

Lincoln Memorial circle and radial roads

Vegetation

Radial roads and outer circle. In consultation with the Commission of Fine Arts and Frederick Law Olmsted, Jr (who was then serving on the Commission of Fine Arts) C.E. Howard, the landscape architect working for the Office of Public Building and Grounds, developed a tree planting plan for the area around the outside of the memorial circle and for the radial roads. The radial roads were eventually named 23rd Street NW, 23rd Street SW, Bacon Drive, and French Drive, with the two drives commemorating both the memorial's architect and the sculptor of the Lincoln statue. The 1916 plan featured a double row of trees, planted in opposite positions, on both sides of the radial roads. For the outer circle, the plan showed a single circular band of trees next to the circle in the grassy strip between the roadway and the sidewalk. Outside the sidewalk, four bands of trees were to be planted as though in concentric circles. However, in the second circular band, an incomplete curve of trees was indicated, which left a gap between the first and third band of trees.

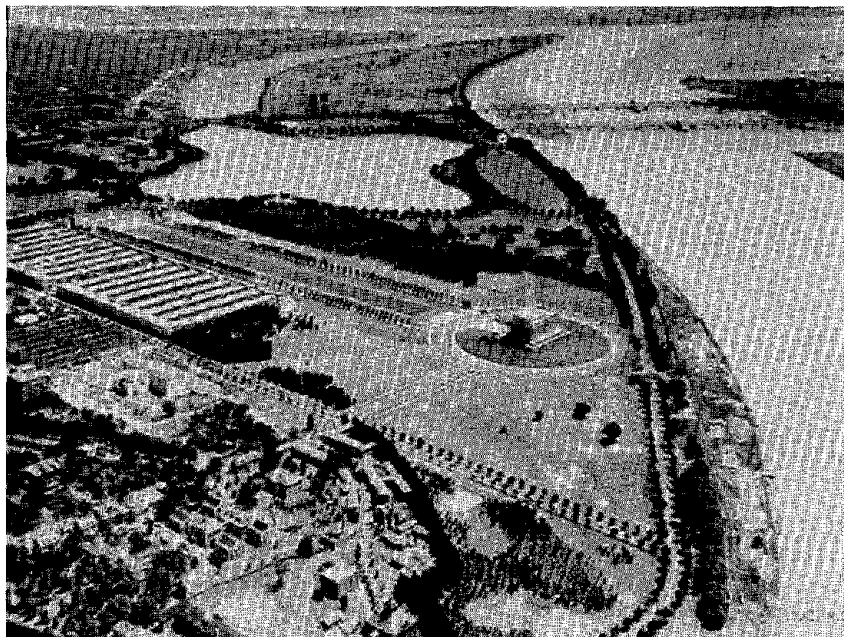


Figure 59 - Aerial view of first phase of planting American elms along the radial and eastern side of Lincoln Circle, 1927. MRC 1-54.

When the first phase of the plan was implemented in the 1920s in the area east of 23rd Street, American elms (*Ulmus americana*) had been selected for the planting. Many trees were planted as "memorial trees" dedicated to outstanding individuals or groups as a living memorial. At that time, the proposed double row of oppositely planted trees on the radial roads was scaled back to planting in alternate positions, which reduced the number of trees and the density of the vegetation. The circular band of trees was followed

for the eastern half of the circle. During the second phase in the 1930s, designers made minor changes to the 1916 scheme for the western portion of the outer circle. A single circular band edged the curb, but instead of a quadruple band of elms, they called for a less dramatic double band to complete the circular design.

One other area beyond the memorial circle, the Ericsson Memorial site, received its own landscape treatment. When the Ericsson site was completed at the terminus of 23rd Street SW in 1932, the granite platform for the statue and the four sets of steps radiating out from the base, were enhanced with conifers. Three types of junipers (*Juniperus horizontalis*, *Juniperus sabina* var. *tamariscifolia*, *Juniperus squamata* 'Meyeri'), each displaying different growth habits, were planted.

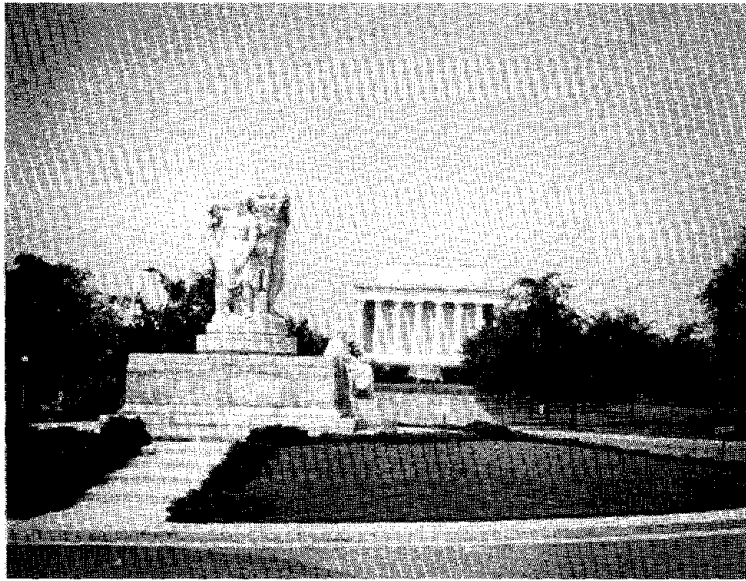


Figure 60 - Ericsson Memorial and newly planted junipers around base, c. 1932. MRC 1-136.

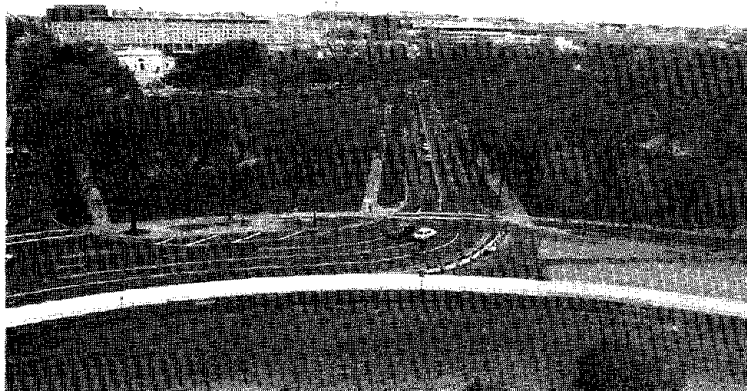


Figure 61 - Remnant concentric row of elms around Lincoln Circle, between 23rd Street NW and Bacon Drive, March 1996. LINC 6-27.

Since the National Park Service's stewardship began in 1933, it has attempted to maintain the original planting plan for the radial roads. Because Dutch elm disease (DED) has killed many American elms around the Lincoln Memorial, disease-resistant varieties have been planted to replace quite a few original trees. Although the number of mature trees growing along the radial roads varies, the spreading canopy of these trees remains an effective design element in the landscape.

Unlike the radial roads, the original planting pattern around the outer circle is almost entirely lost. Only a few remnant elms remain to suggest the old design. While the quadruple band on the eastern part of the circle is evident between 23rd Street NW and Bacon Drive and 23rd Street SW and French Drive, the areas between the two drives and the Reflecting Pool no longer show any evidence of the old tree pattern. In these two areas, the distinctive landscape plans for Constitution Gardens and Korean War Veterans Memorial have encroached upon the old concentric design for the elms. Here newer plantings of native understory trees are clustered beneath a mixed

canopy of oaks, zelkovas, and maples (*Quercus* sp., *Zelkova serrata*, *Acer* sp.). The development of these other sites with such different plant selections has significantly altered the character of the overall design for the Lincoln Memorial grounds and has compromised the integrity of the original plan. West of 23rd Street, only a remnant of the old double band of elms is in place. The single circular band of elms between the 23rd Street NW west to the Watergate area is entirely lost because of the realignment of the outer circle curb for the 1940s on-ramp road. However, the single circular band of trees between the roadway and the sidewalk is mostly intact for the southwestern portion of the outer circle.

The only significant alteration to the original landscape plan occurred in 1953 when the outer edge of the circular roadway near the sidewalk above the Reflecting Pool was changed. Here a rectangular curb cut was eliminated, the circle was made continuous, and a pair of planting beds were installed on the north and south side of the sidewalk in the areas formerly shaped by the old squared-off curb. The park appears to have planted dwarf boxwood in the beds, which were replaced in 1977 with a little leaf holly, also known as inkberry (*Ilex glabra*.) At subsequent intervals, the park replaced the inkberry with Japanese hollies (*Ilex crenata*.) which occupy the planting bed today.

Around the Ericsson Memorial, the planting plan was changed substantially. Japanese holly replaced the original junipers, which once encircled the granite platform. Four walks, which radiated from the granite platform, also were lined with junipers, but these shrubs were also removed and now the walks are surrounded by grass. These changes have further downplayed the connection of the Ericsson Memorial to the Lincoln Memorial landscape.



Figure 62 - Inappropriate trees and shrubs, planted under canopy of American elms, November 11, 1996. LINC 11-27.

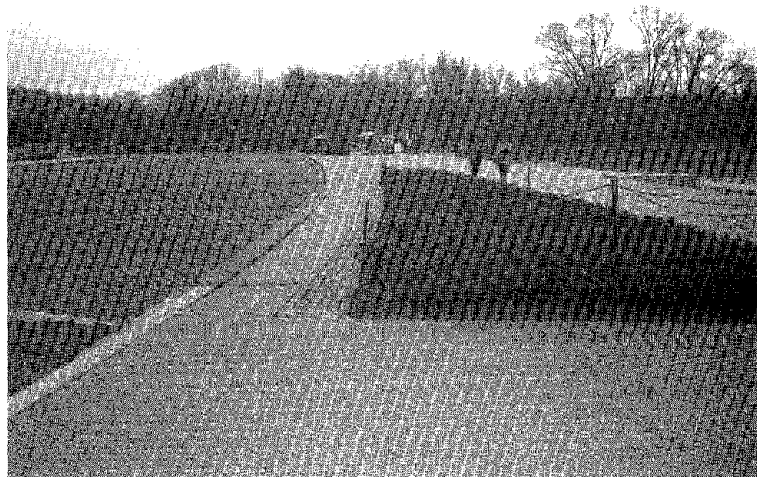


Figure 63 - Shrub planting at top of Reflecting Pool steps, December 1996. LINC 17-35.

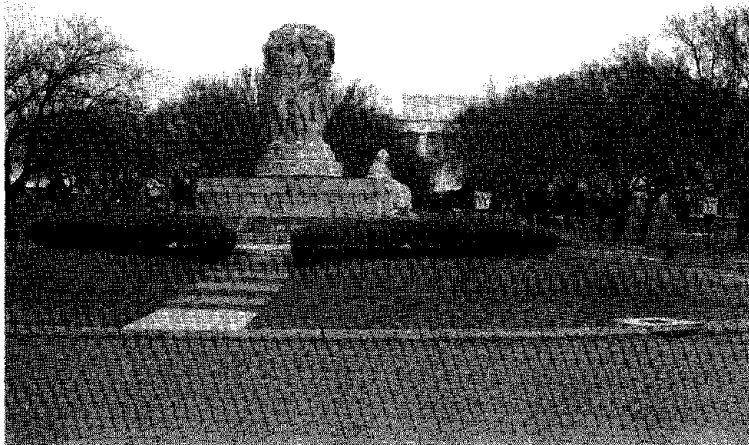








Figure 64 – Replacement shrubs around Ericsson Memorial changes the character of the original planting, February 1997. LINC 18-8.

