

Watergate area

Vegetation

As part of the early development of park land along the Potomac River, Frederick Law Olmsted, Jr. recommended a selection of trees to line the newly completed shoreline drive. In keeping with the riparian character of the vegetation found along the shore, Olmsted suggested trees such as “black and yellow birches,” “white and laurel-leaved willow,” “Sycamore and American Elm,” and even pecan trees, planted in groupings, to supplement the existing willow trees.

Whether these trees were ever planted along the road, has yet to be determined. However, documentation indicates that American elms once lined the drive. Most of the elms were subsequently moved to new locations near the Lincoln Circle and the Watergate area during their development in the 1920s and 1930s. In the 1930s James Greenleaf served as

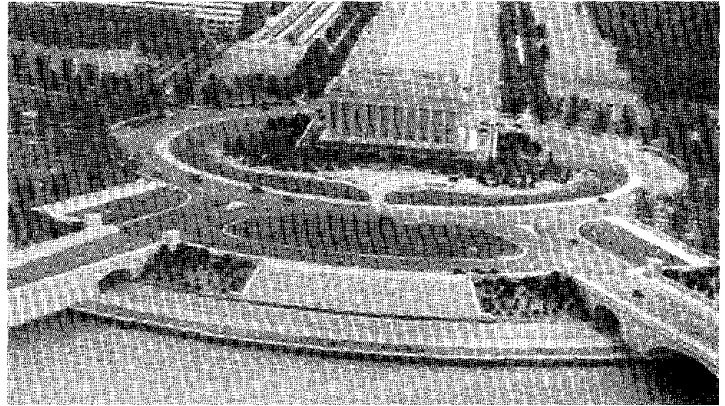


Figure 92 - Aerial view of Watergate planting beds during installation of plants, July 29, 1932. U.S. Army Air Corps photo. MRC 1-134.



Figure 93 - View of native planting on slope near the north plaza wing wall, July 19, 1933. MRC 2-80.

the consulting landscape architect for the Arlington Memorial Bridge Commission. Greenleaf, in turn, directed Irving Payne, landscape architect from the Office of Public Buildings and Public Parks, in formulating a final planting plans for the Watergate steps area. Payne's plan included some of the same species planted within the Lincoln Circle, such as American holly, yew, and boxwood. These were planted in an informal arrangement in the beds formed by the

north and south plaza walls located on either side of the Watergate steps and the bridge and parkway abutments. To further frame the view toward the Potomac River and to supplement the broadleaf evergreens and coniferous shrubs, white pines (*Pinus strobus*),

bald cypress (*Taxodium distichum*), deodar cedar (*Cedrus deodara*), swiss stone pine (*Pinus cembra*), and mugo pine trees were added for height and mass to the far slopes adjacent to the north and south wing walls. Pink and white dogwoods (*Cornus florida*) were also added to provide interest during all seasons. Other native understory plantings, such as redbud (*Cercis canadensis*), birch (*Betula* sp.), and sassafras (*Sassafras albidum*), were proposed for both sides of the wing walls, but were probably never planted.



Figure 94 - Riparian vegetation planted along portions of the Potomac River shoreline, December 5, 1996. LINC 13-11.

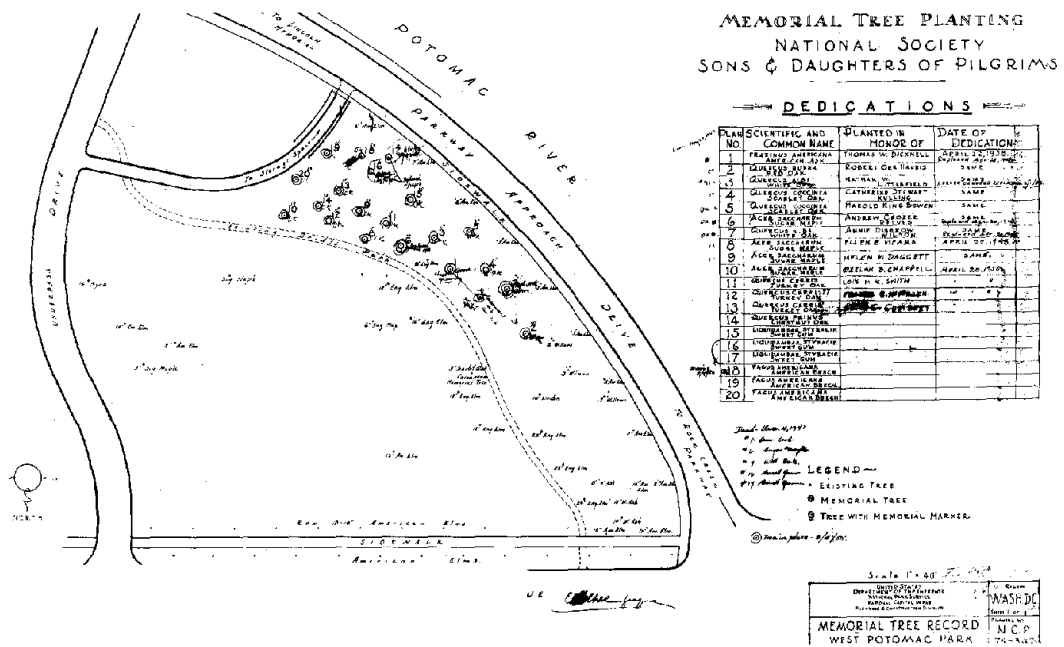


Figure 95 - Informal planting of memorial tree grove (naturalistic grove), January 3, 1997. LINC 16-10.

