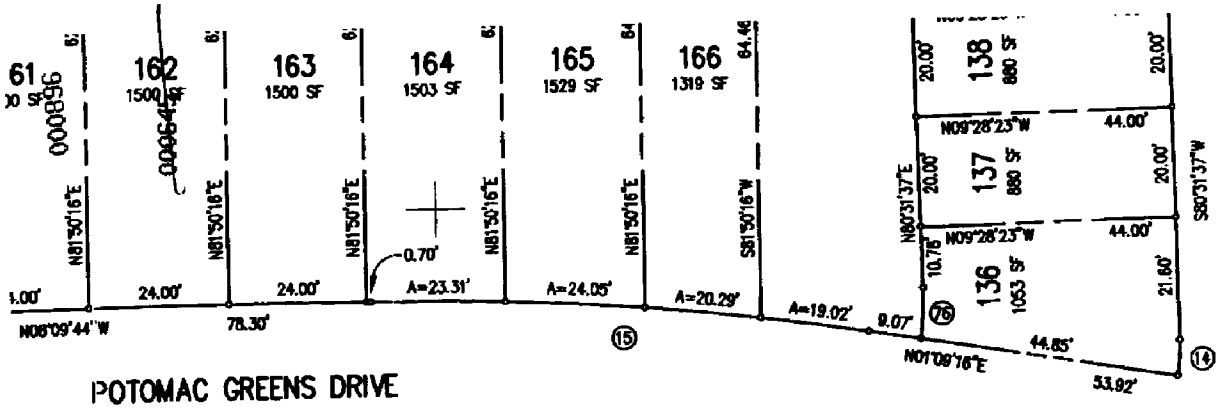
APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR — DATE 12-21-04
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR — DATE 12/3/04
CHAIRMAN, PLANNING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

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 _____

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

8-3-04

000895



PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

37,621 SF
11,879 SF
49,500 SF
49,500 SF

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COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

REVISION	
8-3-04	REVISED

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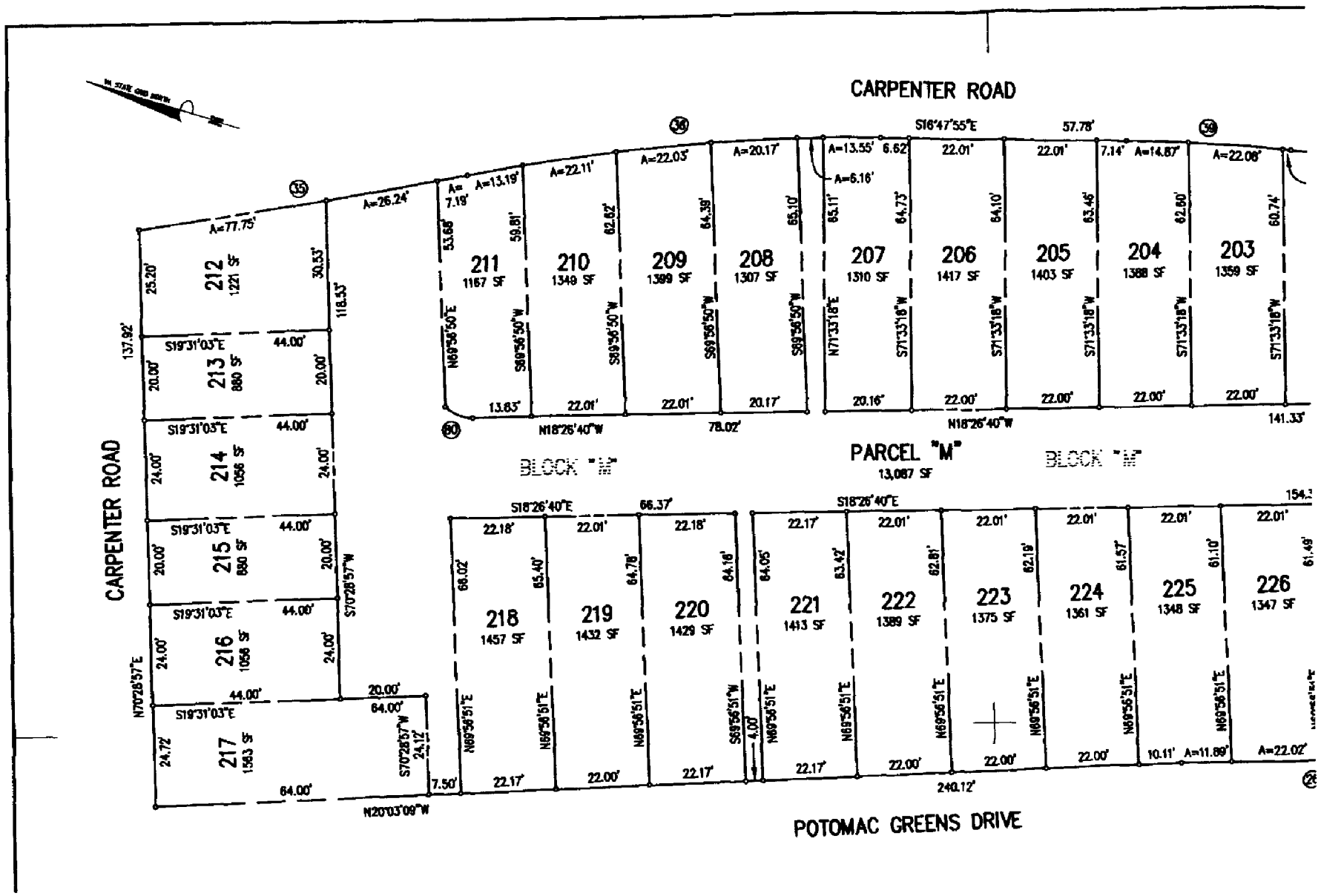
Phone: (703) 548-2188
Fax: (703) 683-5781
www.bowmanconsulting.com

DWG: P:\1744 – Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg		BY: RJS	CHK: DZ
BCG PROJECT NO: 1744-02-008	TASK: 3	COUNTY REF NO: N/A	SHEET 11 OF 16

PROJ



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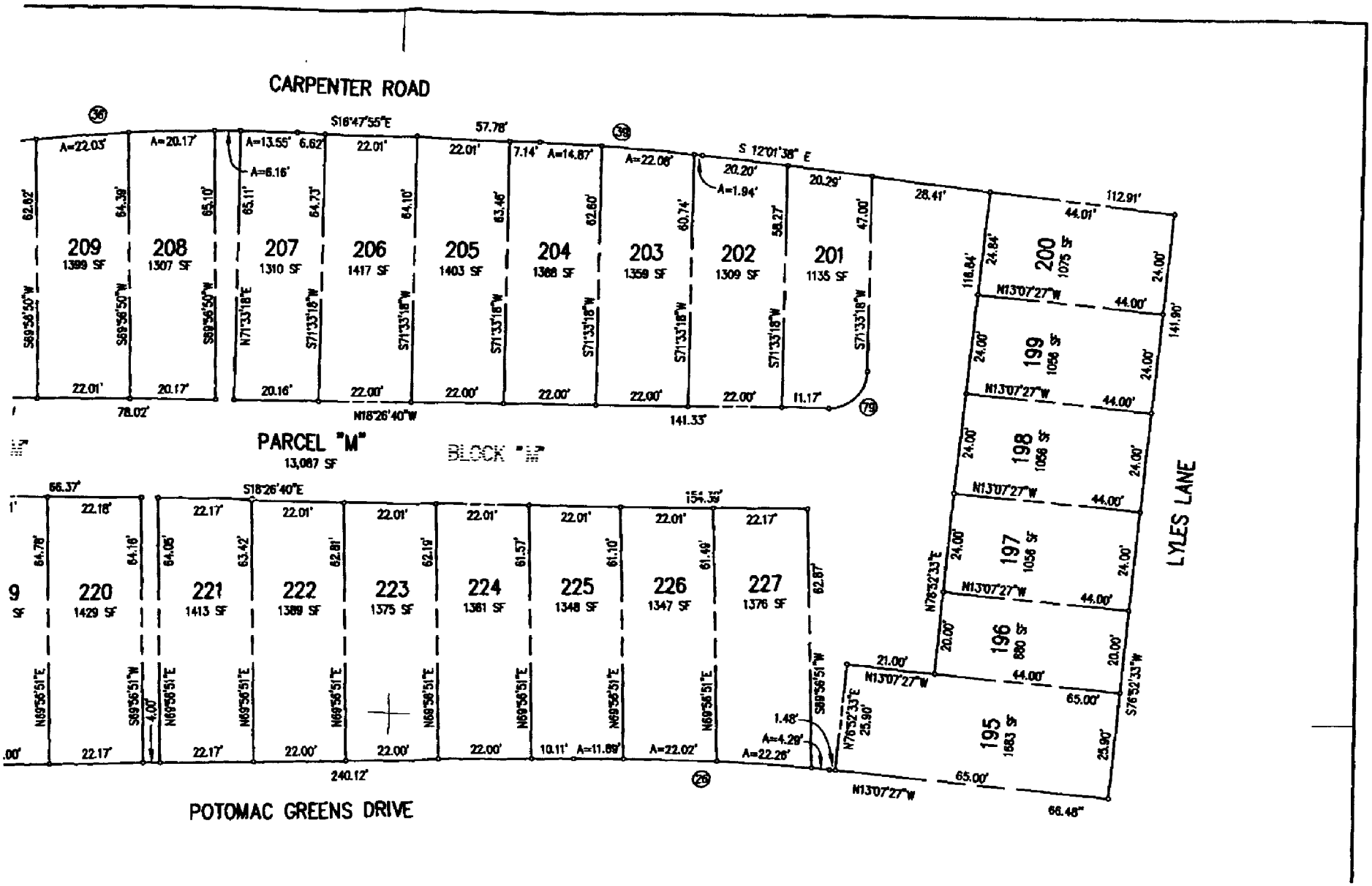

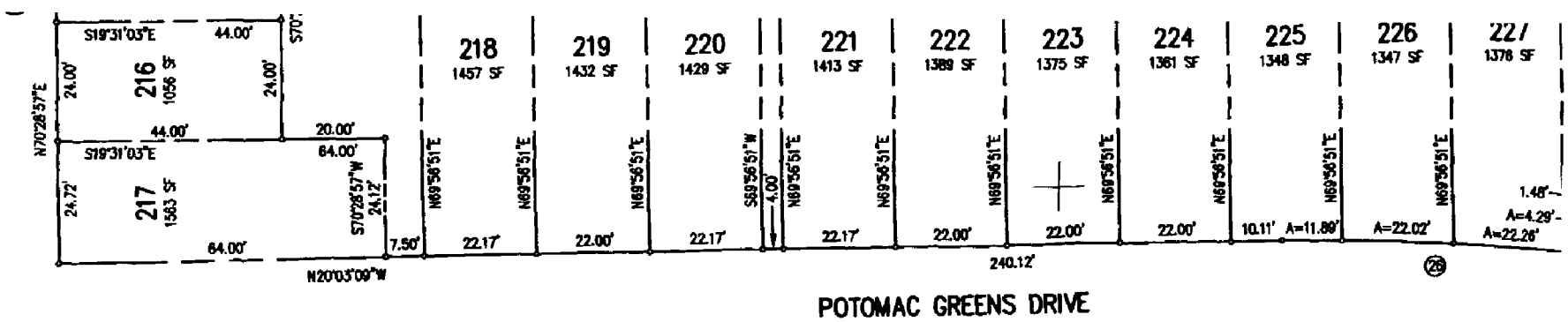

AREA OF LOTS 195–227	=	41,932 SF
AREA OF PARCEL "M"	=	13,087 SF
TOTAL AREA	=	55,019 SF
AREA OF BLOCK "M"	=	55,019 SF

APPROVED

SPECIAL USE PERMIT NO. _____

DEPARTMENT OF PLANNING & ZONING

DIRECTOR — DATE 12-21-04

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. _____

DIRECTOR — DATE 12/3/04

CHAIRMAN, PLANNING COMMISSION — DATE 12/21/04

DATE RECORDED _____

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

ALEXANDRIA ZONING ORDINANCE SECTION: 11–1714:
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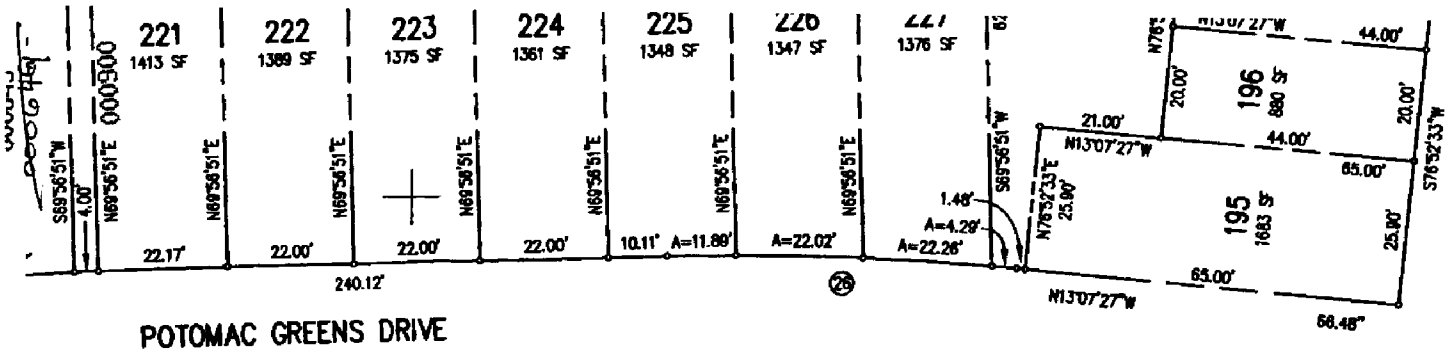
COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

8-3-04



PLAT OF SUBDIVISION

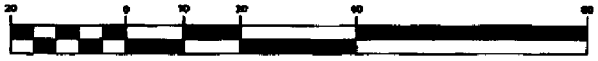
POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

2 SF
7 SF
9 SF
9 SF

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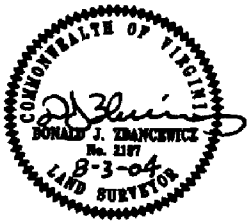

REVISION	
8-3-04	REVISED

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DWG:P:\1744 – Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg | BY:RJS | CHK: DZ

BCG PROJECT NO:1744-02-008 | TASK:3 | COUNTY REF NO:N/A | SHEET 12 OF 16

PROJ

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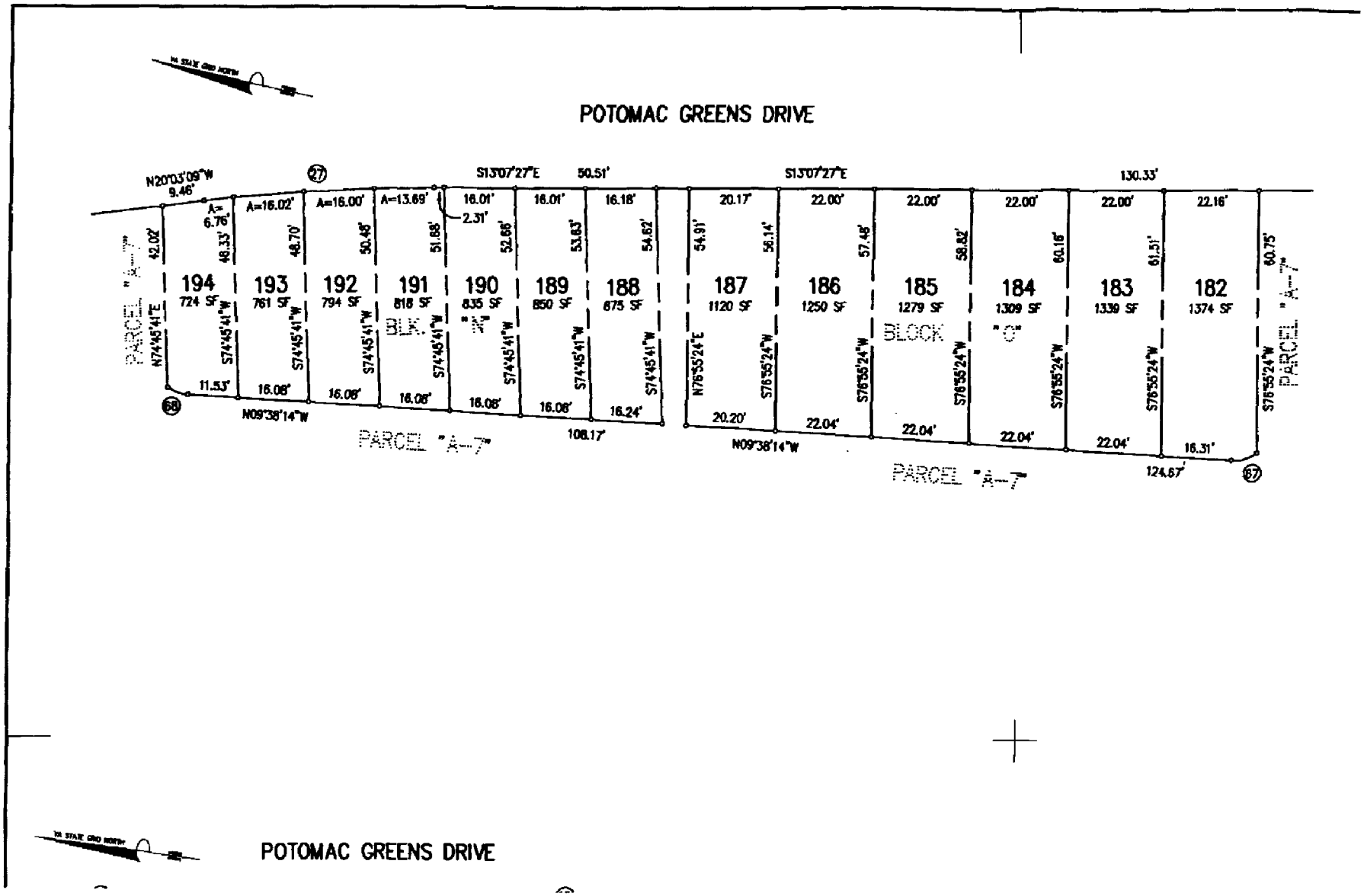

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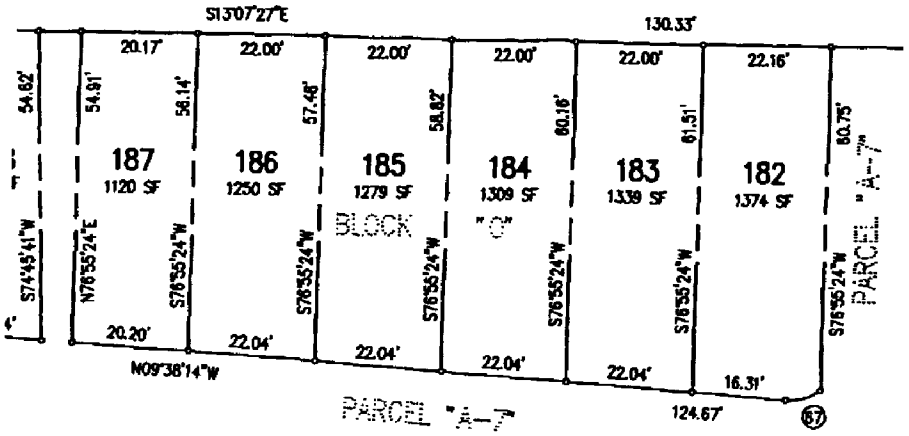
IAC GREENS DRIVE



COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2107
8-3-04
LAND SURVEYOR

ALEXANDRIA ZONING ORDINANCE
SECTION: 11-1714:
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TO _____.

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR — DATE 12-21-04
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR — DATE 12/3/04
CHAIRMAN, PLANNING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

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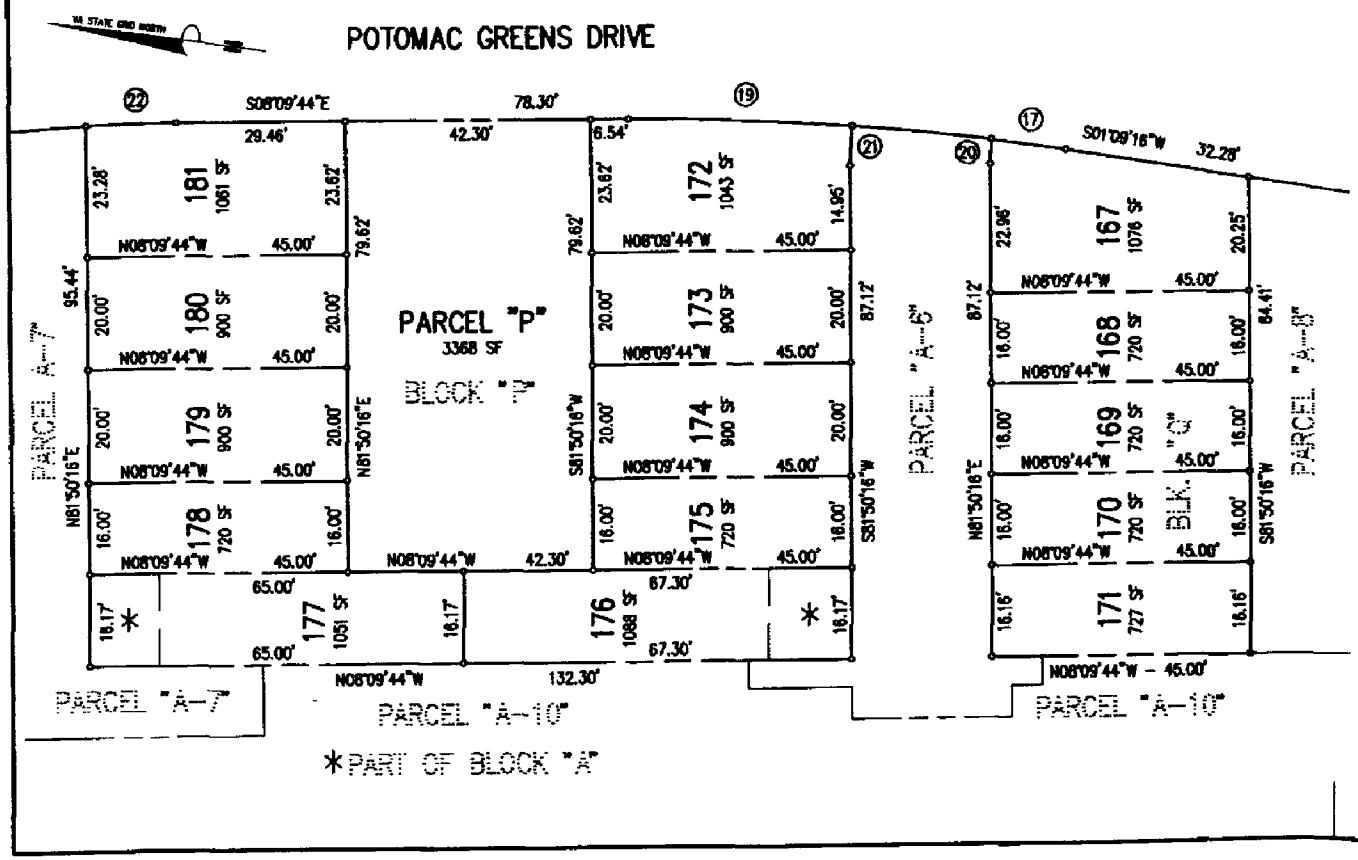

AREA OF LOTS 188–194	=	5,657 SF
AREA OF BLOCK "N"	=	5,657 SF
AREA OF LOTS 182–187	=	7,671 SF
AREA OF BLOCK "O"	=	7,671 SF
AREA OF LOTS 172–181	=	9,283 SF
AREA OF PARCEL "P"	=	3,368 SF
TOTAL AREA	=	12,651 SF
AREA OF BLOCK "P"	=	12,226 SF
AREA OF PT. BLOCK "A"	=	425 SF
TOTAL AREA	=	12,651 SF
AREA OF LOTS 167–171	=	3,963 SF
AREA OF BLOCK "Q"	=	3,963 SF

8-3-04

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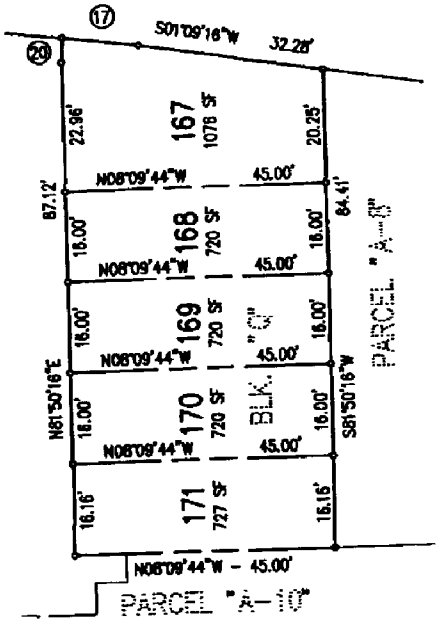
DIRECTOR	DATE
Eric K. Wagner	12/21/04
CLERK, CIRCUIT COURT	DATE
DATE RECORDED	
INSTRUMENT NO.	DEED BOOK NO. / PAGE NO.



AREA OF LOTS 188–194	=	5,657 SF
AREA OF BLOCK "N"	=	5,657 SF
AREA OF LOTS 182–187	=	7,671 SF
AREA OF BLOCK "O"	=	7,671 SF
AREA OF LOTS 172–181	=	9,283 SF
AREA OF PARCEL "P"	=	3,368 SF
TOTAL AREA	=	12,651 SF
AREA OF BLOCK "P"	=	12,226 SF
AREA OF PT. BLOCK "A"	=	425 SF
TOTAL AREA	=	12,651 SF
AREA OF LOTS 167–171	=	3,963 SF
AREA OF BLOCK "Q"	=	3,963 SF

PLAT OF SUBDIVISION

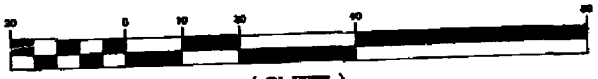
POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

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BCG PROJECT NO: 1744-02-008 | TASK: 3 | COUNTY REF NO: N/A | SHEET 13 OF 16

PROJ

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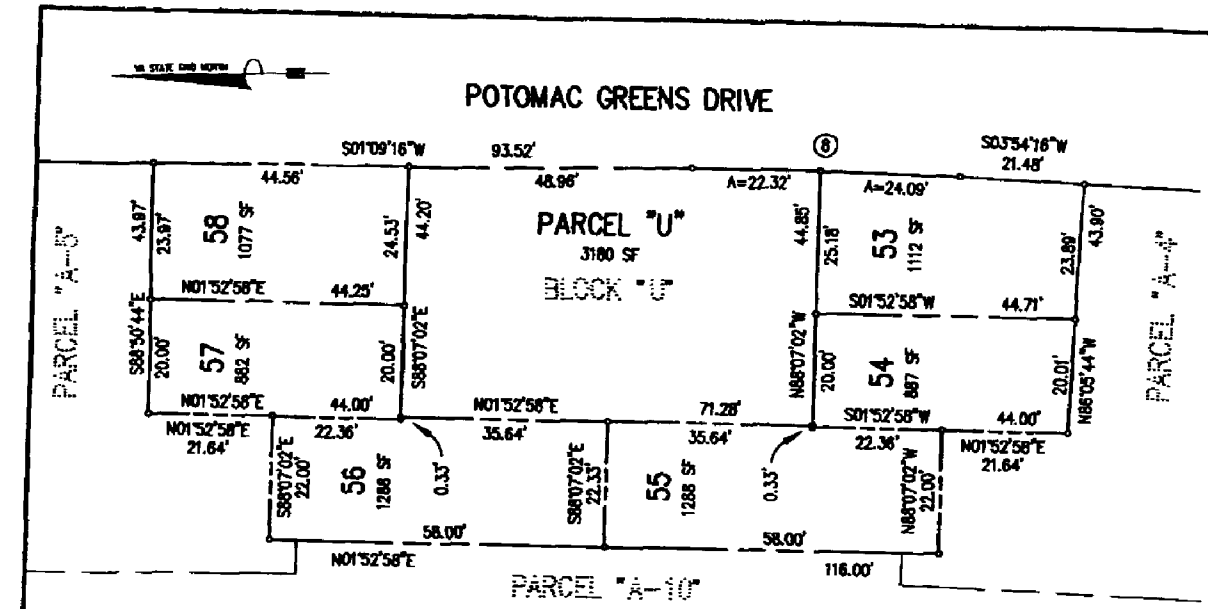
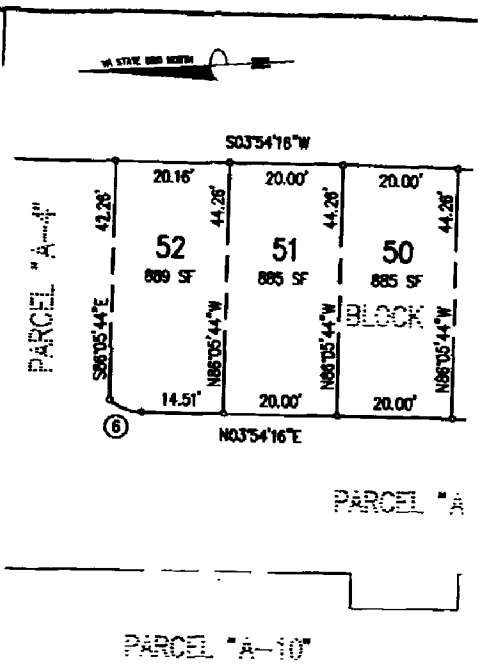


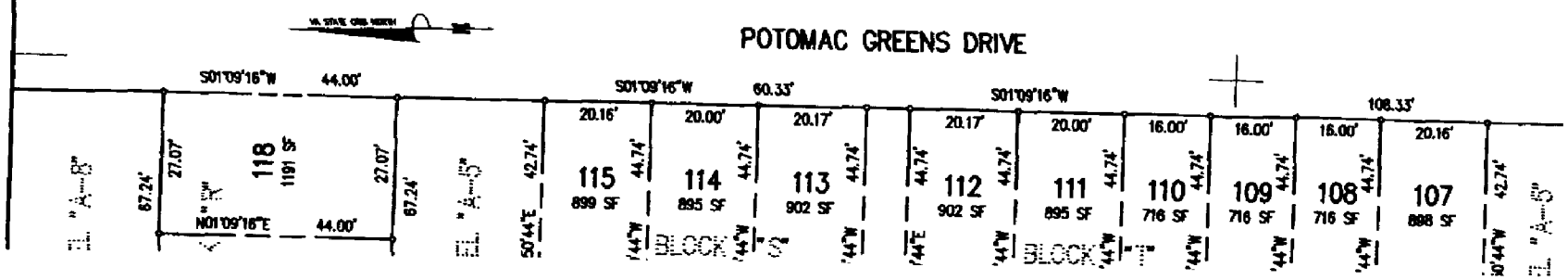


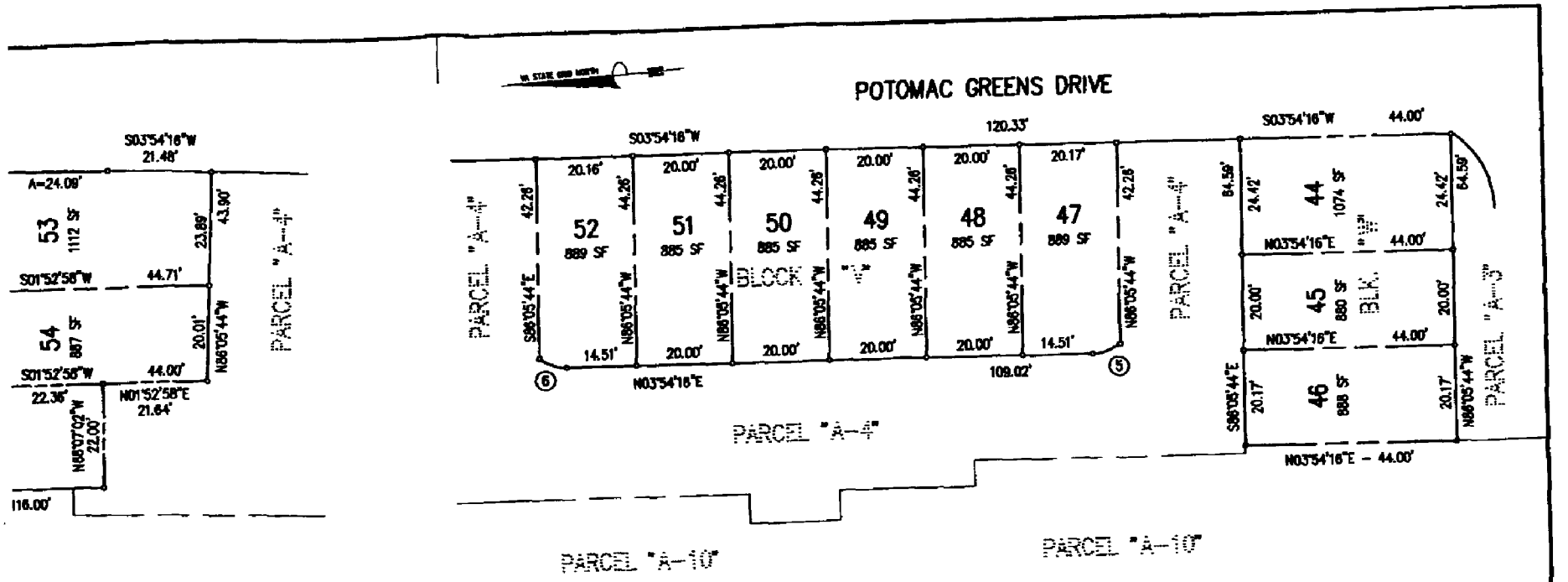
AREA OF LOTS 53-58 = 6,534 SF
AREA OF PARCEL "U" = 3,180 SF