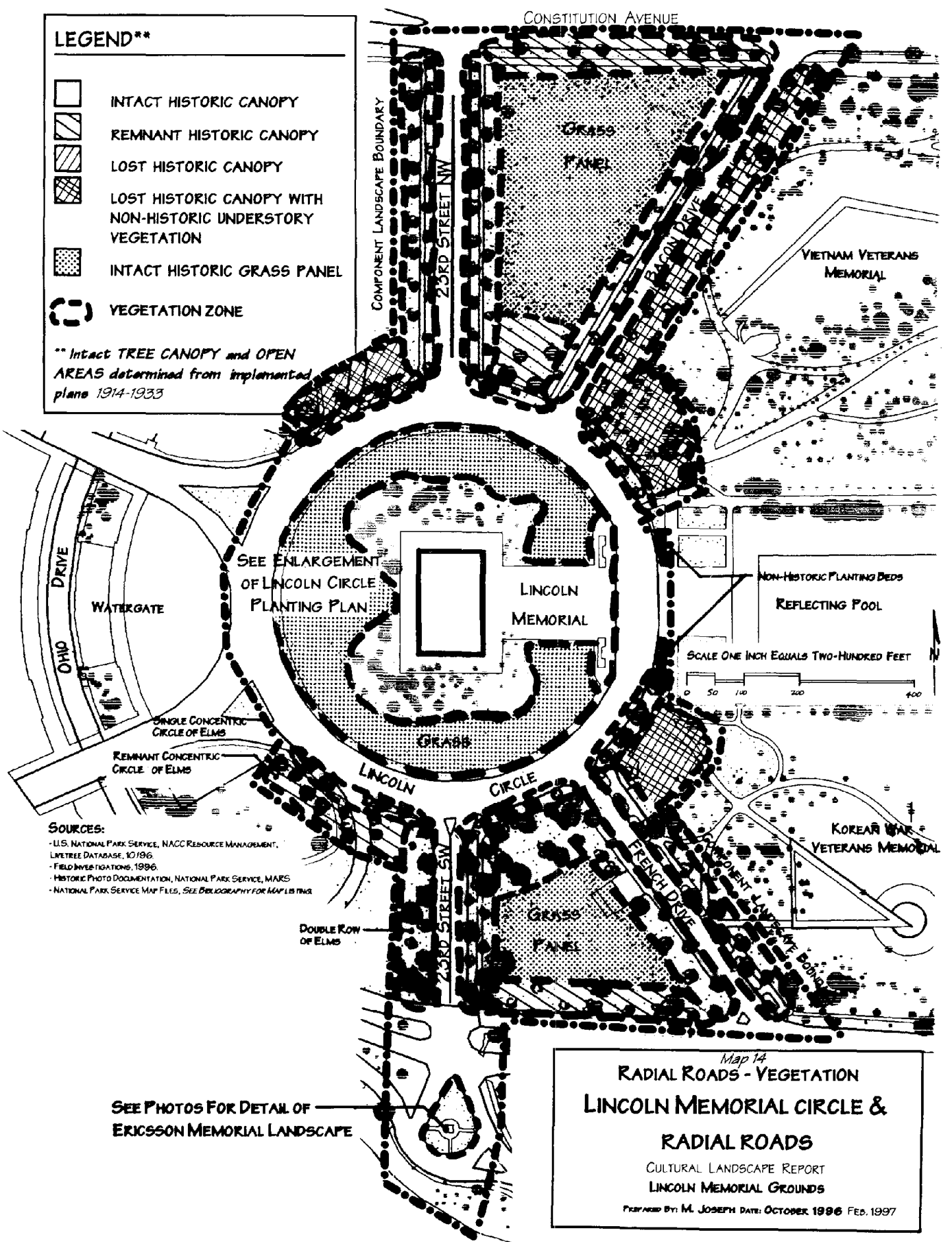
The radial roads and outer circle vegetation is segmented into zones which define the spatial composition of the tree canopy and location of the open grassy areas. By breaking the landscape features into smaller units, there is a better sense of the integrity from the original plan. See Map 14 *Radial Roads - Vegetation* for graphic representation.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none"> 1. Rows of American elms along radial roads 2. Remnant circular band of American elms around Lincoln Circle 3. Grass panels surrounded by rows of elms 4. Grass island surrounding Ericsson Memorial 	<ol style="list-style-type: none"> 1. Shrub planting bed at top of Reflecting Pool steps 2. Understory vegetation between Bacon Drive and the Reflecting Pool and French Drive and the Reflecting Pool 3. Japanese holly (<i>Ilex crenata</i>) planted around Ericsson Memorial

LEGEND**

-  INTACT HISTORIC CANOPY
-  REMNANT HISTORIC CANOPY
-  LOST HISTORIC CANOPY
-  LOST HISTORIC CANOPY WITH NON-HISTORIC UNDERSTORY VEGETATION
-  INTACT HISTORIC GRASS PANEL
-  VEGETATION ZONE

** Intact TREE CANOPY and OPEN AREAS determined from implemented plans 1914-1933



SEE ENLARGEMENT OF LINCOLN CIRCLE PLANTING PLAN

NON-HISTORIC PLANTING BEDS
REFLECTING POOL

SCALE ONE INCH EQUALS TWO-HUNDRED FEET

- SOURCES:**
- U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LINETREE DATABASE, 10/196
 - FIELD INVESTIGATIONS, 1996
 - HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARKS
 - NATIONAL PARK SERVICE MAP FILES, SEE DEREGISTRATION FOR MAP LISTINGS

SEE PHOTOS FOR DETAIL OF ERICSSON MEMORIAL LANDSCAPE

Map 14
RADIAL ROADS - VEGETATION
LINCOLN MEMORIAL CIRCLE &
RADIAL ROADS
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997

Inner Circle. In contrast to the radial roads, plans developed for the area immediately inside the circle used a variety of broadleaf evergreen shrubs and trees as foundation plantings for the memorial building. Since the structure had been constructed on a raised terrace and elevated some 14 feet above grade, vegetation was needed to both soften the edge of the granite walls of the raised terrace and to provide large masses of green at the base of the wall. These schemes were developed to bring the building more in scale with its surrounding landscape.

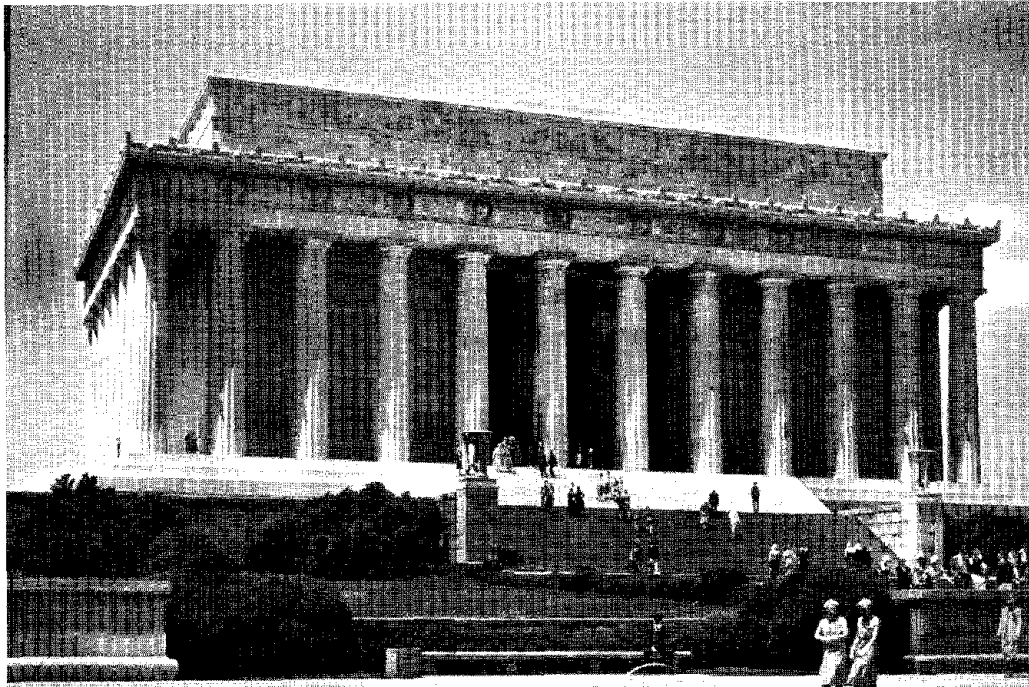


Figure 65 - East side of Lincoln Memorial showing mature boxwood and yew shrubs, 1935, by Orren R. Loudon. Used by permission from the National Geographic Society.

The first approved plan from 1920 showed plantings for the inner circle concentrated on the front, or east, side of the building, with a few shrubs along the north, south, and west sides. On the east side of the inner circle, two rectangular planting beds, each containing a granite bench and surrounded on three sides by walls of granite block, framed the entry to the memorial approachway. Two mature dwarf boxwood (*Buxus sempervirens* 'Suffruticosa') shrubs were planted within each of the walled beds beside the benches. Behind the benches a short dwarf box hedge served as a backdrop. An additional mature dwarf boxwood was placed adjacent to the far, outside wall of each planting bed. Behind the entry planting beds, hedges of dwarf boxwood lined the outer edges of the pavement along the entire length of the approachway. To accentuate the grade changes that occurred in the approachway, the design called for a larger dwarf boxwood to be placed adjacent to the successive sets of steps that marked each change in level. At the base of the raised terrace wall, groups of common boxwood (*Buxus sempervirens*) and English, Canadian, and Japanese yew (*Taxus* sp.) were planted. In addition to these massings, dwarf boxwood were planted in front of some the groups. The corners of the raised terrace wall were emphasized on the northeast and southeast with plantings extending out from the wall into

the grass lawn of the circular terrace. On the north and south sides, more openly planted specimens of American holly (*Ilex opaca*), common boxwood and English yew, were added to provide some greenery until a second planting phase could be completed. A mass planting of mugo pine (*Pinus mugo*) were added at the midpoints along the north and south sides where the transition between the first and second phase plantings would eventually occur. Another temporary measure included planting vines at the base and at the top of the raised terrace wall to quickly “green-up” a background for the less densely planted areas around the structure, especially on the west side.

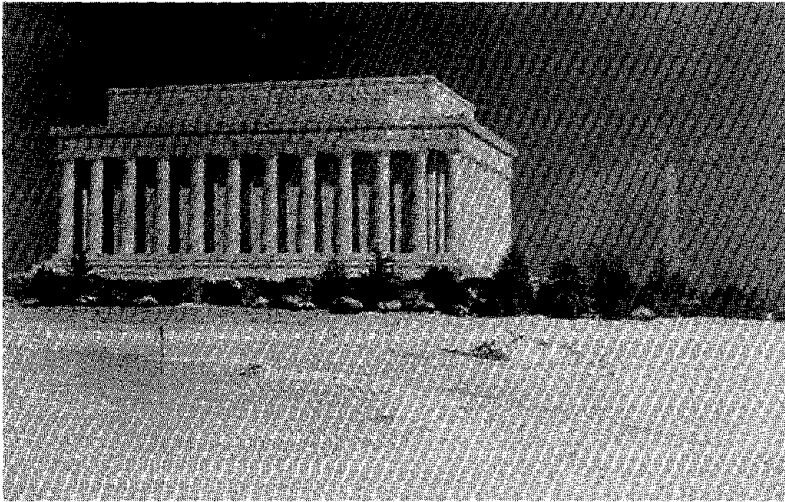


Figure 66 - West side or rear of Lincoln Memorial showing newly planted foundation plantings, c. 1932. MRC 2-20.

The design in the second approved plan from 1931 was primarily for the rear of the memorial. Several broadleaf evergreen trees were selected for this side to supplement the overall planting and to create a different effect than that on the front. In addition to common box and dwarf box, American holly, and southern magnolia (*Magnolia grandiflora*) were used to complete the palette. To anchor the rear, magnolias were strategically sited, American hollies were intermixed near the magnolias and common and dwarf boxwood were massed in front of them. This arrangement also projected into the rear lawn area, at the corners of the raised terrace wall, as it did in the front. According to the plan, an area located at the mid-point along the rear side of the raised terrace wall was to be free of planting, leaving an opening in the vegetation and an unobstructed view from the top of the raised terrace out to the river and toward the Virginia shoreline.

Replanting around the memorial occurred in 1936 to replace failing shrubs, mostly boxwood, and to add additional dwarf boxwood groupings on the front. At this time the south side of the approachway was replanted with a new dwarf boxwood hedge, while on the north selected dwarf box replacements were made. A second effort to replace diseased and dead plants occurred in 1944. This plan proposed the removal of the boxwood hedge on both sides of the approachway. A combination of a low yew hedge and eight larger yews to accent, like the boxwood before, the grade changes at the different sets of steps were to be planted instead. Based on photo documentation, the eight larger yews were never planted, and only the low yew hedge was planted to replace the previous boxwood hedge. Another significant change was the removal of the mugo pines, which had been growing on the north and south sides of the raised terrace wall. The pines were replaced by *Taxus cuspidata* 'Nana,' a more horizontal growing yew species.

In 1976, the existing yew hedge was removed and replanted once again with a more compact variety, *Taxus x media* 'Densiformis.' In addition to this replanting, several dwarf boxwood were removed from the front and transplanted to other undocumented locations around the building. Twelve yews were added to screen ground-level floodlights, located on either side of the approachway. During the late 1970s, 35 additional dwarf boxwoods, seven American hollies, and 22 yews were planted in unspecified areas around the building as replacements or filler plantings.

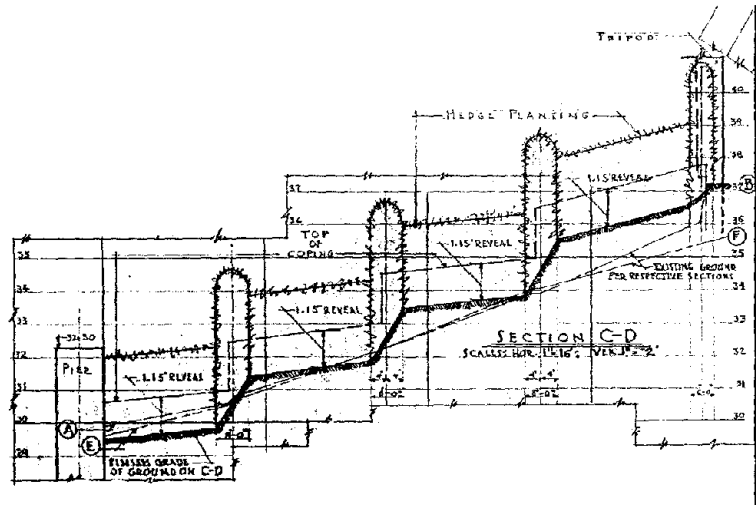


Figure 67 - Section showing desired character of replacement hedge along approachway, 1944. NPS Map 801/80347.

From the early 1930s to the 1980s, the front planting beds have been replanted several times. In the early years the dwarf boxwoods were replaced in-kind when they died. Sometime in the 1960s the low boxwood hedge was removed and replaced with a Japanese holly hedge. In 1976 the low holly hedge was replaced with original species, the dwarf boxwood. In a subsequent plan from 1977, the boxwood were proposed to be removed from the front planters and replaced with inkberry (*Ilex glabra*). It is not known if this change ever occurred. By 1994 the entire bed consisted of Japanese holly (*Ilex crenata*) edged with lilyturf (*Liriope spicata*). All the shrubs were removed during the 1995-1996 rehabilitation of the approachway and replaced in-kind in 1996.