planted in the 1970s, 80s, and 90s have changed the naturalistic quality of the area. These include a yew hedge established to act as a screen and barrier near the volleyball courts, Kousa dogwoods (*Cornus kousa*) planted under a formal row of elms along Parkway Drive; and a large grove of Yoshino cherry trees (*Prunus x yedoensis*) installed to mark both sides of Ohio Drive, north of the Watergate steps, near the northwestern corner of West Potomac Park.

Other proposals specified a continuation of informal plantings of weeping willows (*Salix x elegantissima*) and understory vegetation along the river's edge. Because only a few of these trees were ever planted, the density of vegetation intended for this area never fully developed. As a result, open views to the river have persisted and are now preserved for the enjoyment of pedestrians, bicyclists, and drivers using routes along the shoreline.

The greater the distance from the symmetrical design of the circle and the radial roads, the more informal the proposals for treatment became. The planting plans for the recreational areas west and northwest of the memorial were therefore informal in character. A grove of native, deciduous trees were planted here in the 1930s and 1940s as part of the memorial tree program. The exception to this was the row of American elms that lined the northeast side of Parkway Drive from the north Watergate wing wall to the terminus of Constitution Avenue. Again, as in the other informal areas, understory plantings were proposed but never planted during the initial stages of development. Subsequent additions



Map 21 - Memorial tree plan for naturalistic grove, 1938 rev. 1955. NPS Map 801/80235.

Along Constitution Avenue, a double row of American elms lined the road. At the western terminus, the formality continued. Two elms were planted in a small grassy area, and a circular planting bed surrounded by pavement marked the end of the avenue. Even after the realignment of Constitution Avenue in the 1960s, for the construction of the off ramps for the Roosevelt Bridge, a line of elms still follow the old alignment to the Potomac shoreline, where the terminus has remained unchanged since its construction in



Figure 96 - Old Constitution Avenue terminus and remnant row of elms, January 3, 1997. LINC 16-5.

the 1930s. The only possible change to the terminus are seasonal flowers that have been added to create interest to the formal circular bed. There is no documentation on how this circular area was proposed to be used after its installation.

Even with the changes in the landscape, much integrity from the original Arlington Memorial Bridge Commission planting plan remains. The transition from the more formally planted drives to the informal groupings of shrubs and trees on the grassy slopes is still intact. The tall picturesque white pines, bald cypress, and deodar

cedars continue to frame the view from the top of the Watergate steps across the Potomac to the Virginia shoreline. Some flowering dogwoods still survive underneath these large trees, though these natives have been replaced in recent years with Kousa dogwood, which have a different, less open growth habit.