TOTAL AREA = 9,714 SF

AREA OF BLOCK "U" = 9,714 SF

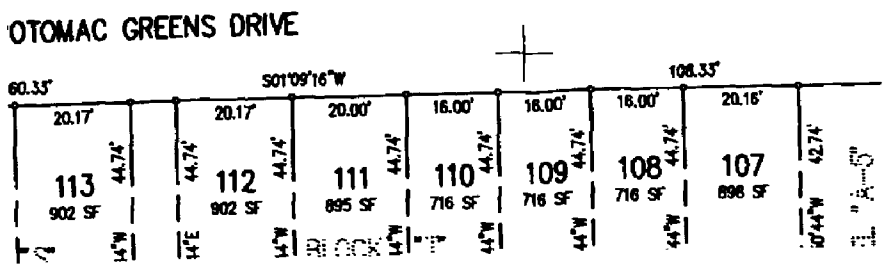
AREA OF LOTS 47-52
AREA OF BLOCK "V"





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

AREA OF LOTS 44-46 = 2,842 SF
AREA OF BLOCK "W" = 2,842 SF



TOTAL AREA = 9,714 SF

AREA OF BLOCK "U" = 9,714 SF

VA STATE GRID NORTH

POTOMAC GREENS DRIVE

S01°09'16"W 44.00'

S01°09'16"W 60.33'

S01°09'16"W 108.33'

PARCEL "A-8"

BLOCK "R"

118 1191 SF

117 880 SF

116 858 SF

67.24' 27.07' 27.07' 67.24'

20.00' 20.00'

20.17' 20.17'

N01°09'16"E 44.00'

S88°50'44"E

N88°50'44"W

PARCEL "A-5"

42.74'

BLOCK "S"

115 899 SF

114 895 SF

113 902 SF

20.16' 20.00' 20.17'

44.74'

14.51' 20.00' 20.17'

N01°09'16"E 54.68'

BLOCK "T"

112 902 SF

111 895 SF

110 716 SF

109 716 SF

108 716 SF

107 898 SF

20.17' 20.00' 16.00' 16.00' 16.00' 20.16'

20.17' 20.00' 16.00' 16.00' 16.00' 14.51'

N01°09'16"E 102.68'

PARCEL "A-5"

PARCEL "A-10"

PARCEL "A-10"

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR 12-21-04 DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR 12/3/04 DATE
CHAIRMAN, PLANNING COMMISSION 12/21/04 DATE
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

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

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

AREA OF LOTS 116-118 = 2,959 SF
AREA OF BLOCK "R" = 2,959 SF

AREA OF LOTS 113-115 = 2,696 SF
AREA OF BLOCK "S" = 2,696 SF

AREA OF LOTS 107-112 = 4,843 SF
AREA OF BLOCK "T" = 4,843 SF

8-3-04

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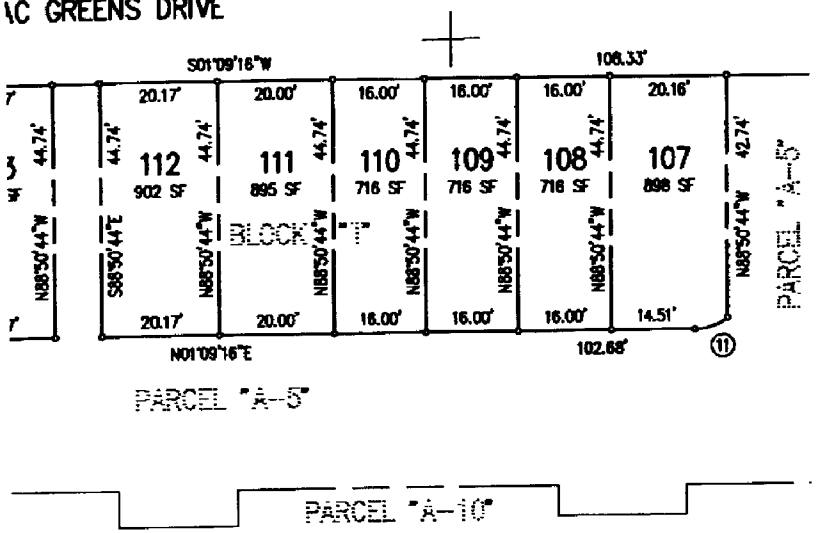
AC GREENS DRIVE



PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

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COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

AREA OF LOTS 116-118	=	2,959 SF
AREA OF BLOCK "R"	=	2,959 SF
AREA OF LOTS 113-115	=	2,696 SF
AREA OF BLOCK "S"	=	2,696 SF
AREA OF LOTS 107-112	=	4,843 SF
AREA OF BLOCK "T"	=	4,843 SF

REVISION	
8-3-04	REVISED

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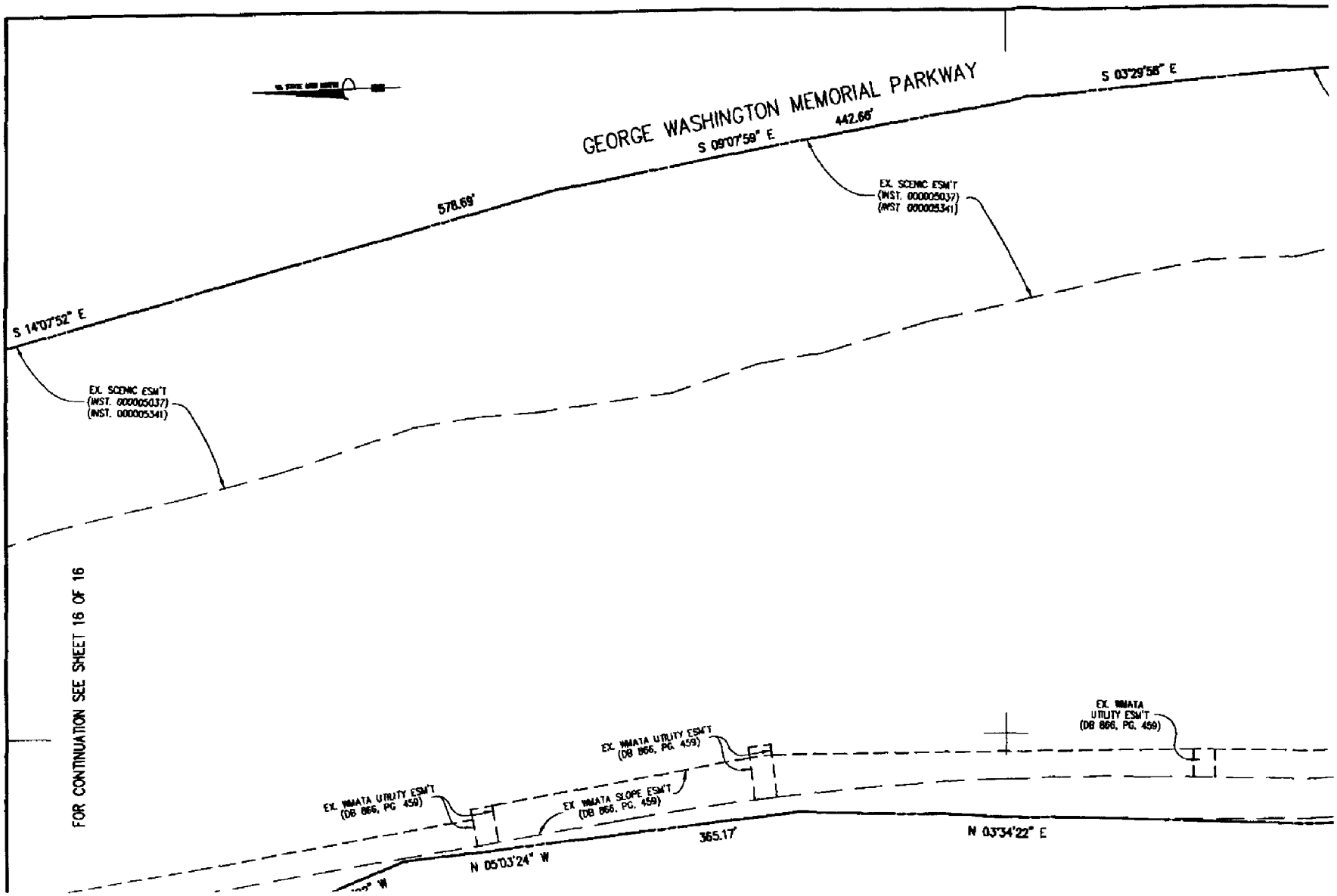
DWG: P:\1744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg | BY: RJS | CHK: DZ

BCG PROJECT NO: 1744-02-008 | TASK: 3 | COUNTY REF NO: N/A | SHEET 14 OF 16

PROJ



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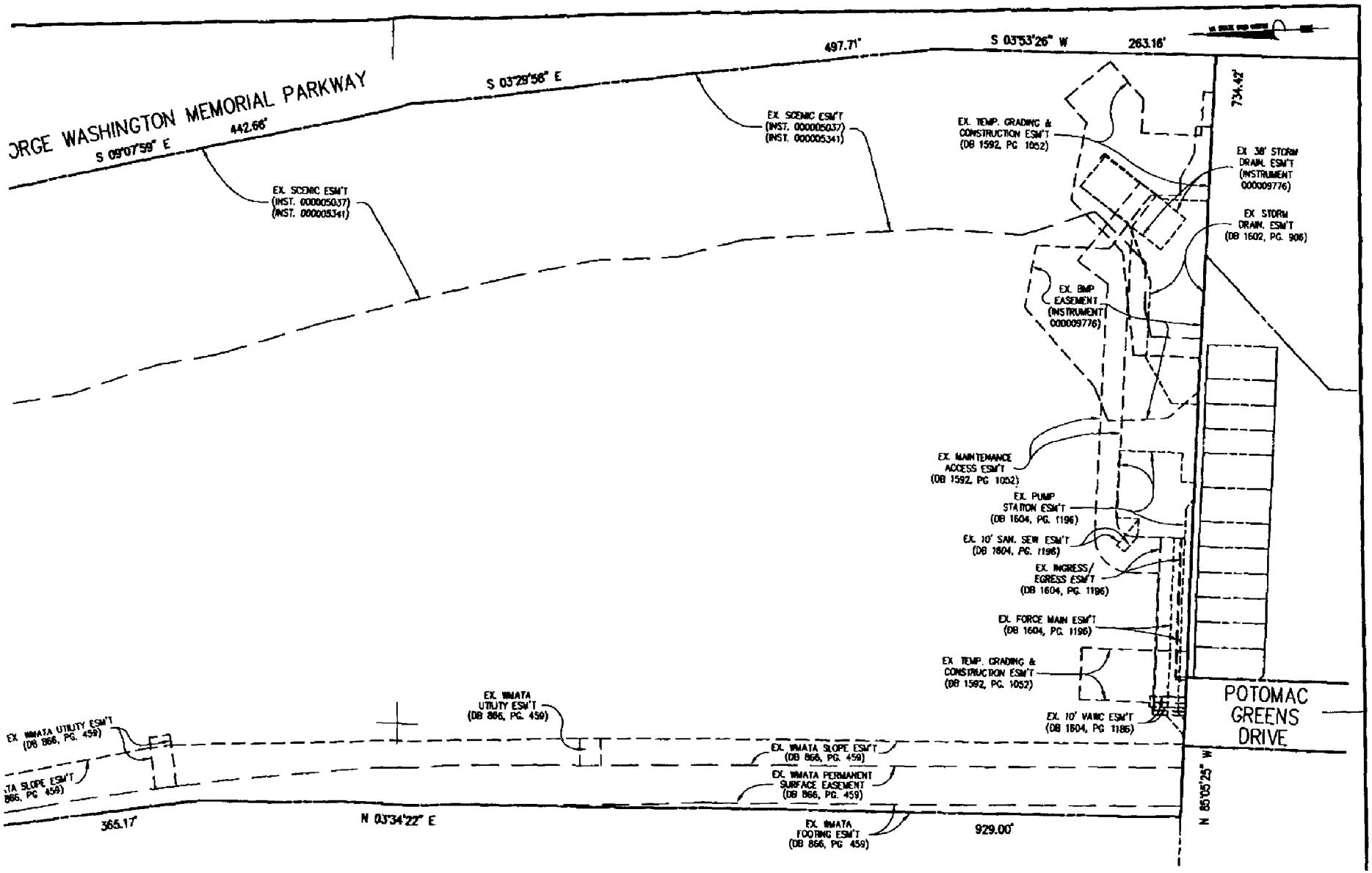
ORGE WASHINGTON MEMORIAL PARKWAY
S 09°07'59" E
442.66'
S 03°29'56" E
497.71'
S 03°53'26" W
263.16'
734.42'
EX. SCENIC ESM'T (INST. 000005037) (INST. 000005341)
EX. SCENIC ESM'T (INST. 000005037) (INST. 000005341)
EX. TEMP. GRADING & CONSTRUCTION ESM'T (DB 1592, PG 1052)
EX 38' STORM DRAIN ESM'T (INSTRUMENT 000009776)
EX STORM DRAIN. ESM'T (DB 1602, PG. 906)
EX. BMP EASEMENT (INSTRUMENT 000009776)
EX. MAINTENANCE ACCESS ESM'T (DB 1592, PG 1052)
EX. PUMP STATION ESM'T (DB 1604, PG. 1196)
EX. 10' SAN. SEW ESM'T (DB 1604, PG. 1196)
EX. INGRESS/ EGRESS ESM'T (DB 1604, PG. 1196)
EX. FORCE MAIN ESM'T (DB 1604, PG. 1196)
EX. TEMP. GRADING & CONSTRUCTION ESM'T (DB 1592, PG. 1052)
EX. 10' VAWC ESM'T (DB 1604, PG 1186)
POTOMAC GREENS DRIVE
N 85°05'25" W
EX. WMATA UTILITY ESM'T (DB 866, PG. 459)
EX. WMATA UTILITY ESM'T (DB 866, PG. 459)
TA SLOPE ESM'T 866, PG 459)
EX. WMATA SLOPE ESM'T (DB 866, PG. 459)
EX. WMATA PERMANENT SURFACE EASEMENT (DB 866, PG. 459)
365.17'
N 03°34'22" E
EX. WMATA FOOTING ESM'T (DB 866, PG 459)
929.00'

000911
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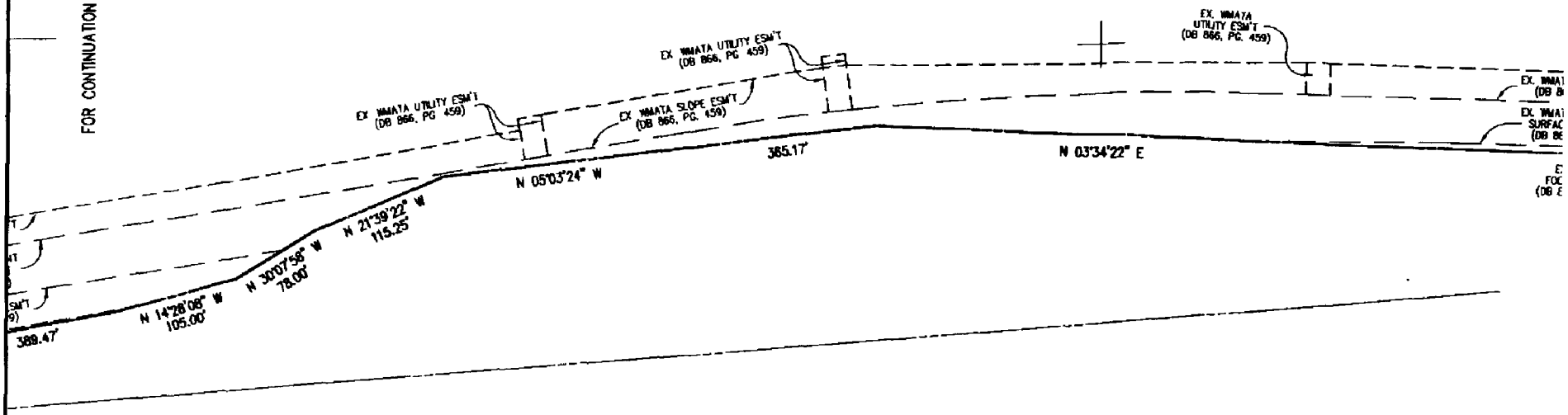
FOR CONTINUATION SEE SHEET 16 O



APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR — DATE 12-21-04
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR — DATE 12/3/04
CHAIRMAN, ZONING COMMISSION — DATE 12/21/04
DATE RECORDED _____
INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____

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TO _____ .

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2192
8-3-04
LAND SURVEYOR

8-3-0
Bound
DWG:P
BCG P

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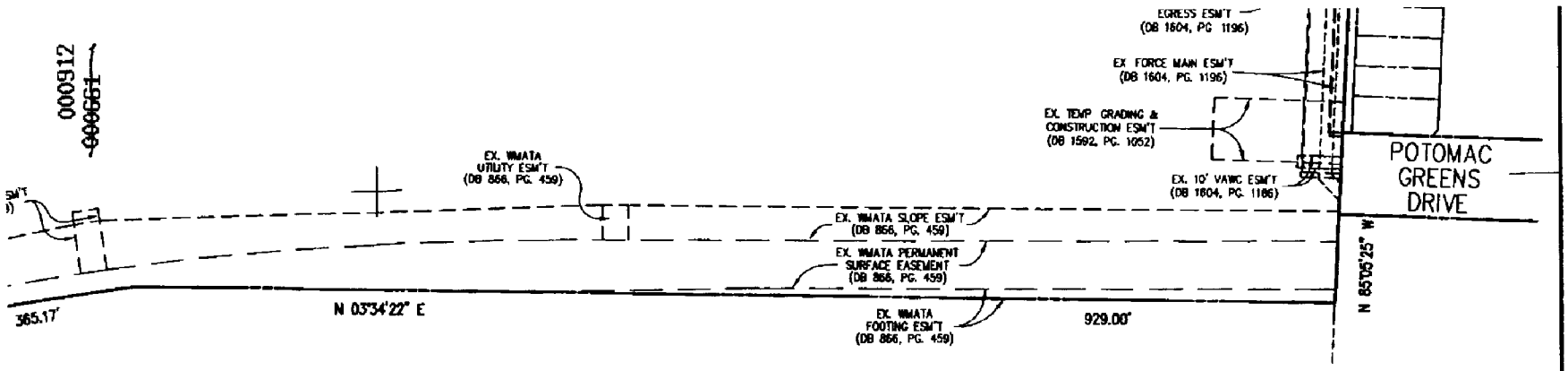
~~000051~~



PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 80'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2187
8-3-04
LAND SURVEYOR

REVISION	
8-3-04	REVISED

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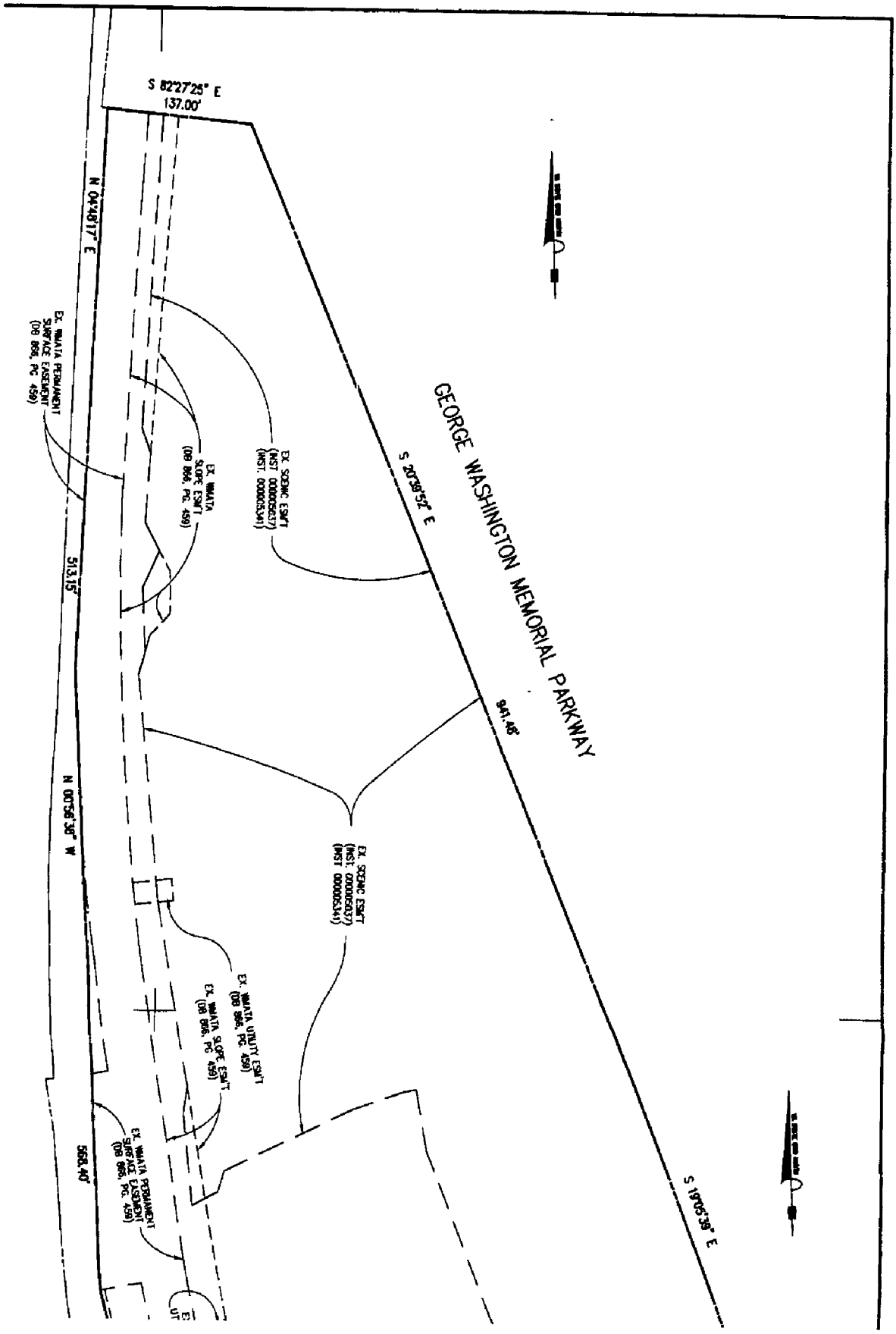
2121 Eisenhower Avenue, Suite 302
Alexandria, Virginia 22314
Phone: (703) 548-2188
Fax: (703) 683-5781
www.bowmanconsulting.com

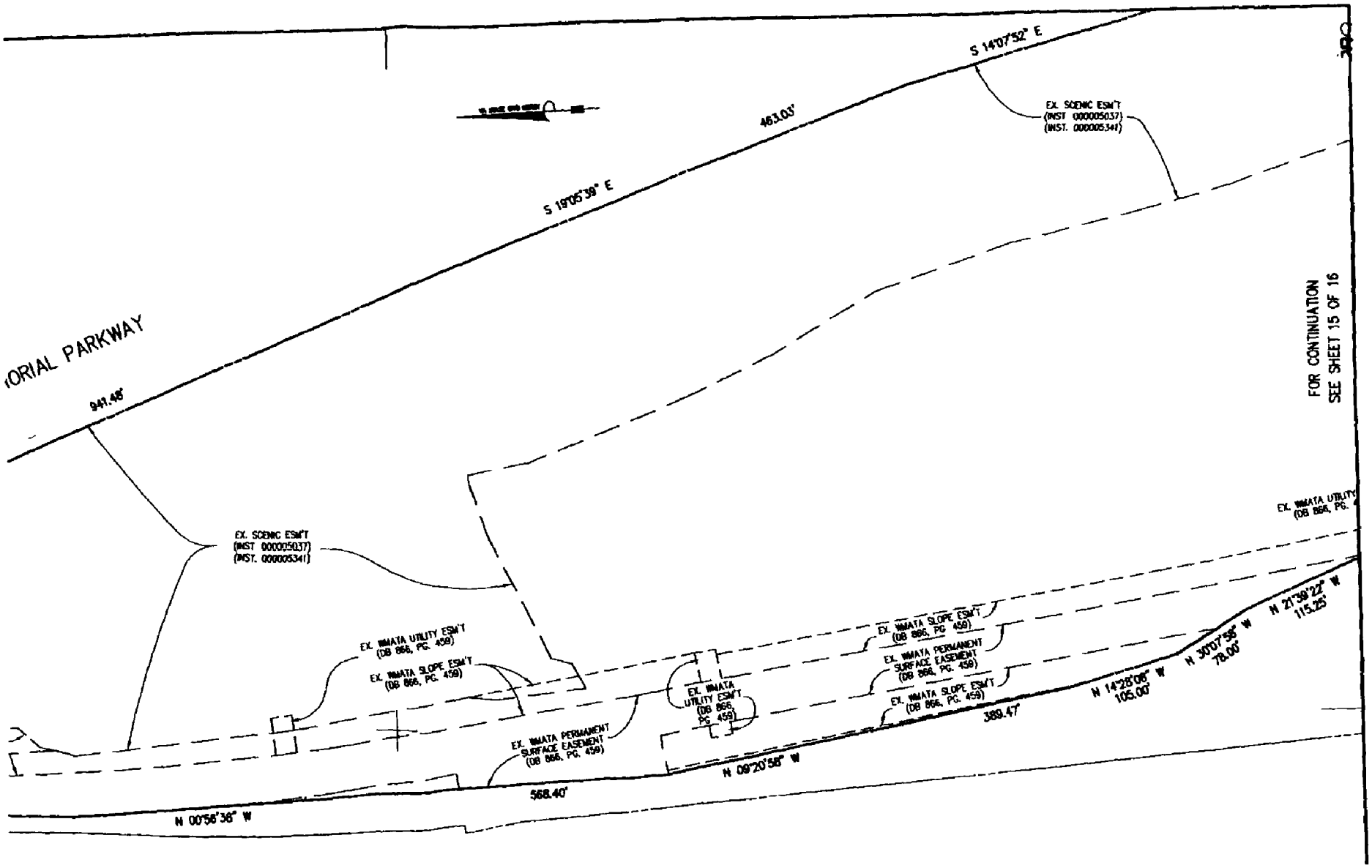
DWG:P:\1744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg | BY:RJS | CHK: DZ

BCG PROJECT NO: 1744-02-008 | TASK:3 | COUNTY REF NO:N/A | SHEET 15 OF 16

PROJ

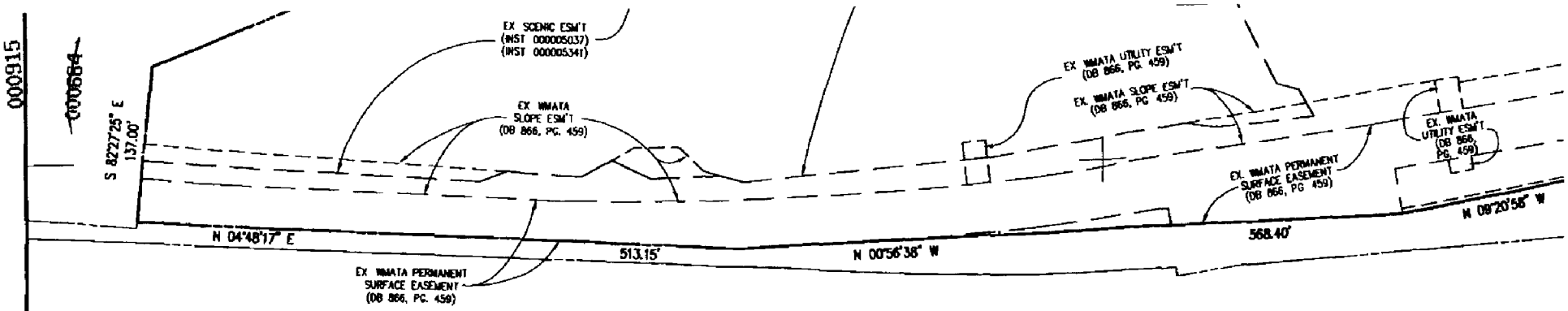

S 82°27'25" E
137.00'
N 04°48'17" E
513.15'
N 00°56'30" W
568.40'
S 20°39'52" E
941.48'
S 19°05'39" E
GEORGE WASHINGTON MEMORIAL PARKWAY
EX. WMATA PERMANENT SURFACE EASEMENT (DB 866, PG. 459)
EX. WMATA SLOPE ESM'T (DB 866, PG. 459)
EX. SCENIC ESM'T (INST. 000005037) (INST. 000005341)
EX. SCENIC ESM'T (INST. 000005037) (INST. 000005341)
EX. WMATA UTILITY ESM'T (DB 866, PG. 459)
EX. WMATA SLOPE ESM'T (DB 866, PG. 459)
EX. WMATA PERMANENT SURFACE EASEMENT (DB 866, PG. 459)

000914


ORIAL PARKWAY
S 19°05'39" E
463.03'
S 14°07'52" E
941.48'
EX. SCENIC ESM'T
(INST 000005037)
(INST. 000005341)
EX. SCENIC ESM'T
(INST 000005037)
(INST. 000005341)
EX. WMATA UTILITY ESM'T
(DB 866, PG. 459)
EX. WMATA SLOPE ESM'T
(DB 866, PG. 459)
EX. WMATA PERMANENT
SURFACE EASEMENT
(DB 866, PG. 459)
EX. WMATA
UTILITY ESM'T
(DB 866,
PG. 459)
EX. WMATA SLOPE ESM'T
(DB 866, PG. 459)
EX. WMATA PERMANENT
SURFACE EASEMENT
(DB 866, PG. 459)
EX. WMATA SLOPE ESM'T
(DB 866, PG. 459)
EX. WMATA UTILITY
(DB 866, PG.
N 00°56'36" W
568.40'
N 09°20'58" W
389.47'
N 14°28'06" W
105.00'
N 30°07'58" W
78.00'
N 21°39'22" W
115.25'
FOR CONTINUATION
SEE SHEET 15 OF 16

000915

~~000684~~



APPROVED

SPECIAL USE PERMIT NO. _____

DEPARTMENT OF PLANNING & ZONING

DIRECTOR _____ DATE 12/2/04

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

SITE PLAN NO. _____

DIRECTOR _____ DATE 12/3/04

CHAIRMAN, PLANNING COMMISSION _____ DATE 12/21/04

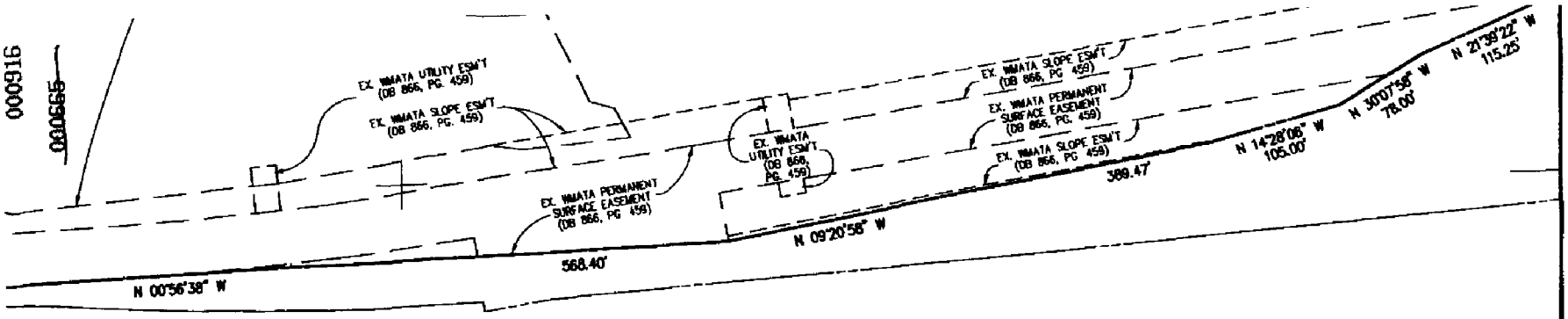
DATE RECORDED _____

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

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 _____ .