The trees and shrubs surrounding the memorial currently exhibit different degrees of health and reflect a range of growing conditions. Along the front or east side, the plantings have suffered greatly from the effects of repeated construction activity and preparation for large-scale public events that have occurred in this area over time. The 1995-96 construction on the approachway has caused further damage to the foundation plantings. The lack of routine maintenance and regular pruning has also caused some of the plantings to appear ragged or



Figure 68- Existing west side foundation plantings, July 23, 1996. LINC 10-17.

overgrown. When the park revised the original plans by replacing the boxwood hedges with yews in 1945, they altered the character of the entry planting, yet retained some of the historic integrity by keeping a band of green hedge growing on both sides of the approachway. However, the addition of an American holly and the Japanese hollies to the front side and massings of yews to screen floodlights have further compromised the character of the planting design. Because replacement plantings have deviated from the original design, the landscape on the front side retains a lower degree of integrity. On the sides and rear of the memorial, the integrity of the plantings is mostly intact, although some boxwood planted near the magnolias and close to the raised terrace have been shaded out and are unhealthy, or have died. At the midpoint of the north and south sides, two thick masses of *Taxus cuspidata* 'Nana' provide the horticultural transition between the character of the two different planting areas. Even though these yews were planted to replace the original mugo pines, the design intent of keeping a lower growing conifer mass in this area is still evident. In other areas overgrown plant material, like some American hollies that were planted on either side of the horizontal-growing yew mass on the north face of the memorial, are encroaching upon the designed opening above the raised terrace. See Map 15 and Map 16 *Lincoln Circle - Vegetation* for the graphic representation of the front and back plantings.

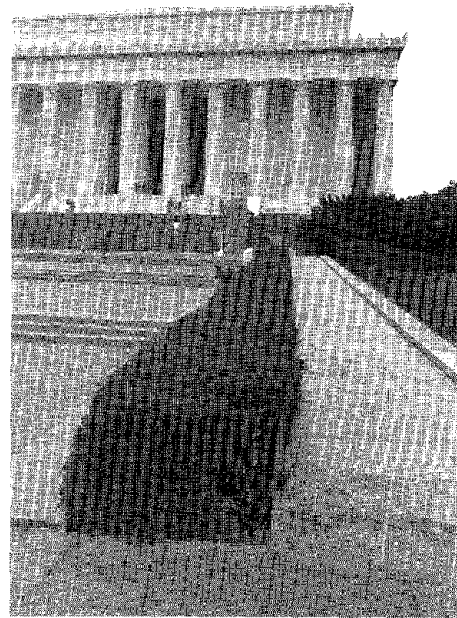
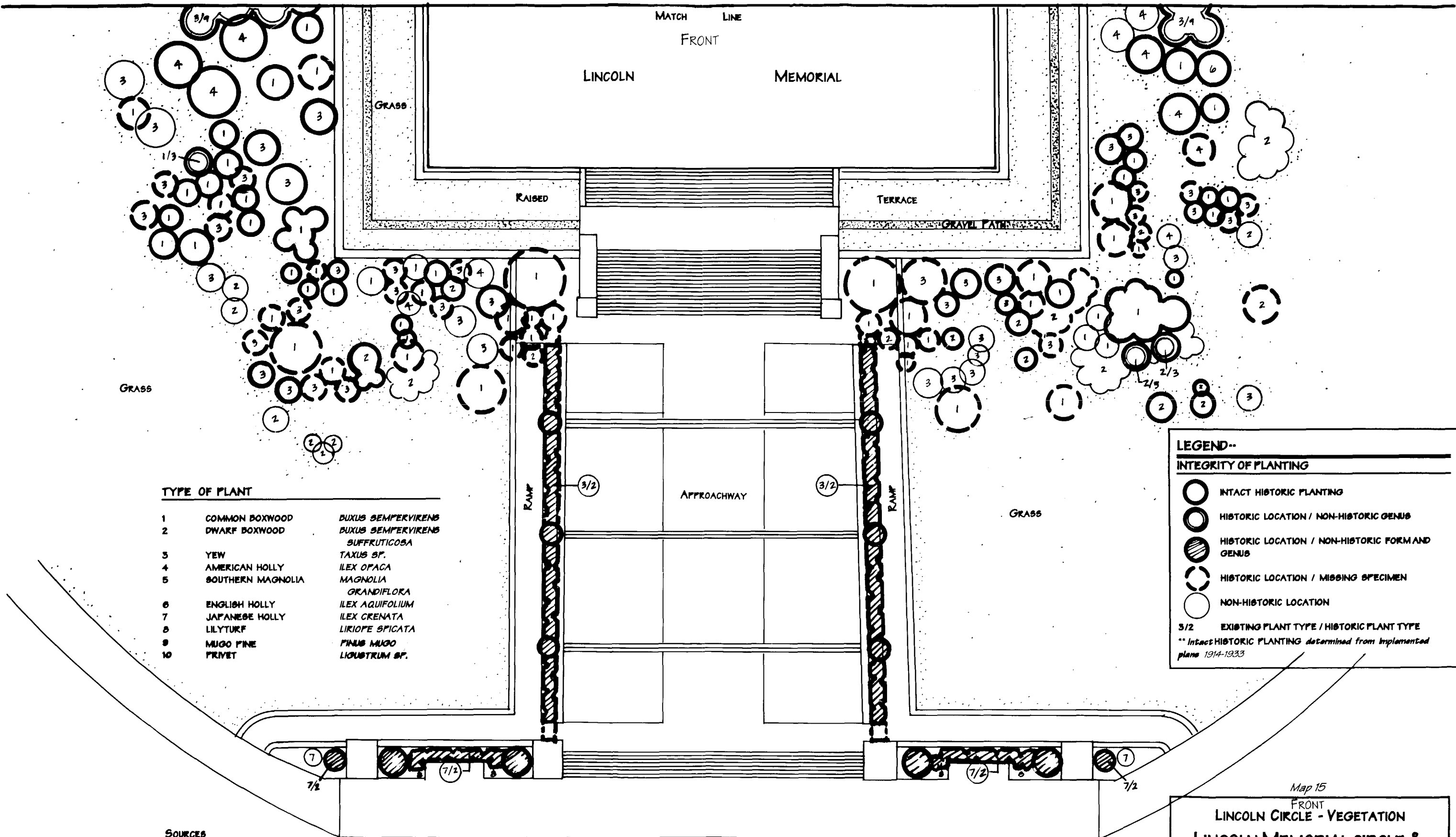


Figure 69 - Existing yew hedge along approachway and accessible ramp, January 3, 1997. LINC 16-21.

Contributing Features	Non-Contributing Features
<ol style="list-style-type: none"> 1. Intact historic planting around Lincoln Memorial 2. Grass on raised terrace 3. Grass on inner circle 	<ol style="list-style-type: none"> 1. Nonhistoric form and genus of planting around Lincoln Memorial 2. Nonhistoric location of planting around Lincoln Memorial



TYPE OF PLANT

1	COMMON BOXWOOD	<i>BUXUS SEMPERVIRENS</i>
2	DWARF BOXWOOD	<i>BUXUS SEMPERVIRENS</i> <i>SUFFRUTICOSA</i>
3	YEW	<i>TAXUS SP.</i>
4	AMERICAN HOLLY	<i>ILEX OPACA</i>
5	SOUTHERN MAGNOLIA	<i>MAGNOLIA</i> <i>GRANDIFLORA</i>
6	ENGLISH HOLLY	<i>ILEX AQUIFOLIUM</i>
7	JAPANESE HOLLY	<i>ILEX CRENATA</i>
8	LILYTURF	<i>LIRIOPE SPICATA</i>
9	MUGO PINE	<i>FINUS MUGO</i>
10	PRIVET	<i>LIGUSTRUM SP.</i>

LEGEND--

INTEGRITY OF PLANTING

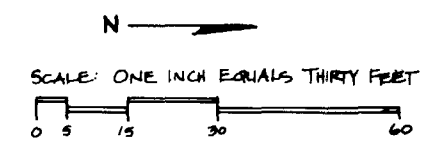
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- HISTORIC LOCATION / NON-HISTORIC GENUS
- HISTORIC LOCATION / NON-HISTORIC FORM AND GENUS
- HISTORIC LOCATION / MISSING SPECIMEN
- NON-HISTORIC LOCATION

3/2 EXISTING PLANT TYPE / HISTORIC PLANT TYPE
 ** Intact HISTORIC PLANTING determined from implemented plans 1914-1933

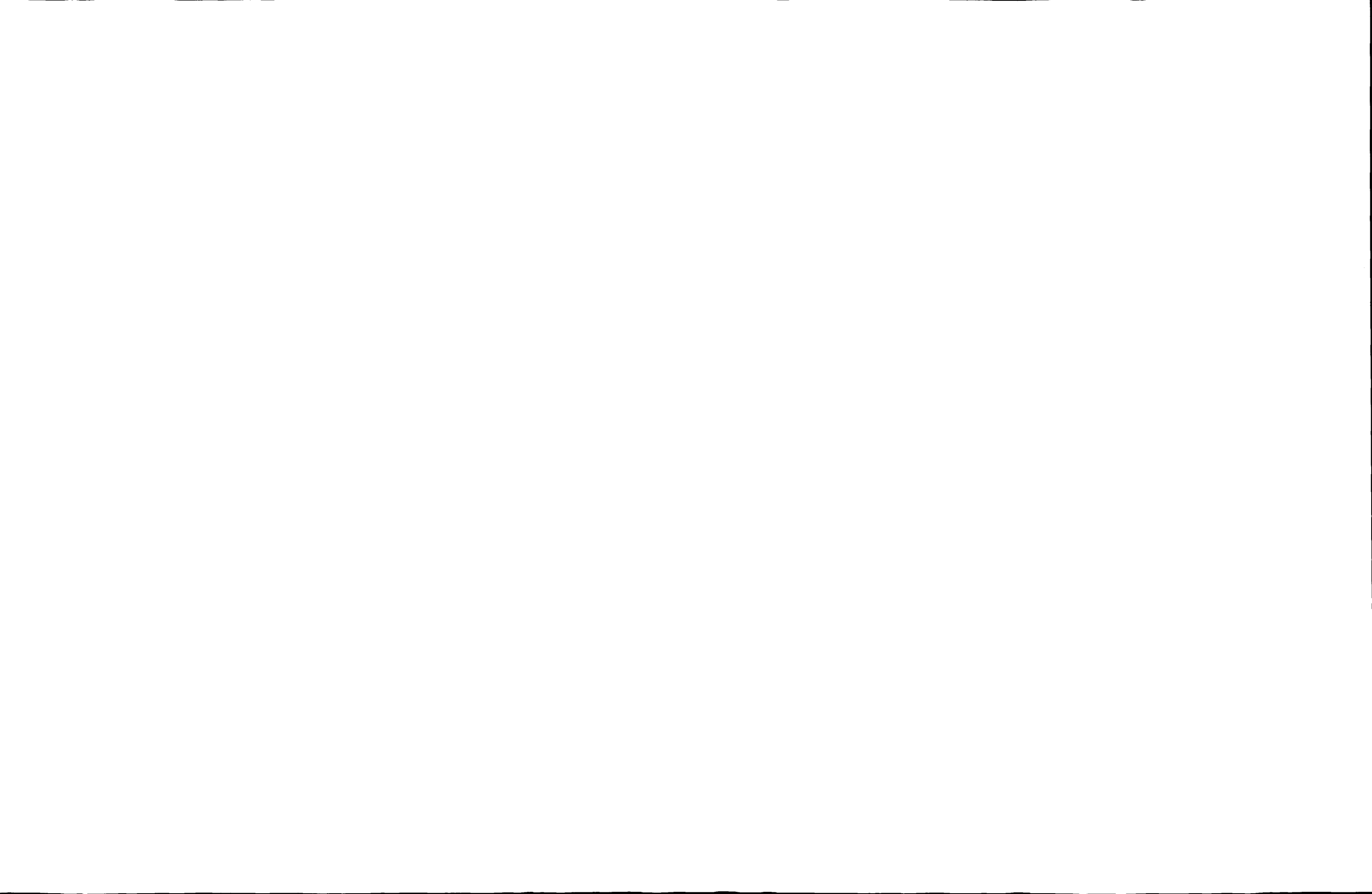
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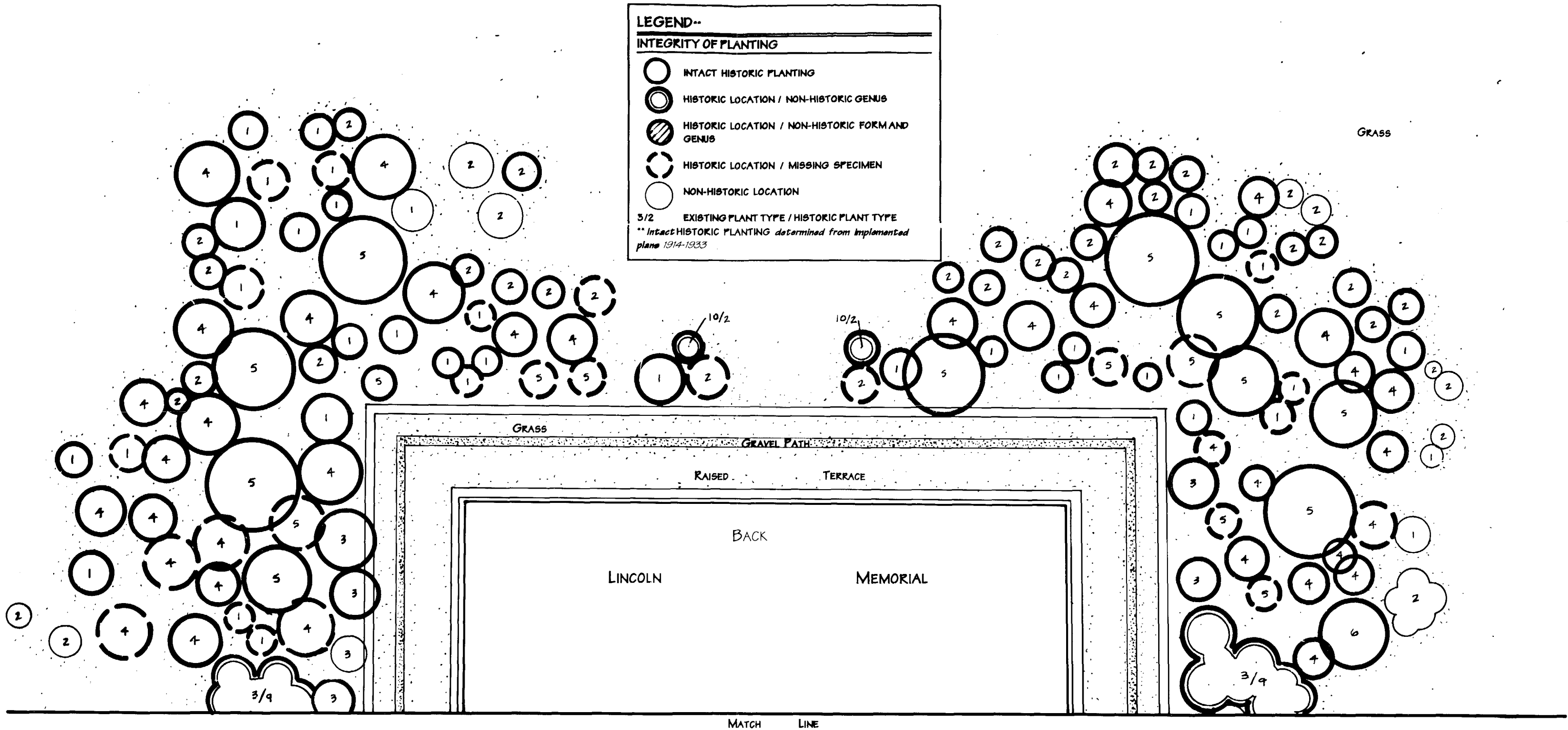
- DEWBERRY & DAVIS. EXISTING CONDITIONS SURVEY. 12/90.
- "EXISTING PLANTING PLAN LINCOLN MEMORIAL." NATIONAL CAPITAL REGION. 6/69. TIC 806/80231
- FIELD INVESTIGATIONS, 1996.
- "LINCOLN MEMORIAL SITE AND GRADING PLAN." SHEET 2B OF 54. 6/94. TIC 806/25001.
- NATIONAL PARK SERVICE MAP FILES, SEE BIBLIOGRAPHY FOR MAP LISTING.