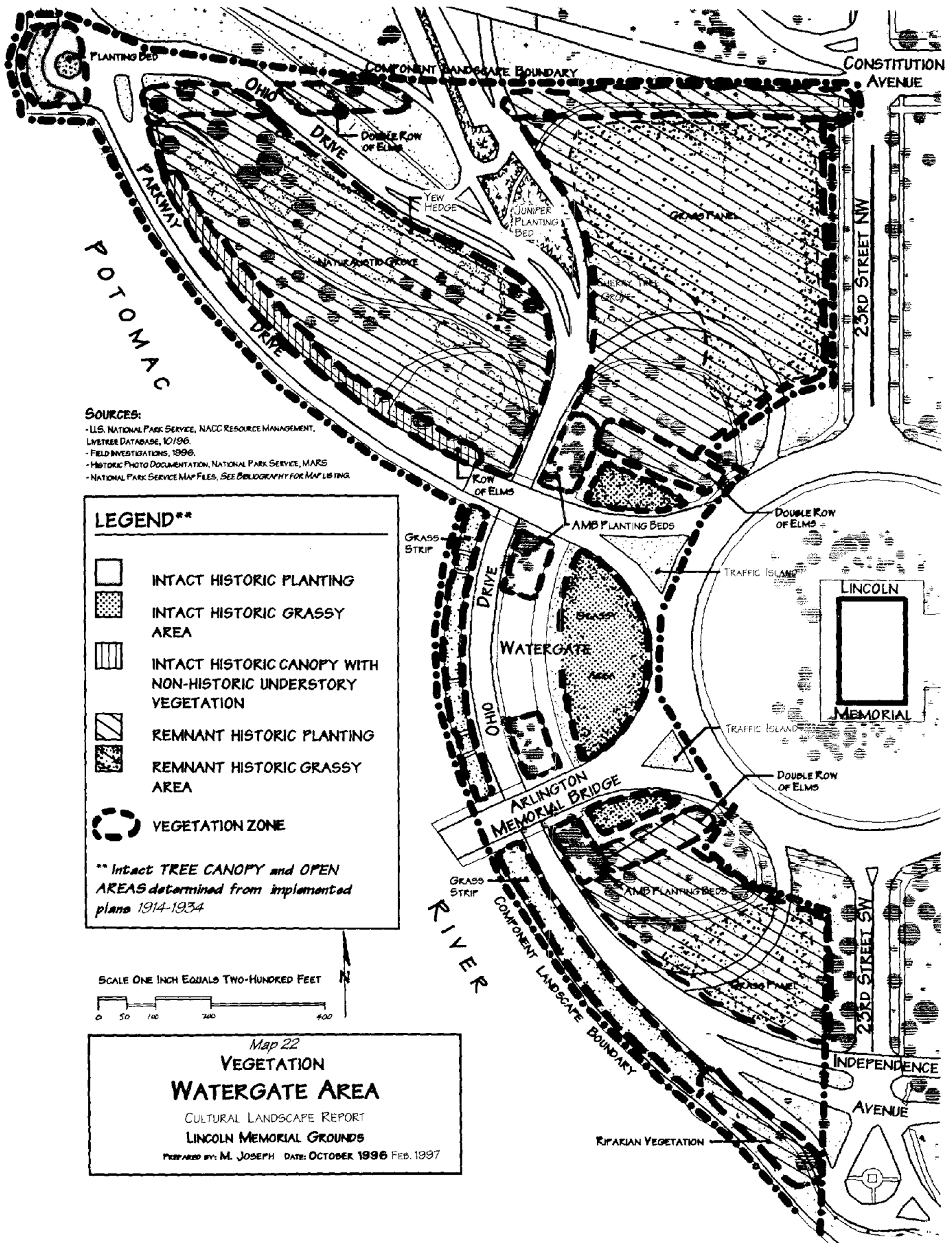
Figure 97 - White pines, American elms and mugo pines frame view to Arlington Memorial Bridge, January 3, 1997. LINC 16-31.

In one of the few areas where a formal geometric landscape treatment is not aligned to the road or street, the integrity of the plantings have been compromised by a lack of maintenance. This oversight has occurred just beyond the north wing wall, where only portions of the old double row of American elms remains. In other formal planting arrangements, the design integrity is still intact. Along Parkway Drive a single row of American elms still line the sidewalk. And although Constitution Avenue was realigned in the 1960s to accommodate access roads to the Theodore Roosevelt Bridge, a double row

of elms marks the old road alignment near the original western terminus.




The vegetation in the Watergate area 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 as to the extent of the integrity of plantings for this component landscape, based on the original layout. See Map 22 *Watergate area - Vegetation* for graphic representation.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none">1. Watergate area planting on both sides of each approach road (Arlington Memorial Bridge and Parkway Drive)2. Double row of American elms on south side of old alignment of Constitution Avenue3. Row of American elms on northeast side of Parkway Drive4. Remnant naturalistic grove, memorial trees, northeast of Parkway Drive5. Grassy areas Watergate plaza6. Remnant grassy panels west of 23rd Street7. Intact planting bed, Constitution Avenue terminus8. Riparian planting along Potomac River shoreline9. Grass strip along Potomac River shoreline10. Remnant double row of American elms, north and south of the Watergate wing walls	<ol style="list-style-type: none">1. Understory planting along row of American elms Parkway Drive2. Cherry tree grouping3. Yew hedge beside volleyball courts4. Junipers planted in median by the Theodore Roosevelt Bridge on/off ramps



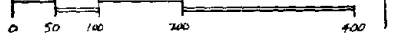
SOURCES:
 - U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LIVE TREE DATABASE, 10/196.
 - FIELD INVESTIGATIONS, 1996.
 - HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARS
 - NATIONAL PARK SERVICE MAP FILES, SEE BIBLIOGRAPHY FOR MAP LISTING.

LEGEND**

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

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

SCALE ONE INCH EQUALS TWO-HUNDRED FEET



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

Circulation

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



Figure 98 - Aerial view of completed road system for the Watergate area, July 1937. U.S. Navy photo. MRC 1-64.