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

8-3-04
© Bowman
DWG:
BCG



PLAT OF SUBDIVISION

POTOMAC GREENS

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 80'

DATE: NOVEMBER 17, 2003

GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.

COMMONWEALTH OF VIRGINIA
DONALD J. ZDANCEWICZ
No. 2197
8-3-04
LAND SURVEYOR

REVISION	
8-3-04	REVISED

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Bowman CONSULTING
Bowman Consulting Group, Ltd.
2121 Eisenhower Avenue, Suite 302
Alexandria, Virginia 22314
Phone: (703) 548-2188
Fax: (703) 683-5781
www.bowmanconsulting.com

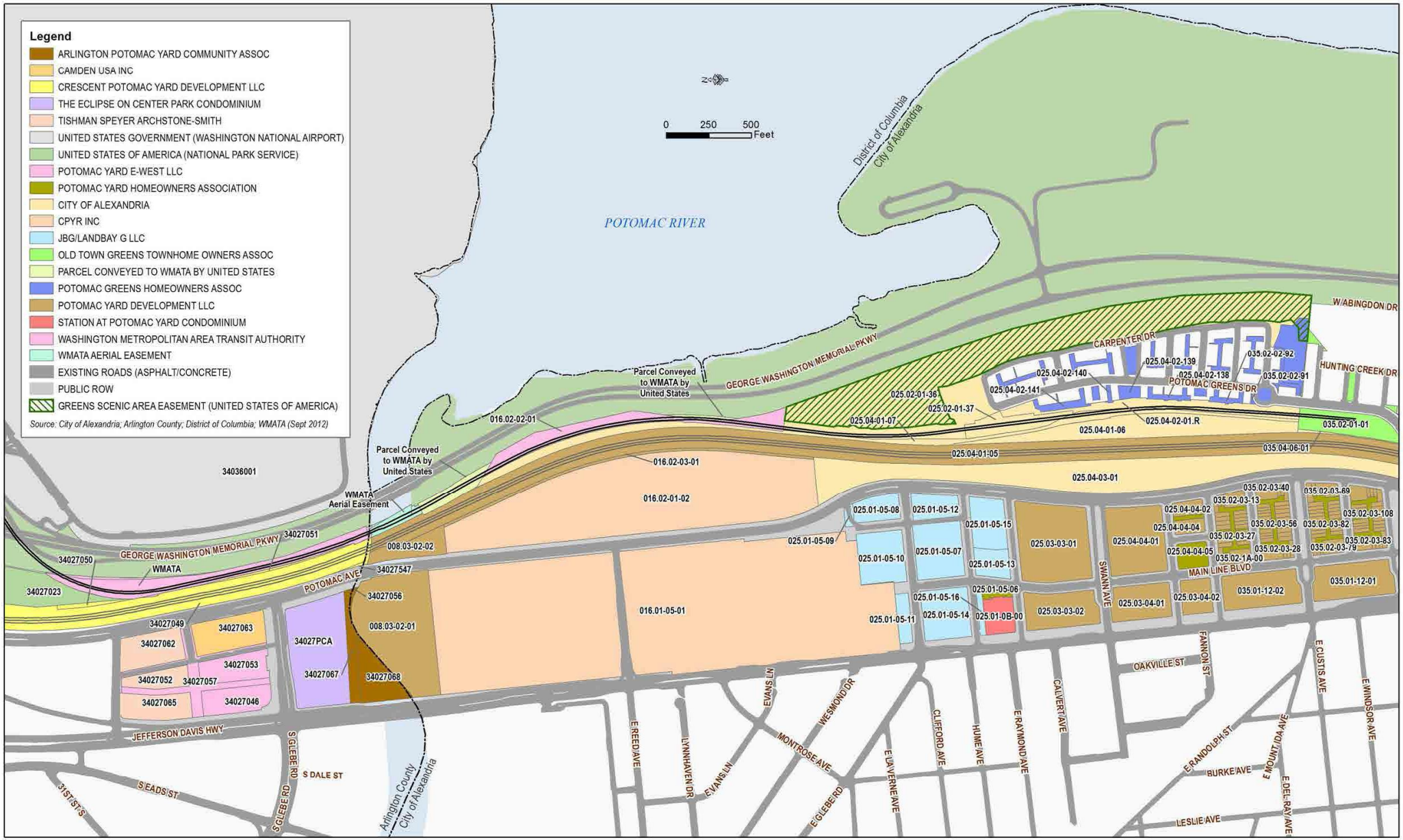
DWG: P:\1744 - Potomac Greens\1744-02-002\Survey\Plats\1744-02-002-FINAL-RP.dwg		BY: RJS	CHK: DZ
BCG PROJECT NO: 1744-02-008	TASK: 3	COUNTY REF NO: N/A	SHEET 16 OF 16

N

PROJ

ATTACHMENT E:
PARCEL OWNERSHIP IN VICINITY OF GREENS SCENIC AREA

Potomac Yard and Vicinity Parcel Ownership



ATTACHMENT F:
Mount Vernon Memorial Highway NRHP Nomination Form

29-218

Form 10-306 (Rev. 10-74)

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

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

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

CITY, TOWN
Arlington/Alexandria/Mount Vernon __ VICINITY OF

CONGRESSIONAL DISTRICT
8th (VA)

STATE
Virginia; Washington, D.C.

CODE
VA:51; DC:11

COUNTY
Alexandria (510), Arlington (013), Fairfax (059), D.C. (001)

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	X PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*
National Capital Region, National Park Service

STREET & NUMBER
1100 Ohio Drive, S.W.

CITY TOWN
Washington

__ VICINITY OF

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
X EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__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

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	X LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	X SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) Commemoration
		__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. 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

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A				B			
C				D			

VERBAL BOUNDARY DESCRIPTION

The boundary includes those Federal lands of the George Washington Memorial Parkway deliniated 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 X NO ___ NONE ___

Tucker Hill, Executive Director
Va. Historic Landmarks Commission &

3/17/81

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

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

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)

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.

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)

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.

UTM REFERENCES

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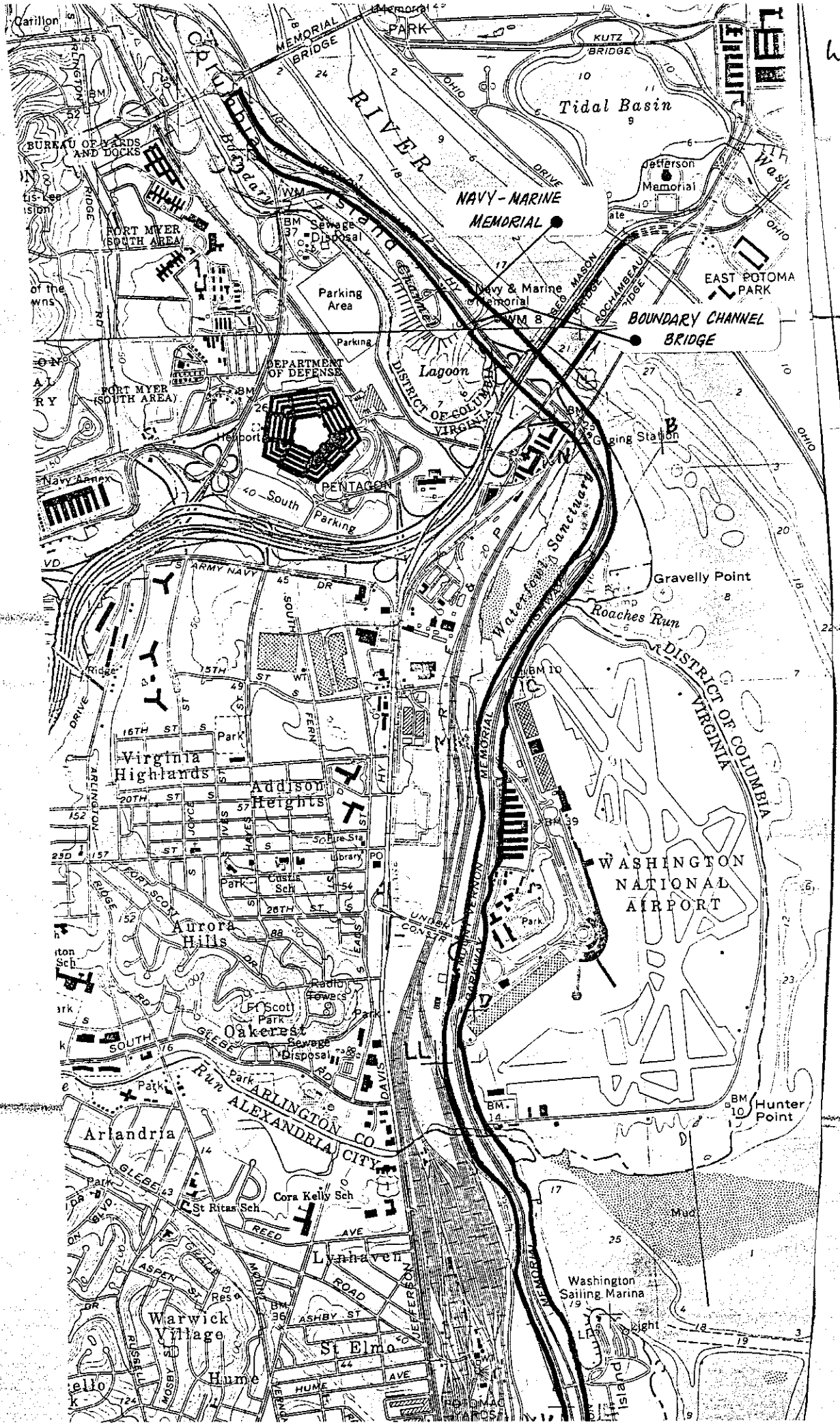
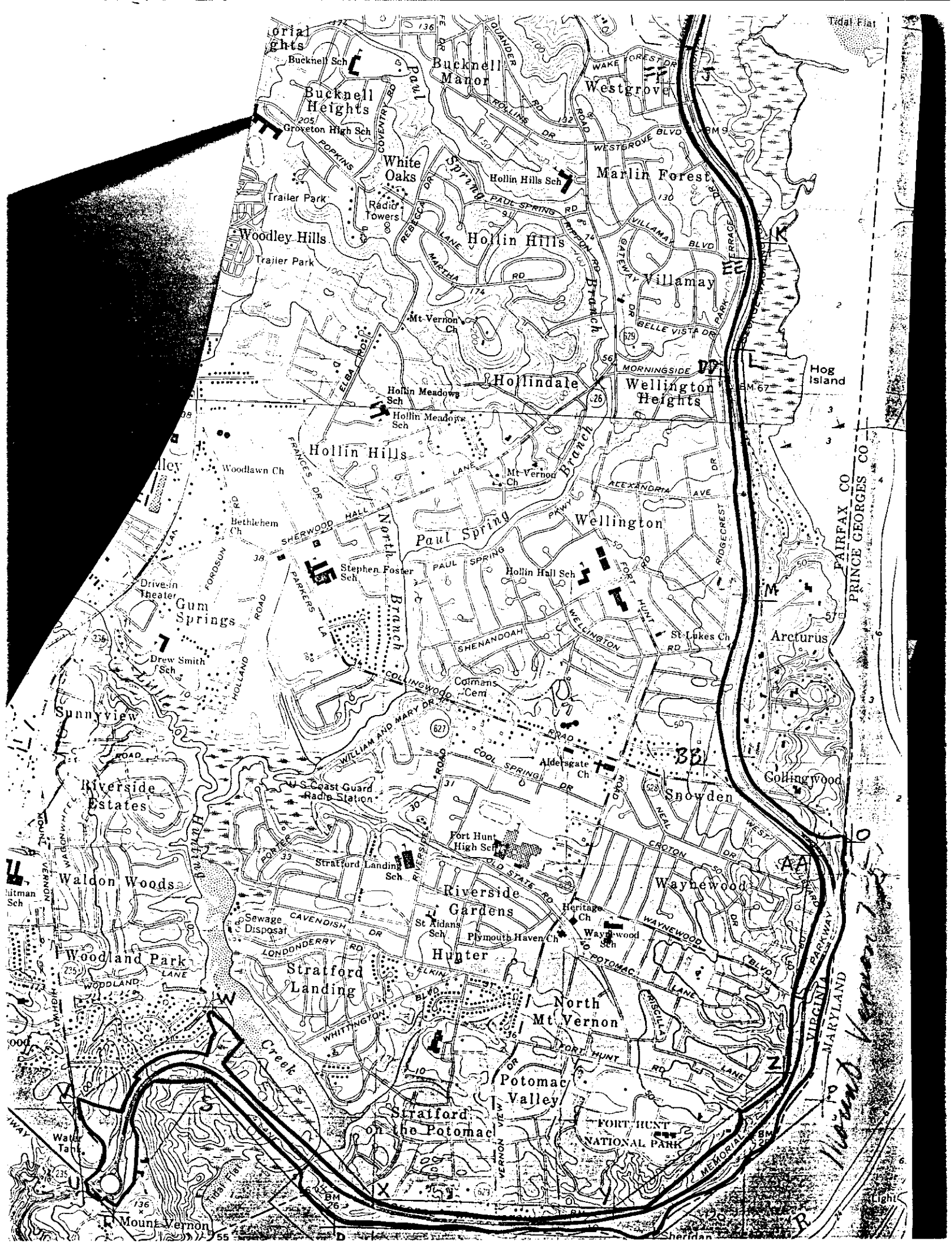
WASHINGTON WEST 7.5

Alexandria 7.5



Mt Ida
St Marys Academy
Mt Vernon Sch
Daingerfield
Suburban Sch
Immanuel Sch
Municipal Stadium
Braddock
Del Ray
Geo Washington High Sch
Playground
Parker-Gray High Sch
Ficklin Sch
Park
Maury Sch
Rosemont
ALEXANDRIA
Houston Sch
Josephs Sch
Health Center
Geo Washington Masonic National Memorial
Jefferson Sch
Union Sta
Christ Ch
City Hall
Hospital
Radio Tower
ALEXANDRIA NATIONAL CEMETERY
Hooff Run
Cemetery
Cem
Crouch Sch
Robert E Lee Sch
Sewage Disposal
Substa
St Marys Sch
St Marys Cem
U S MIL RES
INTERCHANGE 1
Huntington
Tidal Flat
Hunting Creek
ALEXANDRIA CITY
FAIRFAX CO
HUNTING CREEK BRIDGE
PRINCE GEORGES CO
Ft Farnsworth
Belle Haven Country Club
Fair Haven
Belle Haven
Ft Willard
Spring Bank Trailer Park
Mt Calvary Ch
New Alexandria
William Cullen Bryant Intermediate Sch
Belle View
Belle View Sch
Sewage Disposal
VIRGINIA
MARYLAND


Tidal Flat
Bucknell Sch
Bucknell Heights
Groveton High Sch
Bucknell Manor
Westgrove
WESTGROVE BLVD
White Oaks
Hollin Hills Sch
Marlin Forest
Trailer Park
Radio Towers
Woodley Hills
Trailer Park
Hollin Hills
Villamay
Mt Vernon Ch
Hollindale
Wellington Heights
Hog Island
Hollin Meadows Sch
Hollin Meadows Sch
Hollin Hills
Woodlawn Ch
Mt Vernon Ch
Wellington
Bethlehem Ch
Paul Spring
Stephen Foster Sch
Hollin Hall Sch
Drive-in Theater
Gum Springs
Drew Smith Sch
St Lukes Ch
Arcturus
PRINCE GEORGES CO
FAIRFAX CO
Colmans Cem
Sunnyview
Aldersgate Ch
Collingwood
Riverside Estates
U S Coast Guard Radio Station
Snowden
Fort Hunt High Sch
Stratford Landing Sch
Waynewood
Waldon Woods
Riverside Gardens
Heritage Ch
Sewage Disposal
St Aidans Sch
Plymouth Haven Ch
Waynewood Sch
Hunter
Woodland Park
Stratford Landing
North Mt Vernon
Potomac Valley
Stratford on the Potomac
FORT HUNT NATIONAL PARK
VIRGINIA
MARYLAND
Water Tank
Mount Vernon
Tidal Flat
Light

1732 1932

THE MOUNT VERNON MEMORIAL HIGHWAY
WAS AUTHORIZED BY CONGRESS MAY 23, 1928
AS AN ACTIVITY 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

MOUNT VERNON MEMORIAL HIGHWAY
Alexandria (ind. city), VA

Plaque at Mount Vernon Terminus, Mount Vernon Memorial Highway NPS 1980

APR 7 1981 MAY 18 1981

MOUNT VERNON MEMORIAL HIGHWAY
Alexandria (ind. city), VA

Boundary Channel Bridge, Mount Vernon Memorial Highway
NPS 1980

MAY 18 1981 APR 7 1981

MOUNT VERNON MEMORIAL HIGHWAY
Alexandria (ind. city), VA

Alexandria Avenue Overpass, Mount
Vernon Memorial Highway NPS 1980

MAY 18 1981
APR 7 1981

MOUNT VERNON MEMORIAL HIGHWAY
Alexandria (ind. city), VA

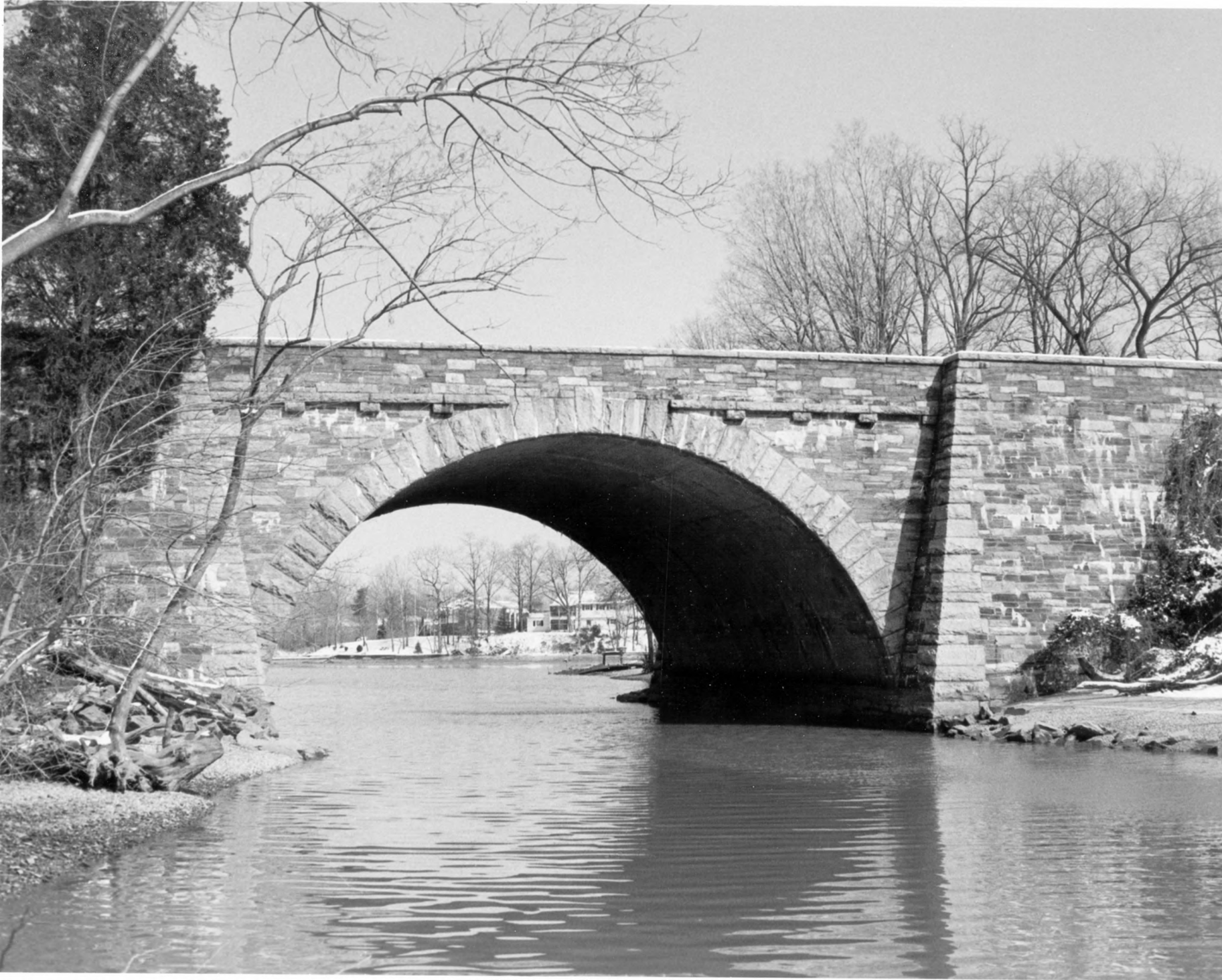
Mount Vernon Inn, Mount Vernon Memorial Highway
NPS 1980

MAY 18 1981 APR 7 1981

MOUNT VERNON MEMORIAL HIGHWAY
Alexandria (ind. city), VA

Hunting Creek Bridge, Mount Vernon
Memorial Highway NPS 1980

MAY 18 1981 APR 7 1981



MOUNT VERNON MEMORIAL HIGHWAY
Alexandria (ind. city), VA

Little Hunting Creek Bridge, Mount
Vernon Memorial Highway NPS 1980

APR 7 1981 MAY 18 1981

MOUNT VERNON MEMORIAL HIGHWAY
Alexandria (ind. city), VA

Navy-Marine Memorial, Mount Vernon
Memorial Highway NPS 1980

MAY 18 1981 APR 7 1981

Fort Hunt
Road
Fort Hunt
Picnic Area
NEXT RIGHT

MOUNT VERNON MEMORIAL HIGHWAY
Alexandria (ind. city), VA

Mount Vernon Memorial Highway
Fort Washington, Md., Vista NPS 1980

APR 7 1981 MAY 18 1981

ATTACHMENT G:
George Washington Memorial Parkway NRHP Nomination Form

NPS Form 10-900
(Rev. 8/93)

OMB No. 1024-0018

VLR 10/8/91
NRHP 6/2/95

RECEIVED
APR 19 [redacted]
INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE
NATIONAL REGISTER BRANCH

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 #029-0228

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 [✓] 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 [✓] meets [ ] does not meet the National Register Criteria. I recommend that this property be considered significant [✓] nationally [ ] statewide [ ] locally. [ ] See continuation sheet for additional comments.

Dwight T. Pitcaithley 4.24.95

Signature of certifying official Date

NPS

State or Federal agency and bureau

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

Julia I. Rosenik 1-18-95

Signature of commenting or other official Date

Virginia Department of Historic Resources

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

[✓] entered in the National Register — Patrick Andrus — 6/2/95
[ ] 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):

Signature of Keeper Date of Action

5. Classification

ownership of 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
	5.21 miles retaining walls	____	sites
	12.49 barrier walls	4	structures
	35 culverts	objects	
	973 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)

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

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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.

> 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]

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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.

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.

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]

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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.

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 Burlew, 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.

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.

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 I, 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.

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.

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.

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]

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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*.

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

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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.

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.

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 196l; 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 l959; 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 l959; 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 l959; 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 (3300-0llP): 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 l949; 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.

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 l962; 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 l961; 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 l962; 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 l961; 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 l967; 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 l961; 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.
[x] B. Property is associated with the lives of persons significant in our past.
[x] 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.
[x] G. Property is less than 50 years of age or achieved significance within the past 50 years.

areas of significance (enter categories from instructions)
transportation/vehicle-road related
landscape architecture
other/person

period of significance
1930-1966

significant dates
1930, 1966

significant person
(complete if criterion B is marked above)
George Washington

cultural affiliation
N/A

architect/builder
NPS and Bureau of Public Roads
(Federal Highway Administration)

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
[x] Federal agency
[ ] local government
[ ] university
[x] 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	xxxxxxx	3	xx	xxxxxxx
2	xxx	xxxxxxx	4	xx	xxxxxxx

[x] See continuation sheet.

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 — date: November 1993

street & number: 12795 W. Alameda Parkway, PO Box 25287 — telephone: (303)969-2909

city or town: Denver — state: Colorado — zip code: 80225-0287

Additional Documentation

submit the following items with the completed form:

[ ] continuation sheets

[X] 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

[X] 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 — telephone: (703) 285-2600

city or town: McLean — state: VA — 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.

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

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
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

GEORGE WASHINGTON MEMORIAL PARKWAY
(South of Potomac River)

	ZONING/EASTING	NORTHING	USGS QUAD
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

CLARA BARTON PARKWAY
(George Washington Memorial Parkway)

	ZONING/EASTING	NORTHING	USGS QUAD
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

GEOLOGICAL SURVEY

29
28

420 000 FEET (MD.)

GEORGE WASHINGTON MEMORIAL PARKWAY

TURKEY RUN PARK

UTM REFERENCES

A. 18/311180/4315470
B. 18/313920/4315040
C. 18/315160/4313440
D. 18/315340/4311840
S. 18/314910/4311330
T. 18/314430/4313560
U. 18/314080/4313860
V. 18/313620/4312570
W. 18/312840/4312800
X. 18/312640/4314580
Y. 18/311410/4314300
Z. 18/310840/4314700

AA. 18/309120/4316490
BB. 18/309980/4315790
CC. 18/310710/4315850
DD. 18/310840/4316220
EE. 18/312860/4315760
FF. 18/314180/4315760
KK. 18/315320/4313630
LL. 18/314030/4315300
MM. 18/311650/4315670
NN. 18/309830/4315550
OO. 18/308430/4316580

eorge Washington
Memorial Parkway/57'30"

Turkey Run Park

TM References:

18/316280/4311290
18/318460/4308240
18/320680/4307550
18/321200/4305800
18/320530/4305680
18/320720/4306130
18/320230/4306110
18/320220/4306640
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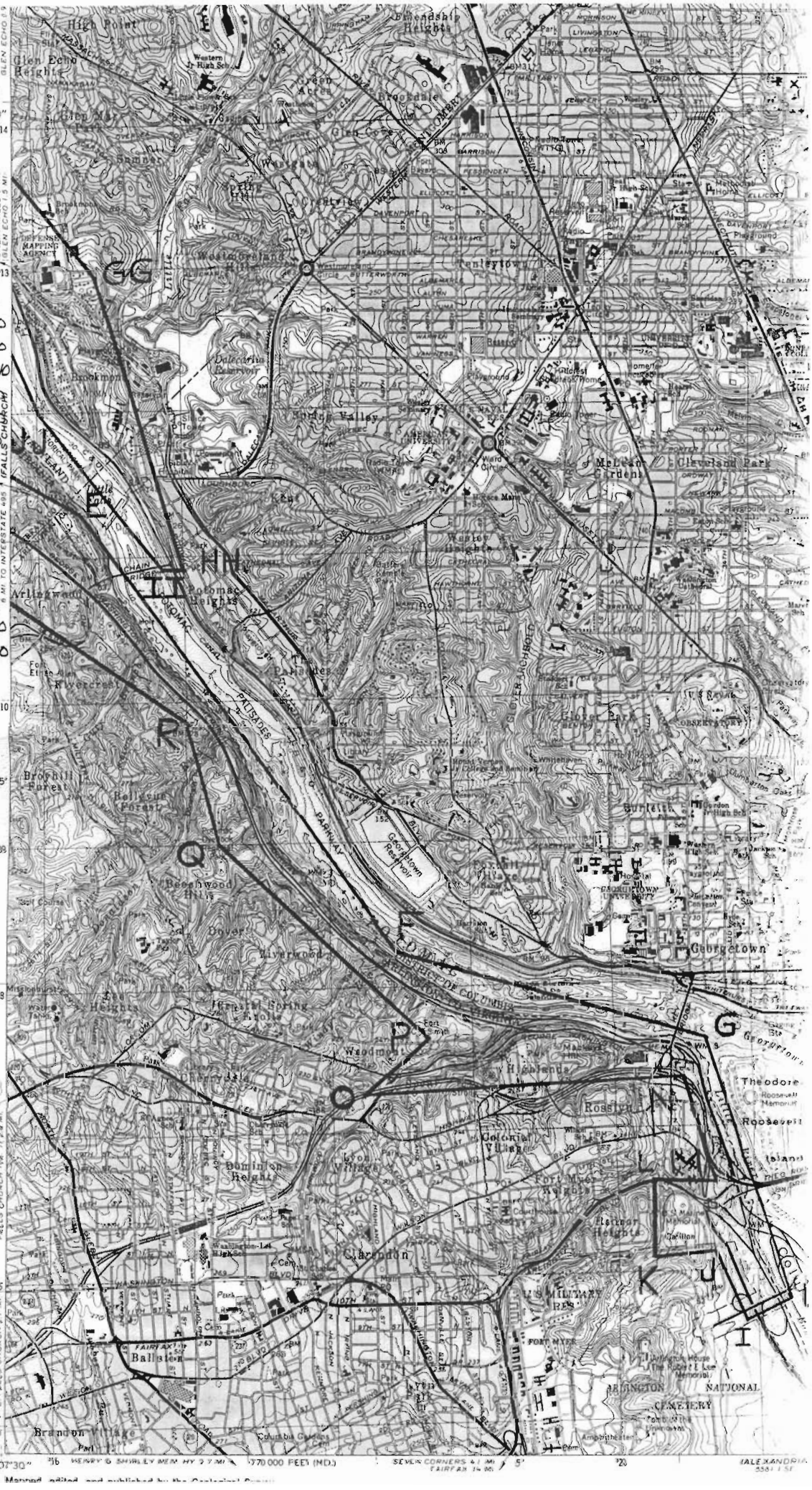
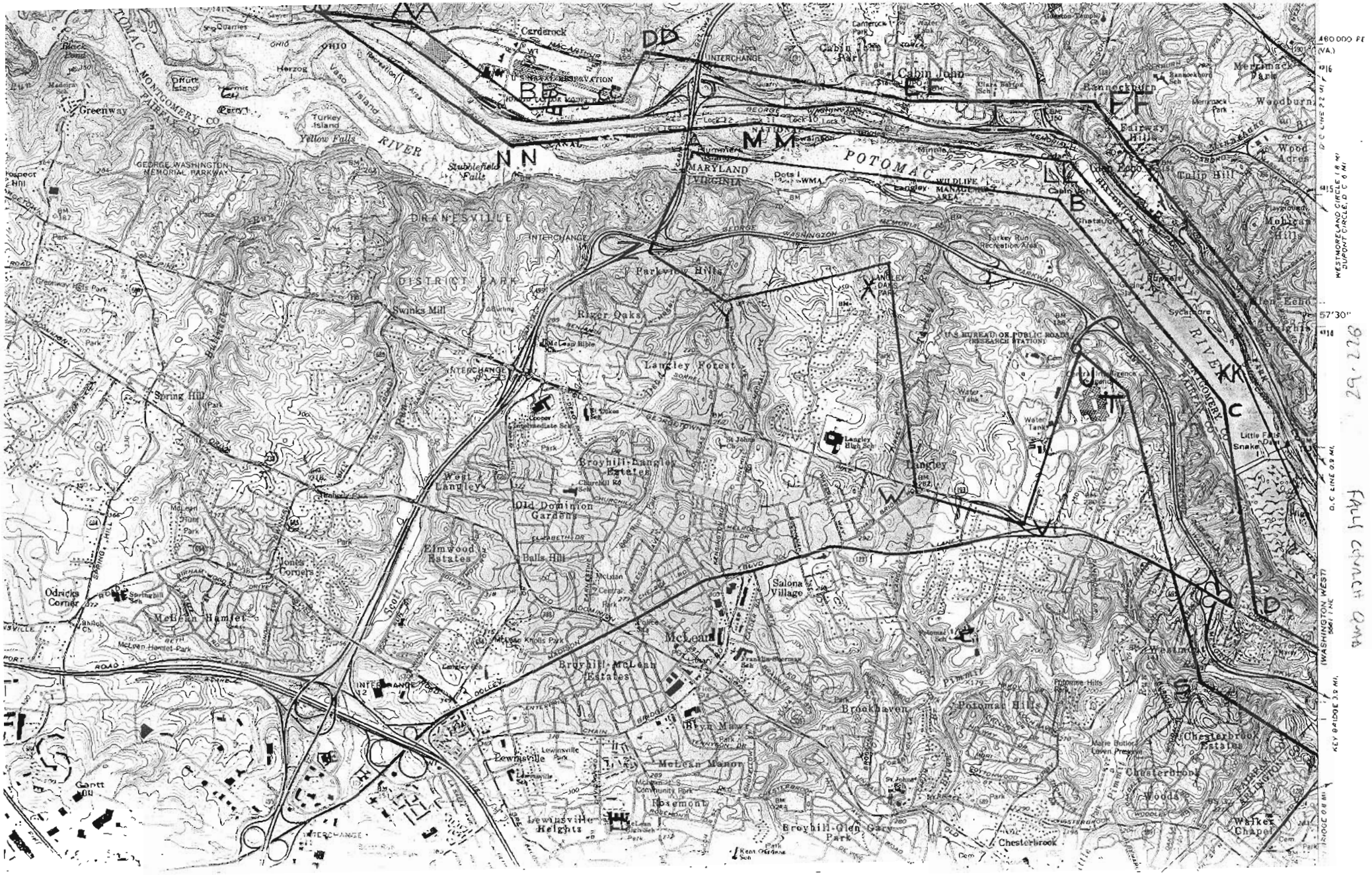
18/317240/4309000
18/317000/4309810

. 18/316110/4312940
. 18/317000/4310910
. 18/316890/4310910
. 18/316000/4312000

WASHINGTON
WEST
QUAD

29.228





927.127

FALLS CHURCH QUAD

Appendix G:
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 by 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

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

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

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.