Map 15
 FRONT
LINCOLN CIRCLE - VEGETATION
LINCOLN MEMORIAL CIRCLE & RADIAL ROADS
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997



LINCOLN CIRCLE





LEGEND--

INTEGRITY OF PLANTING

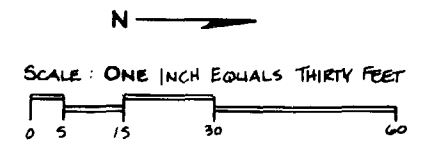
- INTACT HISTORIC PLANTING
- ◐ HISTORIC LOCATION / NON-HISTORIC GENUS
- ◑ HISTORIC LOCATION / NON-HISTORIC FORM AND GENUS
- ◒ HISTORIC LOCATION / MISSING SPECIMEN
- NON-HISTORIC LOCATION

3/2 EXISTING PLANT TYPE / HISTORIC PLANT TYPE
 ** Intact HISTORIC PLANTING determined from implemented plans 1914-1933

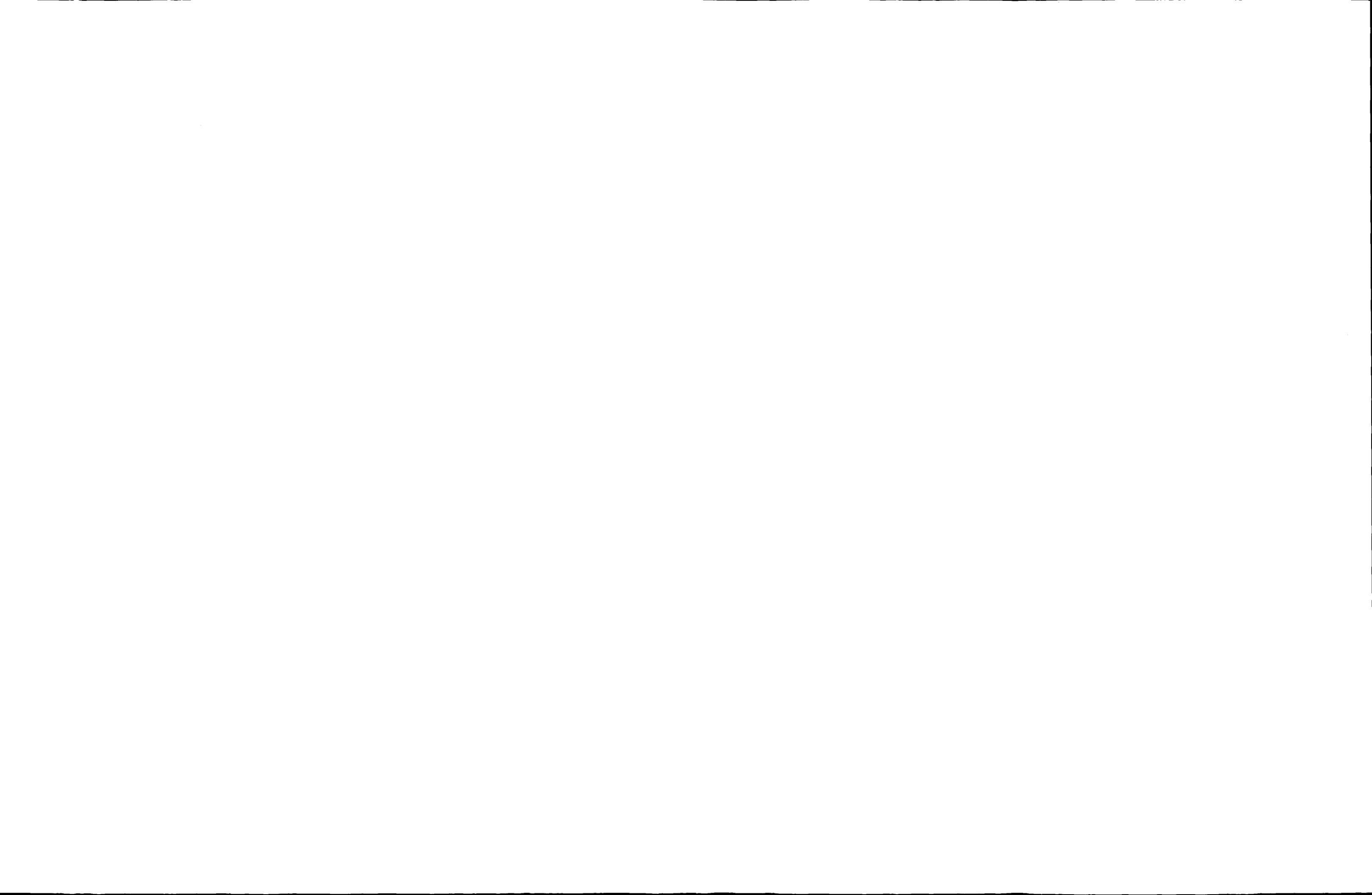
TYPE OF PLANT

1	COMMON BOXWOOD	<i>BUXUS SEMPERVIRENS</i>
2	DWARF BOXWOOD	<i>BUXUS SEMPERVIRENS SUFFRUTICOSA</i>
3	YEW	<i>TAXUS SP.</i>
4	AMERICAN HOLLY	<i>ILEX OPACA</i>
5	SOUTHERN MAGNOLIA	<i>MAGNOLIA GRANDIFLORA</i>
6	ENGLISH HOLLY	<i>ILEX AQUIFOLIUM</i>
7	JAPANESE HOLLY	<i>ILEX CRENATA</i>
8	LILYTURF	<i>LIRIOPE SPICATA</i>
9	MUGO PINE	<i>Pinus mugo</i>
10	PRIVET	<i>LIGUSTRUM SP.</i>

- SOURCES**
- DEWBERRY & DAVIS. EXISTING CONDITIONS SURVEY. 12/90.
 - "EXISTING PLANTING PLAN LINCOLN MEMORIAL." NATIONAL CAPITAL REGION. 6/69. TIC 806/80231
 - FIELD INVESTIGATIONS, 1996.
 - "LINCOLN MEMORIAL SITE AND GRADING PLAN." SHEET 28 OF 54. 6/94. TIC 806/25001.
 - NATIONAL PARK SERVICE MAP FILES. SEE BIBLIOGRAPHY FOR MAP LISTING.



Map 16
 BACK
LINCOLN CIRCLE - VEGETATION
LINCOLN MEMORIAL CIRCLE & RADIAL ROADS
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997



Circulation

Vehicular Circulation.

Traffic around the circle has been a concern since the circular roadway was opened to automobiles in the 1920s. Initially automobile traffic had access to Lincoln Circle, 23rd Street NW, Bacon Drive, French Drive, and 23rd Street SW. From B Street (Constitution Avenue) on the north and a service road on the south (the west bound lanes of Independence Avenue uses a portion of this older road), the two-way radial

roads, connected to the one-way, counter-clockwise traffic around Lincoln Circle. When Arlington Memorial Bridge and its approaches were completed in 1932, and Rock Creek and Potomac Parkway was completed in 1936, the number of commuter routes for workers driving into the city increased and the volume of traffic rose dramatically. In the 1940s the construction of Independence Avenue through West Potomac Park created another vehicular connection. Increases in traffic and speeds of automobiles around Lincoln Circle lead to the decision to temporarily close the

roadway to through-traffic between Bacon and French Drives during the height of the tourist season in 1972. This measure was taken to provide a safer crossing for visitors walking from the Reflecting Pool area to the approachway to the Lincoln Memorial. By closing a portion of the circle, the one-way counter-clockwise circulation was changed to two-way traffic between the Memorial Bridge approach and Bacon Drive.

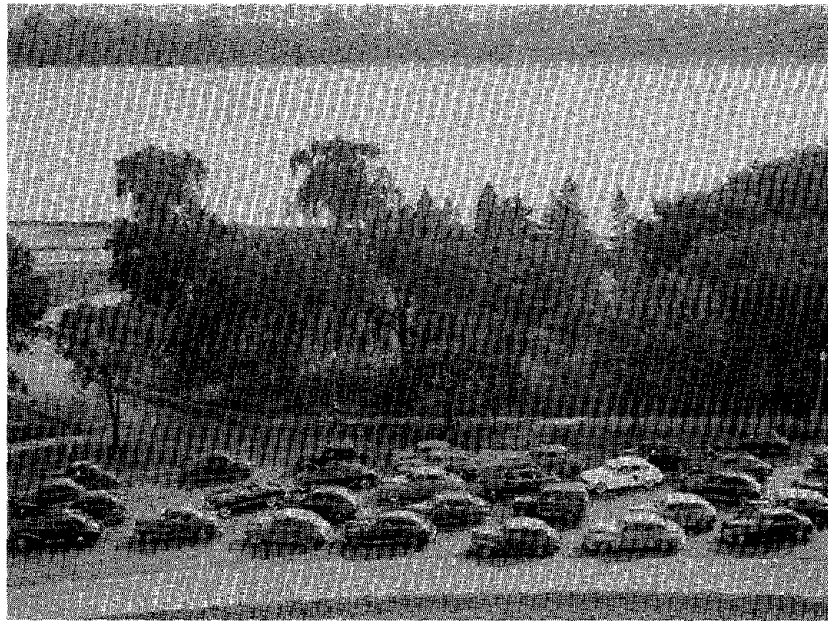


Figure 70 - Rush hour traffic around Lincoln Circle, c. 1944. MRC 2-4.



Figure 71 - Traffic congestion on French Drive and Lincoln Circle, March 1996. LINC 6-34.

The portion between Memorial Bridge and French Drive remained one-way. In 1976 all vehicular traffic between 23rd Street SW and French Drive, with the exception of tour buses and taxis were permanently restricted from the circle. Jersey barriers and planters were placed to prevent vehicles from using the previous the route (See *Lincoln Memorial circle and radial roads – Small-Scale features – Traffic and Pedestrian Barriers* section for more information on these features).