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

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

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

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

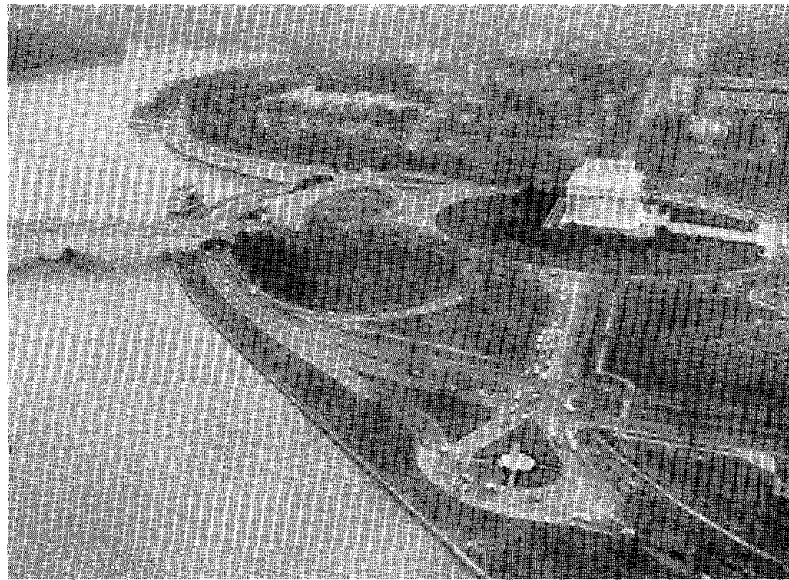


Figure 99 – Aerial of Independence Avenue and cloverleaf pattern before construction of Theodore Roosevelt Bridge, January 27, 1960. MRC 1-108.

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

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

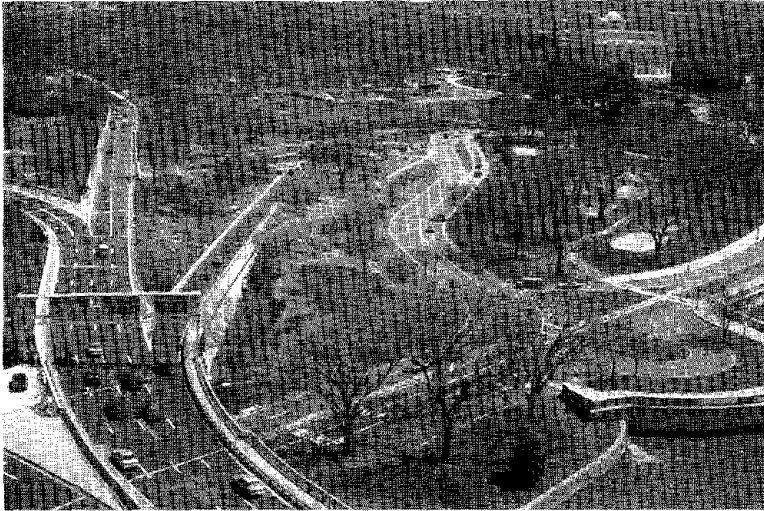


Figure 100 - Aerial view of Roosevelt Bridge and its connection to Constitution Avenue and Ohio Drive, April 1996. MRC 3-27.