AECOM

Agenda: VDHR Consultation for the Potomac Yard Metrorail Station Project (DHR File # 2012-0717

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

Any questions, comments, additions, please contact: Alan D. Tabachnick, AECOM - Transportation
609-599-4261 ext. 41; 215-370-3579 (cell); alan.tabachnick@aecom.com

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.

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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).

From: Kampinen, Andrea (DHR)
Sent: Wednesday, June 26, 2013 1:46 PM
To: 'kfanizzo@achp.gov'
Cc: Kirchen, Roger (DHR); Eaton, Ethel (DHR); 'kharris@achp.gov'
Subject: Virginia FTA Section 106 Question regarding Scenic Easements

Ms. Fanizzo,

The Virginia DHR is working on a rather complicated FTA project for a new Metrorail Station at Potomac Yards. FTA and NPS have asked us to discuss with you a disagreement between the two agencies involving the treatment of land held under a Scenic Easement in Section 106. Roger Kirchen, Ethel Eaton, and I would like a moment to ask you a few questions. Are you available sometime tomorrow, morning if possible, to chat with us via telephone? Should we also involve Katry Harris since she reviews NPS?

For a brief background, the land in question *surrounds* a portion of the George Washington Memorial Parkway (GWMP), which is contributing to the NRHP-listed Mount Vernon Memorial Highway and the Parkways of the National Capitol Region. It is owned by the City of Alexandria, but the NPS holds a scenic easement on the land, which was written as a condition of the City's purchase of the land in 2000. The purpose of the scenic easement was to support the primary mission of the GWMP, which was to preserve scenic views of the Potomac River, sort of like a buffer. FTA is providing funding to the City for the construction of the Metro Station, hence triggering Section 106. NPS, as owner of the GWMP and MVMH (both historic properties that will be affected by the proposed project) is a cooperating federal agency in this consultation. By definition, the scenic easement area is not a historic property per the 106 regulations. Thus, our question is:

On the land owned by the City of Alexandria (project sponsor via FTA funding), but held under scenic easement by the NPS, who has the final decision on whether the easement land is considered a historic property under Section 106? The FTA (and City of Alexandria) say the land should *not* be considered a historic property. The NPS says the land should be considered a historic property because it's an extension of the GWMP and warrants protection under 106.

Please let me know if you're available and what time. We can be flexible. Thank you.

Regards,

Andrea Kampinen

Andrea Kampinen
Architectural Historian, Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

(804) 482-6084
Fax: (804) 367-2391
andrea.kampinen@dhr.virginia.gov

From: Kampinen, Andrea (DHR) [mailto:Andrea.Kampinen@dhr.virginia.gov]
Sent: Friday, July 19, 2013 4:41 PM
To: Koenig, Daniel (FTA); Barlow, Melissa (FTA); matthew_virta@nps.gov; David_Hayes@nps.gov; Ben_Helwig@nps.gov; jashe@wmata.com; Susan.Gygi@alexandriava.gov; rballo@arlingtonva.us; Zeoli, Vanessa; Mark.Niles@aecom.com
Cc: Kirchen, Roger (DHR); Eaton, Ethel (DHR); kfanizzo@achp.gov
Subject: Greens Scenic Area Easement Question to ACHP

To all,

This afternoon, DHR spoke with the ACHP regarding the Greens Scenic Area and NPS easement over it. We introduced the issues to Ms. Fanizzo based on the information we discussed on June 24th – see our message below. Following our conversation, we also provided to Ms. Fanizzo a copy of the background and reference documents we received on the Greens Scenic Area.

Due to the complexity of the issue, Ms. Fanizzo was unable to formally comment without a better understanding of the issue at hand, and the specific positions on the issue from FTA and NPS. She did provide an informal reaction from our discussion as follows:

- FTA and NPS should sooner, rather than later, examine the terms of the legal easement relative to its purpose and restrictions.
- Under the 106 regulations, the issue is more complex. Whether or not the Greens Scenic Area is a historic property is more of an eligibility question better handled by the Keeper of the National Register. Even if the Greens Scenic Area is not individually eligible or contributing to the GWMP, the GWMP is a historic property and impacts to the Greens Scenic Area are likely to have indirect effects on historic properties, and therefore need to be considered.

Nonetheless, Ms. Fanizzo has offered to participate in a meeting, whether by conference call or in person, to discuss this issue further and hear the individual positions on this issue from FTA and the NPS. Please let us know if this is acceptable, and available dates for such a meeting.

Regards,

Andrea Kampinen

Andrea Kampinen
Architectural Historian, Office of Review and Compliance
Virginia Department of Historic Resources

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From: daniel.koenig@dot.gov [mailto:daniel.koenig@dot.gov]
Sent: Monday, July 22, 2013 10:47 AM
To: Andrea.Kampinen@dhr.virginia.gov; melissa.barlow@dot.gov; matthew_virta@nps.gov; David_Hayes@nps.gov; Ben_Helwig@nps.gov; jashe@wmata.com; Susan.Gygi@alexandriava.gov; rballo@arlingtonva.us; Zeoli, Vanessa; Niles, Mark
Cc: Roger.Kirchen@dhr.virginia.gov; Ethel.Eaton@dhr.virginia.gov; kfanizzo@achp.gov
Subject: RE: Greens Scenic Area Easement Question to ACHP

Hi Andrea,

We appreciate your coordination with Ms. Fanizzo in the Advisory Council's office on this matter. At this time, Alexandria and WMATA are coordinating with CSX on the alignment of track for Alternative B, so my guess is that this meeting with Ms. Fanizzo and the project team, which includes NPS, would need to happen after the outcome of the ongoing coordination. Nevertheless, I agree that at minimum, any impacts to the easement would in-turn, indirectly impact the historic property, i.e., GWMP, but we can discuss further once a meeting is scheduled.

Thanks again and we'll make sure to coordinate with your office and Ms. Fanizzo as we proceed.

-Dan

Daniel Koenig
Environmental Protection Specialist
Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1178
202 219 3528

COMMONWEALTH of VIRGINIA

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June 27, 2013

Dan Koenig
Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1178

Re: New Construction of WMATA Potomac Yard Metrorail Station – Preliminary Architectural Effects Assessment Report
City of Alexandria and Arlington County, Virginia
DHR File No. 2012-0717

Dear Mr. Koenig,

On March 27, 2013, the Virginia Department of Historic Resources (DHR) received a preliminary effects report 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). We are pleased to inform you that the report and forms met our quality control standards on June 19, 2013.

DHR has reviewed the report, *Preliminary Historic Architectural Effects Assessment Report, Potomac Yard Metrorail Station Project, City of Alexandria and Arlington County, Virginia*, prepared by AECOM Transportation in March 2013. We understand that the purpose of this report was to identify historic properties within the Area of Potential Effects (APE) and to assess the *potential* effects of the project on such resources for each of the three Build Alternatives:

- Build Alternative A: at-grade, side platform with minimal track work and two pedestrian bridges over the CSXT ROW;
- Build Alternative B: at-grade, side platform with moderate track work and two pedestrian bridges over the CSXT ROW, and a retaining wall to support the new track and station;
- Build Alternative D: aerial, center platform with major track work and one pedestrian bridge over the CSXT ROW, with two aerial structures over the CSXT ROW, one Metrorail bridge over Four Mile Run, aerial track and supports, and a retaining wall replacement on the east and west sides of the tracks.

Per DHR's Survey Guidelines, a reconnaissance-level survey (not an intensive level survey as the report indicates) was completed within the APE for indirect effects. The survey identified two (2) architectural resources that are listed in the National Register of Historic Places (NRHP): Mount Vernon Memorial Highway (MVMH; DHR ID#029-0218) and the Parkways of the National Capital Region, 1913-1965 (PNCR; DHR ID#029-5524). The George Washington Memorial Parkway (GWMP), is incorporated

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within the physical boundaries of the MVMH, but is also included as part of the NRHP-listed PNCR Multiple Property Document (MPD) submission, therefore, the NRHP listing also includes the GWMP.

The reconnaissance survey also identified six (6) newly recorded architectural resources. The five apartment complexes, Mason Hall (DHR ID#100-5267), Harbor Terrace (DHR ID#100-5268), Bashford Hall (DHR ID#100-5269), Locharbor Garden Apartments (DHR ID#100-5270), and the Abingdon Apartments (DHR ID#100-5264), all comprise the potential Colonial Revival Apartment Complexes of Alexandria MPD (DHR ID#100-5266). Only the Abingdon Apartments falls within the APE for indirect effects for the Metrorail project.

On June 27, 2013, DHR's National Register Evaluation Committee met to discuss the eligibility of the architectural resources identified in the report. The Committee concurs with the consultant's recommendation that, collectively, the apartment complexes may form a potential Multiple Property Document (not a Multiple Resource Area as the report suggests) of Colonial Revival Apartment Complexes in Alexandria. Since the scope of work did not include the research of this potential MPD, it is to date, undefined. However, the Committee felt it did not have enough information to concur with the consultant's recommendation that the Abingdon Apartments, Mason Hall, Harbor Terrace, Bashford Hall, and the Locharbor Garden Apartments, are each not individually eligible for listing in the NRHP. By definition, each resource within a MPD must be individually eligible. Therefore, due to the potential for an MPD, the eligibility of the individual resources can only be evaluated when a full context is studied.

To that end, there are two options available to resolve the question of NRHP eligibility of the Abingdon Apartments: (1) FTA can gather additional research on the potential Colonial Revival Apartment Complexes in Alexandria MPD in order to fully evaluate the Abingdon Apartments; or (2) FTA and DHR can agree to treat the Abingdon Apartments as eligible for the purposes of Section 106 and this undertaking, and move forward to assessing effects on this historic property.

Regarding potential effects, please note that our comments on effects below are provided as assistance to FTA in its decision making process to select a preferred alternative. The preliminary architectural effects assessment only addresses potential effects to the MVMH and the PNCR. Once a preferred alternative is selected, the project's effects on the Abingdon Apartments should be assessed if option No. 2 above is selected by FTA, however, it is DHR's opinion that the Abingdon Apartments will not likely be adversely affected by any of the three alternatives.

Based upon a review of the information provided, we are unable to concur with the recommendation on the potential effect of Build Alternative A on historic properties due to the unresolved NRHP eligibility of the Greens Scenic Area (see discussion below). Regarding Build Alternatives B and D, DHR concurs that each of these alternatives, as currently proposed, are likely to adversely affect MVMH, GWMP, and the PNCR. We must note, however, that the full nature and extent of the undertaking's effect may only be determined in consultation with the NPS and consulting parties and after the finalization of the project's design and completion of the identification of historic properties.

The Greens Scenic Area Easement is an easement held by NPS on land owned by the City of Alexandria. Established in 2000, the easement was recorded as, "a perpetual scenic easement…for the purpose of conserving and preserving the natural vegetation, topography, habitat and natural features now existing within the Greens Scenic Area…" The Greens Scenic Area is administered by the NPS as part of the GWMP parkland, but falls outside the physical boundaries of the NRHP-listed PNCR and MVMH (both of which include the GWMP). We understand that a disagreement exists among the consulting parties

whether or not to consider the Greens Scenic Area Easement as a historic property for the purposes of Section 106. We have sought the opinion of the Advisory Council on Historic Preservation to help resolve this issue and will report back with the results.

For questions regarding archaeology, please contact 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

Andrea Kampinen, Architectural Historian
Office of Review and Compliance

Cc: Melissa Barlow, FTA
Matthew Virta, NPS
David Hayes, NPS
Ben Helwig, NPS
Jim Ashe, WMATA
Susan Gygi, City of Alexandria
Rebeccah Ballo, Arlington County
Charles Trozzo, AHRPC
Vanessa Zeoli, AECOM

U.S. Department
Of Transportation
**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue S.E.
Washington DC 20590

Mr. Paul Loether
National Register of Historic Places Chief
National Park Service
National Register of Historic Places
1849 C Street, NW (2280)
Washington, DC 20240

DEC 4 2014

RE: Potomac Yard Metrorail Station Project, City of Alexandria, Virginia - Potential NRHP Eligibility of the Greens Scenic Area Easement

Dear Mr. Loether:

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 National Park Service (NPS), 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 infill 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 (see attached project map). FTA initiated consultation in June 2012 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. The purpose of this letter is to request consultation with your office to assess the potential National Register of Historic Places (NRHP) eligibility of the Greens Scenic Area easement, located within a property adjacent to the George Washington Memorial Parkway (GWMP), an NRHP-listed property.

Background on Greens Scenic Area

The Greens Scenic Area is a property easement administered by the National Park Service (NPS) and is located on land owned by the City of Alexandria to the north and east of the Potomac Greens neighborhood along the GWMP. Because a portion of the original Potomac Yard rail yard in Arlington County had been constructed on fill over waters of the United States, an indenture, granted in 1938, was necessary to allow operation of rail uses on the land parcels. In order for non-rail uses to occur, the Federal government needed to release the landowner from the requirement to operate rail-related uses on the property. In 2000, as part of an agreement to allow redevelopment of the Arlington County portion of Potomac Yard, the owner of the property granted a perpetual scenic easement (known as the Greens Scenic Area) to the United States Department of the Interior for much of the land to the north and east of the Potomac Greens neighborhood and east of the Metrorail tracks. The scenic easement was created "...for the purpose of conserving and preserving the natural vegetation, topography, habitat and other natural features now existing within the Greens Scenic area" (Release Agreement and Scenic Easement, Title Document #000005341, p.0029). The easement also reserves to the City the right to develop the property for exclusively recreational purposes, with approval from

the NPS. See the enclosed memorandum for additional information and title documents relating to the Greens Scenic Area easement.

The GWMP was developed as a scenic parkway to help preserve the Potomac River Gorge and shoreline while serving as a memorial to the first president of the United States, George Washington. The first section, called the Mount Vernon Memorial Highway, authorized by legislation signed by President Calvin Coolidge on May 23, 1928, was completed in 1932 to commemorate the bicentennial of George Washington's birth on February 22, 1932. The Mount Vernon Memorial Highway was listed in the NRHP in 1981 under criterion B for its commemoration of George Washington and under criterion C for landscape architecture. The Highway was designed and landscaped to maximize scenic, esthetic and commemorative qualities.

As the Mount Vernon Memorial Highway was being completed, President Herbert Hoover signed what became known as the Capper-Cramton Act (Public Law 71-284) on May 29, 1930. This Act authorized appropriations for the GWMP, which was "to include the shores of the Potomac, and adjacent lands, from Mount Vernon to a point above the Great Falls on the Virginia side," including the Mount Vernon Memorial Highway, and proposed the protection of the northern and southern shores of the Potomac. The GWMP was designated a National Park Unit in 1933. The GWMP was listed in the NRHP in 1995 under criterion B for its commemoration of George Washington and under criterion C for landscape architecture.

NPS National Capital Region Office Views of the Greens Scenic Area

Per NPS's National Capital Region Office, the acquisition of the Greens Scenic Area in 2000 was in keeping with the historic purpose of the George Washington Memorial Parkway as a presidential memorial and a national park. The parkway was established with the dual purpose of commemorating the first president of the United States and to "develop and protect scenic values of the National Capital which were threatened by encroachment of residential and commercial interests" (NRHP nomination, 1995). The use of easements to protect the shoreline of the Potomac River and views and vistas along the parkway was and is a key tool commonly used by the NPS to create scenic parkways without requiring full acquisition of the lands.

NPS's National Capital Region Office believes that the Greens Scenic Area serves to protect the values of the GWMP by preserving the natural vegetation, topography, habitat and nature features within the area. By providing a visual buffer from the Potomac Greens development, it allows those using the Parkway to enjoy the scenic and esthetic qualities for which the Parkway is valued.

FTA and City of Alexandria's View of the Greens Scenic Area

While the Greens Scenic Area serves to protect a historic property, it is not itself a historic property. For the project *Section 106 Preliminary Historic Architectural Effects Assessment Report* (March 2013) prepared by AECOM senior historians Paul Schopp and Vanessa Zeoli (24 and 12 years experience, respectively), a review of the original plans for the Mount Vernon Memorial Highway indicates that the wetlands area was not part of the design (page 32). Wilbur Simonson in 1932 designed the landscaping along the Mount Vernon Memorial Highway to screen views of the wetlands that includes the area identified as the Greens Scenic Area. He 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 (page 26).

As a result, FTA does not believe that the Mount Vernon Memorial Highway boundaries be amended to include the Greens Scenic Area.

Conclusion

FTA, in coordination with NPS, is seeking a formal determination of eligibility on whether the easement is a historic resource eligible for or contributing to a NRHP listing. VDHR contacted the Advisory Council on Historic Preservation (ACHP) and discussed the issue in June-July 2013 (see attached email correspondence). For the NRHP eligibility-related questions involved, ACHP directed VDHR and FTA to the Keeper of the National Register.

We appreciate your attention to this matter. . If you have questions in the meantime or if you think a meeting would be appropriate, please feel free to contact me at 202-366-0244 or elizabeth.patel@dot.gov.

Sincerely,

Elizabeth Patel
FTA Federal Preservation Officer

Enclosures:

- Location Map
- VDHR and FTA email correspondence
- Greens Scenic Area Easement: Background and Reference Documents Technical Memorandum
- Section 106 Preliminary Historic Architectural Effects Assessment Report (March 2013)

cc: Melissa Barlow, FTA DC Metro Office
Lee Farmer, City of Alexandria
Tammy Stidham, National Park Service, National Capital Region
Simone Monteleone, National Park Service, George Washington Memorial Parkway
Claire Rozdilski, National Park Service, George Washington Memorial Parkway
Jim Ashe, WMATA
Chris Wilson, Advisory Council on Historic Preservation
Andrea Kampinen, VDHR
Roger Kirchen, VDHR

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places

National Park Service

Name of Property: Greens Scenic Area Easement

Location: Alexandria **State:** VA

Request submitted by: Elizabeth Patel, FPO, Federal Transit Administration, 1200 New Jersey Ave., SE., Washington, DC 20590

Date received: 12/19/2014 **Additional information received** March 9, 2015

Opinion of the State Historic Preservation Officer:

__Eligible __Not Eligible _X_No Response __Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

_X_Eligible ___Not Eligible

Applicable criteria: C

Comment:

The Greens Scenic Area Easement is eligible for the National Register of Historic Places as a parcel of land which contributes to the historic scenic qualities of the Mount Vernon Memorial Highway (the first segment of the George Washington Memorial Parkwa)y. The highway and the parkway were listed in the National Register of Historic Places in 1981 and 1995 respectively for their commemorative values, design elements and aesthetics, and scenic preservation qualities. The Greens Scenic Area Easement is a 20.54 acres parcel of open, undeveloped land located west and immediately adjacent to the parkway in Alexandria, Virginia and is characterized by low marshy wetlands and uplands populated with trees and other vegetation. The Greens Scenic Area Easement has been legally preserved as undeveloped land since 1938. Its undeveloped natural character contributes to the original design of the roadway and its landscape, which took in the natural setting of the Potomac River valley.

Patrick Andrus

Keeper of the National Register

Date 3/17/2015

WASO-28

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places

National Park Service

Name of Property: Greens Scenic Area Easement

Location: Alexandria **State:** VA

Request submitted by: Elizabeth Patel, FPO, Federal Transit Administration, 1200 New Jersey Ave., SE., Washington, DC 20590

Date received: 12/19/2014 **Additional information received** March 9, 2015

Opinion of the State Historic Preservation Officer:

__Eligible __Not Eligible _X_No Response __Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

_X_Eligible ___Not Eligible

Applicable criteria: C

Comment:

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Patrick Andrus

Keeper of the National Register

Date 3/17/2015

WASO-28

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places

National Park Service

Name of Property: Greens Scenic Area Easement

Location: Alexandria **State:** VA

Request submitted by: Elizabeth Patel, FPO, Federal Transit Administration, 1200 New Jersey Ave., SE., Washington, DC 20590

Date received: 12/19/2014 **Additional information received** March 9, 2015

Opinion of the State Historic Preservation Officer:

__Eligible __Not Eligible _X_No Response __Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

_X_Eligible ___Not Eligible

Applicable criteria: C

Comment:

The Greens Scenic Area Easement is eligible for the National Register of Historic Places as a parcel of land which contributes to the historic scenic qualities of the Mount Vernon Memorial Highway (the first segment of the George Washington Memorial Parkwa)y. The highway and the parkway were listed in the National Register of Historic Places in 1981 and 1995 respectively for their commemorative values, design elements and aesthetics, and scenic preservation qualities. The Greens Scenic Area Easement is a 20.54 acres parcel of open, undeveloped land located west and immediately adjacent to the parkway in Alexandria, Virginia and is characterized by low marshy wetlands and uplands populated with trees and other vegetation. The Greens Scenic Area Easement has been legally preserved as undeveloped land since 1938. Its undeveloped natural character contributes to the original design of the roadway and its landscape, which took in the natural setting of the Potomac River valley.

Patrick Andrus

Keeper of the National Register

Date 3/17/2015

WASO-28

United States Department of the Interior

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National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY
REFER TO:

1.A1. (NCR-GWMP)

April 20, 2015

Mr. Mark Jinks
City Manager, City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Mr. Jinks:

I am writing to follow up on the November 14, 2014 letter from the National Park Service (NPS) to City Manager, Rashad Young regarding the Environmental Impact Statement (EIS) for the proposed Potomac Yard Metro Station. In that letter, the NPS stated its belief that Build Alternatives A or B could be viable from its perspective, but that the NPS and the City of Alexandria would need to agree on a package of mitigations that would ensure a net benefit to the George Washington Memorial Parkway (GWMP) should Alternative B be selected.

The NPS understands that, with the release of the Draft EIS, your staff is likely to recommend Alternative B as the "locally preferred alternative" for approval by the Alexandria City Council at an upcoming meeting. Over the last several months the NPS and the City of Alexandria staff have had productive discussions regarding potential measures for mitigating impacts and the loss of parkland within the GWMP. We believe that the City's current proposal appears to mitigate those impacts sufficiently so that NPS would not object to the identification of Alternative B as the locally preferred alternative.

The City's proposal would offset the loss of approximately 7,000 square feet of GWMP parkland by providing the United States with full fee ownership of most of a parcel of City parkland on which it currently holds a scenic easement, and by placing limitations on building heights adjacent to the GWMP, building lighting, and building signage, through easements and/or City regulations. In addition, the City proposes to allocate approximately $12 million to mitigate impacts to park resources through the following measures:

- Stormwater management planning and implementation of stormwater-related improvements to Daingerfield Island and the adjacent section of the GWMP;
- Development of and at least partial funding for the implementation of a Master Plan for improvements to Daingerfield Island;
- Repairs and improvements to the Mount Vernon Trail in the vicinity of the project area; and
- Plans and studies that will address the acute planning needs for the south section of the GWMP (Four Mile Run to Mount Vernon), covering such topics as vegetation and landscape, cultural resources and archeology, viewshed protection, visitor use, resource stewardship, and facility management.

The NPS believes that the full implementation of the package described above would sufficiently mitigate the loss of park and easement land and the impacts to park resources, and NPS accordingly does not

object to the identification of Alternative B as the locally preferred alternative in the EIS. NPS notes that significant work remains to complete this National Environmental Policy Act process, as well as compliance with the National Historic Preservation Act and Section 4(f), and that some aspects of the project are still under discussion. Those processes and issues will need to be completed and resolved before NPS would provide any needed final approval for Alternative B or whatever alternative is ultimately selected.

Thank you for your continued cooperation on this process and your work with the NPS to preserve parkland and resources. If you have any questions or need further information, please contact me or Peter May, Associate Regional Director for Lands, Planning and Design at (202) 619-7025.

Sincerely,

Robert A. Vogel
Regional Director

COMMONWEALTH of VIRGINIA

Department of Historic Resources

Molly Joseph Ward
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

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May 18, 2015

Potomac Yard Metrorail Station EIS
Attn: Lee Farmer
P.O. Box 16531
Alexandria, VA 22302

Re: New Construction of WMATA Potomac Yard Metrorail Station – Draft Environmental Impact Statement
City of Alexandria and Arlington County, Virginia
DHR File No. 2012-0717

Dear Mr. Farmer,

On April 3, 2015, the Virginia Department of Historic Resources (DHR) received the Draft Environmental Impact Statement (DEIS) regarding the above-referenced project for our review and comment. We understand that the project will be receiving federal funding through the Federal Transit Administration (FTA), therefore our comments are provided pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

DHR understands that the City of Alexandria, in coordination with FTA, is examining four (4) alternatives for a new Metrorail Station at Potomac Yards in the City of Alexandria and extending into Arlington County.

- Alternative A
- Alternative B
- Alternative B-CSX Design
- Alternative D

In general, we concur with the statements made in the DEIS, however we are not ready to comment on effects to historic properties until a preferred alternative has been selected. It appears from the conclusions in the DEIS that Alternative A (Option 2) and Alternative B-CSX Design Option would have the least impacts to historic resources. Furthermore, once a preferred alternative is selected, we request that FTA resume consultation under Section 106 to finalize the identification of historic properties before moving on to assessing effects. Our last letter to FTA on June 27, 2013, noted that

eligibility still needed to be resolved on the Abingdon Apartments, and DHR outlined two options for FTA.

We look forward to continuing consultation on this important project. Should you have any additional questions, please contact me at (804) 482-6084, or via email at andrea.burke@dhr.virginia.gov.

Sincerely,

Andrea Burke

Andrea Burke
Architectural Historian, Review and Compliance Division

Appendix H:
Consulting Party Correspondence

Potomac Yard Station EIS - Consulting Parties Status 2/1/13

Organization	Contact	Inivtation 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	Rebeccah 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	Inivtation 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. Levengood	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.

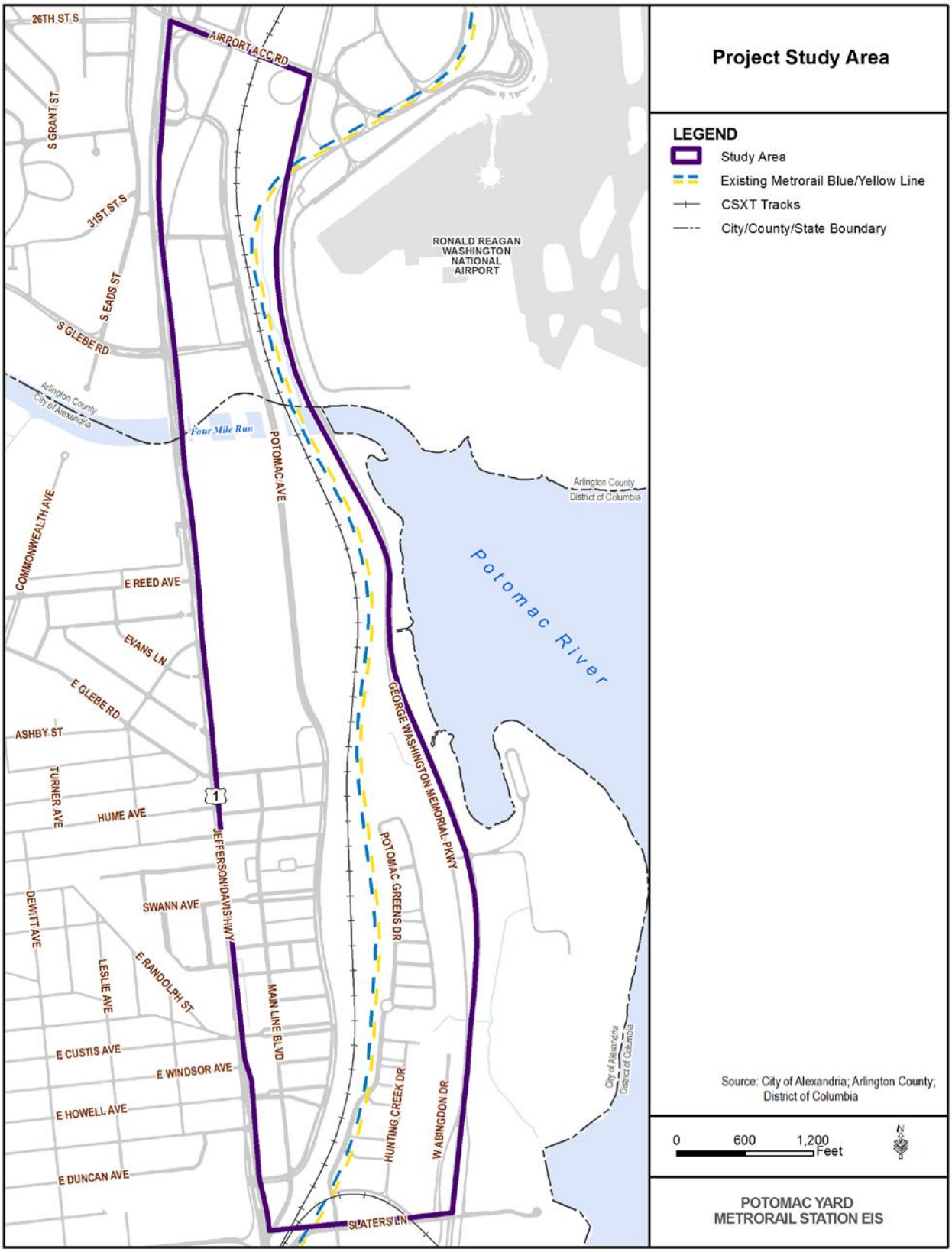
Sincerely,

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



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 Section106 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,

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

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

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

October 10, 2012

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

October 10, 2012

Mr. Daniel Koening
Federal Transit Administration
US Department of Transportation
990 K. St. NW Suite 510
Washington, DC 20006

Dear Mr. Koening:

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: Rebeccah 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!

Rebeccah 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.

POTOMAC YARD METRORAIL STATION EIS
Section 106 Cultural Resources Consulting Parties Meeting #1
February 20, 2013
Meeting Minutes

The Section 106 Cultural Resources Consulting Parties Meeting for the Potomac Yard Metrorail Station project was held at 11:00 pm on February 20, 2013 at Alexandria City Hall Room 1101 in Alexandria, Virginia. Below is a list of attendees:

Participants:

Lisa Edouard- Alexandria Historical Restoration and Preservation Commission (HRPC)
Chuck Trozzo- Alexandria Historical Restoration and Preservation Commission (HRPC)
Katy Cannady- Alexandria Historical Society
Susan Gygi- City of Alexandria
Lee Farmer- City of Alexandria
Al Cox- City of Alexandria
Catherine Miliaras- City of Alexandria
Nathan Imm- City of Alexandria
Marti Reinfeld- City of Alexandria
Daniel Koenig- Federal Transit Administration (FTA) (via telephone)
Melissa Barlow- Federal Transit Administration (FTA) (via telephone)
Gregory Anderson- National Park Service (NPS)
Mike O'Connell- National Park Service (NPS)
Matthew Virta- National Park Service (NPS)
Glenn DeMarr- National Park Service (NPS)
Ben Helwig- National Park Service (NPS) (via phone)
Adam Badowski- National Park Service (NPS) (via telephone)
Poul Hertel- North East Citizens Association
Frank Fannon- Old Town Business and Professional Association (OTBPA)
Andrea Kampinen- Virginia Department of Historic Resources (VDHR)
Roger Kirchen- Virginia Department of Historic Resources (VDHR)
Jim Ashe- Washington Metropolitan Transit Authority (WMATA)
Brian Albright- AECOM, Inc.
Mark Niles- AECOM, Inc.
Vanessa Zeoli- AECOM, Inc.