Changing the circulation patterns around the circle had both a positive and negative impact on the site. By restricting vehicular access to the circle between Bacon and French Drives, park officials provided visitors a safer crossing point from the Reflecting Pool area and the memorial. But by closing part of the circle, all the traffic was concentrated on the western side, which created additional difficulties and hazards for pedestrians crossing the road from the inner circle to the Watergate plaza area. See Map 17 *Lincoln Memorial circle and radial road - Vehicular Circulation* for graphic representation of contributing and noncontributing features.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none"> 1. Lincoln Circle 2. 23rd Street NW 3. 23rd Street SW 4. Henry Bacon Drive 5. Daniel Chester French Drive 6. Constitution Avenue 	<ol style="list-style-type: none"> 1. Independence Avenue 2. Clockwise direction of traffic on Lincoln Circle 3. Limited access on French Drive and Lincoln Circle

Parking Areas. West Potomac Park has always had a limited number of parking spaces in the areas surrounding the memorials and the Washington Monument. Onstreet parking is not only limited in the Lincoln Memorial study area, but also is restricted around the circle and the radial roads. Although a few spaces once existed on the circle where the outer curb line was squared by the design of the Reflecting Pool steps (these had never been designated for automobiles during the initial or subsequent planning). However photo documentation indicates longstanding use of this area in front of the memorial for diagonal and, later, parallel parking. In 1953 the squared curb edge was removed to create a continuous circular curb around the outside of the roadway.

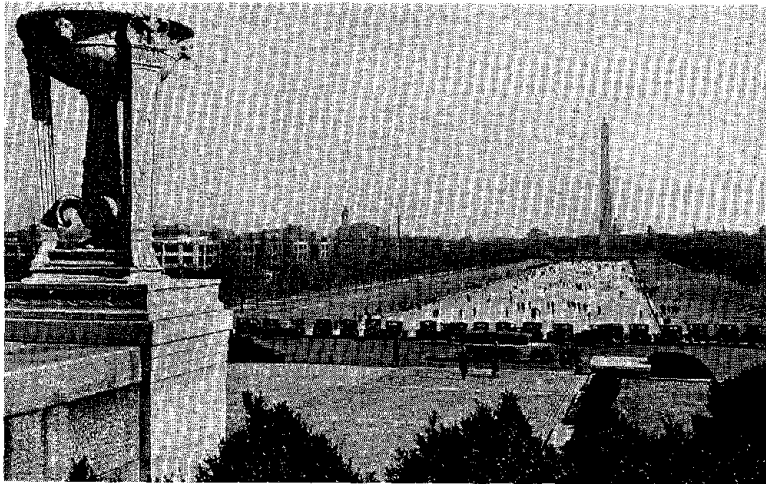


Figure 72 - Unofficial parking area at top of Reflecting Pool steps and Lincoln Circle, 1929. Used by permission from the National Geographic Society.

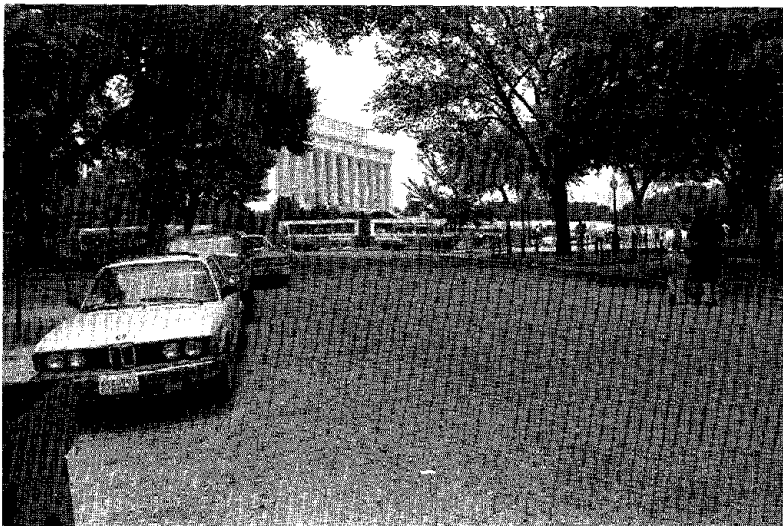


Figure 73 - Bus and taxi drop off along French Drive, July 23, 1996. LINC 10-14.

The curb change displaced that small parking area.

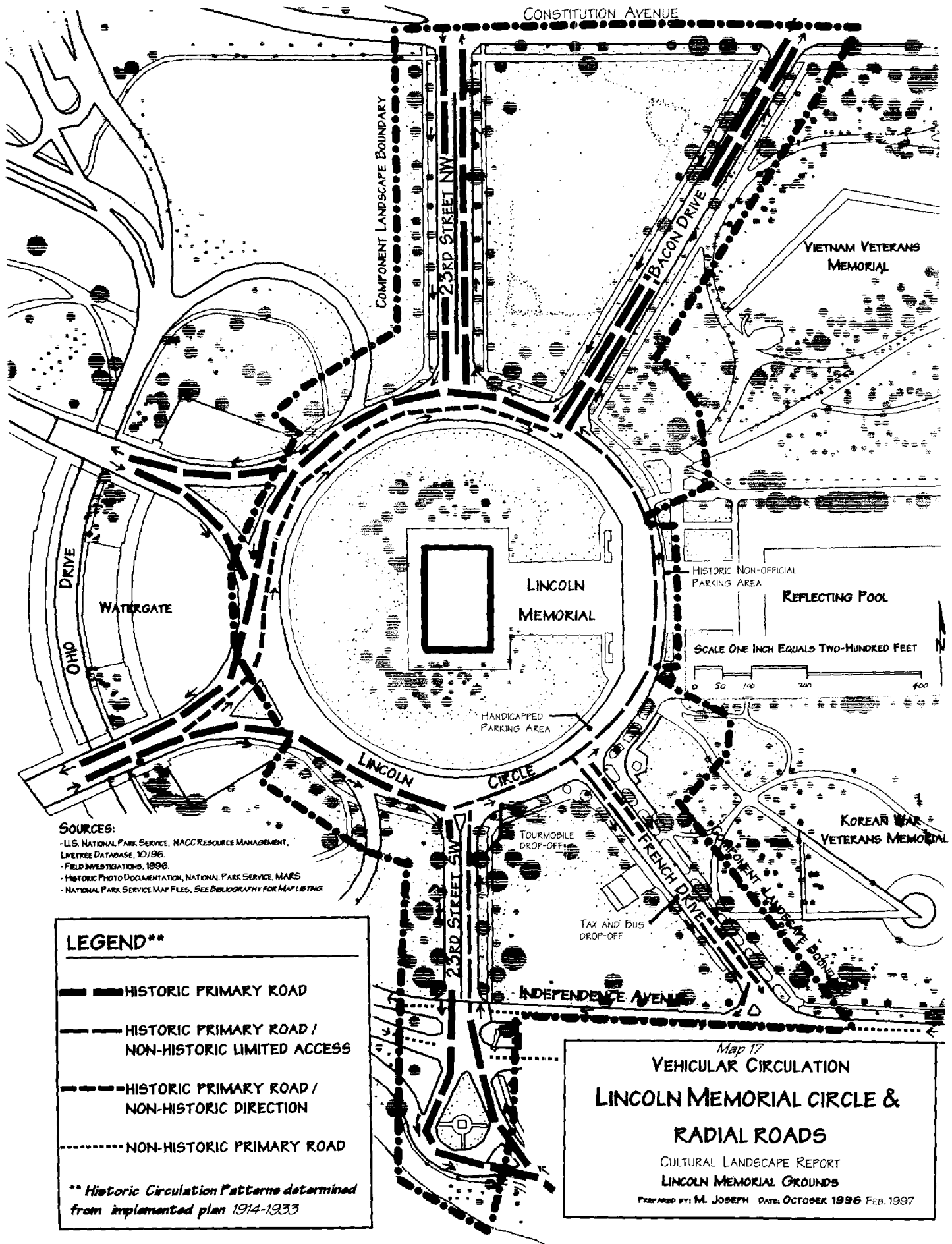
To accommodate public transportation services, areas were designated for a taxi stand and for local bus stops around the Lincoln Memorial area in the 1930s. The exact location of these dropoffs have yet to be determined. However, the taxis stand was probably at the southeast side of the circle's inner curb.

During the 1932 development of Arlington Memorial Bridge, the bridge commission proposed a parking area between 23rd Street SW and French Drive near the Ericsson Memorial. The lot was never installed. The construction of Independence Avenue through the proposed location in the 1940s prevented any further implementation of such a plan.

Parking remains a critical problem, as it was during the early development of the area. Along the southeastern portion of the circle's inner curb, eight handicap parking spaces have been designated. "Tourmobile" stops are on the outer curb of the circle, between 23rd Street SW

and French Drive and along the eastern side of 23rd Street SW. Other tour buses and taxis are directed to French Drive for all dropoffs and pickups, making this area very congested. See Map 17 *Lincoln Memorial circle and radial roads - Vehicular Circulation* for location of parking areas.

Contributing Features	Noncontributing Features 1. Parking around inner circle and radial roads
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SOURCES:

- U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LIVETREE DATABASE, 10/1986.
- FIELD INVESTIGATIONS, 1986.
- HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARS
- NATIONAL PARK SERVICE MAP FILES, SEE DELINEOGRAPHY FOR MAP LISTING

LEGEND**

- HISTORIC PRIMARY ROAD
- - -** HISTORIC PRIMARY ROAD / NON-HISTORIC LIMITED ACCESS
- - - -** HISTORIC PRIMARY ROAD / NON-HISTORIC DIRECTION
-** NON-HISTORIC PRIMARY ROAD

*** Historic Circulation Patterns determined from implemented plan 1914-1933*

Map 17
VEHICULAR CIRCULATION
LINCOLN MEMORIAL CIRCLE & RADIAL ROADS
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997

Pedestrian Circulation. The 1916 plans developed for the memorial and the surrounding areas showed a range of treatment for the various types of proposed pedestrian and vehicular routes. The plans established a hierarchy of circulation for both use and materials, with the more formal in the immediate vicinity of the memorial. The main entry to the memorial, the approachway, was paved with granite and cobblestone, creating a stately surface (further detail is presented in the “Structures” discussion for the Lincoln Memorial circle and radial roads). Around the Lincoln Circle the material changed, a 15-foot-wide concrete sidewalk was placed along the inside circumference, while a concrete sidewalk, only 8 feet wide, was placed between the first and second circular band of elms, along the outside circumference. Lawn surrounded both walkways. Along the radial roads, the proposed concrete walks paralleled both sides of the four different streets. Each sidewalk was lined by a row of elms planted in an alternate design. Lawn also surrounded these walks. For the first phase of construction in the 1920, sidewalks were installed on both sides of 23rd Street NW and Bacon Drive, around the entire inner circle and on the eastern portion of the outer circle, between 23rd Street NW and SW. The final construction phase for the circle sidewalks did not occur until 1973, when an 8-foot-wide concrete walk was installed on the western circumference of the outer circle between 23rd Street NW and SW, replacing a temporary granite paver surface installed about 1950. Since 1973, portions of this walk have been replaced and repaved with bituminous asphalt. Circulation along French Drive has the least amount of design integrity of all the radial roads. Here, the proposed sidewalk alignment was never fully implemented. On one side of the road the walkway was placed between the alternating rows of elms, but on the opposite side (southwestern curb) the walk was installed in the 1960s along the curb edge.

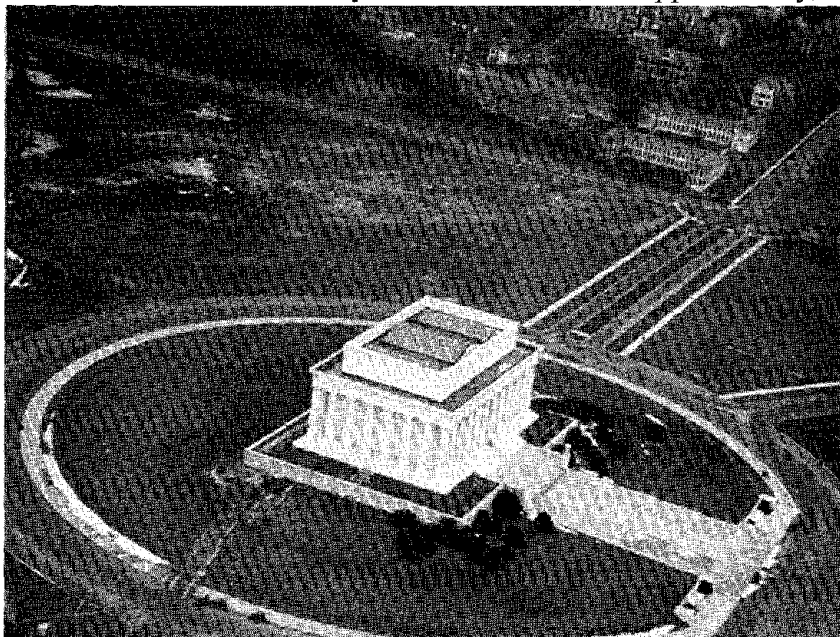


Figure 74 - Initial sidewalk installation, February 13, 1922. U.S. Navy photo. MRC I-61.

Accessible routes to the memorial were installed in 1976 paralleling the approachway on the north and south sides. These routes were improved in 1995 and 1996, which provided a safer pathway to the base of the raised terrace. (A more detailed discussion about the accessible routes to the memorial can be found in the “Structures” section for the Lincoln Memorial circle and radial roads.)