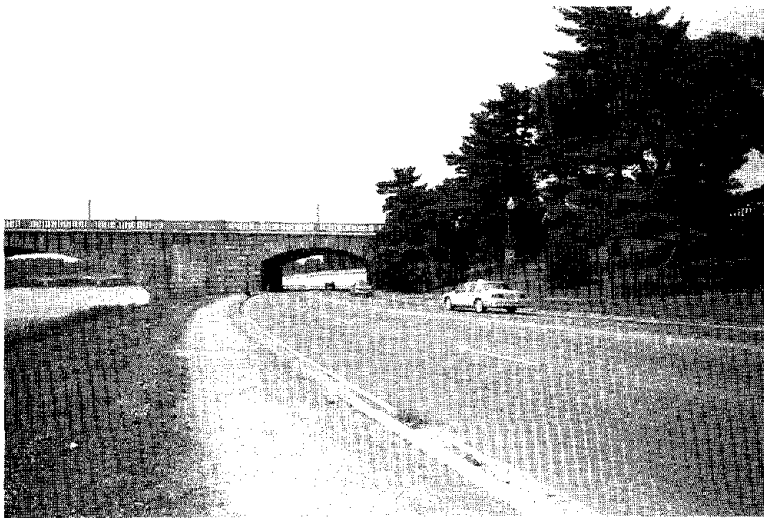


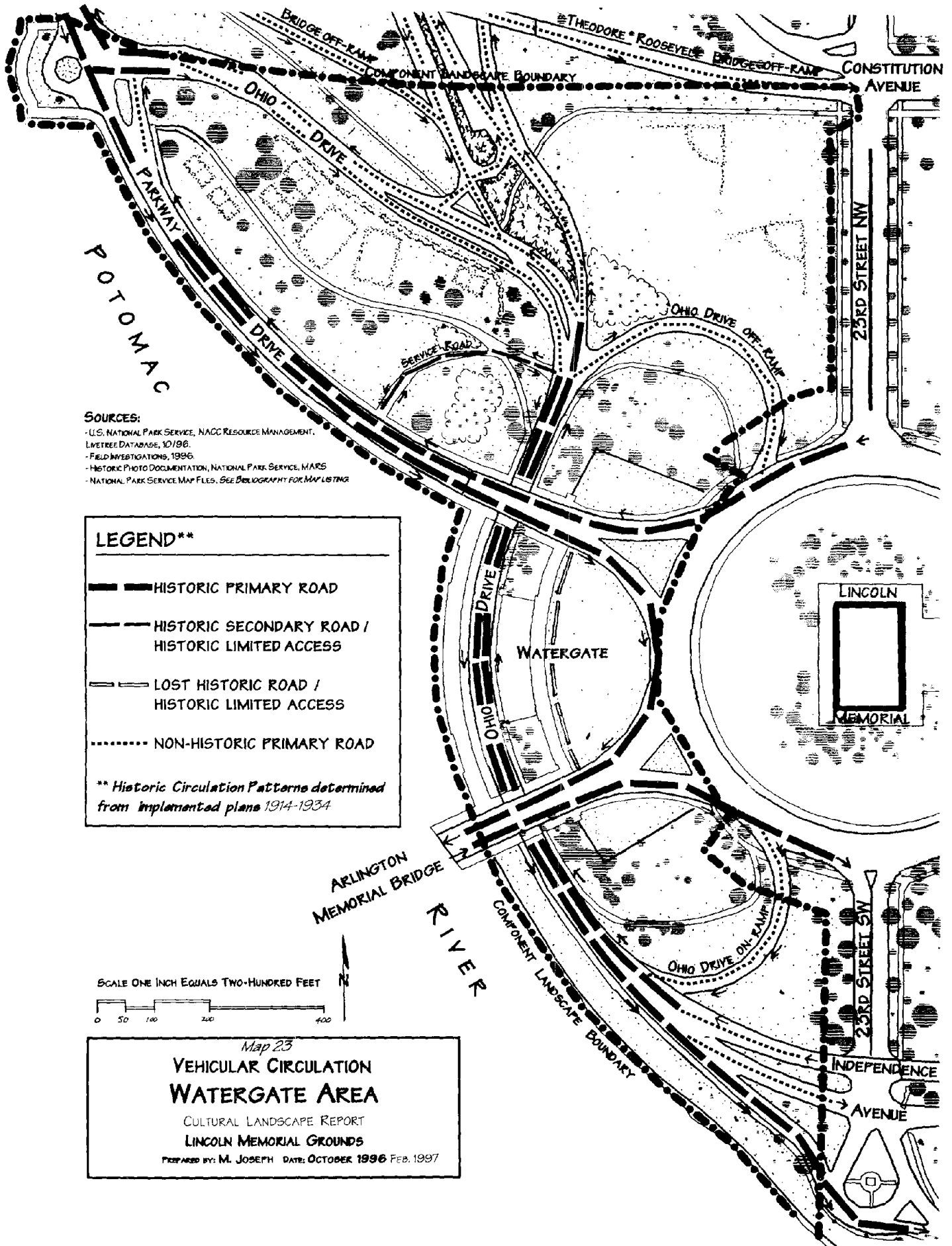
Figure 101 - Ohio Drive (Riverside Drive) and underpass for Arlington Memorial Bridge, June 1996. LINC 9-11.

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

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

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

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



SOURCES:

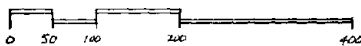
- U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LIVE TREE DATABASE, 10/1986.
- FIELD INVESTIGATIONS, 1996.
- HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARS
- NATIONAL PARK SERVICE MAP FILES. SEE BIBLIOGRAPHY FOR MAP LISTING

LEGEND**

- HISTORIC PRIMARY ROAD
- - -** HISTORIC SECONDARY ROAD / HISTORIC LIMITED ACCESS
- - - - -** LOST HISTORIC ROAD / HISTORIC LIMITED ACCESS
-** NON-HISTORIC PRIMARY ROAD

** Historic Circulation Patterns determined from implemented plans 1914-1934

SCALE ONE INCH EQUALS TWO-HUNDRED FEET



Map 23
**VEHICULAR CIRCULATION
 WATERGATE AREA**
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997

Pedestrian Circulation. As a part of the development of a shoreline drive after the turn of the century, bridle trails and pedestrian paths, designed to parallel the road, were incorporated into the overall plan for the roadway. The existing system of paths was modified in the 1930s when the layout of the roads was changed as part of the construction of Arlington Memorial Bridge and Rock Creek and Potomac Parkway. Plans called for a bridle trail to wind through the golf course area in the northwestern corner of West Potomac Park near the parkway, to cross the underpass drive on the north side of the bridge plaza, to pass directly in front of the Watergate steps, to continue southeast along the underpass drive along the slope, or to curve up around the slope of the south wing wall of the bridge plaza toward a second route, which followed the inbound lane on Arlington Memorial Bridge. Along its route, the trail surface was mostly a soil base. However, in the underpasses and in front of the Watergate steps, the trail was paved in square granite blocks.