A copy of the meeting sign-in sheet is attached. The following summarizes the results of the 02-20-13 meeting.

1. **Introductions**

   - Dan Koenig (FTA) started the meeting by introducing himself and Melissa Barlow (FTA) by phone.
   - Each of the participants introduced themselves and the organizations that they represent

2. **Project Description**

   - Jim Ashe (WMATA) initiated a slide presentation that described each of the four alternatives being considered for the Potomac Yard Metrorail Station project. The alternatives include the No-Build option and three build alternatives referred to as Alternatives A, B, and D. Alternative A is an at-grade station located along the existing Metrorail tracks adjacent to the Potomac Greens residential area. Alternative B is an at-grade station located to the north of Alternative A and would be constructed along a new segment of Metrorail track that is parallel and east of the

existing Metrorail tracks. Alternative D is an elevated station located along new Metrorail tracks to the west of the existing CSX railroad tracks. Alternative D would require elevated tracks that cross over the existing CSX railroad on a new bridge both north and south of the proposed station in order to connect to the existing Metrorail tracks.

3. Section 106/National Historic Preservation Act

- Jim Ashe (WMATA) described the purpose of Section 106 consultation which includes the seeking, discussing, and considering the views of other, and, where feasible, seeking agreement with interested parties on how historic properties should be identified, considered, and managed.
- Jim Ashe (WMATA) explained that today's meeting was the first in a series of three Section 106 Consulting Parties Meeting planned for the project. This first meeting would focus on the identification of historic properties, the second meeting scheduled for March 2013 would focus on a preliminary assessment of effects, and a third meeting will be focused on the resolution of adverse effects.

4. Roles of FTA. City of Alexandria, NPS, SHPO, and Consulting Parties

- Jim Ashe (WMATA) explained that the Federal Transit Administration (FTA) serves as the lead federal agency for the project. The City of Alexandria serves as the joint lead agency and project sponsor. The Virginia Department of Historic Resources (VDHR) serves as the state historic preservation office for the project.
- Jim Ashe (WMATA) explained that FTA initiated the Section 106 Consultation process with VDHR in May 2012. In June 2012 VDHR reviewed and concurred with the proposed Area of Potential Effects (APE) for archaeological resources. In June 2012 VDHR reviewed and concurred with the proposed Historic Architectural APE for the project. At that time VDHR also requested that a Reconnaissance Level Survey Form for Abingdon Apartments (Potowmack Crossing at Old Town Condominiums) and a Phase I archaeological testing methodology be prepared. In September 2012, VDHR approved the archaeological testing methodology and the testing was completed in October 2012. A preliminary historic architectural effects report is currently being prepared.

5. Review of Areas of Potential Effects

- Jim Ashe (WMATA) presented maps showing the proposed APEs for archaeological and historic architectural resources. He explained that the APEs represent a geographic area within which a project may directly or indirectly cause changes in the character or use of historic properties.

6. Resources

<u>Mount Vernon Memorial Highway</u>

- Jim Ashe (WMATA) identified the Mount Vernon Memorial Highway (a portion of the George Washington Memorial Parkway in the vicinity of the Potomac Yard Metrorail Station project) as a historic resource since it is listed in the National Register of Historic Places (NRHP) The Mount Vernon Memorial Highway is part of two NRHP listings: one listing is for the individual Mount Vernon Memorial Highway (MVMH) and a second listing which includes the parkway as part of the larger multiple property designation, Parkways of the National Capital Region.
- Poul Hertel (Northeast Citizens Association) questioned why the George Washington Memorial Parkway (GWMP) NHRP listing was not identified as a third listing. Mr. Ashe and Matt Virta (NPS) explained that the GWMP Listing on the National Register refers only to the portion of the parkway located north of Memorial Bridge which is

well outside of the APE for this project. The portion of the parkway near the Potomac Yard Station project site is included on the NRHP under the Mount Vernon Memorial Highway and the Parkways of the National Capital Region listings.

- Jim Ashe (WMATA) requested input from VDHR and the consulting parties on how to handle a few slivers of NPS-owned land on located just to west side of the GWMP that appeared to fall outside the boundaries shown in the NRHP nomination forms for the Mount Vernon Memorial Highway (MVMH). Vanessa Zeoli (AECOM) explained that the boundaries came from VDHRs GIS system and reflected the boundaries that are shown on a USGS map included in the NRHP nomination. She also explained that the textual description in the nomination states that the boundaries include "the Federal lands on either side of the roadway and shown on the attached map." She also indicated that because the original map was hand drawn, the slivers may be the result of an error in creating the original map that was included with the nomination.
- Roger Kirchen indicated that VDHRs files are subject to error and should not be used to make legal and binding decisions
- Since it was viewed by most as a probable error in the original mapping, it was decided that the slivers would be incorporated into the NRHP boundaries for the MVMH and included in the effects assessment for the Potomac Yard Metrorail Station project.

Old and Historic Alexandria District

- The Old and Historic Alexandria District (OHAD) was established by the City of Alexandria as a zoning overlay district to protect historic Old Town Alexandria and the George Washington Memorial Parkway. A portion of the OHAD includes the Alexandria Historic District which is listed on the NRHP as well as an extension north of 2nd Street covering the area within 500 feet on either side of the centerline of the George Washington Memorial Parkway (GWMP) as far north as Four Mile Run. Assuming that the northern extension of the OHAD along the GWMP is not part of the NHRP listed district, the portion of OHAD within 500 feet of the GWMP north of 2nd Street was not identified or evaluated as an historic resource since it is primarily a zoning overlay district in this area and the GWMP is already identified as an historic resource as part of the Mount Vernon Memorial Highway listing on the NRHP.
- However, it was noted that the NRHP nomination for the Alexandria Historic District contains conflicting information concerning the northern boundaries of the NHRP listed Alexandria Historic District. The mapping contained in the nomination shows the northern boundary of the district stopping at 2nd Street, but in the textual description, it describes the boundaries extending north along the GWMP all the way to Four Mile Run. Andrea Kampinen of the Virginia Department of Historic Resources (VDHR) would request clarification from the appropriate state and federal agencies regarding this discrepancy.
- Jim Ashe (WMATA) asked if VDHR could have resolution on the boundary discrepancy within the next few weeks. Roger Kirchen (VDHR) said they may only be able to provide an update and cannot confirm it will be resolved.

Greens Scenic Easement

- Jim Ashe (WMATA) requested feedback from VDHR and the consulting parties on how to address the scenic easement held by NPS (but owned by the City of Alexandria) relative to the Section 106 process.
- There was discussion among the consulting parties about its purpose to protect views from the GWMP and the historic character of the area along the parkway.
- Matt Virta (NPS) and Poul Hertel (Northeast Citizens Association) expressed their belief that it should be protected as an historic resource.
- Jim Ashe (WMATA) invited comments about what would make the viewshed historic under the NHPA. No agreement on this matter was reached.

- Roger Kirchen (VDHR) agreed to consult with others at VDHR to see how it should be handled.

Abingdon Apartments (Potowmack Crossing at Old Town Condominiums)

- Jim Ashe (WMATA) explained that the Abingdon Apartments (currently known as Potowmack Crossing at Old Town Condominiums) complex was evaluated and recommended as being not individually eligible for listing in the NRHP. He also explained that this does not preclude this resource from being included in a larger district or multiple property submission for potential listing on the NRHP in the future.
- Poul Hertel (Northeast Citizens Association) asked why it wasn't determined to be eligible for NRHP listing. Vanessa Zeoli (AECOM) responded that research did not indicate it was historically significant and even if it were significant, it didn't appear to retain enough integrity to be eligible.
- Roger Kirchen (VDHR) commented that a number of garden apartments have been found individually eligible in Arlington.
- Andrea Kampinen (VDHR) indicated that she had not reviewed the reconnaissance level forms, and reserved judgment until after the forms have been submitted.

Archaeological Resources

- Jim Ashe (WMATA) explained that three sites archaeological sites were identified in the Archaeological APE as result of the testing that was completed in October 2013. The three sites are potentially eligible for listing on the NRHP.
- Poul Hertel (Northeast Citizens Association) questioned why more hadn't been found. Roger Kirchen (VDHR) explained that much of the area was already disturbed.

7. Project Schedule

- Jim Ashe (WMATA) described the schedule for the project which includes the circulation of the Draft Environmental Impact Statement (EIS) in May and June 2013, a public hearing in June 2013, the selection of a preferred alternative by the City of Alexandria in September 3013, and the completion of the Final EIS in February 2014.

8. Next Steps

- Jim Ashe (WMATA) described the next steps in the Section 106 process including the completion of the submission of the reconnaissance level survey forms to VDHR for review and concurrence, preparation of Phase II Historic Architectural Effects Report and circulation to VDHR and the consulting parties for review and comment, and response to comments from VDHR and consulting parties regarding archaeological resources.
- Andrea Kampinen (VDHR) asked about the submittal of the NRHP eligibility survey form for Abingdon Apartments (Potowmack Crossing at Old Town Condominiums since it is necessary to resolve eligibility issues before considering effects. Vanessa Zeoli (AECOM) explained that the survey form would be submitted to VDHR before the effects report.
- The next consulting parties meeting was scheduled for Wednesday March 27, 2013.

Minutes prepared by:

Mark Niles 02-22-13

Potomac Yard Metrorail Station EIS
Section 106 Consulting Parties Meeting
February 20, 2013

Name	Organization	Email	Telephone
Brian Albright	AECOM	brian.albright@aecom.com	856-381-6233
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MATT VIRTA	NPS - GWMP	MATTHEW_VIRTA@NPS.GOV	703-289-2535
ROGER KIRCHEN	DHR (SHPO)	roger.kirchen@dhr.virginia.gov	804-482-6091
Andrea Kampinen	DHR (SHPO)	andrea.kampinen@dhr.virginia.gov	804-482-6084
Mark Niles	AECOM	mark.niles@aecom.com	703-340-3061
CHUCK TROZZO	ALEX. HISTORICAL RESTORATION & PRES. COM	C.TROZZO@ATT.NET	DAY 202-662-3824 HOME 703-549-5176
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Jim Ashe	WMATA	jashe@wmata.com	202.962.1745
Adam Badowski	NPS/GWMP	via phone	
Katy Cannady	Alex Historical Society	Katy-Cannady20@comcast.net	703 549.9384
Glenn DeMarr	N.P.S.	glenn_demarr@nps.gov	202.619.7027
Paul Heitel	North East Citizens	Paul H@Erols.com	703 684.5375
AL COX	CITY, EAR STAFF	AL.COX@ALEXANDRIAVA.GOV	703-746-3830

Potomac Yard Metrorail Station EIS
Section 106 Consulting Parties Meeting
February 20, 2013

Name	Organization	Email	Telephone
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NATHAN IMM	CITY, P&Z, NEIGHBORHOOD	NATHAN.IMM@ALEXANDRIAVA.GOV	703-746-3845
Frank Fannon	OTBPA	Frank.Fannon@gmail.com	7)861-1864
Ben Helwig	GWMP	via phone	
Dan Koenig	FTA	via phone	
Marti Reinfeld	City, T+ES	marti.reinfeld@alexandriava.gov	7/746-4061
Lisa Edouard	Alexandria NHRPC	ledouard@hotmail.com	703.981.0308
MELISSA BARLOW	FTA	VIA PHONE	

Potomac Yard Metrorail Station

Section 106 Consulting Parties Meeting

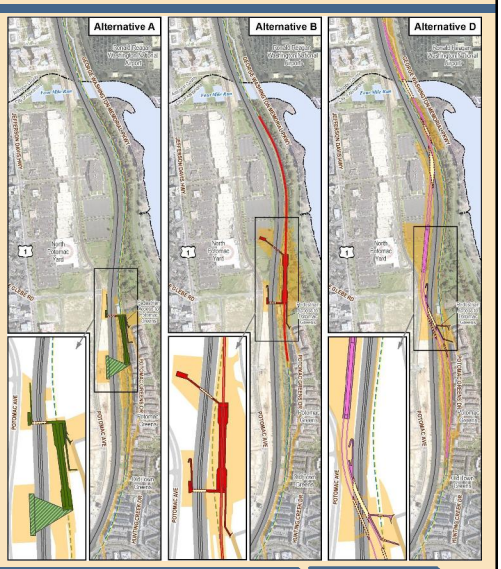
February 20, 2013

Project Description

Build Alternative A

Build Alternative B

Build Alternative D



Section 106 of the National Historic Preservation Act

Requires Federal agencies to:

1. Take into account effects of their actions on historic properties, and
2. Afford the Advisory Council on Historic Preservation a reasonable opportunity to provide comment.

36 CFR Part 800

Section 106: The Basics

- Initiate the Section 106 process
- Identify historic properties*
- Assess effects
- Resolve adverse effects

*Historic properties are any buildings, structures, objects, sites, landscapes, and districts that are listed in or eligible for listing in the National Register of Historic Places (NRHP).

Section 106: Consultation

The process of seeking, discussing, and considering the views of others, and, where feasible, seeking agreement with them on how historic properties should be identified, considered, and managed.

36 CFR Part 800.16(f)

Consulting Parties

- Lead Federal Agency
- State Historic Preservation Officer
- Advisory Council on Historic Preservation
- Local Governments
- Individuals/organizations with a demonstrated interest in the project

Consulting Parties Coordination

Invitation Letters Sent to Consulting Parties
September 13, 2012

Meeting #1
February 20, 2013:
Identification of Historic Properties

Meeting #2
March 2013:
Assessment of Effects

Meeting #3
Date to be determined:
Resolution of Adverse Effects

Agency Roles & Responsibilities

- Federal Transit Administration (FTA):
  Lead Federal Agency
- City of Alexandria:
  Joint Lead Agency and Project Sponsor
- Virginia Department of Historic Resources (VDHR):
  State Historic Preservation Office

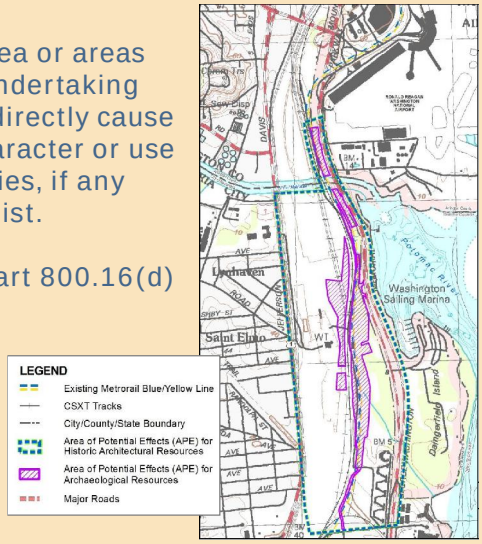
Section 106 Coordination with VDHR To Date

- May 10, 2012: FTA Initiated Section 106 Consultation with VDHR
- June 12, 2012: VDHR concurred with Archaeological APE
- July 9, 2012: VDHR concurred with Historic Architectural APE, requested a Reconnaissance-Level Survey Form for Abingdon Apartments (Potowmack Crossing at Old Town Condominiums), and requested a Phase 1 archaeological testing methodology
- September 2012: Phase 1 archaeological testing methodology approved by VDHR
- October 2012: Phase 1 archaeological testing conducted
- February 2013: Phase 1 Archaeological Survey Report submitted to VDHR for review

Area of Potential Effects (APE)

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 Part 800.16(d)



Historic Properties in the APE: Historic Architectural Resources

Listed in the NRHP

- Mount Vernon Memorial Highway
- Parkways of the National Capital Region, 1913-1965

Recommended Not Individually Eligible for Listing in the NRHP

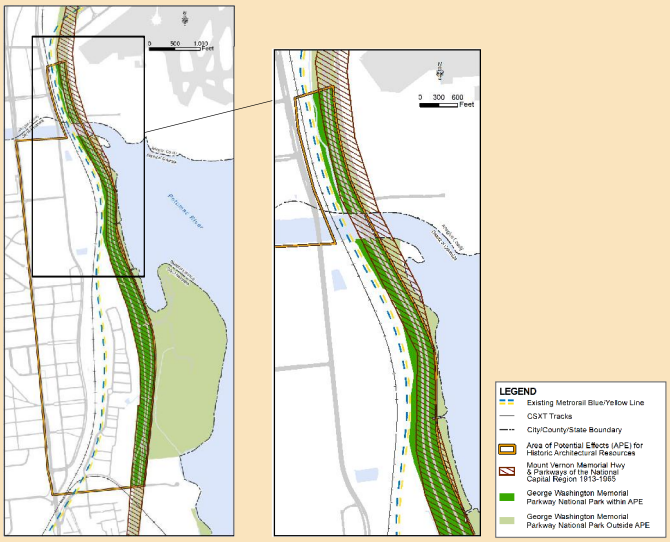
- Abingdon Apartments (currently "Potowmack Crossing at Old Town Condominiums")

Unevaluated for the NRHP

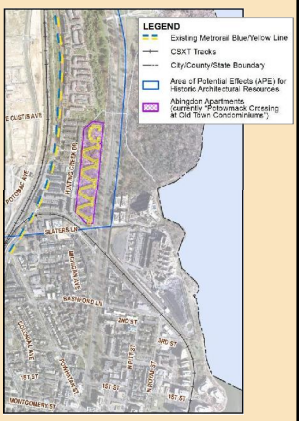
- Old and Historic Alexandria District

Mount Vernon Memorial Highway and Parkways of the National Capital Region, 1913-1965

George Washington Memorial Parkway National Park



Abingdon Apartments (Potowmack Crossing)



Historic Properties in the APE: Archaeological Resources

Recommended Potentially Eligible for Listing on the NRHP

- 44AX0220
- 44AX0221
- 44AX0222

*The above sites are located in the NPS-administered George Washington Memorial Parkway.

Project Schedule

Circulation of Draft EIS	May and June 2013
Public Hearing	June 2013
City Selection of Preferred Alternative	September 2013
Final EIS	February 2014

Next Steps

- Historic Architectural Resources
  - Release of Phase II Historic Architectural Effects Report
  - Consider consulting party comments on Identification Phase of study
  - Submit Reconnaissance-Level Survey Forms to VDHR for review and concurrence on eligibility for Evaluation Phase of study
  - Prepare Effects Assessment Report and circulate to VDHR for review and concurrence and to the consulting parties for review and comment.
- Archaeological Resources
  - Respond to VDHR and consulting parties' comments and finalize for VDHR concurrence
  - Develop a methodology for Phase II Evaluation
- Consulting Parties – next meeting March 2013

POTOMAC YARD METRORAIL STATION EIS
Section 106 Cultural Resources Consulting Parties Meeting #2
March 27, 2013
Meeting Minutes

The Section 106 Cultural Resources Consulting Parties Meeting for the Potomac Yard Metrorail Station project was held from 11:00 am to 1:15 pm on March 27, 2013 at Alexandria City Hall Room 1101 in Alexandria, Virginia. Below is a list of attendees:

Participants:
Poul Hertel- Alexandria Federation of Civic Associations
Jack Sullivan- North East Citizens Association
Chuck Trozzo- Alexandria Historical Restoration and Preservation Commission (HRPC)
Sandra Marks- City of Alexandria
Susan Gygi- City of Alexandria
Lee Farmer- City of Alexandria
Al Cox- City of Alexandria
Catherine Miliaras- City of Alexandria
Nathan Imm- City of Alexandria
Fran Bromberg- City of Alexandria
Daniel Koenig- Federal Transit Administration (FTA)
Melissa Barlow- Federal Transit Administration (FTA)
David Hayes – National Park Service (NPS)
Matthew Virta- National Park Service (NPS)
Ben Helwig- National Park Service (NPS)
Andrea Kampinen- Virginia Department of Historic Resources (VDHR)
Roger Kirchen- Virginia Department of Historic Resources (VDHR)
Theresita Crockett-Augustine- United States Army Corps of Engineers (USACE) via telephone
Jim Ashe- Washington Metropolitan Area Transit Authority (WMATA)
Brian Albright- AECOM, Inc.
Mark Niles- AECOM, Inc.
Vanessa Zeoli- AECOM, Inc.

A copy of the meeting sign-in sheet is attached. The following notes summarize the results of the March 27, 2013 meeting.

1. **Introductions**

   - Each of the participants introduced themselves and the organizations that they represent.

2. **Terminology for the GWMP**

   - Jim Ashe (WMATA) initiated a slide presentation that started with an explanation of terminology that was derived during a workshop between NPS, AECOM, and the City of Alexandria. “Roadway” refers to the pavement, and “Park” refers to all NPS owned land.

3. **Review of Historic Resources and Open Issues from Meeting #1: 2 or 3 Resources?**

   - Jim explained that the NPS raised a question in response to the DEIS as to whether there are 2 or 3 resources in the Area of Potential Effect (APE). The Mount Vernon Memorial Highway (MVMH) and Parkways of the National Capital Region (PCNR) clearly intersect the APE but there was a question whether the George Washington

Memorial Parkway (GWMP) listing extended south of Memorial Bridge and intersected the APE. Jim explained that the consultants used the Universal Transverse Mercator (UTM) mapping codes, the maps, the boundary description and the text to conclude there were only two resources, MVMH and PNCR that intersected the APE.

- Susan Gygi asked Jim to explain the Section 106 process for those that missed the previous consulting parties meeting.
- Jim quickly revisited the slides from the 2-20-13 meeting.
- Jim discussed the boundaries of the historic properties. Ben Helwig explained that the Capper Cramton Act combines both the MVMH and GWMP into one entity, which means the GWMP extends into the APE.
- Matt Virta explained that there are other features (in addition to the UTM codes, the boundary description and the map) to take into consideration when assessing a resource like the GWMP for eligibility, especially the original landscaping. He thinks that the MVMH National Register of Historic Places (NRHP) nomination is not accurate, was written a long time ago, and needs significant updates. He also indicated that the NPS is updating other NRHP nominations in their jurisdiction to bring them up-to-date.
- Matt Virta read the first paragraph from the GWMP, which indicated that the GWMP consists of over 7,000 acres and suggests that the GWMP NRHP-listed resource includes the MVMH. David Hayes asked if there are features not covered in the MVMH or PCNR nominations. Matt Virta responded by explaining that lots of landscapes and views were not addressed in the nomination. David Hayes said he did not see the value of adding the GWMP to the report.
- Poul Hertel requested clarification on whether the group was arguing whether the MVMH was historic or not. Jim explained that the group was not.
- Susan Gygi explained the boundaries of the 3 resources once more.
- Poul Hertel described the 1929 agreement.
- Jim Ashe asked Andrea Kampinen for input. She said the decision depends on boundaries and APE.
- Roger Kirchen asked Matt Virta if NPS wants to revise the GWMP NRHP-nomination and Matt responded yes because the parkway is not fully understood.
- Roger indicated that it is fair to recognize all these issues. He also indicated that if NPS wants to consider the entire alignment as one historic property and VDHR concurs, the consultant can consider it a historic property for the project regardless of what the nomination says.
- Jack Sullivan asked if this issue will affect whether the construction trucks can drive down one lane.
- Chuck Trozzo asked if the APE was set in stone and Jim Ashe indicated that this issue would be discussed in an upcoming slide.
- David Hayes proposed that instead of restricting resources to those in the APE, the report should also include a description of those resources that are right outside the APE. In the analysis part of the report, the resources outside of the APE should not be discussed, only those within the APE. Ben Helwig agreed.
- Matt Virta explained that he wants to avoid only following what's presented in the NRHP nomination and thinks additional features should be considered as part of the resource (GWMP). He also indicated that the United States Geological Survey (USGS) mapping included in the nomination was not carefully drawn and the boundaries should be modified to include other contributing features.
- Ben Helwig indicated that the text doesn't match the maps in the GWMP nomination.
- David Hayes suggested that the discrepancies in the nomination should be discussed in the Effects Report and maybe an addendum to the nomination prepared as part of the mitigation.
- Resolution of the boundary issue: Identify and discuss all three resources and discrepancies between boundaries and nominations with the nominations for MVMH

and the Parkways of the National Capital Region used for analysis. It will be denoted that MVMH is part of the overall GWMP.
- Jim Ashe asked Vanessa Zeoli of AECOM to look at the GWMP nomination to see if the wording is different between the GWMP and MVMH.

4. Review of Historic Resources and Open Issues from Meeting #1: Scenic Greens

- Jim Ashe explained to the group that Roger Kirchen and Andrea Kampinen had consulted with their colleagues at VDHR to determine if the Greens Scenic Easement should be considered a historic property. Roger Kirchen of VDHR said it should not be considered a historic property. The easement serves to protect a historic property, but is not itself a historic property.
- Roger Kirchen suggested that the Greens Scenic Easement be acknowledged in the report and the consultants assess visual effects to the MVMH and GWMP resources
- David Hayes indicated that a transition is needed between Section 4.5 and 4.6; need to justify that it is not a historic resource.

5. Review of Historic Resources and Open Issues from Meeting #1: Extending the APE east to Potomac shoreline

- Jim Ashe explained that the NPS wants the APE boundaries extended to the Potomac shoreline north of Dangerfield Island to include the Mount Vernon Trail.
- Andrea Kampinen agreed and asked that documentation of APE change be sent to her.
- David Hayes indicated that the Potomac Heritage National Scenic Trail is part of the GWMP trail. He suggested the consultants research the Potomac Heritage Trail to determine if it is listed on the NRHP or is a National Historic Landmark (NHL). If so, the project team might have to involve the trail supervisor in the consulting parties process. David Hayes will to reach out to the counterpart at NPS related to the Potomac Heritage National Scenic Trail to alert him of the project (if necessary).

6. Alexandria Historic District

- Jim Ashe explained that VDHR was consulting with its staff on this issue to determine whether the boundary stops at 2nd Street or Four Mile Run.
- Susan Gygi explained the boundary discrepancy in the NRHP nomination for this resource for those not present at the first meeting.
- Andrea Kampinen of VDHR indicated that she thinks the NRHP boundaries should stop at 2nd Street as depicted in the maps.
- Dan Koenig of FTA said there was no reason to extend it.
- Al Cox explained that the City agrees the boundary stops at 2nd Street. He also indicated that the graphic in the report showing the district is confusing.
- David Hayes requested that it is indicated in the report that the Old and Historic Alexandria District (OHAD) is a zoning district.

7. Eligibility of Abingdon Apartments

- Jim Ashe explained that at the last meeting, the apartment building formerly known as Abingdon Apartments was discussed as being not individually eligible for NRHP.
- Andrea Kampinen of VDHR agreed that it's not individually eligible, but may be part of a Multiple Property Submission (MPS). She indicated that since the MPS form was submitted with the Phase 1 Archaeology report, it should be retained as part of the study and included in the final report and analysis.

- She asked that a hard copy of the Colonial Revival Apartment Complexes in Alexandria (CRACA) MPS photos and form be mailed to VDHR so she can proceed with eligibility assessment.

8. Preliminary Effects Evaluation – Build Alternative A

- Jim Ashe described that there are no direct or indirect effects for Build Alternative A.
- Poul Hertel questioned how a new station could not create an effect.
- Susan Gygi explained the view sheds from the Draft Environmental Impact Statement (DEIS) that were included in the effects report. There were 9 viewsheds plus the continuous veiwshed (10 total) in the DEIS.
- Andrea Kampinen explained an effect occurs when impacts diminish the character of historic property.
- Poul Hertel believes that Alternative A will cause an adverse effect.
- Roger Kirchen explained that he and Andrea's silence is not because they necessarily concur, it's because they haven't had a chance to review the report yet.
- Poul Hertel asks if VDHR's opinion will be included in the final report. Dan said yes.
- Chuck Trozzo wanted to know how trucks will access Slaters Lane. Susan Gygi said this would be addressed in the Final Environmental Impact Statement (FEIS).

9. Preliminary Effects Evaluation – Build Alternative B

- Jim Ashe described the slide summarizing the impacts of Alternative B.
- Poul Hertel indicated that the access roads only show the in-out access, and not the effects down the parkway. The team concurred with this change, which will also affect Alternative D.
- Poul also requests more visuals. Susan explained to Poul there are more visuals in the DEIS. Susan explained that the City contracted with a company to conduct a balloon test for each of the three alternatives. This effort was mainly to validate the visual resource report.
- Roger Kirchen asked if the photos taken for the balloon effort are different than those included in the report.
- Sandra Marks suggested photos without foliage. Matt Virta agreed that images should be included without leaves.
- Lee Farmer suggested that photos from the cultural landscape report be included.
- Roger Kirchen agreed that the landscape plan should be incorporated.
- David Hayes raised a question about whether the acreages shown on the slides include the easement. Need clarification on this.
- Chuck Trozzo asked if the weight of the trucks on the road been considered? David Hayes said the weight was included in the permit.

10. Preliminary Effects Evaluation – Build Alternative D

- Jim Ashe described the slide summarizing the impacts of Alternative D.
- Jim Ashe asked that the consultants look at the surrounding roads that the trucks will be using in the effects report.
- David Hayes had a question about direct vs. indirect effect. He argued that visual effect in this instance is a direct effect.
- Roger Kirchen suggested that maybe instead we could use "visual" and "physical" instead of "direct" and "indirect", but due to the definitions as included under Section 106, direct and indirect need to be used and provided in the report.

Action Items:

1. Change all maps showing the extent of impact in the APE to account for construction truck traffic on the GWMP/MVMH.
2. Resolution of the boundary issue: Identify and discuss all three resources and discrepancies between boundaries and nominations.
3. Review the GWMP nomination to see if the wording is different between the GWMP and MVMH. Is there language that indicates the GWMP and MVMH are one resource?
4. Roger Kirchen suggests that the consultant acknowledge the easement in the report and assess indirect effects as well as direct effects if the easement intersects with the MVMH.
5. Extend APE boundaries to the Potomac near Four Mile Run north of Dangerfield Island and send Andrea Kampinen documentation of APE change.
6. Determine whether the Potomac Heritage National Scenic Trail is listed on the NRHP or NHL and if so, add to report.
7. Change text in report to indicate the Alexandria Historic District boundaries stop at 2nd Street, revise the graphic in the report (too confusing), and stress in the report that it is only a zoning district in the APE, not a Section 106 resource.
8. Submit hard copies of CRACA form, maps, and photographs in relation to Abingdon Apartments and other complexes to Andrea Kampinen for review and eligibility assessment.
9. Include more photographs in report, particularly some that show the trees without foliage.