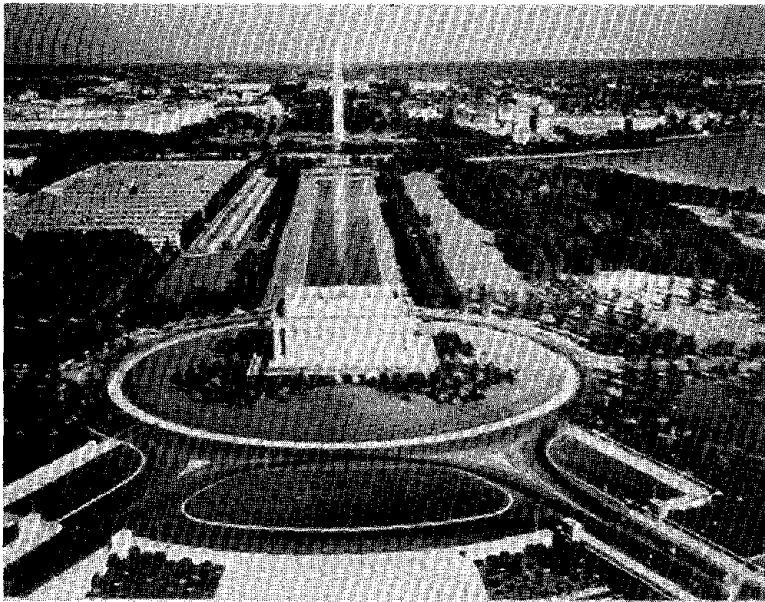


Figure 75 - Painted crosswalks from Lincoln Circle to the sidewalks along the radial roads and approaches, 1934. MRC 1-67.

At Lincoln Circle, pedestrian crosswalks were painted at all intersections with the radial roads and the approachway (1932 photo documentation). However, from that time forward, pedestrians crossing from any point on the circle encountered hazardous traffic conditions, especially on the east side of the memorial. To provide a safe, unimpeded place for crossing, the National Park Service began limiting vehicular traffic to the eastern segment, between French and Bacon Drives, during the 1972 tourist season.

Although changes in width and materials have occurred, the pedestrian circulation still follows the same patterns from the 1930s. Some of these material changes are reflected in the reinstallation of 1970s work at the entrance to the Korean War Veterans Memorial, in the earlier 1980s development of the Vietnam Veterans Memorial, and in Bicentennial projects. These

Although changes in width and materials have occurred, the pedestrian circulation still follows



Figure 76 - Eight-foot wide sidewalk along 23rd Street NW, January 3, 1997. LINC 16-13.

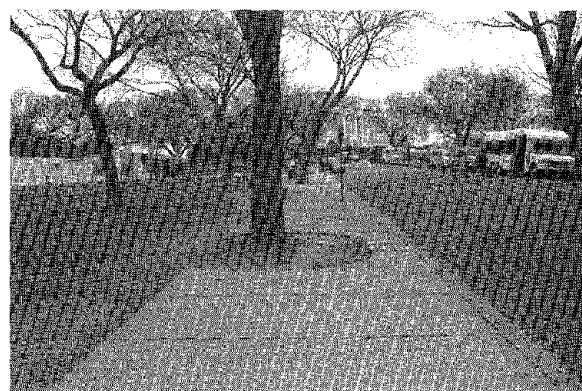
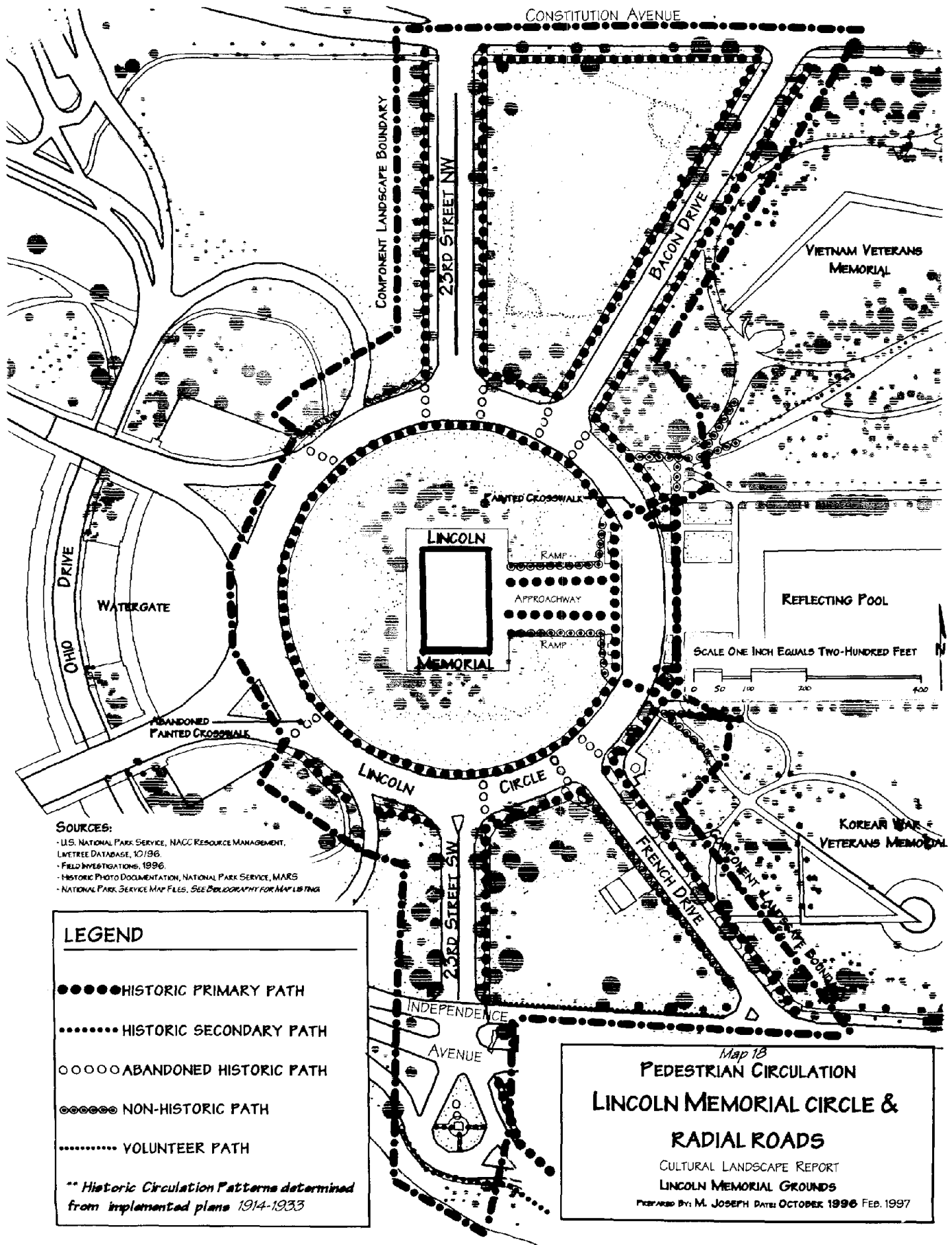


Figure 77 - Nonhistoric layout of sidewalk along west side of French Drive, December 5, 1996. LINC 13-13.

changes included extending sidewalks to the curb edge, the creation of individual tree planting beds with raised curb edges, and the addition of post and chain barriers to protect both the trees and the adjacent lawn. Many of the changes to the outer circular sidewalk and French Drive have been compounded with further additions brought on by the Korean War Veterans Memorial and by the perpetuation of nonhistoric site features. On the opposite side of the Reflecting Pool steps, at the Vietnam Veterans Memorial, the sidewalk width has been maintained, but it too is edged

with post and chain. See Map 18 *Lincoln Memorial circle and radial roads - Pedestrian Circulation* for graphic representation of contributing and noncontributing features.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none">1. Sidewalks along both sides of 23rd St. NW and Bacon Drive2. Sidewalks on northeast side of French Drive and east side 23rd St. SW3. Inner circle sidewalk4. Outer circle sidewalk5. Approachway6. Sidewalk along south side of Constitution Avenue	<ol style="list-style-type: none">1. Nonhistoric paths to Korean and Vietnam Memorials2. Accessible routes north and south of approachway3. Sidewalk on southwest side of French Drive4. Volunteer path along Independence Avenue



SOURCES:

- U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LIVETREE DATABASE, 10/196.
- FIELD INVESTIGATIONS, 1996.
- HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARS
- NATIONAL PARK SERVICE MAP FILES. See *BIBLIOGRAPHY FOR MAP LISTING*

LEGEND

- HISTORIC PRIMARY PATH
- HISTORIC SECONDARY PATH
- ○ ○ ○ ○ ABANDONED HISTORIC PATH
- ○ ○ ○ ○ NON-HISTORIC PATH
- VOLUNTEER PATH

*** Historic Circulation Patterns determined from implemented plans 1914-1933*

Map 18
PEDESTRIAN CIRCULATION
LINCOLN MEMORIAL CIRCLE &
RADIAL ROADS
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATES: OCTOBER 1996 FEB. 1997

Structures

Since the opening ceremonies in 1922, the Lincoln Memorial, dedicated to honor Abraham Lincoln, has been a symbol of the national capital and also a symbol of the reconciliation between North and South. It is the most important structural feature in the study area. Only a few structural changes have occurred since 1922, and these have been concentrated on the eastern face of the memorial. A series of steps and platforms, which make up the approachway, serve as the main entrance to the memorial. The approachway descends toward Lincoln Circle in a series of four platforms, each separated from the next by three granite steps. Each platform is a tripartite composition of a central area paved with granite, flanked by panels of smooth cobblestone, set in mortar bed, surrounded by granite block pavers. The bottom section consists of eight granite steps flanked on both sides by granite pedestals. The entire approachway system is supported by a concrete structure, pinned to bedrock.

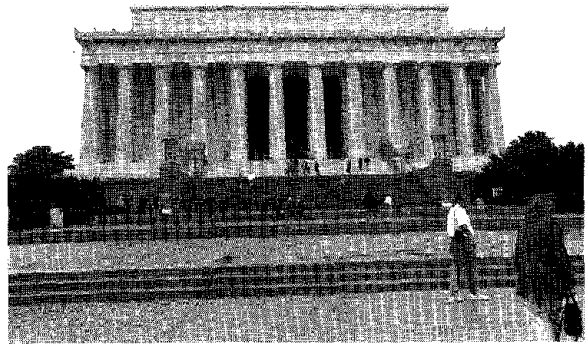


Figure 78 - Approachway and Lincoln Memorial, January 3, 1997. LINC 16-20.

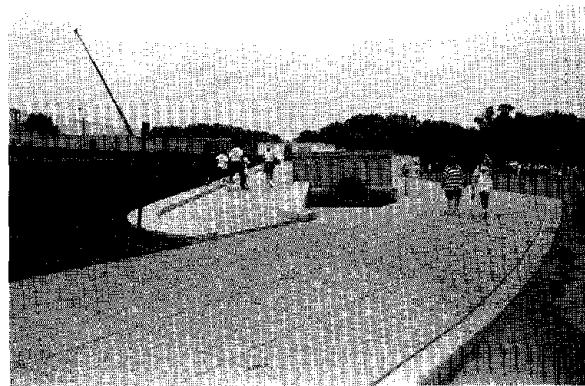


Figure 79 - Reconfigured accessible ramp to Lincoln Memorial, July 23, 1996. LINC 10-7.

Improvements were made to the approachway entrance in the 1970s, based on the Commission of Fine Arts approval. On the north and south sides, ramps, paved in exposed aggregate concrete, were installed to make the memorial more accessible for people unable to use the approachway steps. The ramps began at the outer granite pedestals at the inner circle sidewalk and continued behind the planting beds and turned 90 degrees to run parallel to the approachway along the outside edge of the yew hedges. They ended at the base of the raised terrace. The southeast entrance in the raised terrace wall led to an elevator and an exhibit space, as well as the restrooms. The northeast entrance was closed to the public.

Through the years the cobblestone panels have deteriorated, mostly due to freeze-thaw cycle. Park maintenance has responded by patching the deteriorated areas with a variety treatments. The unsightly appearance of this repair work for the cobblestone and safety concerns for visitors walking on the irregular surface, in addition to the structural problems, poor drainage, and lack of expansion joints, prompted the National Park Service to restore the entire approachway structure in 1995-1996. A few additions and alterations were made to the approachway area during this project. The cobblestone panels were removed and constructed in the same fashion as the original, with the exception that the stones were set to a greater depth in mortar to deter the

stones from dislodging. Also the ramps were redesigned to meet current accessibility standards according to the Americans with Disabilities Act (ADA) and provide a wider path for visitors. The new ramps have a more gentle slope (5%) and are 9 feet wide, 3 feet wider than the old ramps. As a result of the reduced slope of the ramps, the coping on the planting bed retaining walls needed to be raised 11 inches. Another course of granite and new granite coping (due to the deteriorated state of the original coping) were placed on top of the existing walls. The last change to the structure was the realignment of the ramps where they met the inner circle sidewalk. The previous ramps had a blind curve where the ramp and sidewalk came together. This situation was corrected to give visitors a clearer view when descending the ramp. Although the ramps are not historic, the National Park Service treated this area with the same respect for the historic fabric as they did for the main entrance steps by integrating the redesign of the ramp into the original approachway design. By using granite paving instead of exposed aggregate for the ramp surface, and by defining the edge of the ramps with granite coping, the ramps appear to be a part of the approachway.

The only other significant structure outside the Lincoln Circle is the Ericsson Memorial. This memorial is a granite statue designed to commemorate John Ericsson, the designer of the iron-clad warship *U.S.S. Monitor*, famous for its use during the Civil War. In 1926, a site was chosen for the Ericsson Memorial south of the Lincoln Memorial at the terminus of 23rd Street SW. The statue and granite platform were installed in 1927. The landscape around the base was completed in 1932 as part of the Arlington Memorial Bridge construction installation. Vehicular traffic circled around the statue where 23rd Street SW and the Ohio Drive met. The stones for the granite platform and steps leading up to the memorial have become dislodged overtime and are hazardous to visitors today.