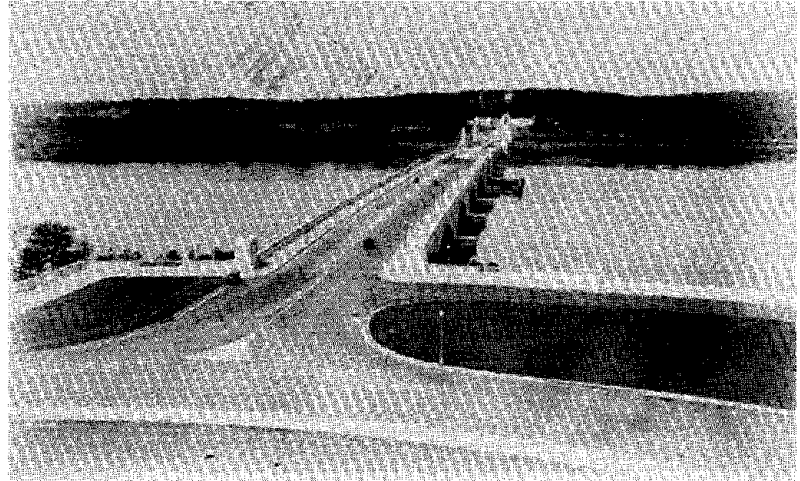


Figure 102 - Completed sidewalk and bridle trail by south plaza wing wall, June 9, 1933. MRC 1-75.

In contrast to the curving bridle trail on the south side of the bridge approach, two pairs of concrete sidewalks connected to the straight walks on both sides of the bridge and the parkway approach but did so by following the right angles of the north and south wing and plaza walls. The continuation of the bridge and parkway balustrades, with built-in benches, on top of the wing and plaza walls added a high degree of formality to this pedestrian area and gave visual definition to the outer edge of the plaza. The far walks, with their 90-degree turn at the corner of the wing walls,

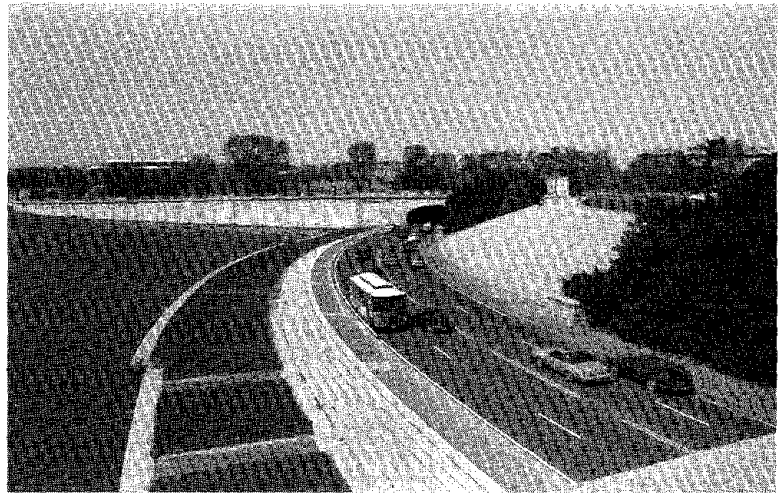


Figure 103 - Walkway on either side of Ohio Drive at base of Watergate steps, April 1996. LINC 6-15.



Figure 104 - Sidewalk along Parkway Drive, April 1996. LINC 6-18.

ended abruptly at Lincoln Circle. Pedestrians were prompted to cross the circle at a painted crosswalk to the inner circle sidewalk. Around 1960, granite block pavers defined the outer circle sidewalk. This sidewalk was finally paved with concrete in 1973. The inside walks, in turn, followed the gentle arc of the plaza to come together at the top of the Watergate steps. The walks on the parkway approach connected to less formal pedestrian paths along the parkway itself. Proposals for the continuation of informal paths along the river's edge, south of the bridge, never fully developed. Some years later, an asphalt walkway following the Potomac shoreline did extend southeast beyond the Watergate area. It connected with the concrete sidewalk constructed along the river's edge under the bridge abutment by the lower set of Watergate steps. This path also extended northwest, on the north side of the lower steps, under the parkway approach, where it joined with the previously mentioned bridle trail connection along Rock Creek and Potomac Parkway.