Minutes prepared by:

Mark Niles 4/5/2013

Potomac Yard Metrorail Station
Section 106 Consulting Parties Meeting #2

March 27, 2013
11:00 AM
Alexandria City Hall Room 1101
301 King Street
Alexandria, VA

AGENDA

1. Introductions
2. Review of Historic Resources and open issues from Meeting #1
    a. Does Historic Architectural APE affect 2 or 3 NRHP listed resources?
    b. Greens Scenic Area Easement
    c. Request to extend Historic Architectural APE to the east
    d. Alexandria Historic District Boundaries
    e. Eligibility of Abingdon Apartments (Potowmack Crossing at Old Town Condominiums)
3. Preliminary effects evaluation for historic architectural cultural resources
4. Project schedule
5. Next steps

Potomac Yard Metrorail Station EIS

Section 106 Consulting Parties Meeting #2

March 27, 2013

Name	Organization	Email	Telephone
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Jack Sullivan	Fed. of Civic Assns.	jack.sullivan@verizon.net	703-370-3039
Dan Koenig	FTA - US DOT	daniel.koenig@dot.gov	2/219 3528
Melissa Barlow	FTA - US DOT	melissa.barlow@dot.gov	2/219-3565
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Sandra Marks	TES - Alexandria	sandra.marks@alexandriava.gov	703 746 4147
NATHAN IMM	P&Z - ALEXANDRIA	NATHAN.IMM@ALEXANDRIAVA.GOV	703-746-3845
ROGER KIRCHEN	VDHR	roger.kirchen@dhr.virginia.gov	8024826091
Andrea Kampinen	DHR	andrea.kampinen@dhr.virginia.gov	804-482-6084
Mark Nikes	AECOM	mark.nikes@aecom.com	703-370-3061
Theresita-Crockett Augustin	USACE (via phone)		
SUSAN GYGI	City of Alexandria - T&ES	susan.gygi@alexandriava.gov	703-746-4109
MATT VIRTA	NPS - GWMP	MATTHEW_VIRTA@NPS.GOV	703-289-2535
Ben Helwig	NPS-GWMP	ben_helwig@nps.gov	703 2892515
Fran Bromberg	Acting City Archaeologist	francine.bromberg@alexandriava.gov	703-746-4399

Potomac Yard Metrorail Station EIS

Section 106 Consulting Parties Meeting #2

March 27, 2013

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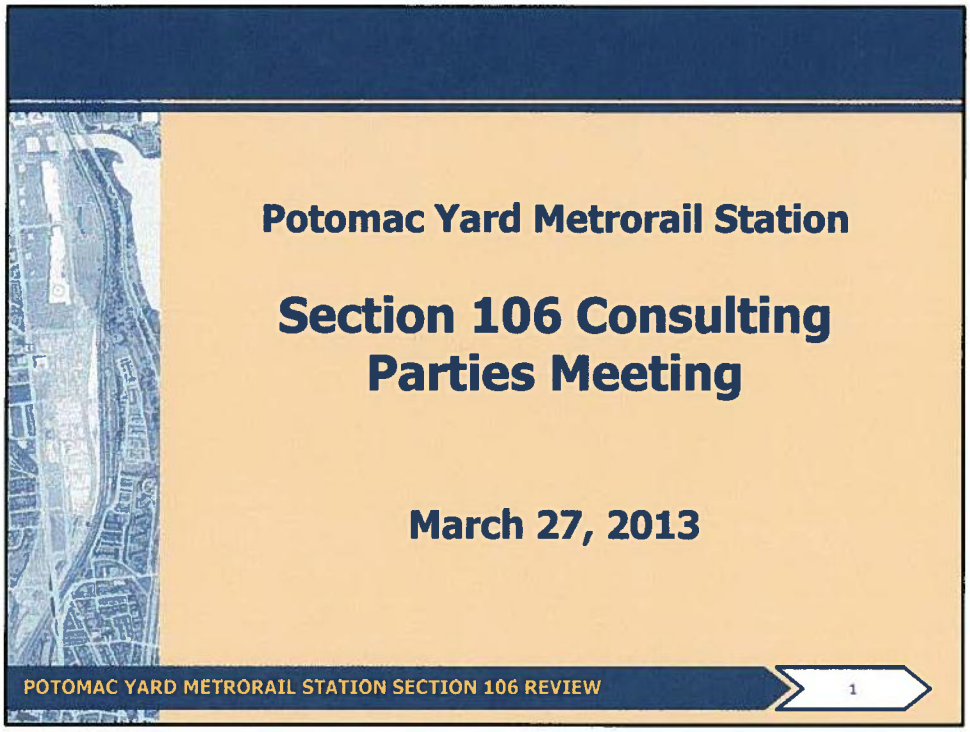
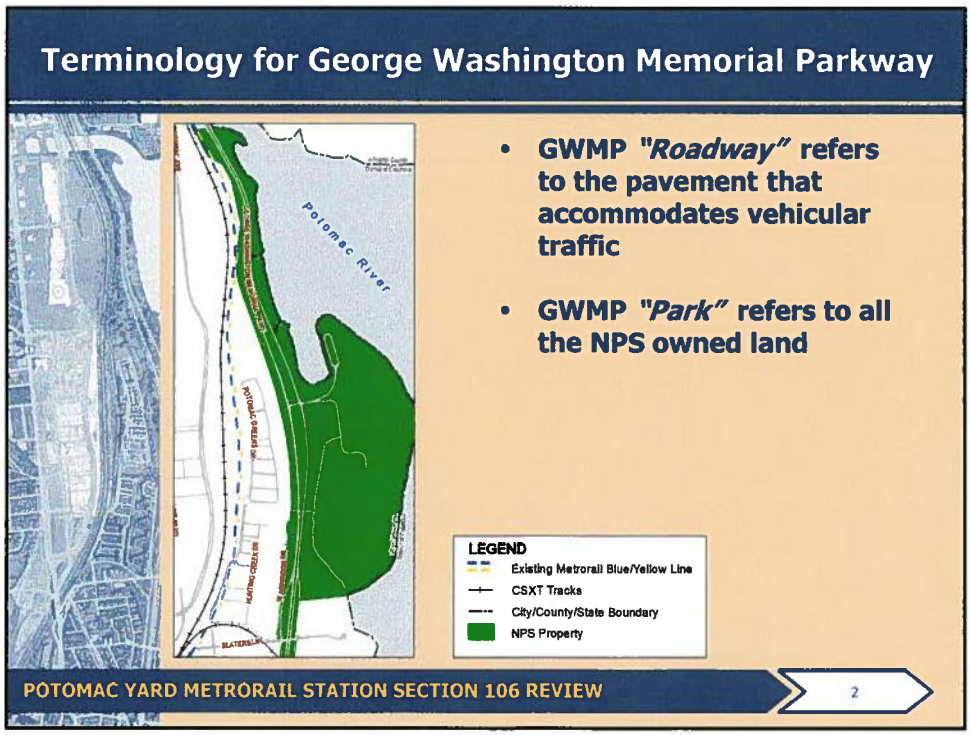
AL COX	CITY of ALEXANDRIA	AL.COX@ALEXANDRIAVA.GOV	703.746.3830
Catherine Miliaras	City / P&Z	catherine.miliaras@alexandriavaGOV	703/746-3834
Jim Ashe	WMATA	jashe@wmata.com	202-962-1745

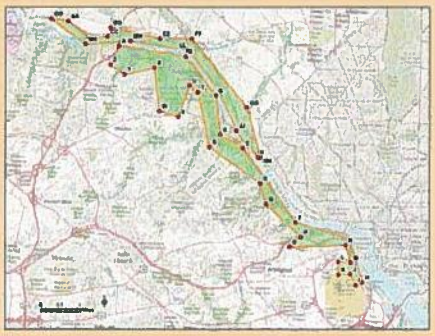

Potomac Yard Metrorail Station
Section 106 Consulting Parties Meeting
March 27, 2013
POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW
1


Terminology for George Washington Memorial Parkway
Potomac River
GWMP "Roadway" refers to the pavement that accommodates vehicular traffic
GWMP "Park" refers to all the NPS owned land
LEGEND
Existing Metrorail Blue/Yellow Line
CSXT Tracks
City/County/State Boundary
NPS Property
POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW
2

Review of Historic Resources and Open Issues from Meeting #1

Does APE for Historic Architectural Resources Affect 2 or 3 NRHP Listed Resources?

- **Mount Vernon Memorial Highway (MVMH) and Parkways of National Capital Region intersect the APE**
- **However, the southern limit of GWMP NRHP Listed Resource appears to be Memorial Bridge**



POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW

3

Review of Historic Resources and Open Issues from Meeting #1

Does APE for Historic Architectural Resources affect 2 or 3 NRHP Listed Resources?

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

GEORGE WASHINGTON MEMORIAL PARKWAY
(South of Potomac River)

	ZONE/EASTING	NORTHING	USGS QUAD
A	18/311100	4315470	Falls Church, VA - MD
B	18/313920	4315940	Falls Church, VA - MD
C	18/315180	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	18/320080	4307370	Washington West, DC - MD
H	18/321200	4305880	Washington West, DC - MD
I	18/320930	4305680	Washington West, DC - MD
J	18/320730	4306130	Washington West, DC - MD
K	18/320230	4306110	Washington West, DC - MD
L	18/320220	4306640	Washington West, DC - MD
M	18/320730	4306650	Washington West, DC - MD
N	18/320520	4307320	Washington West, DC - MD
O	18/318300	4307250	Washington West, DC - MD
P	18/318080	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	4313840	Falls Church, VA - MD
V	18/313420	4315270	Falls Church, VA - MD
W	18/312640	4312800	Falls Church, VA - MD
X	18/312640	4314580	Falls Church, VA - MD
Y	18/311430	4314800	Falls Church, VA - MD
Z	18/310640	4314700	Falls Church, VA - MD

CLARA BARTON PARKWAY
(George Washington Memorial Parkway)

	ZONE/EASTING	NORTHING	USGS QUAD
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	4316230	Falls Church, VA - MD
EE	18/312940	4315900	Falls Church, VA - MD
FF	18/314180	4315700	Falls Church, VA - MD
GG	18/316440	4312940	Washington West, DC - MD
HH	18/317000	4310910	Washington West, DC - MD
II	18/316990	4310910	Washington West, DC - MD
JJ	18/316000	4312000	Washington West, DC - MD
KK	18/313320	4313630	Falls Church, VA - MD
LL	18/314030	4315300	Falls Church, VA - MD
MM	18/314460	4315670	Falls Church, VA - MD
NN	18/309830	4315590	Falls Church, VA - MD
OO	18/308430	4316980	Falls Church, VA - MD

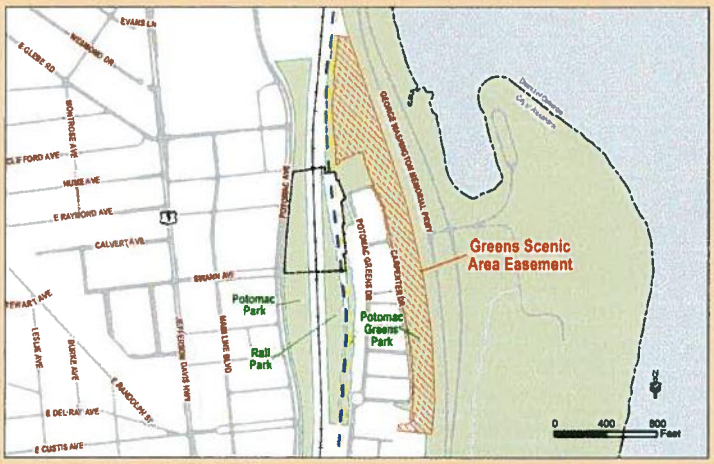
POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW

4

Review of Historic Resources and Open Issues from Meeting #1

Greens Scenic Easement

Is Greens Scenic Easement a Section 106 Resource?



Review of Historic Resources and Open Issues from Meeting #1

Area of Potential Effect (APE) for Architectural Resources

NPS request to extend APE east to the Potomac River shoreline north of Dangerfield Island

Review of Historic Resources and Open Issues from Meeting #1

Northern Boundary of Alexandria Historic District

Is the northern boundary 2nd Street or Four Mile Run?

POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW

7

Eligibility of Abingdon Apartments (Potowmack Crossing)

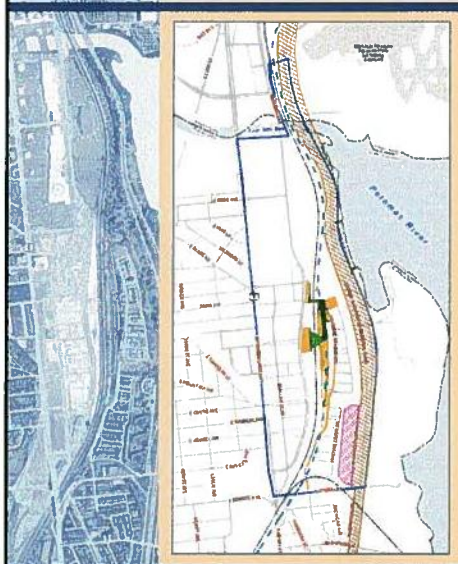
Eligibility of Abingdon Apartments (Potowmack Crossing)

Not Recommended as Individually Eligible

POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW

8

Preliminary Effects Evaluation for Historic Architectural Resources



Build Alternative A

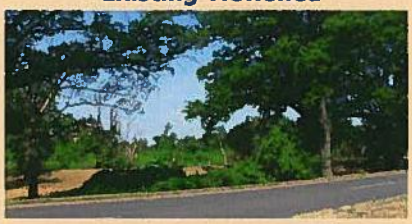
- **No direct or indirect effects.**
- **Visual report indicates there will be visual changes, but will not constitute an adverse effect under Section 106 because the setting here has already been compromised by Potomac Greens development**

POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW 9

Preliminary Effects Evaluation for Historic Architectural Resources

Build Alternative A

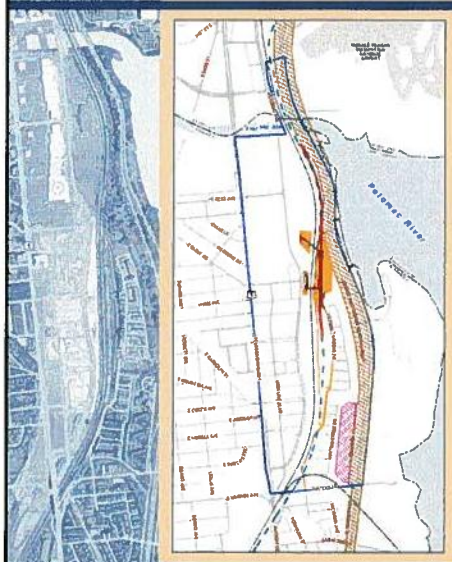
Existing Viewshed



Viewshed Post-Construction

POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW 10

Preliminary Effects Evaluation for Historic Architectural Resources

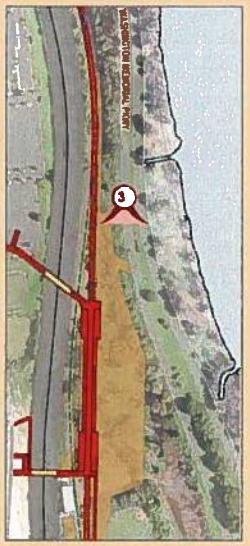


Build Alternative B

- **Permanent direct effects to 0.16 acres of NPS property**
- **Temporary direct effects to 0.74 acres of NPS property**
- **Indirect visual effects due to temporary construction access roads**

POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW 11

Preliminary Effects Evaluation for Historic Architectural Resources: Alternative B



Build Alternative B

Existing Viewshed

Viewshed Post-Construction

POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW 12

Preliminary Effects Evaluation for Historic Architectural Resources: Alternative D

Build Alternative D

- **Permanent direct effects to 1.43 acres of NPS property**
- **Temporary direct effects to 2.40 acres of NPS property**
- **Indirect visual effects due to elevated track realignment and temporary construction access roads**

POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW 13

Preliminary Effects Evaluation for Historic Architectural Resources

Build Alternative D

Existing Viewshed

Viewshed Post-Construction

POTOMAC YARD METRORAIL STATION SECTION 106 REVIEW 14

Project Schedule

Circulation of Draft EIS	**May and June 2013**
Public Hearing	**June 2013**
City Selection of Preferred Alternative	**September 2013**
Final EIS	**February 2014**

Next Steps

- **Historic Architectural Resources**
  - Finalize Phase II Historic Architectural Effects Report
  - Incorporate Phase II results into Draft EIS
  - Develop mitigation strategies
- **Historic Archaeological Resources**
  - Final revision and submission of Phase I Archaeology Report to VDHR
  - Develop a methodology for Phase II Evaluation
- **Consulting Parties – next meeting Fall 2013**

Appendix I:
Draft MOA

MEMORANDUM OF AGREEMENT

BETWEEN THE FEDERAL TRANSIT ADMINISTRATION,
THE CITY OF ALEXANDRIA, VIRGINIA,
THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY,
THE NATIONAL PARK SERVICE

AND

THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER

REGARDING

THE POTOMAC YARD METRORAIL STATION

WHEREAS the Potomac Yard Metrorail Station consists of a station along the existing Metrorail Blue and Yellow Lines between Ronald Reagan Washington National Airport and the Braddock Road stations within the City of Alexandria, Virginia (**Attachment A, Figures 1 and 2**) ("Undertaking"); and

WHEREAS the Federal Transit Administration (FTA) may provide funding to the City of Alexandria, Virginia (City of Alexandria) for the Undertaking pursuant to Federal transit law (49 U.S.C. Chapter 53) and Section 106 of the National Historic Preservation Act of 1966, as amended (codified at 54 U.S.C. 300101, et seq.) and its implementing regulations at 36 CFR Part 800, as amended, hereinafter collectively referred to as "Section 106;" and

WHEREAS, the City of Alexandria is the Undertaking's project sponsor and FTA is serving as the Undertaking's lead Federal agency pursuant to the National Environmental Policy Act (NEPA, codified as 42 USC 4321 et seq.) and is the Federal agency responsible for compliance with Section 106; and

WHEREAS, FTA shall serve as the lead Agency Official and shall act in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS) in fulfilling their collective responsibilities under Section 106; and

WHEREAS, the NPS, the Federal Agency with jurisdiction over the Mount Vernon Memorial Highway and George Washington Memorial Parkway, which are part of a unit of the National Park System, and the Greens Scenic Area Easement, has participated in the Section 106 process for the Undertaking; and

WHEREAS, NPS approval is required for the portion of the Undertaking affecting the George Washington Memorial Parkway; and

WHEREAS, after detailed study of various alternatives and their associated impacts, the City of Alexandria, through coordination with FTA and WMATA, has identified a Preferred Alternative for detailed engineering and construction for the Undertaking; and

WHEREAS, FTA, in consultation with the Virginia Department of Historic Resources (VDHR),

has established the Undertaking's Area of Potential Effects (APE) for purposes of the Section 106 analysis, as defined at 36 CFR 800.16(d), to encompass the geographic areas within which the Undertaking may directly or indirectly cause alterations in the character or use of historic properties, as illustrated in **Figure 3 of Attachment A**, recognizing that the APE may require modification as more detailed engineering for the Undertaking is developed; and

WHEREAS, FTA, in consultation with the VDHR and NPS, has identified four historic properties that are eligible for or listed in the National Register of Historic Places (National Register) within the Undertaking's APE, illustrated in **Figure 4 of Attachment A**.

WHEREAS, FTA, in consultation with the NPS and the VDHR, has determined that the Undertaking will have adverse effects on three of the four properties listed in the National Register including: the Mount Vernon Memorial Highway (MVMH; DHR ID#029-0218), the George Washington Memorial Parkway (GWMP; DHR ID#029-0228), and the Parkways of the National Capital Region, 1913-1965 (PNCR; DHR ID#029-5524); and

WHEREAS, FTA, in consultation with the NPS and the VDHR, has determined that the Undertaking will have no adverse effect on the following property eligible for listing in the National Register: Abingdon Apartments (DHR ID#100-5264); and

WHEREAS, FTA, in consultation with the NPS and the VDHR, has determined that the Undertaking will have adverse effects on the MVMH, GWMP, and PNCR resulting from:

- removal of contributing vegetative features of the MVMH and GWMP for construction of a staging area, station facilities, and realigned track. These activities will physically damage the historic properties and will create views not intended in the original design of the roadway; and
- transfer of 0.16 acre of land within the MVMH and GWMP out of NPS ownership and a transfer of 1.71 acres of land within the Scenic Greens Area Easement (a contributing resource to the MVMH and GWMP) currently held by the NPS; and
- permanent construction of station facilities within the National Register boundaries of the GWMP and MVMH.

WHEREAS, FTA, in consultation with the NPS and the VDHR, has determined that the Undertaking will have adverse effects on the Greens Scenic Area Easement, a contributing resource to the MVMH and GWMP; and

WHEREAS, this Memorandum of Agreement (MOA) includes active measures to mitigate any adverse effects to the following historic properties and contributing resources listed in the National Register: MVMH, GWMP, PNCR, and the Greens Scenic Area Easement; and

WHEREAS, FTA, in consultation with the VDHR, has completed identification and evaluation of archaeological resources within the Undertaking's APE, as documented in the following reports: *Phase I Archaeological Survey Report, Potomac Yard Metrorail Station Project, City of Alexandria, Virginia and Arlington County, Virginia* (Lawrence et al. 2013) and *Addendum Phase I Archaeological Survey Report, Potomac Yard Metrorail Station Project, City of Alexandria, Virginia and Arlington County, Virginia* (Lawrence et al. 2015); and

WHEREAS, based on the results of those studies, FTA, the City of Alexandria, WMATA, the VDHR, and the NPS agree that the Undertaking will have no impact on documented archaeological resources but that additional steps will be taken to protect documented archaeological resources proximate to the APE; and

WHEREAS, it is understood that this MOA is based upon review of preliminary engineering, which will be refined as the Undertaking design advances and reviewed at certain points by the signatory parties to this MOA and other consulting parties during Undertaking design; and

WHEREAS, FTA, the City of Alexandria, WMATA, NPS, and the VDHR acknowledge that as a result of modifications to the Undertaking or the addition of ancillary actions to the Undertaking, there may be effects on additional previously identified historic properties within the APE or additional cultural resources or archaeologically sensitive areas outside the APE; therefore, this MOA sets forth the measures that will be implemented to identify and consider any further effects to historic properties; and

WHEREAS, FTA, in coordination with the City of Alexandria and WMATA, has consulted with the VDHR, pursuant to the requirements of Section 106; and FTA, the City of Alexandria, WMATA, and the VDHR determined that it is appropriate to enter into this MOA, pursuant to 36 CFR 800.14(b); and

WHEREAS, FTA has identified and invited the following parties (herein referred to as "consulting parties") to comment and consult on the effects of the Undertaking on historic resources as part of the Section 106 process and has invited them to sign this MOA as invited signatories: United States Army Corps of Engineers (Norfolk District), City of Alexandria (Historic Preservation Office, Department of Planning and Zoning; Alexandria Archaeology; and the 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, National Capital Planning Commission, and the NorthEast Citizens' Association ; and

WHEREAS, the Undertaking will cross parkland under the authority of the NPS and the City of Alexandria must obtain a NPS Special Use permit to access NPS parklands, and the NPS has been invited to be a signatory to this MOA; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with the required documentation and the ACHP has not chosen to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, this MOA was developed with appropriate public involvement (pursuant to 36 CFR 800.2(d) and 800.6(a)), and the public was provided the opportunity to comment on the Undertaking and will hereafter be provided with further opportunities to comment on the Undertaking as stipulated further in this MOA; and

WHEREAS, FTA and the City of Alexandria sought and considered the views of the public on this Undertaking through the public involvement process described in the Final Environmental Impact Statement (FEIS), including public workshops and meetings, a website, mass mailings, public hearing on the Draft Environmental Impact Statement, and public comments thereon, resulting in this MOA

being developed with public participation during the Section 106 process; and

WHEREAS, the VDHR agrees that fulfillment of the terms of the MOA will satisfy the responsibilities of the City of Alexandria and any Virginia state agency under the requirements of the **[cite VA HP Law or enabling legislation here]**, for any components of the Undertaking that require licensing, permitting, and/or funding actions from Virginia state agencies;

NOW, THEREFORE, FTA, the City of Alexandria, WMATA, NPS, and the VDHR agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties.

STIPULATIONS

FTA and the City of Alexandria shall implement the following stipulations:

I. PURPOSE

This MOA sets forth the process by which FTA and the NPS, with the assistance of the City of Alexandria and WMATA, will meet their responsibilities under Section 106 for the Undertaking. The MOA establishes procedures for ongoing consultation among FTA, the City of Alexandria, WMATA, the VDHR, the NPS, and the consulting parties to consider and resolve the Undertaking's effects on historic properties during the design and construction phases of the Undertaking. The stipulations below set forth measures for avoidance, minimization, and mitigation, and resolution of adverse effects on historic properties, and for design review and public interpretation; in addition, the stipulations specify how the signatory parties and the other consulting parties will be involved in specified review.

II. RESPONSIBILITIES OF THE SIGNATORIES

A. Signatory Parties

FTA, the City of Alexandria, WMATA, the VDHR, and the NPS are the signatory parties (herein "signatory" or "signatory parties") to this MOA. The signatory parties shall participate in the coordination process as specified in subsequent stipulations of the MOA.

B. Federal Transit Administration

FTA shall include the obligations set forth in this MOA as part of its Record of Decision and a condition of FTA approval of any grant issued for design and construction of the Undertaking.

C. City of Alexandria, Virginia

The City of Alexandria shall implement the terms of this MOA during design, construction, and operation of the Undertaking.

D. Washington Metropolitan Area Transit Authority

WMATA shall implement the terms of this MOA during design, construction, and

operation of the Undertaking.

WMATA shall establish a Cultural Resources Management Team (CRMT) for the design and construction phases of the Undertaking to assist WMATA in implementing the provisions of this MOA.

1. The CRMT shall comprise a team of personnel meeting the qualifications specified in Stipulation III.A and shall carry out all cultural resources work pursuant to this MOA in accordance with the relevant documents in Stipulation III.B.

2. A member of the CRMT will be on-site when there is a potential for historic properties (including both built historic properties and archaeological resources) to be affected by the construction and will take responsibility to monitor all construction activities that may affect historic and archaeological resources, when warranted, or when requested by the NPS for NPS historic and archaeological resources.

3. The CRMT will train appropriate members of the on-site contractor staff regarding the stipulations outlined in this MOA and any documents that pertain to the protection of historic resources prior to the commencement of work and at regular intervals not to exceed six months. A requirement to comply with the provisions of the MOA in cooperation with WMATA and the CRMT will be included in all design and construction contracts related to the Undertaking. A copy of this training (presentation and handouts) will be provided to the consulting parties for review and comment prior to implementation.

E. National Park Service

1. Consultation on Further Design. The NPS shall review and concur with design drawings and provide comments to the City of Alexandria and WMATA per Stipulation VI.A.1 for the portion of the Undertaking that intersects the George Washington Memorial Parkway and Greens Scenic Area Easement as described in Stipulation VI.A.1. In addition, the NPS shall review and approve per Stipulation VI.A.1 design drawings for replacement of trees and other vegetation on the property. No construction activities may begin on the project until the final design drawings have been approved by the Signatories.

2. Use of NPS Parklands.

    a. NPS Permits. WMATA shall obtain from the NPS, Special Use permits to cross parkland and access and use these areas, and any other NPS permits that may be necessary, such as for archaeological survey.

    b. WMATA shall restore these areas to their pre-construction condition or a mutually agreed-upon condition if pre-construction condition is not possible due to Undertaking elements, pursuant to the terms and conditions in the relevant NPS permit(s).

III. PROFESSIONAL STANDARDS

A. Qualifications

WMATA shall ensure that all cultural resources work performed pursuant to this MOA is carried out by or under the direct supervision of personnel meeting *The Secretary of the Interior's Professional Qualifications Standards* (48 FR 44716) (hereinafter cited as "qualifications") with experiences and background in History, Architectural History, Historic Architecture, and Archaeology, as appropriate. These personnel shall perform or directly supervise all cultural resources work pursuant to this MOA.

B. Standards and Guidelines

WMATA shall complete all cultural resources investigations and preservation work executed as part of this MOA according to the following accepted professional standards and guidelines:

1. *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716; 1983 and successors);

2. *Guidelines for Conducting Historic Resources Survey in Virginia* (VDHR 2011);

3. *Virginia Department of Historic Resources State Collections Management Standards* (VDHR 2011);

4. *Advisory Council on Historic Preservation – Section 106 Archeology Guidance* (ACHP 2007);

5. *Recommended Approach for Consultation on Recovery of Significant Information for Archeological Sites*, ACHP 2007 (64 FR 27085-27087);

6. *Advisory Council on Historic Preservation Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects*, ACHP 2007; and

7. *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68).

IV. ARCHAEOLOGICAL RESOURCES STIPULATIONS

FTA has determined through the Section 106 process that the Undertaking will not have an adverse effect on documented archaeological resources. However, development of a Construction Protection Plan is stipulated to assure protection of archaeological resources within 100 feet of project impacts during construction. An Unanticipated Discoveries Plan will be developed as a component of the Construction Protection Plan for archaeological resources that may be encountered during construction. Accordingly, this MOA sets forth the following measures that will be implemented to ensure that documented and undocumented archaeological resources will be protected from adverse impacts.

DRAFT

A. Construction Protection Plan

WMATA will develop a construction protection plan (CPP) in consultation with the FTA, NPS, VDHR, and the City of Alexandria to assure protection of archaeological resources within 100 feet of project impacts. NPS internal procedures shall apply only to activities and resources on NPS properties or the Greens Scenic Area Easement. The CPP will include the following elements:

1. Language will be included in the project bid documents to make contractors aware that archaeologically sensitive areas are present near their work zone and must be avoided.

2. A professional archaeologist shall supervise the installation of protective fencing in the area between the project LOD and the boundaries of 44AX0221 and 44AX0222. Given the relatively shallow depths of archaeological deposits in this area (0-11 centimeters), use of either jersey barriers or a footed fence is recommended, as opposed to in-ground fencing. If such barriers are used, protective surface matting must be laid underneath these types of barriers. The protective fencing should be installed prior to construction and maintained in place during the entirety of the construction project.

3. If any changes occur in the design of construction staging, and consultation between FTA, NPS, WMATA, the City of Alexandria, and VDHR recommends additional investigation, then professional archaeologists shall design and implement a Phase I archaeological survey to test sensitive areas to comply with Section 106 of the National Historic Preservation Act after acquiring any requisite excavation permits, if needed.

4. A professional archaeologist meeting 36CFR Part 61 qualifications will be present to monitor any ground-disturbing activity in the vicinity of archaeological sites 44AX0221 and 44AX0222. Construction activities with the potential to impact subsurfaces include, but are not limited to, excavation, grading, or the removal of the root system of vegetation. In the event that any archaeological remains may be encountered in the monitoring zone, the protocol established for unanticipated discoveries will be followed.

5. A plan for responding to unanticipated discoveries will be included in the CPP. The plan will include the necessary measures to adequately and appropriately identify, assess, and, if necessary, mitigate adverse impacts to resources discovered unexpectedly during construction. FTA, WMATA, and (if the discovery is made on NPS property or the Greens Scenic Area Easement) NPS will implement this plan in the event that any archaeological resources and/or human remains are encountered during construction of the undertaking. NPS staff will be immediately notified of discoveries occurring on NPS property or the Greens Scenic Area Easement, and FTA and WMATA will be notified on the same business day. Should the undertaking uncover Native American human remains on federal property, FTA shall comply with the requirements of the Native American Graves Repatriation Act (NAGPRA, 25 USC 3001).

DRAFT

V. HISTORIC PROPERTIES STIPULATIONS

FTA has determined through the Section 106 process that the Undertaking will have adverse effects on three historic properties due to construction activities and/or the siting of Undertaking-related facilities and infrastructure. It is possible that additional, previously unidentified historic properties may be identified within the Undertaking's APE in the future or in the area of any new Undertaking elements (see Stipulation VII) and that these historic properties may be affected by the Undertaking. Accordingly, this MOA sets forth the following measures that will be implemented for all built historic properties within the Undertaking's APE to not only resolve any adverse effects, but also to avoid adverse effects through sensitive design and positive protections.

A. Identification of Additional Built Historic Properties and Assessment of Undertaking Effects

If additional built historic properties not previously identified in the Section 106 process are identified in the Undertaking's APE during design or construction of the Undertaking, or if new Undertaking elements are added to the Undertaking that result in an adverse effect, the City of Alexandria and WMATA shall consult with FTA, the VDHR, the NPS, and other consulting parties to evaluate eligibility and effects, if needed, in accordance with the process outlined in Stipulation VII for ancillary activities and design modifications.

B. Construction Protection Plans

To avoid Undertaking-related construction damage to any known or unknown built historic property, the City of Alexandria and WMATA, in consultation with FTA, the VDHR, and other relevant consulting parties that have an interest in the affected properties, shall develop and implement Construction Protection Plans (CPP) for built historic properties six months prior to construction; these plans will include best practices and contractor requirements that will avoid, minimize, and mitigate adverse effects. A list of procedures will be included in the CPP, which will be developed prior to construction of the Undertaking. The City of Alexandria and WMATA shall provide the NPS a draft version of the CPP for review and comment on activities within NPS properties or the Greens Scenic Area Easement. The City of Alexandria and WMATA will incorporate NPS comments into the CPP and include NPS-specific construction practices for activities within NPS properties or the Greens Scenic Area Easement. The City of Alexandria and WMATA shall include all historic properties that have the potential to be affected by construction-related activities in CPP(s). The City of Alexandria and WMATA shall implement such plans in conjunction with construction sequencing.

VI. MITIGATION OF ADVERSE EFFECTS TO THE MOUNT VERNON MEMORIAL HIGHWAY (MVMH; DHR ID#029-0218), THE GEORGE WASHINGTON MEMORIAL PARKWAY (GWMP; DHR ID#029-0228), THE PARKWAYS OF THE NATIONAL CAPITAL REGION (PNCR; DHR ID#029-5524), AND THE GREENS SCENIC AREA EASEMENT

Throughout the final design process, FTA, the City of Alexandria, and WMATA, in coordination with the NPS and the other consulting parties, shall monitor the development of design drawings to avoid adverse effects to the Mount Vernon Memorial Highway; George Washington Memorial Parkway; and Greens Scenic Area Easement. Context-sensitive design specifications for historic

properties will be developed in accordance with Stipulation VI.A and in consultation with the NPS, the City of Alexandria's Board of Architectural Review, and other consulting parties that have an interest. Context-sensitive design may be used to avoid adverse effects. Consultation and monitoring of the design drawings shall follow the review process outlined in Stipulations V.B and VI.A.1.

NPS and the City of Alexandria, in coordination with FTA, WMATA, and other consulting parties, have agreed to implement the following measures to minimize and mitigate adverse effects on the properties listed in this section.