Other structures outside of Lincoln Circle deal with visitor services. A concession stand was placed between the Reflecting Pool and French Drive in 1965. By 1992 two kiosks and a food concession trailer were located in this area. In 1993 the trailer was torn down and a new trailer



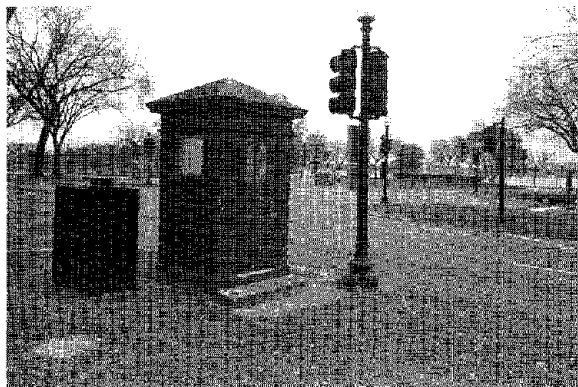
Figure 80 - Refreshment stand along French Drive, December 5, 1996. LINC 13-18.



Figure 81 - Gift shop kiosk along French Drive, January 3, 1997. LINC 16-25.

was placed on the west side of French Drive, because of the construction of Korean War Veterans Memorial in this section. A permanent location for the food and souvenir concession services has yet to be decided. In 1983 between the Reflecting Pool and Bacon Drive, the National Park Service placed an information kiosk to respond more effectively to questions about the newly constructed Vietnam Veterans Memorial. A similar type of information kiosk was constructed in 1996 for the Korean War Veterans Memorial at the southeast corner of French Drive and Lincoln Circle.

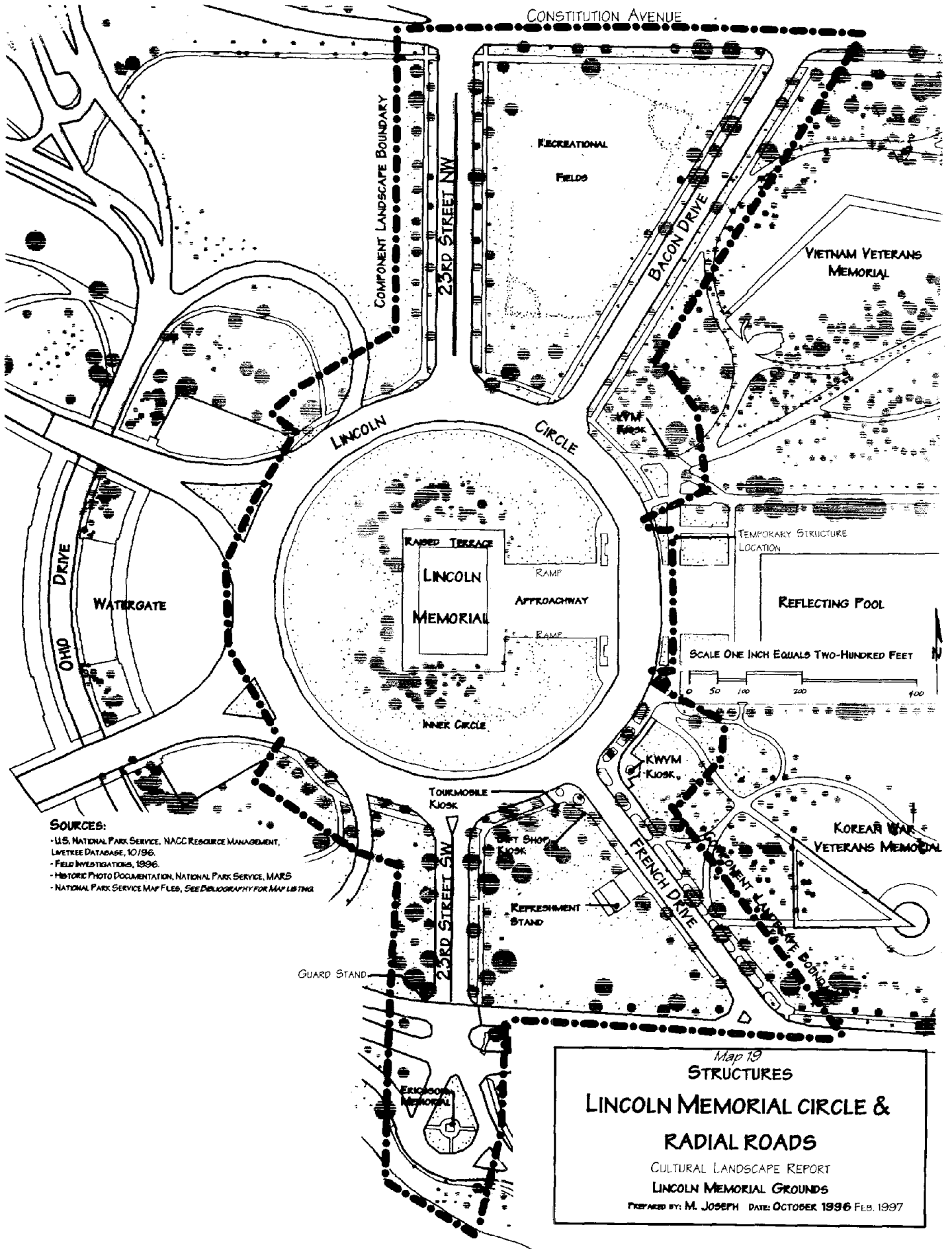
Several temporary structures associated with First Amendment rights are located along the northeast segment of the outer sidewalk of Lincoln Circle near the Reflecting Pool steps. The tents belong to groups selling t-shirts and other memorabilia in support of Vietnam War Veterans.



Another minor structure is a guard stand at the intersection of Independence Avenue, Ohio Drive, and 23rd Street SW. After the completion of Independence Avenue in the 1940s, the National Park Service placed this 5-foot by 5-foot structure to provide shelter for a traffic officer. The officers controlled the traffic light and setup barricades at this intersection to direct one-way traffic on the Rock Creek and Potomac Parkway during rush-hour. It is rarely used today. See Map 19 *Lincoln Memorial circle and radial roads - Structures* map for location of structural features.

Figure 82 - Guard Stand at the intersection of Independence Avenue and 23rd Street SW, December 5, 1996. LINC 13-8.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none"> 1. Lincoln Memorial 2. Approachway 3. Ericsson Memorial 	<ol style="list-style-type: none"> 1. Approachway ramp 2. Service and concession structures 3. Temporary structures for use by vendors 4. Guard stand



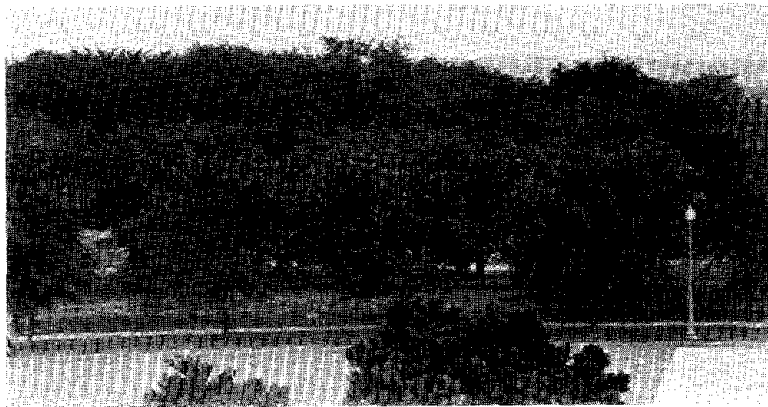
SOURCES:

- U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LIMETREE DATABASE, 10/196.
- FIELD INVESTIGATIONS, 1996.
- HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARS
- NATIONAL PARK SERVICE MAP FILES, SEE DEMOGRAPHY FOR MAP LISTING

Map 19
STRUCTURES
LINCOLN MEMORIAL CIRCLE &
RADIAL ROADS
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997

Small-Scale Features

Benches. The earliest photographs show benches around the outer sidewalk of the eastern segment of the circle, facing the memorial. From subsequent photographs, it does not appear that benches were initially placed along the sidewalks lining the radial roads. In the 1960s benches were placed in the areas around concession stands and bus dropoffs to provide seating for visitors. Benches were also concentrated along the outer circle sidewalk between Bacon Drive and the Reflecting Pool and between the Reflecting Pool and French Drive. When the Vietnam Veterans Memorial was completed in 1982, additional benches were placed along the newly created path linking this new memorial to the Lincoln. When the concession trailer was removed from its site between the Reflecting Pool and French Drive to the southwest side of French Drive, all the concession area benches were also removed and relocated with the structure. The type of bench used during the 1920s and 1930s is similar to the present bench, a cast-iron frame with a wooden slat seat and back. In response to the changes in visitor needs, benches are no longer evenly distributed over the wider Lincoln Memorial area as was done originally, but are concentrated near concession activities.



A granite bench is on both sides of the approachway, set back into the front planter beds. The bench is more a part of the formal structure of the Lincoln Memorial than as a separate site feature.

Figure 83 - Cast iron frame benches were placed along the outer circle sidewalk, June 25, 1931. MRC 2-70.

<p>Contributing Features</p> <ol style="list-style-type: none"> 1. Cast iron frame, wooden slat bench 2. Granite bench 	<p>Noncontributing Features</p> <ol style="list-style-type: none"> 1. Location of cast iron frame benches
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Trash Receptacles. In the earliest photographs of the Lincoln Circle area, trash receptacles are not evident. However, photos do suggest that a wire-style receptacle was in use by the 1930s. In the 1960s a “tulip” style receptacle made of wooden slats, secured by a steel band with a metal can insert, were placed around the inner circle sidewalk at regular intervals and placed around the eastern segment of the outer circle sidewalk, also at regular intervals. As with the benches, trash receptacles were concentrated near the concession trailer. When the trailer was relocated,

the receptacles were also moved to French Drive. Generally trash receptacles and receptacles for recyclables are placed next to every bench that is along French Drive. Wire-type trash receptacles have been placed near ballfield backstops located in the grassy areas on the north between the radial roads. A variety of trash receptacles were found on the approachway during a study conducted in the early 1990s. The selection found there at that time included the "tulip," a pre-cast concrete trash receptacle and an upright metal type. These same three types are still used along the approachway. A tall white metal cylinder-type stands at the base of the approachway steps. A "tulip" has been positioned in both of the approachway planting beds on either side of the granite benches. And several pre-cast concrete trash receptacles are positioned at every elevation change for the approachway. None of the receptacles are compatible with the formal setting of the Lincoln Memorial.



Figure 84 - Two types of trash receptacles located in the front planter by a granite bench, July 23, 1996. LINC 10-5.

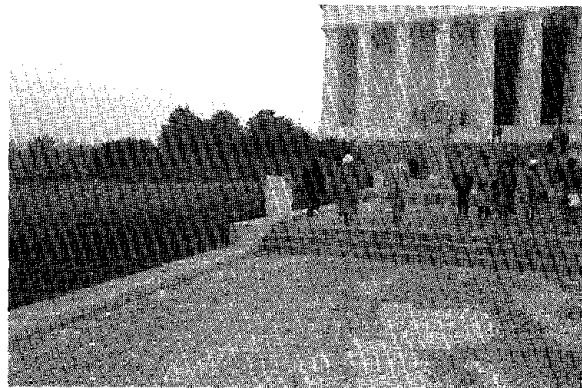
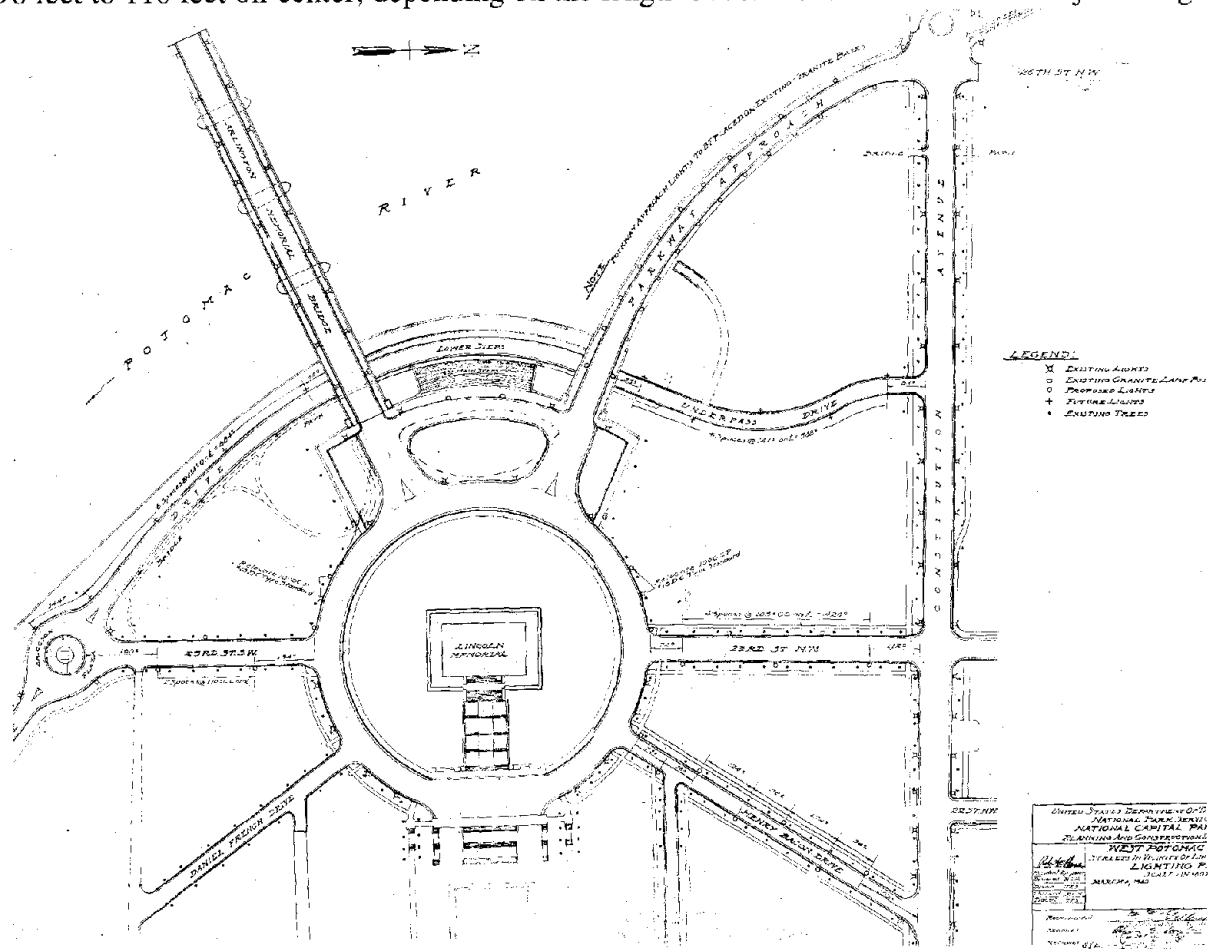


Figure 85 - Pre-cast concrete trash receptacles along approachway, December 15, 1996. LINC 13-24.