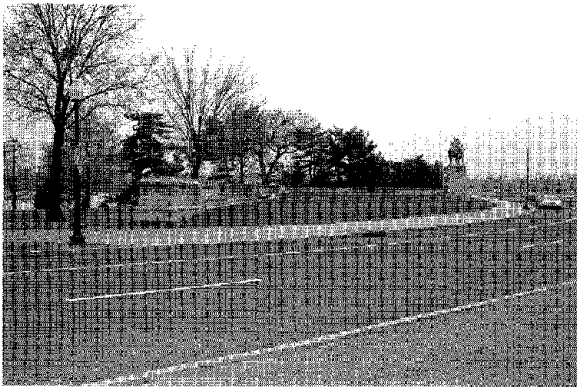
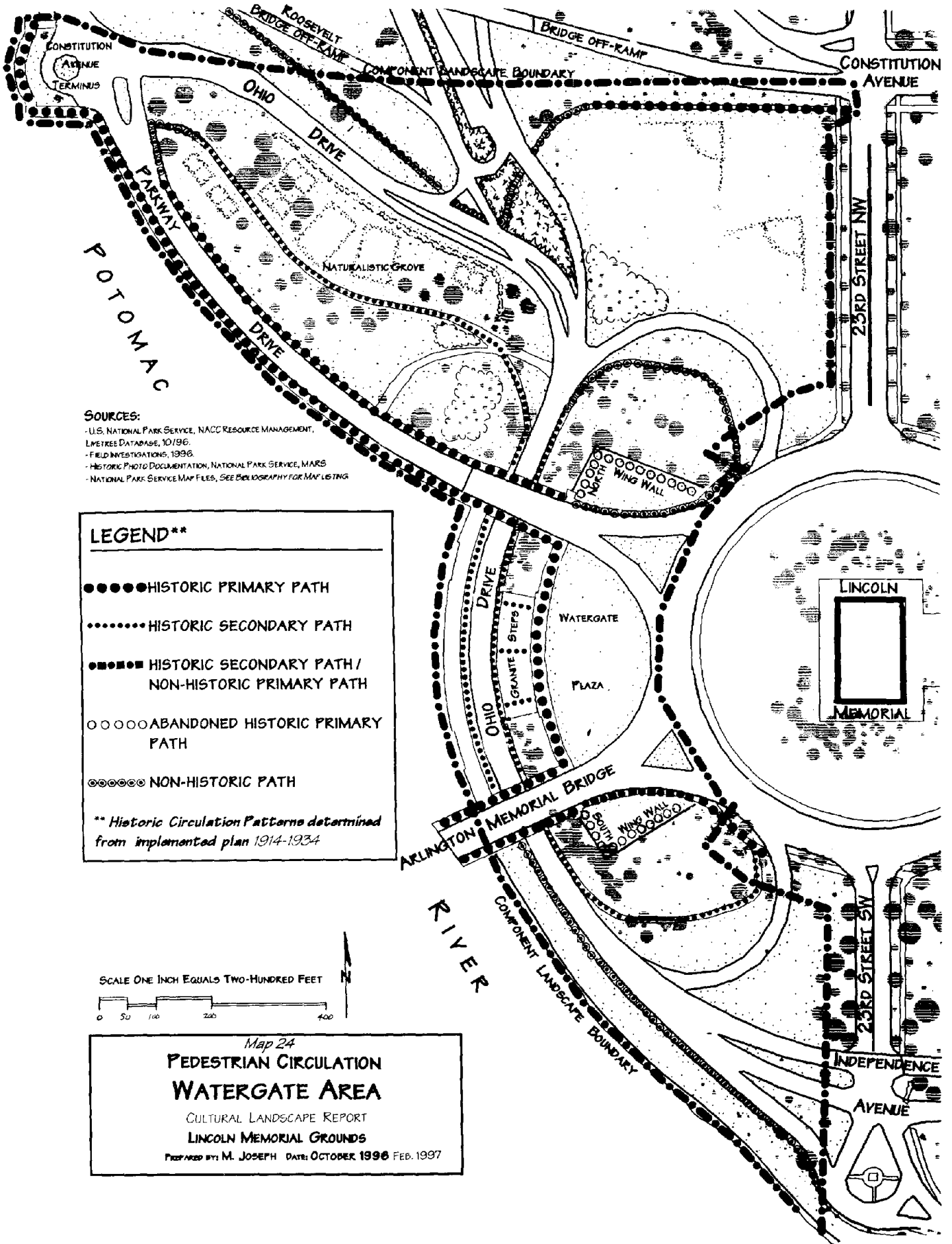


Figure 105 - South plaza wing wall with new concrete path in same alignment as original bridle path, December 5, 1996. LINC 13-1.

To accommodate the changes in recreational use, the bridle paths were modified to serve as both a pedestrian path and as a bicycle trail. An asphalt pathway was installed along the slope in the area north of the parkway approach and connected to the system of walks around the outer circle. In response to patterns of use, the concrete sidewalks located along both the north and south wing walls were removed, and new concrete walks were constructed along the curving curb edge of the bridge and parkway approaches, where a worn dirt path had been created. Even though the use of some paths have changed, the majority of them still follow the same circulation patterns established in the 1930s. The pair of concrete sidewalks, removed from the top of the wing walls, are the major design elements no longer extant. See Map 24 *Watergate area - Pedestrian Circulation* for graphic representation of contributing and noncontributing features.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none">1. Sidewalks on both sides of Arlington Memorial Bridge, and Parkway Drive2. Sidewalk at top of Watergate steps3. Path on both sides of Ohio Drive at base of Watergate steps4. Path through naturalistic planting (old bridle path)5. Portion of sidewalk along south side of Constitution Avenue6. Path along southwest curb from Arlington Memorial Bridge to Lincoln Circle (old bridle path)7. Path from southern plaza wing wall down to Ohio Drive (old bridle path)	<ol style="list-style-type: none">1. Path from northern plaza wing wall down to Ohio Drive2. Watergate plaza sidewalk along northwest curb from Parkway Drive to Lincoln Circle3. Path along shoreline from Arlington Memorial Bridge underpass, south4. Path to Theodore Roosevelt Bridge