A. Design Review

1.WMATA shall submit design drawings of the Undertaking (including site plan, elevations, and specifications, where applicable) complete to 60 percent or equivalent (semi-final review) and 90 percent or equivalent (final review) to the City of Alexandria and the NPS for NPS resources and as otherwise appropriate, and provide opportunities for review and comment from consulting parties that have an interest in the affected properties. The purpose of the review is to a) assess the compatibility of the proposed designs with the approaches to new construction recommended in the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68), and b) ensure adequate landscape restoration and screening along the west side of the MVMH/GWMP and within the Greens Scenic Area Easement in the vicinity of the Undertaking, in order to avoid or minimize permanent adverse visual effects to historic properties. WMATA shall carefully consider the comments provided by the other signatory parties and the other consulting parties and incorporate suggested modifications, as appropriate. Review and comment on such submissions shall follow the process set forth in Stipulation VIII. NPS concurrence is required if this pertains to the MVMH/GWMP or Greens Scenic Area Easement. WMATA shall provide opportunities for public input in the design development process by soliciting comments through community meetings and ongoing outreach efforts in accordance with processes and schedules established as part of those meetings and efforts.

B. Mount Vernon Memorial Highway (DHR ID#029-0218), George Washington Memorial Parkway (DHR ID#029-0228), Parkways of the National Capital Region (DHR ID#029-5524), and the Greens Scenic Area Easement

1. Convey land to the United States in fee for permanently impacted areas of the GWMP and Greens Scenic Area easement. The exact amount of land and properties to be exchanged between the Parties will be determined in a finalized agreement, consistent with the equal value exchange in property or interest in property per 54 U.S.C. 102901.

2. Completion of a current conditions landscape plan for all areas of vegetation to be removed from the GWMP and Greens Scenic Area Easement, prior to construction: Evaluate the number, type, size, age, and health of vegetation. Include restoration plan as referenced in the FEIS. Integrate timeline, identify responsible parties, stipulate professional standards for final review and approval, etc.

3. Restoration of the vegetative screening along the western side of the MVMH/GWMP and along the Greens Scenic Area Easement in areas used for construction of the Undertaking, in a manner consistent with the recommendations in the 2009 Cultural Landscape Report, *The Vegetation of the George Washington Memorial Parkway, Central Section: Alexandria to Arlington Memorial Bridge*: Integrate timeline,

identify responsible parties (NPS to have approval authority), stipulate professional standards for final review and approval, etc., in accordance with the design review process outlined in Stipulation VI.A.1.

VII. DESIGN DEVELOPMENT, ALIGNMENT MODIFICATIONS AND ANCILLARY ACTIVITIES

The Undertaking may result in unforeseen effects on other historic properties and archaeological sites due to changes made during design development, alignment modifications, or as a result of associated ancillary activities including, but not limited to, construction staging areas, storm water management facilities, wetland mitigation areas, reforestation areas, environmental stewardship activities, or other actions. Should such activities be added for which cultural resources studies or assessments have not been completed, the City of Alexandria shall consult with VDHR, and also the NPS if within the MVMH/GWMP, and other consulting parties that have an interest in the affected properties, and implement all required cultural resources studies in accordance with the applicable professional standards in Stipulation III and with the following procedures:

A. Identification

The City of Alexandria shall review any additions or changes to the Undertaking and implement identification investigations as necessary to identify any historic properties that may be impacted by the additions or changes to the Undertaking. The City of Alexandria shall provide all completed information to the VDHR, FTA, the NPS, WMATA, and other consulting parties that have an interest in the affected properties under this PA for review and comment. NPS concurrence is required if this pertains to the MVMH/GWMP or Greens Scenic Area Easement. If the VDHR does not provide written comments within 30 calendar days of receipt, the City of Alexandria may assume VDHR acceptance of the results.

B. Evaluation

The City of Alexandria shall evaluate all cultural resources identified in the areas inventoried under Stipulation VII.A in accordance with 36 CFR 800.4(c) to determine their eligibility for the National Register. The City of Alexandria shall provide the results of any such evaluation efforts to the VDHR, FTA, WMATA, and other consulting parties that have an interest in the affected properties, for review and comment. NPS concurrence is required if this pertains to the MVMH/GWMP or Greens Scenic Area Easement. If the VDHR does not provide written comments within 30 calendar days of receipt, the City of Alexandria may assume VDHR acceptance of the results.

C. Treatment

Should any property eligible for inclusion in the National Register be identified under Stipulation VII.A, the City of Alexandria shall make a reasonable and good faith effort to avoid adversely impacting the resources by realigning or modifying the Undertaking. If adverse effects are unavoidable, the City of Alexandria, WMATA, FTA, NPS, the VDHR, and other consulting parties that have an interest in the affected properties shall consult in accordance with 36 CFR 800.6 to develop and implement appropriate treatment options. NPS concurrence is required if this affects the MVMH/GWMP or Greens Scenic Area Easement. The City of Alexandria shall perform cultural resources work in accordance with the relevant professional standards in Stipulation III.

VIII. DOCUMENT AND DESIGN REVIEW

During the implementation of this MOA, the City of Alexandria, in coordination with FTA and WMATA, shall provide the VDHR, the NPS, and the other consulting parties with the opportunity to

review and comment on appropriate documents, reports, and design plans as specified in the stipulations throughout the MOA. NPS concurrence is required if any of these pertain to the MVMH/GWMP or Greens Scenic Area Easement. In general, review periods will encompass a timeframe not to exceed 30 calendar days from receipt of the item for review, unless otherwise specified in the MOA.

A. The VDHR and the NPS shall provide comments to the City of Alexandria and WMATA regarding any plan or document submitted pursuant to this MOA, as promptly as possible, but not to exceed 30 calendar days of the receipt of such revisions.

B. If the VDHR does not submit comments in writing within 30 calendar days of the receipt of any such submissions, the City of Alexandria and WMATA may assume VDHR acceptance of the submitted document.

C. If the VDHR, the NPS, or another consulting party objects within 30 calendar days of the receipt of any submissions, then FTA, the City of Alexandria, WMATA, the VDHR, and the NPS shall consult within 15 days of the receipt of an objection in an effort to resolve it.

D. If FTA, the City of Alexandria, and WMATA cannot resolve VDHR, the NPS, and/or the other consulting parties' objections, and if further consultation with the VDHR and the NPS is deemed unproductive by any party, then the parties shall adhere to the dispute resolution procedures detailed under Stipulation X.

E. FTA, WMATA, the City of Alexandria, the VDHR, and the NPS acknowledge that the timeframes set forth in this stipulation will be the maximum allowable under normal circumstances. In exigent circumstances (such as when construction activities have been suspended or delayed pending resolution of the matter), each party agrees to expedite their respective document review and dispute resolution obligations.

IX. MONITORING AND REPORTING

Each six months following the execution of this MOA until it expires or is terminated, the City of Alexandria shall provide all signatories and concurring parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received during efforts to carry out the terms of this MOA.

X. DISPUTE RESOLUTION

A. Objections by the Signatories

Should any of the signatories to this MOA object in writing to FTA within 30 days to any plans or actions proposed pursuant to this PA, FTA shall first consult with the objecting party to resolve the objection. If FTA determines that such objection cannot be resolved through such consultation, FTA shall within a 30-day time period:

1. Forward all documentation relevant to the objection, including FTA's proposed resolution, to the ACHP. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatory parties, and other consulting parties, and provide them with a copy of this written response. FTA shall then proceed according to its final decision.

2. If the ACHP does not provide its advice regarding the objection within the 30-day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

3. FTA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remains unchanged.

B. Objections by Consulting Parties and the Public
At any time during the implementation of this MOA, should a consulting party or member of the public raise an objection pertaining to this agreement or the effect of the Undertaking on historic properties, the City of Alexandria shall consult with FTA, the objector, and the signatory parties to this agreement, as needed. After considering these discussions, the City of Alexandria shall account for and resolve the objection in an appropriate manner.

XI. OTHER

A. Contact Information
For purposes of notices and consulting pursuant to this MOA, the following contact information should be used for the signatory agencies:

FTA
Daniel Koenig, Environmental Protection Specialist
Federal Transit Administration, D.C. Metro Office
1990 K Street NW, Suite 510
Washington, D.C. 20006

CITY OF ALEXANDRIA
[contact info]

WMATA
[contact info]

VDHR
[contact info]

NPS
[contact info]

B. Emergency Situations
If an emergency situation that represents an immediate threat to public health, safety, life or property creating the potential to affect a historic property should occur during the duration of this MOA, the regulations set forth in 36 CFR 800.12 shall be followed. The City of Alexandria shall notify FTA, WMATA, and the VDHR of the condition that has created the situation and the measures to be taken to respond to the emergency or hazardous condition, and immediately notify the NPS if it pertains to the MVMH/GWMP or Greens Scenic Area Easement. FTA, the VDHR, and the NPS may submit comments to the City of Alexandria within seven days of the notification. If the City of Alexandria

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determines that circumstances do not permit seven days for comment, the City of Alexandria shall notify FTA, WMATA, the VDHR, and the NPS and invite any comments in the determined and stated time available. The City of Alexandria shall consider these comments in developing a response to the treatment of historic properties in relation to the emergency.

C. Anti-Deficiency Act – Federal Parties
The obligations of Federal agencies under this MOA are pursuant to 31 USC 1341(a)(1); therefore nothing in this MOA shall be construed as binding the United States to expend in any one fiscal year any sum in excess of appropriations made by Congress for this purpose, or to involve the United States in any contract or obligation for the further expenditure of money in excess of such appropriations.

XII. AMENDMENTS

Any signatory to this MOA may propose to FTA that the MOA be amended, whereupon FTA shall consult with all signatories and consulting parties to consider such an amendment. This MOA will be amended when agreed to in writing by all signatories. FTA or its designee shall provide a copy of the amended MOA to all consulting parties within thirty (30) days of execution by the signatories.

XIII. COORDINATION WITH OTHER FEDERAL REVIEWS

In the event any other federal agency provides funding, permits, licenses, or other assistance to the Potomac Yard Metrorail Project as it was planned at the time of the execution of this MOA, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this MOA and so notifying and consulting the SHPO and ACHP. Any necessary amendments will be coordinated pursuant to Stipulation XII.

XIV. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation XII. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. If the MOA is terminated, the City of Alexandria and FTA must comply with 36 CFR Part 800, Subpart B with regard to individual undertakings of the program covered by the MOA, pursuant to 36 CFR 800.14(b)(2)(v), prior to work continuing on the Undertaking. The City of Alexandria and FTA shall notify the signatories as to the course of action they will pursue.

XV. DURATION

This MOA will be null and void if its terms are not carried out within ten (10) years **[or specify another appropriate time period]** from the date of its execution. Prior to such time, FTA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation XII.

XVI. EFFECTIVE DATE OF AGREEMENT

The MOA shall become effective when executed by the last of the Signatories.

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Execution of this Memorandum of Agreement by the FTA, the City of Alexandria, WMATA, VDHR, and the NPS, the submission of documentation and filing of this MOA with the ACHP pursuant to 36 CFR 800.6(b)(1)(iv) prior to the FTA's approval of the Undertaking, and implementation of the terms of this MOA, provide evidence that the FTA has taken into account the effects of this Undertaking on historic properties and afforded the ACHP an opportunity to comment.*

SIGNATORIES:

FEDERAL TRANSIT ADMINISTRATION

By:_____ Date:_____

CITY OF ALEXANDRIA, VIRGINIA

By:_____ Date:_____

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

By:_____ Date:_____

VIRGINIA STATE HISTORIC PRESERVATION OFFICER

By:_____ Date:_____

NATIONAL PARK SERVICE

By:_____ Date:_____

4.INVITED SIGNATORIES:

[insert invited signatory name]

By:_____ Date:_____

CONCURRING PARTIES:

[insert name of concurring party]

By:_____ Date:_____

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Notes:

** Remember that the agency must submit a copy of the executed MOA, along with the documentation specified in 36 CFR. 800.11(f), to the ACHP prior to approving the Undertaking in order to meet the requirements of Section 106. 36 CFR 800.6(b)(1)(iv)*

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Attachment A

Figure 1: Project Location and Study Area

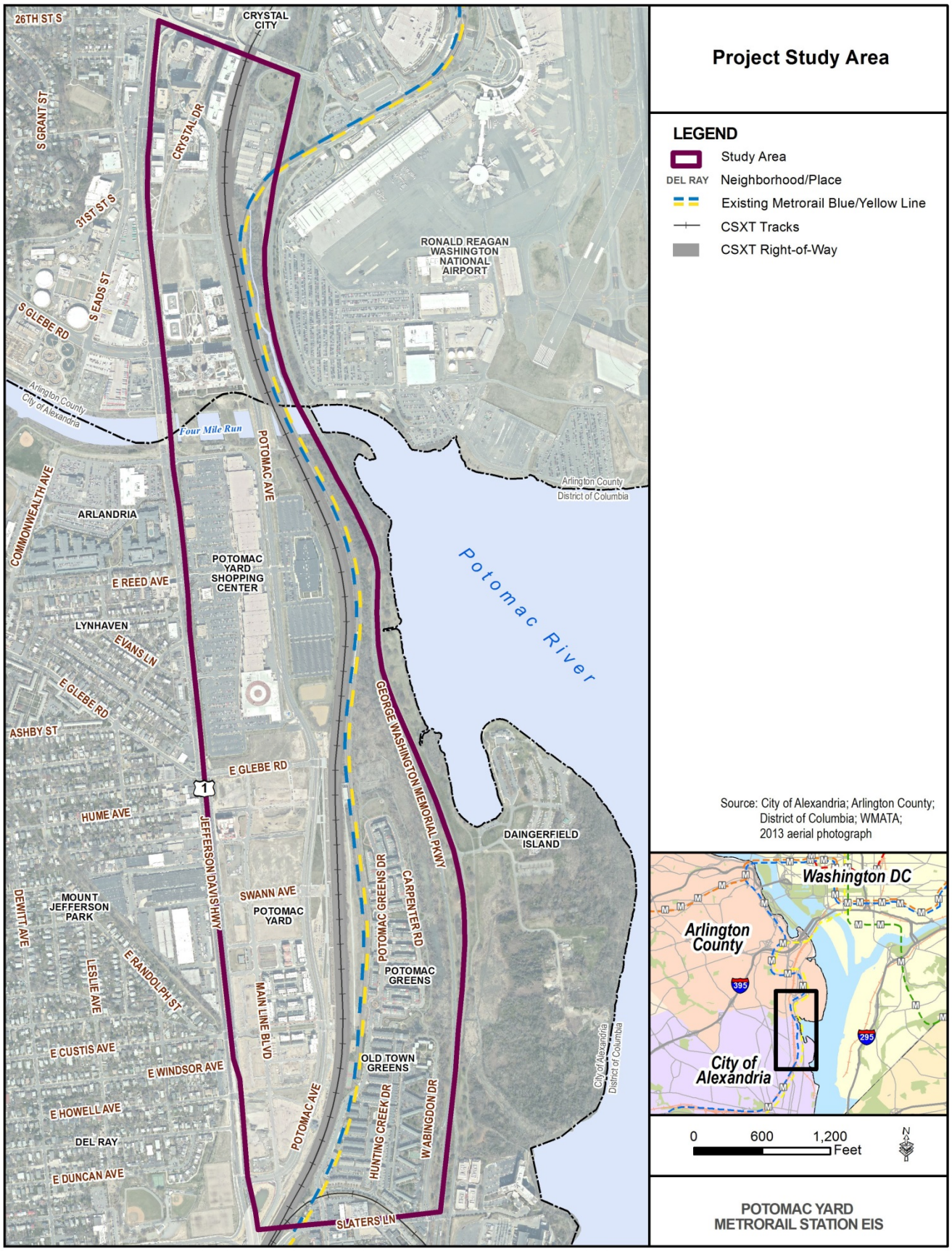


Figure 2: Project Preferred Alternative

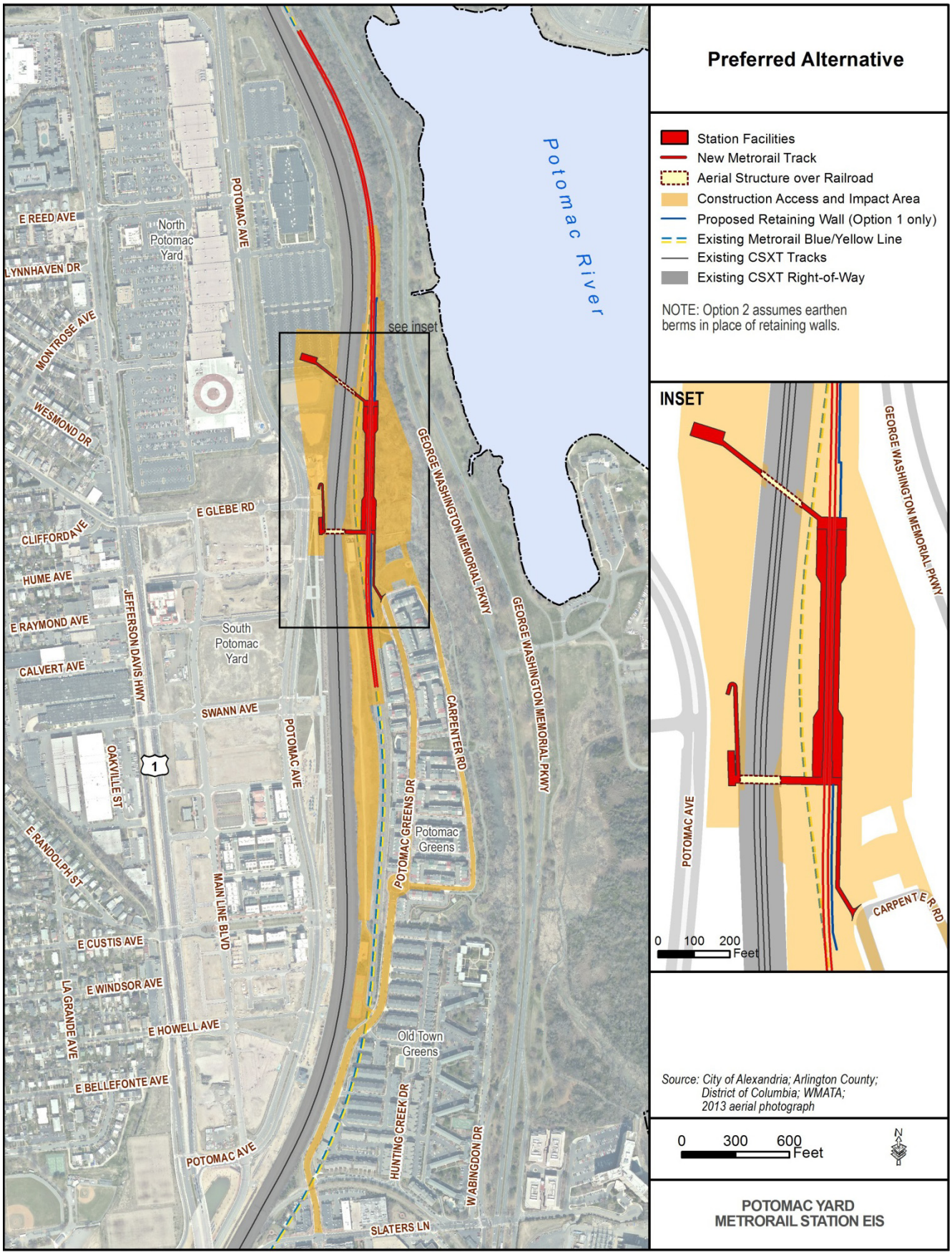


Figure 3: Area of Potential Effects

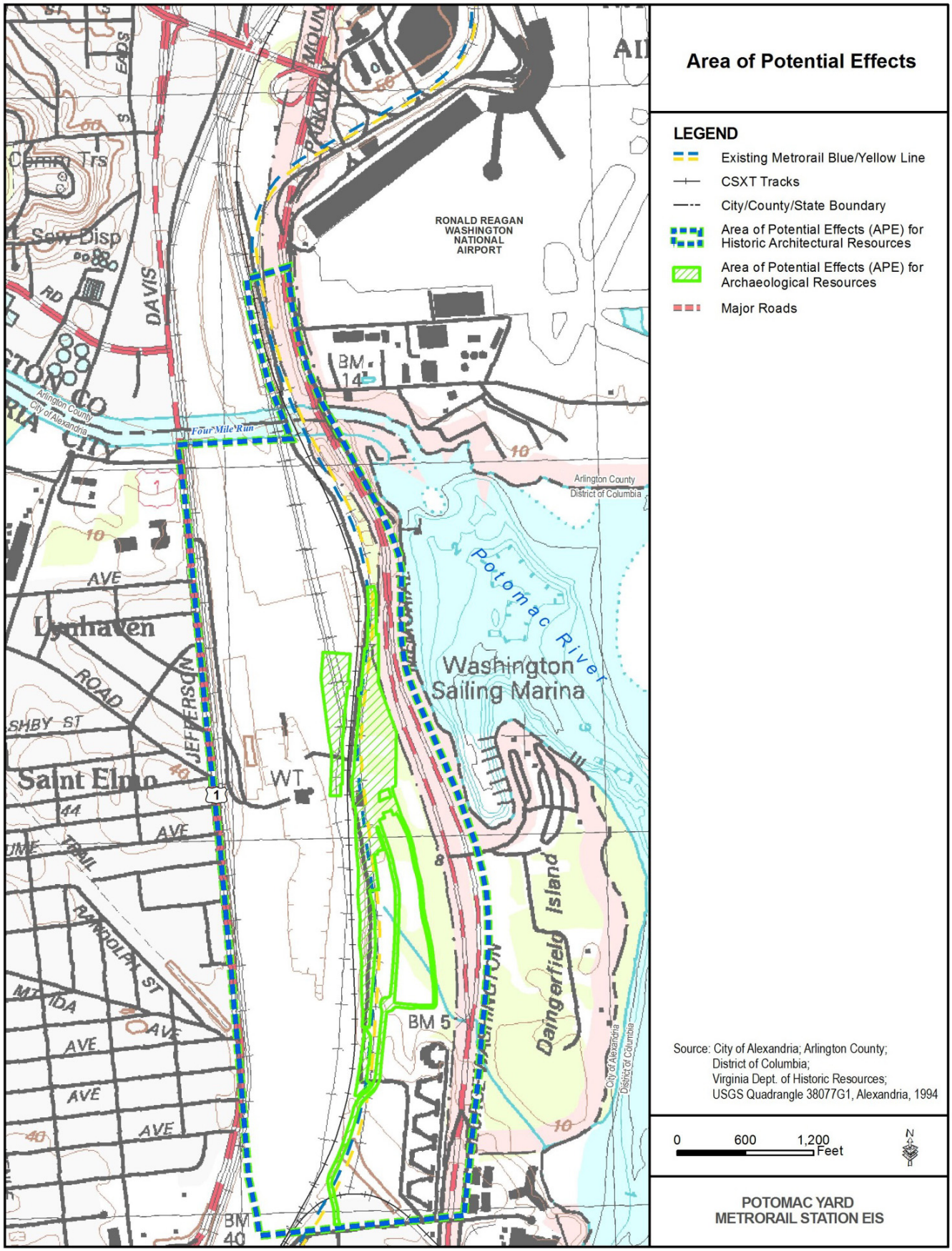
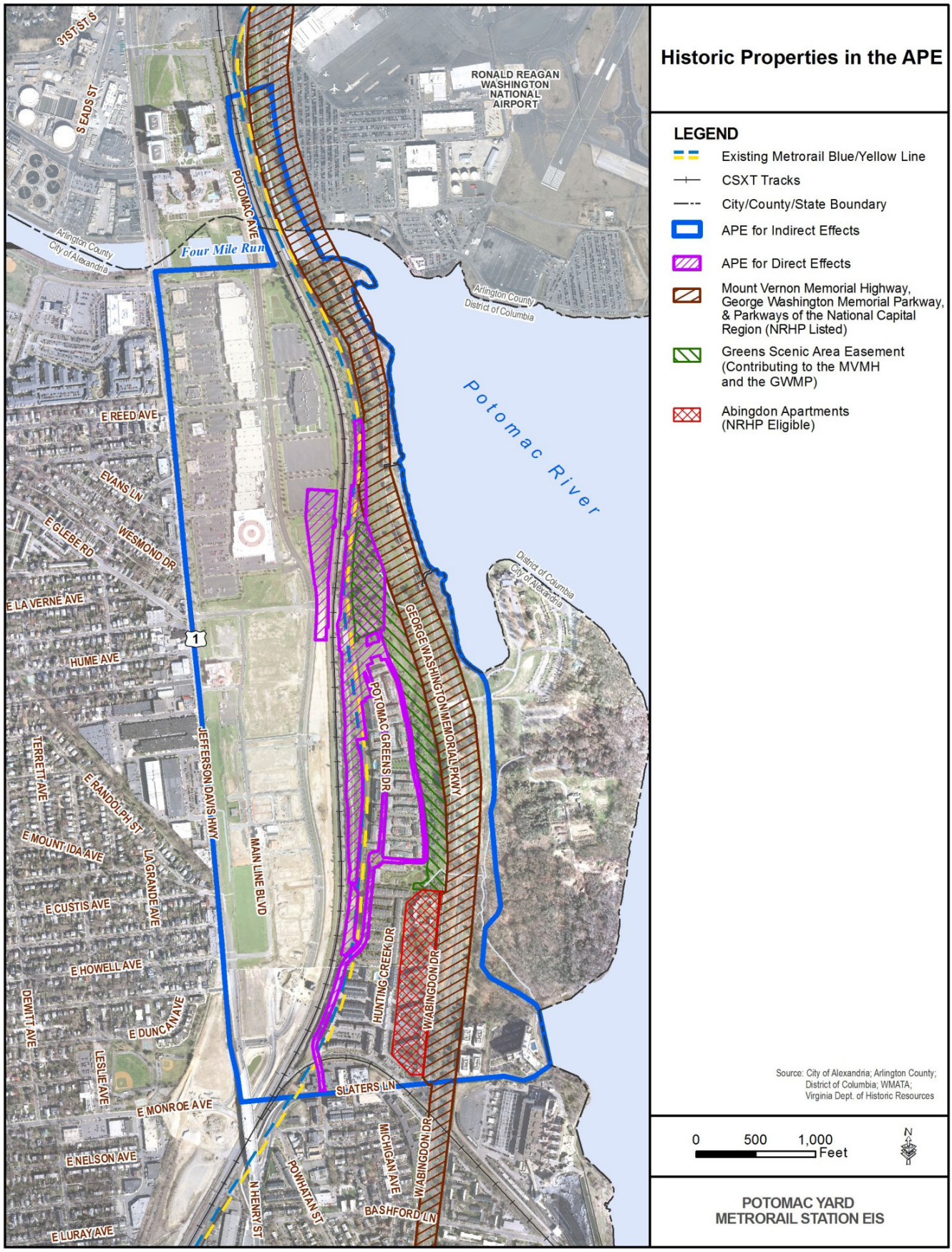


Figure 4: Historic Properties in the APE



Appendix J: Resumes

Vanessa Zeoli

Architectural Historian

Education

MHP, Historic Preservation, University of Kentucky, 2007

Certificate in Historic Preservation, Bucks County Community College, 2005

BA, History, Millersville University, 1998

Years of Experience

Years with AECOM: 5
Years with other firms: 9

Professional Associations

Boston Architectural College, Master of Design Studies, Historic Preservation, Adjunct Faculty

Bucks County Community College Historic Preservation Program, Adjunct Faculty

Sigma Pi Kappa, Historic Preservation Honor Society, Member and Faculty Representative

Lambertville Historical Society, Board Member

Vernacular Architecture Forum, Member

Training and Certifications

ArcGIS: Introduction, Rutgers University Seminar, 2014

URS 2-Hour Field Safety

URS 4-Hour Defensive Driving, National Safety Council

FHWA Program Comment for Common Post-1945 Concrete and Steel Bridges, Webinar, 2013

Long Island Railroad Safety Training, 2012

Re-pointing Workshop Using Lime Putty Mortar, Pine Mountain, KY, 2007

Penn DOT Section 106: Principles and Practice Workshop, 2004

Ms. Zeoli has 14 years of experience in historic preservation and cultural resources management throughout the United States. During her career, she has acted as cultural resource liaison between various clients and local, state, and federal review agencies. Ms. Zeoli has completed numerous documentation and regulatory compliance projects including Section 106 studies (including eligibility evaluations, effects assessments, MOAs), NEPA studies (EAs and EISs), historic architectural surveys, HABS/HAER documentation projects, National Register nominations, historic preservation design consultation, and Historic Tax Credit Applications. She has surveyed and evaluated historic properties, evaluated eligibility in accordance with National Register criteria, evaluated project effects, and developed agreement documents to resolve adverse effects. Ms. Zeoli has worked with a wide range of resources in varying settings that include: transportation resources (historic roads, bridges, railroads, and airports); industrial properties (mills, breweries, manufacturing plants); institutional buildings (museums, churches, auditoriums); agricultural properties (farmsteads, tenant houses, cemeteries, rural landscapes); and urban resources (residential and commercial historic districts). She meets the Secretary of the Interior's Professional Qualification Standards for Architectural Historians [36 CFR 61].

Project Experience

Williams Gas, Constitution Pipeline, Pennsylvania and New York. Work consisted of archaeological and historic architectural studies as part of Section 106 and the FERC review process for a 124-mile pipeline. Ms. Zeoli prepared an effects assessment report for National Register-eligible resources in New York and submitted it to NYSOPRHP for review and comment. NYSOPRHP concurred with the findings in March 2013. Ms. Zeoli also researched and authored two property histories for historic-period archaeological sites discovered in the project area. One property formerly contained a sawmill/cider mill site and the other contained a domestic site.

Williams Transco, Historic Architectural Survey, Atlantic Sunrise Pipeline Project, Pennsylvania. Project consists of archaeological and historic architectural studies as part of Section 106 and the FERC review process for a 180-mile natural gas pipeline. Ms. Zeoli acted as one of the field leads for the reconnaissance-level survey of the over 400 properties within the entire alignment. The effort consisted of a pedestrian and vehicular survey of properties intersected by the alignment that included photographic, written, and digital data collection. The team used Trimble YUMA GPS units to capture locational data and record basic physical information and preliminary eligibility assessments on the properties. Data captured in the YUMAs was uploaded to a web-based viewer daily that was used to track progress and analyze information.

UGI Corporation, PennEast Pipeline, New Jersey and Pennsylvania. Ms. Zeoli serves as the Architectural History Field Lead for the project, which consists of Section 106 studies and FERC review for a 180-mile natural gas pipeline. So far, Ms. Zeoli has coordinated and conducted a reconnaissance-level survey of the over 200 properties within the alignment. The effort consisted of a pedestrian and vehicular survey of properties intersected by the alignment that included photographic, written, and digital data collection. The team used Trimble YUMA GPS units to capture locational data and fill out SHPO inventory forms directly in the field.

California High Speed Rail Authority, California High Speed Train Project, Merced to Fresno, California. Project involved the preparation of an Environmental Impact Report/Environmental Impact Statement 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 conducting background research, conducting field survey, compiling data, evaluation eligibility, effects, developing treatment measures, and coordinating with local, state, and federal organizations. Ms. Zeoli was lead author for numerous technical reports in support of the EIR/EIS including Historic Properties Survey Report (HPSR), Historic Architectural Survey Report (HASR), Finding of Effects Report (FOE), and Built Environment Treatment Plan (BETP).

New York State Department of Transportation, New York State Thruway Authority, and Metro-North Railroad, Tappan Zee Bridge/I-287 Environmental Review, Rockland and Westchester Counties, New York. Ms. Zeoli contributed to a reconnaissance-level historic architectural survey of cultural resources within 30-mile project corridor. Her efforts included photographic documentation and preparation of materials submitted to NYOPRHP for review.

New Jersey Department of Environmental Protection, New Jersey Hurricane Sandy Rehabilitation, Reconstruction, Elevation and Mitigation (RREM) Program, New Jersey. Participated in the review and assessment of Hurricane Sandy Community Development Block Grant applications. Documentation includes physical descriptions, National Register eligibility determinations, and effects assessments for historic buildings.

Town of Provincetown, Historic Resources Survey and Brochure, Provincetown, Massachusetts. Contributed to field survey and data entry for the preparation of Massachusetts Historical Commission survey forms for 1,200 properties in the National Register-listed and locally designated Provincetown Historic District. Forms were prepared within a Microsoft Access database mimicking the Massachusetts Historical Commission's survey forms and integrated photographs from the field.

Camden County Office of Community Development, Camden County, Phase I, II and III Intensive Level Historic Resources Survey, Camden County, New Jersey. Contributed to a three-phase project that included the reconnaissance and intensive level survey of historic architectural resources in 25 municipalities, including five certified local government communities. Each phase involved historical research, the identification and recordation of potential historic resources in the field, evaluations of National Register eligibility, and the preparation of survey forms and final reports. Survey methodologies and evaluations took into account the significant historical trends of each municipality and responded to the scope and findings of previous surveys. These phases of survey documented several hundred resources in the county.