<p>Contributing Features</p> <ol style="list-style-type: none"> 1. Wire type trash receptacle 	<p>Noncontributing Features</p> <ol style="list-style-type: none"> 1. Tulip style trash receptacle 2. Tulip style recyclable receptacle 3. Pre-cast concrete trash receptacle 4. Tall metal trash receptacle
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Lighting. In Henry Bacon's original vision for the Lincoln Memorial, the structure and the surrounding grounds were to be lit exclusively by moonlight. Shortly thereafter, Bacon conceded to the installation of street lamps around the outer circumference of the Lincoln Circle and along the radial roads. The "Washington Globe" lights were selected. These were made up of an acorn, lamp style, and a cast-iron post. The post was painted a light gray color. Spaced approximately 75 feet apart on the traffic circle, the primary function of the streetlights was to provide illumination for the roads and walkways around the Lincoln Memorial, and not to light the interior of the memorial. Eighteen-foot high lampposts were placed around the circle to provide greater amount of illumination, since they were to be placed only along the outer circle. Subsequent improvements to the lighting occurred in 1927 when the CFA approved a plan to provide lighting in the statuary chamber. Another street lighting plan developed in 1940 refined the first plan. A few existing posts were relocated along the outer edge of the circle and a shorter version of the "Washington Globe" streetlight was installed along all the radial roads except French Drive. Shorter 16-foot posts were spaced alternately at even intervals, varying between 96 feet to 110 feet on-center, depending on the length of the radial road. The last major change



Map 20- Lighting Plan for West Potomac Park, 1940. NPS Map 76-321

was in 1969, when flood and spot lights were installed near the raised terrace wall to illuminate the exterior of the memorial structure. In 1972 the National Park Service proposed a lighting plan for French Drive, but it was never implemented. At some point after 1933, the lamppost were painted black, which differs drastically from the original light gray color.

Since 1969 no further additions have been made to the lighting for this area, but 16-foot Washington Globe lights were installed to illuminate the adjacent sites for the Vietnam and Korean Memorials. The soft light from these adjoining sites does change the nighttime character from what it was historically. The National Park Service is currently reassessing the existing installation for both the interior and exterior lighting of the Lincoln Memorial. Recent illumination studies have suggested improvements for lighting the statuary chamber, the interior murals, the colonnade, superstructure, and entrance approachway. Because most of the existing streetlights around the circle and radial roads still meet contemporary needs, the studies have not recommended changing the “Washington Globe” arrangement. With the exception of French Drive and where lampposts have not been maintained, the integrity of the lighting plan is still present, except for the darker color of the lamppost.

Contributing Features	Noncontributing Feature
<ol style="list-style-type: none"> 1. 18-foot Washington Globe lamppost, outer circle 2. 16-foot Washington Globe lamppost, radial roads 	<ol style="list-style-type: none"> 1. Floodlights around Lincoln Memorial raised terrace wall (pole and base units) 2. Washington Globe lamppost, Korean War Veterans Memorial 3. Nonhistoric color of the “Washington Globe” lamppost

Paving Materials. Originally all the sidewalks and curbs were concrete except for the approachway entrance, which were granite with cobblestone panels. However, the sidewalk around the inner circle had a scrubbed finish on the surface, while the outer sidewalk and the radial roads walks had a smooth finish. Unfortunately, due to subsequent repaving in the 1950s, 1970s and 1980s, no original sidewalk remains in the area. Recommendations for sidewalks and curbs in the *Streetscape Manual* specify a granite curb and exposed aggregate concrete as the preferred material for all sidewalks within the Lincoln Circle area. A hodge-podge of paving materials currently covers most of the pedestrian routes. These range from asphalt, granite block pavers, and exposed aggregate concrete to smooth concrete, all of which give the area an informal and undignified appearance. One other major change to the historic fabric was the installation of granite block pavers at the top of the Reflecting Pool steps in 1953, when the curb for the circular road was realigned.

Unlike the sidewalks surrounding the Lincoln Memorial, the approachway has retained its original fabric. An ongoing approachway rehabilitation project has addressed the deteriorated condition of the cobblestone panels. All of the cobblestones have been relaid and any loose granite stones have been reset. A subsequent addition to the historic approachway fabric are the granite accessible routes which flank the main walk on the north and south sides. Further detail

about the approachway rehabilitation project is found in the “Structures” section for the Lincoln Memorial circle and radial roads.

<p>Contributing Features</p> <ol style="list-style-type: none"> 1. Concrete sidewalks, grid scored 2. Granite, cobblestone approachway 	<p>Noncontributing Features</p> <ol style="list-style-type: none"> 1. Exposed aggregate concrete sidewalks, for the outer, inner, and radial road sidewalks 2. Granite block pavers at top of Reflecting Pool steps, along outer circle curb 3. Asphalt sidewalk, portion of outer sidewalk
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Drinking Fountains. The 1916 design did not specify the use of drinking fountains, but according to photo-documentation, the Office of Public Buildings and Public Parks did installed drinking fountains along the outer circle by 1927. In 1996 two of the original concrete drinking fountains were documented to be adjacent to the outer sidewalk on the segment located between Bacon Drive and 23rd Street, NW and near the southwest corner of the intersection of Constitution Avenue and 23rd Street, NW. An accessible drinking fountain was installed at the lower end of each of the two ramps constructed along the memorial approachway in 1976. However, these were removed when the ramps and approachway were rehabilitated in 1995-1996. When reviewing the proposed modifications to the approachway, the CFA commented on the inappropriate design of the fountains at this particular location. Presently, the two old concrete fountains, a single accessible drinking fountain located southwest of the southern Reflecting Pool walk (1995), as well as accessible fountains near the adjacent playing fields on the south, and at the entrances to the Vietnam and Korean War Memorials all provide water to visitors. The newer fountains conform to current design standards for West Potomac Park and the Mall.



Figure 86 - Concrete drinking fountain located between 23rd Street NW and Bacon Drive, January 3, 1997. LINC 16-16.

<p>Contributing Features</p> <ol style="list-style-type: none"> 1. Concrete drinking fountains 	<p>Noncontributing Features</p> <ol style="list-style-type: none"> 1. Haws drinking fountain
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Signs. In the 1930s, the National Park Service continued the efforts of the Office of Public Buildings and Grounds (OPBG) and Office of Public Buildings and Public Parks (OPBPP) by providing a marker for the majority of memorial trees within the Lincoln Memorial area. A bronze shield, inscribed with the names of the dedicated individual or group, were embedded into a concrete base. There were three different installations proposed for the markers; flush to the ground; raised up above the ground on a slant; and a post above ground, straight. Over the years the markers have been damaged and removed or buried by grade increases near the base of the trees. Repair and replacement of the damaged markers stopped in the 1960s. Because of the lack of support for the maintenance of the memorial tree program in the Lincoln Memorial area, only two markers are left. Both of the markers are located between French Drive and 23rd Street SW. Since the creation of the first planting plan in the 1916 up until the implementation of the landscape design for the west side of the memorial in 1932, memorial trees and the markers have been an important site feature of the commemorative landscape.



Figure 87 - Memorial planting shield located along the Lincoln Circle, April 1996. LINC 7-2.



Figure 88 - Bronze sign placed along approachway, April 16, 1952. MRC 1-44.

In the 1950s and 1960s, a bronze sign placed in a central location on the approachway, indicated the visiting hours for the Lincoln Memorial. It appears that the low-profile sign was never permanently mounted to the paving.

Today contemporary styled signs help guide visitors to their destinations. At the top of the Reflecting Pool steps, a sign depicts an overall map of the mall. Other signs direct visitors to rest rooms at the memorial and "Tourmobile" bus stops. All other signs (regulatory) are directed toward vehicular traffic.

<p>Contributing Features</p> <p>1. Two memorial tree markers located between French Drive and 23rd Street SW</p>	<p>Noncontributing Features</p> <p>1. Overall map of the mall 2. Regulatory signs</p>
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Traffic and Pedestrian Barriers. A variety of traffic barriers are used to control vehicular traffic around the circle. These include concrete planters, jersey barriers and flexible delineators. All the barriers add visual clutter and detract from the formal and geometric setting around the circle.

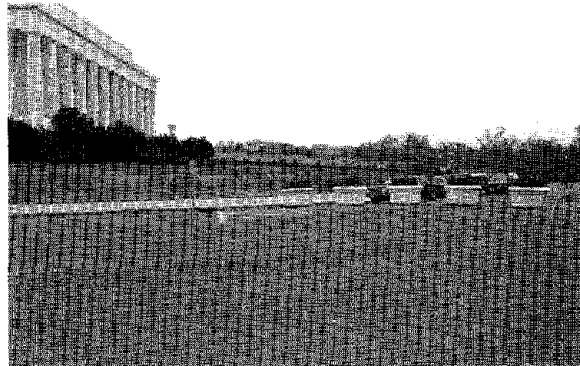


Figure 89 - Planter barriers on Lincoln Circle, December 5, 1996. LINC 13-20.

For pedestrian areas, four different types of barriers are used: post and chain; stake and chain; stake and rope; and snow fence. Park maintenance has installed these fences for a variety of reasons, but overwhelmingly for the control of visitor circulation. The most formal and most predominant is the post and chain. Most of the posts are installed in a metal sleeve set in the ground for easy removal. Although the second type, the stake and chain, is less widely used, it also prevents pedestrians from walking on grass and in planting beds. The other types, the stake and rope and/or snow fence, provide temporary protection of newly seeded areas and control circulation during special events.

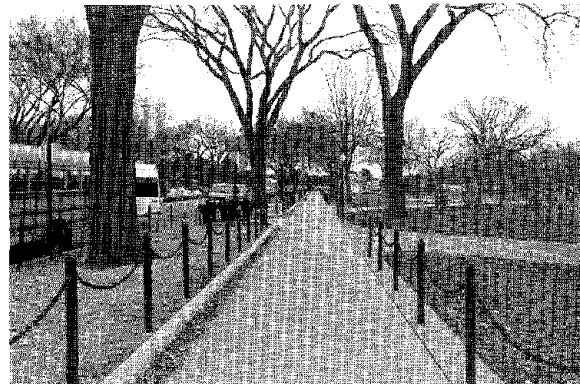


Figure 90 - Stake and chain barrier along French Drive, December 5, 1996. LINC 13-15.

<p>Contributing Features</p>	<p>Noncontributing Features</p> <p>1. All types of traffic and pedestrian barriers</p>
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Bike Racks. The increasing popularity of bicycles has prompted the National Park Service to place a few bike racks in the Lincoln Circle area. Two racks are located near the Vietnam Veterans Memorial information kiosk. Here, a separate concrete pad was provided as a base for

the racks. Two additional “ribbon style” bike racks were installed in 1996 at the entrance to the Korean War Veterans Memorial.

<p>Contributing Features</p>	<p>Noncontributing Features 1. Bike racks</p>
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Telephones. Telephones have always been associated with visitor services. Previously, public telephones were on the southeastern side of the outer circumference of the Lincoln Circle. Telephones are now found along French Drive near the concessions trailer.

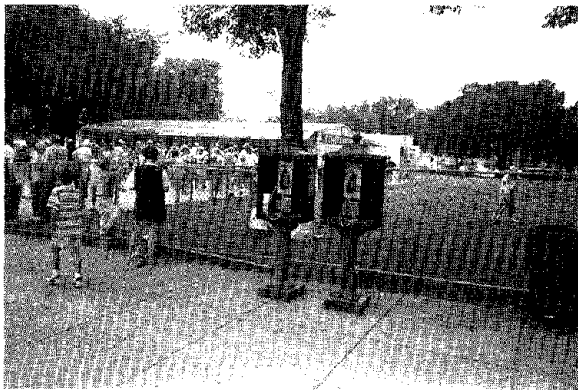


Figure 91 - Telephones located near refreshment stand along French Drive, July 23, 1996. LINC 10-11.

<p>Contributing Features</p>	<p>Noncontributing Features 1. Telephone bank on French Drive</p>
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