Overbrook Farms Club, Overbrook Farms Historic District, Philadelphia, Pennsylvania. Conducted a comprehensive survey of all buildings and structures in the proposed Overbrook Farms local historic district, which consisted of approximately 550 resources. The neighborhood is a railroad suburb dating to the late 19th and early 20th centuries consisting mostly of architect-designed, detached and semi-detached, single-family dwellings with ample room for lawns and plantings. A draft statement of significance was also prepared. Designed a Microsoft Access database and field survey forms for internal use in preparing the survey to meet Philadelphia Historical Commission data format and content standards.

Scotch Plains Baptist Church, Parsonage, and Cemetery National Register Nomination, Scotch Plains, New Jersey. The NRHP nomination was completed as part of a mitigation effort for alterations to the Route 22 bridge in Scotch Plains Township. The work included primary and secondary research, field investigations, and completion of the NRHP nomination form. The property was listed in the National Register of Historic Places on June 14, 2013.

Woodford-Fishback-Venable Farm National Register Nomination, Winchester, Clark County, Kentucky. Prepared the nomination of the early-nineteenth century Woodford-Fishback-Venable Farm to the National Register of Historic Places. Cultural resources on the property boundaries reflect how patterns of traditional diversified agriculture were adapted to natural features in the Inner Bluegrass region. Ms. Zeoli conducted primary and secondary research and prepared the nomination according to the National Register of Historic Places guidelines. The farm was listed in the National Register in July 2008.

Upper Reaches of Boone Creak Rural Historic District, National Register Nomination, Fayette and Clark Counties, Kentucky. Project consisted of the preparation of a nomination of the Upper Reaches of Boone Creek Rural Historic District. The district is a 10,742 acre rural historic landscape in Central Kentucky that has been engaged in agricultural pursuits since the settlement period. Ms. Zeoli conducted primary and secondary research, surveyed and photographed the district, and published the nomination according to National Register of Historic Places guidelines. The district was listed in the National Register of Historic Places in July 2009.

Philadelphia Civic Center, HABS Level II Documentation, City of Philadelphia, Pennsylvania. Project consisted of a Level II HABS Documentation of the Philadelphia Civic Center before its demolition in 2005, and its replacement with the Perelman Center for Advanced Medicine in 2008. Documentation included primary and secondary research, digital photography, recordation of historic features, and narrative description. Ms. Zeoli also assisted a professional photographer with medium-format, HABS-quality photography of the building.

Paul William Schopp

Senior Historian

Education

AS/History/Burlington College

Years of Experience

Years with AECOM: 3
Years with other firms: 24

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

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.

Project Experience

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.

Emily Paulus Everett

Architectural Historian

Education

M.A./2001/University of Delaware/Historic Preservation

B.A./1997/University of Rhode Island/Art History

Years of Experience

Years with AECOM: 2 months
Years with other firms: 15

Areas of Expertise

Preservation Planning

Architectural History Surveys

Historical Research

Public Outreach & Education

Section 106 of the National Historic Preservation Act

National Register Nominations

Rehabilitation Tax Credit Review

Historic District Administration & Design Review

Training and Certifications

Section 106 Essentials Course, Advisory Council on Historic Preservation/Washington, DC/2006

Tax Credit Workshop for State Reviewers, National Park Service/Washington, DC/2005

Preservation Leadership Training, National Trust for Historic Preservation/San Antonio, TX/2005

Introduction to Section 106 Review: A Two-Day Training Course, Advisory Council on Historic Preservation/Washington, DC/2003

Ms. Everett has over fifteen years of experience in architectural history, historical research, and historic preservation planning and exceeds the Secretary of the Interior's Professional Qualification Standards for History and Architectural History. Over the course of her career, she has worked for the largest cultural resources management firm in New England, two State Historic Preservation Offices, and several high-profile historic district commissions. She has administered two of the largest historic districts in the country -- the Capitol Hill Historic District in Washington, DC and the Frederick Town Historic District in Frederick, MD. Ms. Everett has authored National Register Nominations and conducted cultural resource surveys, rehabilitation tax credit reviews, and Section 106 reviews throughout the Mid-Atlantic and New England regions.

Project Experience

Atlas Theater and Shops National Register of Historic Places Registration Form and Rehabilitation Tax Credit Review. Architectural Historian. Authored a National Register Nomination Form for a 1938 Art Deco movie house on H Street in the Near Northeast neighborhood of Washington, DC and reviewed the successful tax credit application for the building's rehabilitation into a performing arts center.

Threatened Buildings Documented in Delaware. Project Director. Directed intensive-level documentation of 13 threatened historic structures through measured drawings, historical research, and photographs. Organized field crews, directed and undertook documentation, translated measured drawings into AutoCAD, conducted primary and secondary research, and wrote thorough architectural descriptions.

Minute Man National Historical Park National Register of Historic Places Registration Form. Architectural Historian. Co-authored an updated NR form for Minute Man National Historical Park in Lincoln, Lexington, and Concord, MA. Defined all National Register areas of significance and criteria under which the park is eligible for listing, and provided an accurate accounting of contributing and non-contributing resources to aid in the subsequent management of the park.

Historic and Cultural Resources Investigations, Metro-North Commuter Railroad, Danbury Branch Line, Norwalk, Redding, Ridgefield, Bethel and Danbury, CT. Architectural Historian. Project included reconnaissance level survey, research, and recordation within the APE for improvements along the Danbury Branch Line of the Metro-North Commuter Railroad. Project included identification of historical resources, determinations of eligibility, and assessment of effects.

Community-Wide Historic and Architectural Survey of Gay Head/Aquinnah, Martha's Vineyard, MA. Architectural Historian. Project included reconnaissance level survey, research, and recordation of all historical resources 50 years or older in the town of Aquinnah on Martha's Vineyard. Project involved historic and architectural context development and preliminary eligibility determinations.

Community-Wide Historic and Architectural Survey of Rochester, MA. Architectural Historian. Project included reconnaissance level survey, research, and recordation of all historical resources 50 years or older in the town of Rochester. Project involved historic and architectural context development and preliminary eligibility determinations.

Phase IA Historical Development Summary and Archaeological Sensitivity Assessment of Kennedy Plaza/Exchange Place, Providence, RI. Architectural Historian. Conducted primary research on the historical development of Kennedy Plaza within the APE for improvements to the vast public plaza. Co-authored historical development summary.

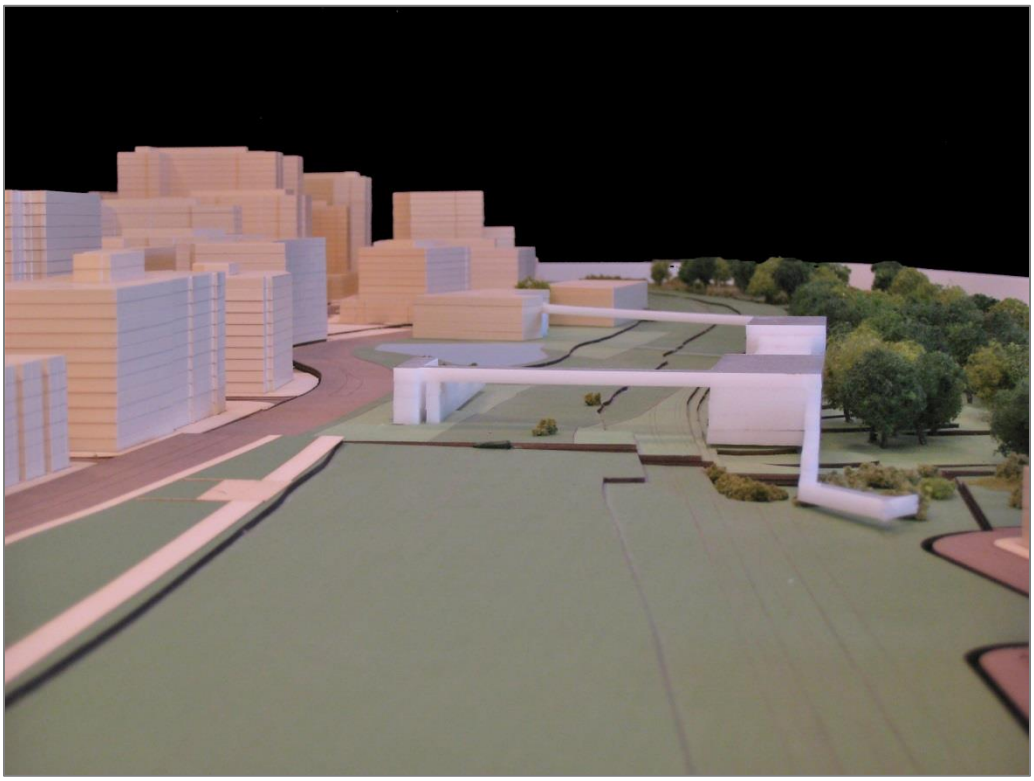
Appendix K:
Potomac Yard Massing Model

Figure 1: Top view of Alternative B Station

Figure 2: View of Alternative B Station looking west

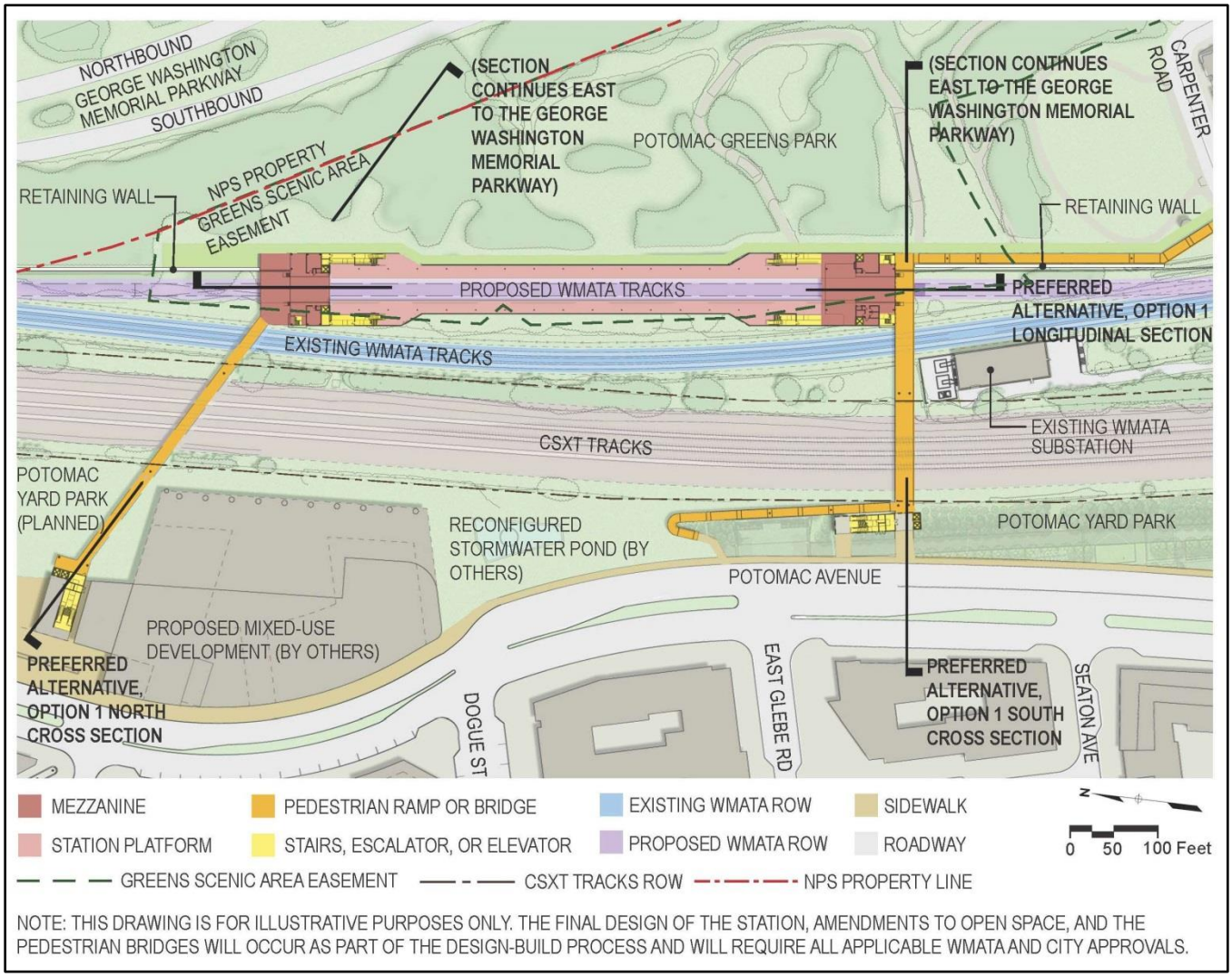
Figure 3: View of Alternative B Station looking west

Figure 4: View of Alternative B Station looking north



Appendix L:
Preferred Alternative Option 1 and Option 2

Figure 1: Preferred Alternative, Option 1 Plan View



NOTE: THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN OF THE STATION, AMENDMENTS TO OPEN SPACE, AND THE PEDESTRIAN BRIDGES WILL OCCUR AS PART OF THE DESIGN-BUILD PROCESS AND WILL REQUIRE ALL APPLICABLE WMATA AND CITY APPROVALS.

Figure 2: Preferred Alternative, Option 1 Section View

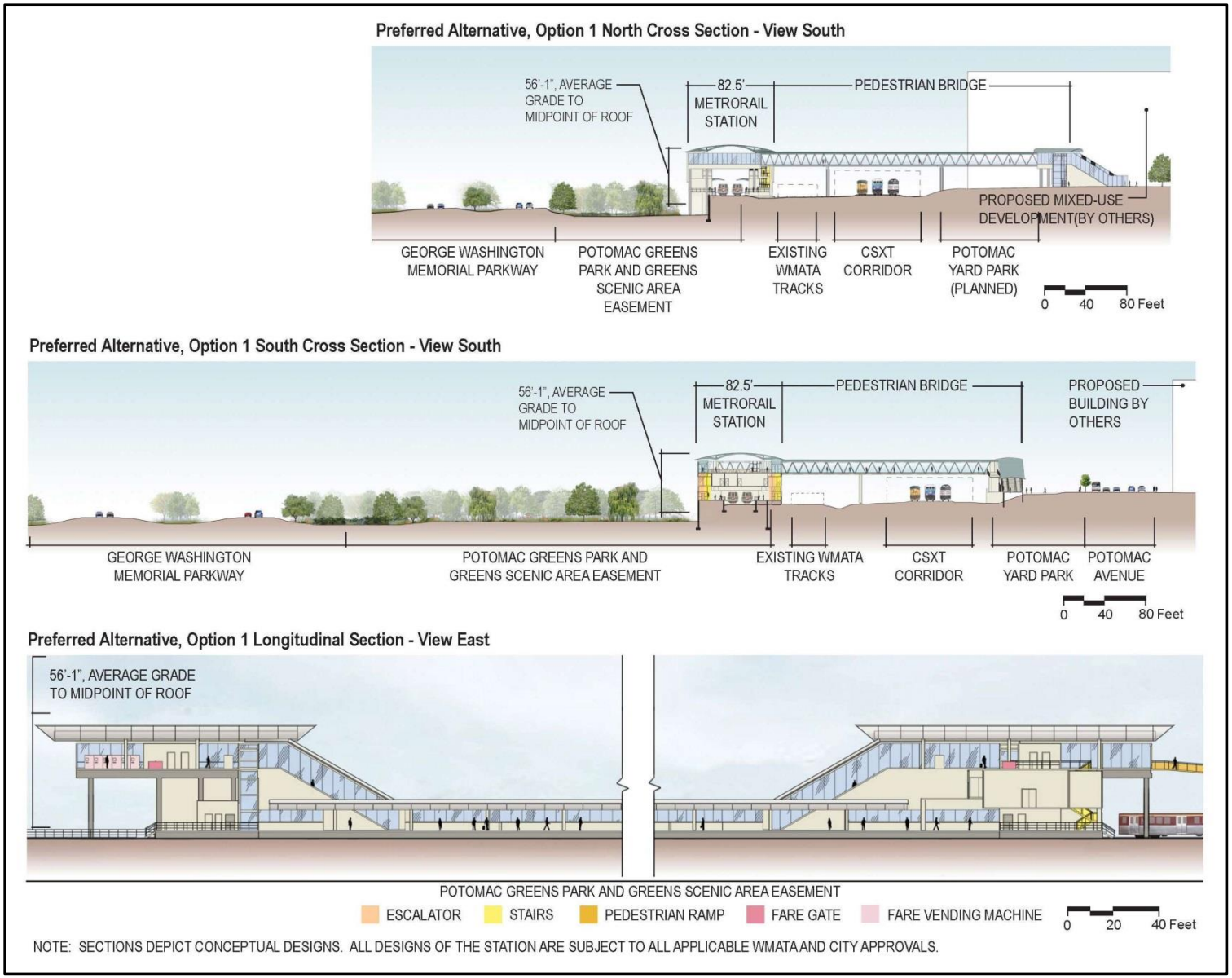


Figure 3: Preferred Alternative, Option 1 Eastern Elevation View

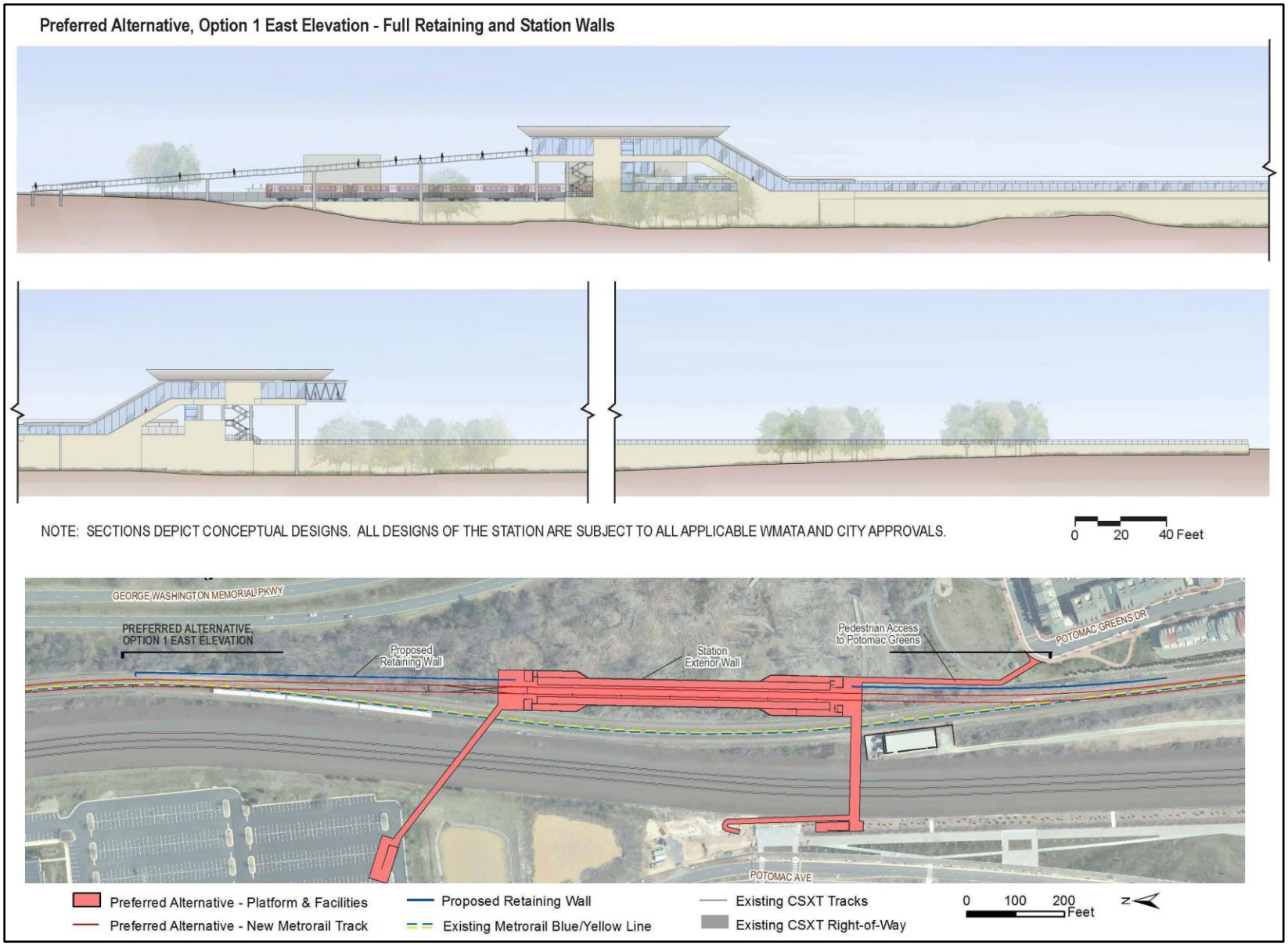
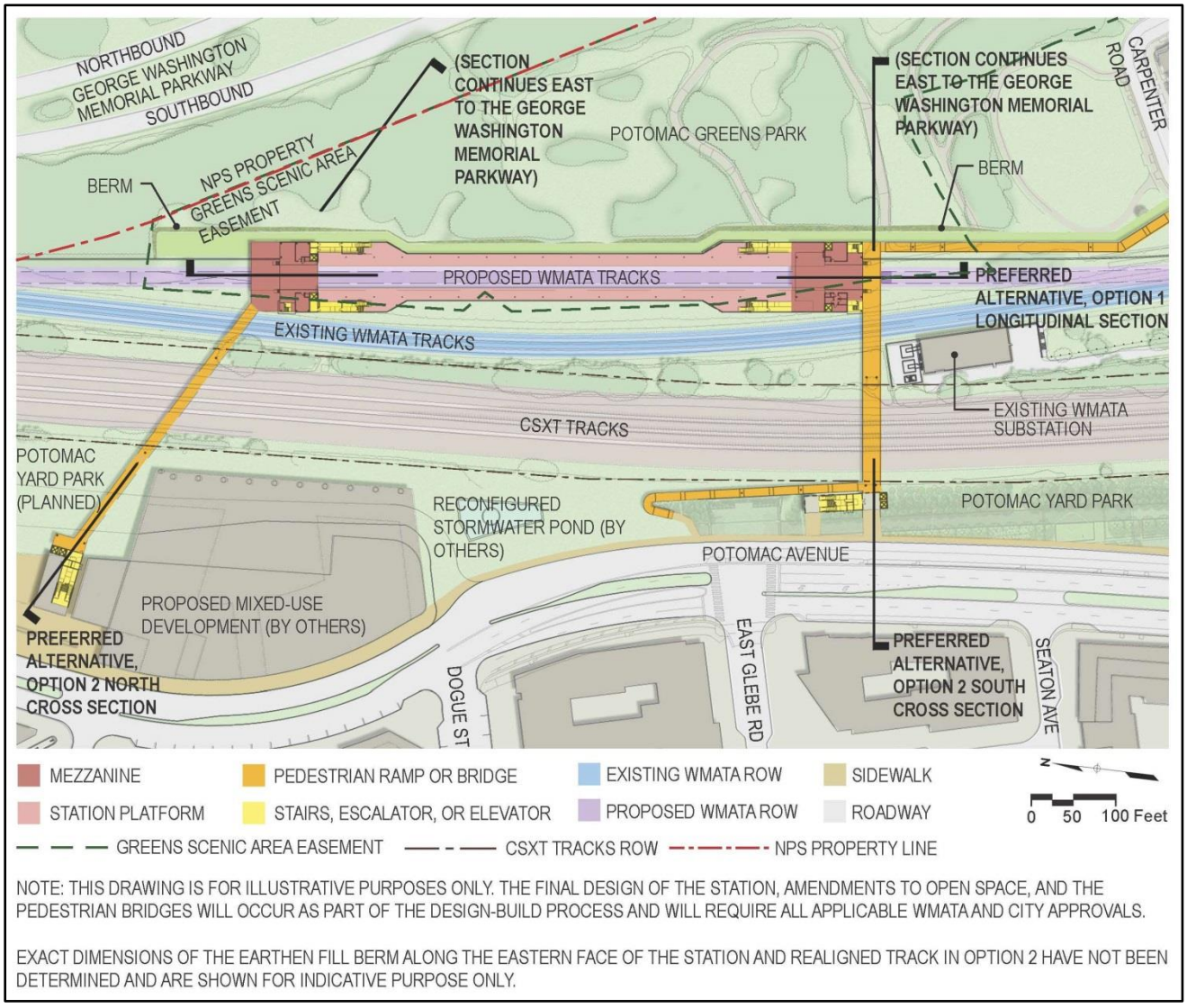


Figure 4: Preferred Alternative, Option 2 Plan View



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EXACT DIMENSIONS OF THE EARTHEN FILL BERM ALONG THE EASTERN FACE OF THE STATION AND REALIGNED TRACK IN OPTION 2 HAVE NOT BEEN DETERMINED AND ARE SHOWN FOR INDICATIVE PURPOSE ONLY.

Figure 5: Preferred Alternative, Option 2 Section View

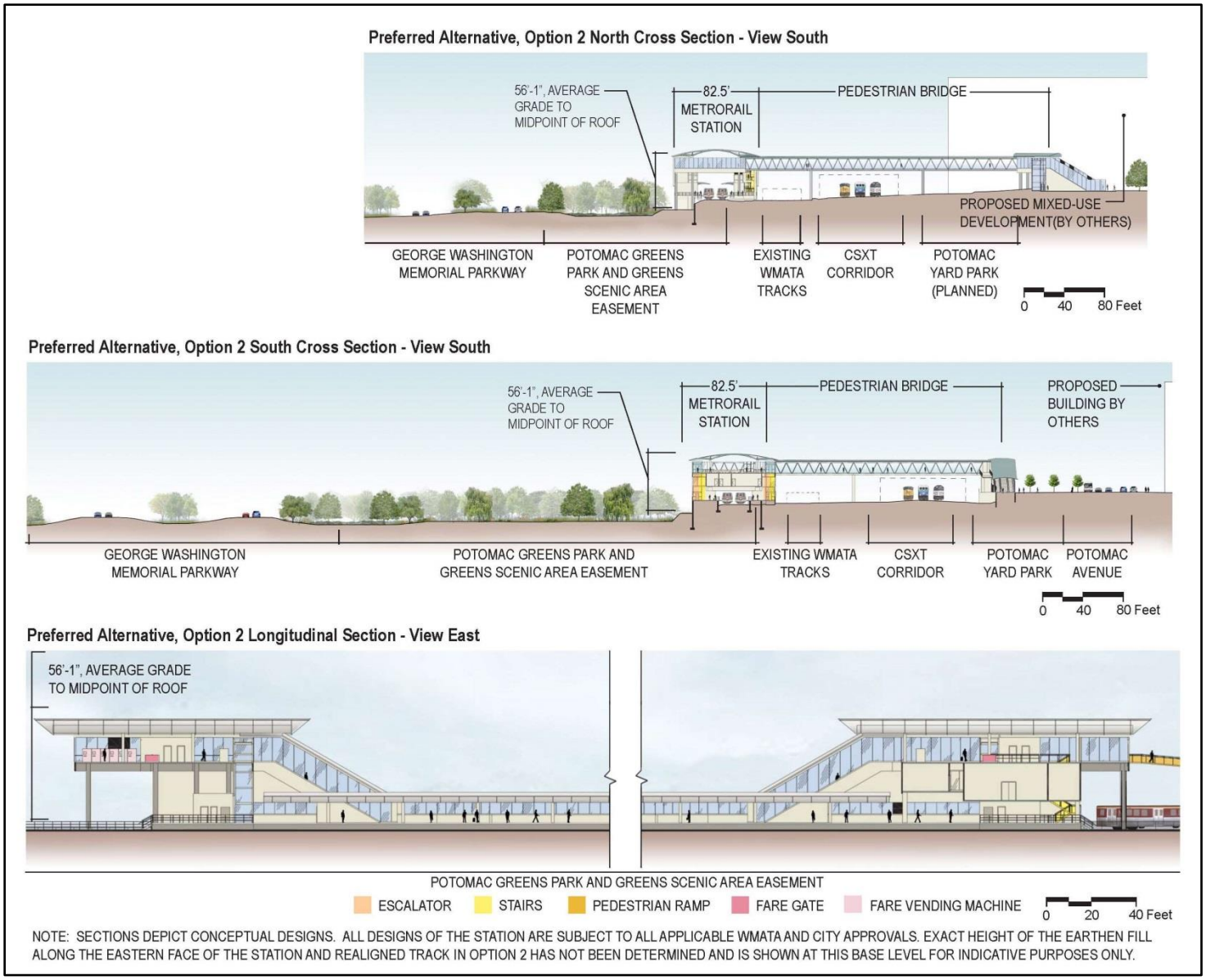
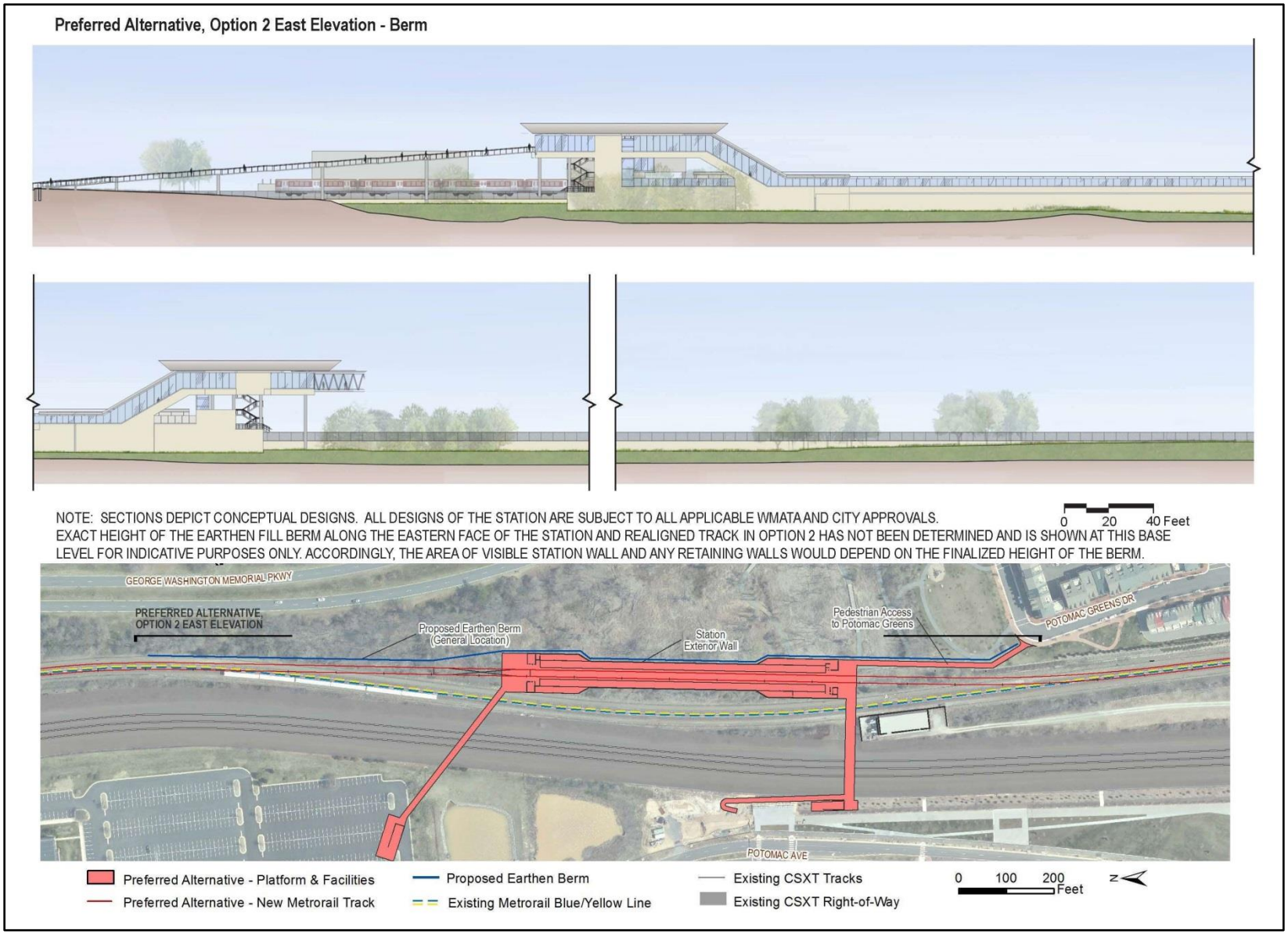
Figure 6: Preferred Alternative, Option 2 Elevation