SOURCES:

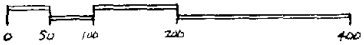
- U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LIMETREE DATABASE, 10/196.
- FIELD INVESTIGATIONS, 1996
- HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARS
- NATIONAL PARK SERVICE MAP FILES, SEE BIBLIOGRAPHY FOR MAP LISTING

LEGEND**

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

** Historic Circulation Patterns determined from implemented plan 1914-1934

SCALE ONE INCH EQUALS TWO-HUNDRED FEET



Map 24
**PEDESTRIAN CIRCULATION
 WATERGATE AREA**
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997

Structures

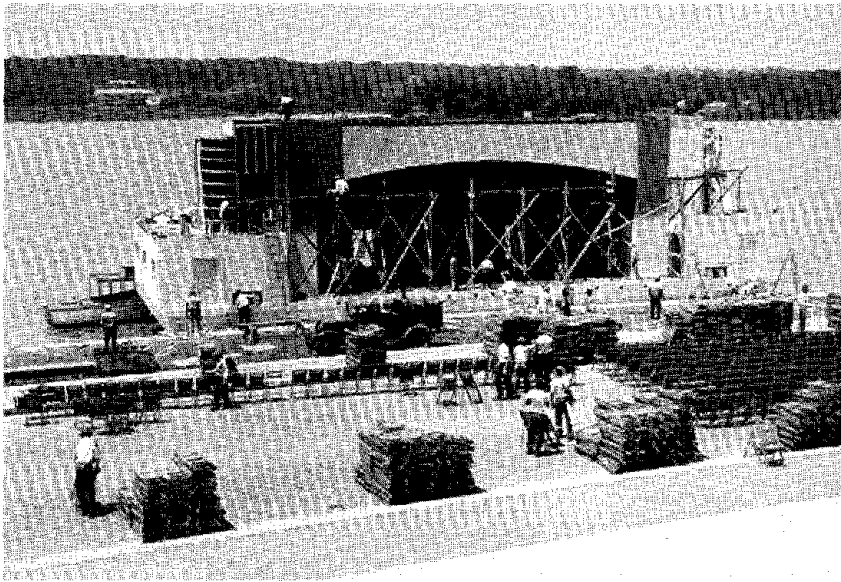


Figure 106 - Watergate concert barge located at the base of the Watergate steps, July 19, 1939. MRC 1-1.

One of the most significant pieces of the McMillan Commission plan, the ceremonial Watergate, was realized with the completion of the Arlington Memorial Bridge in 1932. Although the implemented plan remained faithful to the concept, the reason for it and the changes made to the original design to accommodate

vehicular traffic around it, underscore the increasingly large effect automobiles had on the landscape design of West Potomac Park. For the purposes of this report, the Watergate structure includes the steps, the bridge abutment (Arlington Memorial Bridge) and parkway connections (Rock Creek and Potomac Parkway), the plaza walls and the wing walls. The steps, both the main and the lower leading to the river, and the walls are built of granite, as are the curbs edging the plaza sidewalk and lawn. The plaza sidewalk, however, is constructed of concrete, while the lower sidewalk facing Ohio Drive is of granite blocks. A second lower sidewalk at the river's edge, was originally constructed of granite blocks but was subsequently changed to concrete. Along the top of the wing and plaza walls, a balustrade of granite lines the perimeter of the plaza area. As mentioned previously two pairs of benches were set into the design of the balustrade on the north



Figure 107 - Valor and Sacrifice statues flank entrance to Arlington Memorial Bridge, February 1997. LINC 18-5.

and south wing walls. At the entry from the plaza to the bridge and to the parkway approach, two pairs of granite pedestals were incorporated into the structure. These were intended to be the bases for four monumental sculptures. The pedestals stood empty, the sculptures awaiting funding, until 1951, when the installation and dedication finally took place. The large figural works of art were allegorical representations of Valor, Sacrifice, Music and Harvest, and Aspiration and Literature.

Since the Watergate's original purpose as a ceremonial entry to the nation's capital never developed, other uses were sought for the area. An open-air summer series of concerts were proposed for the steps. An orchestra shell was constructed on a barge, secured to pilings, at the water's edge in 1937 and again in 1938. A third orchestra shell was



Figure 108 - Ceremonial Watergate steps and Arlington Memorial Bridge, January 3, 1997. LINC 16-36.

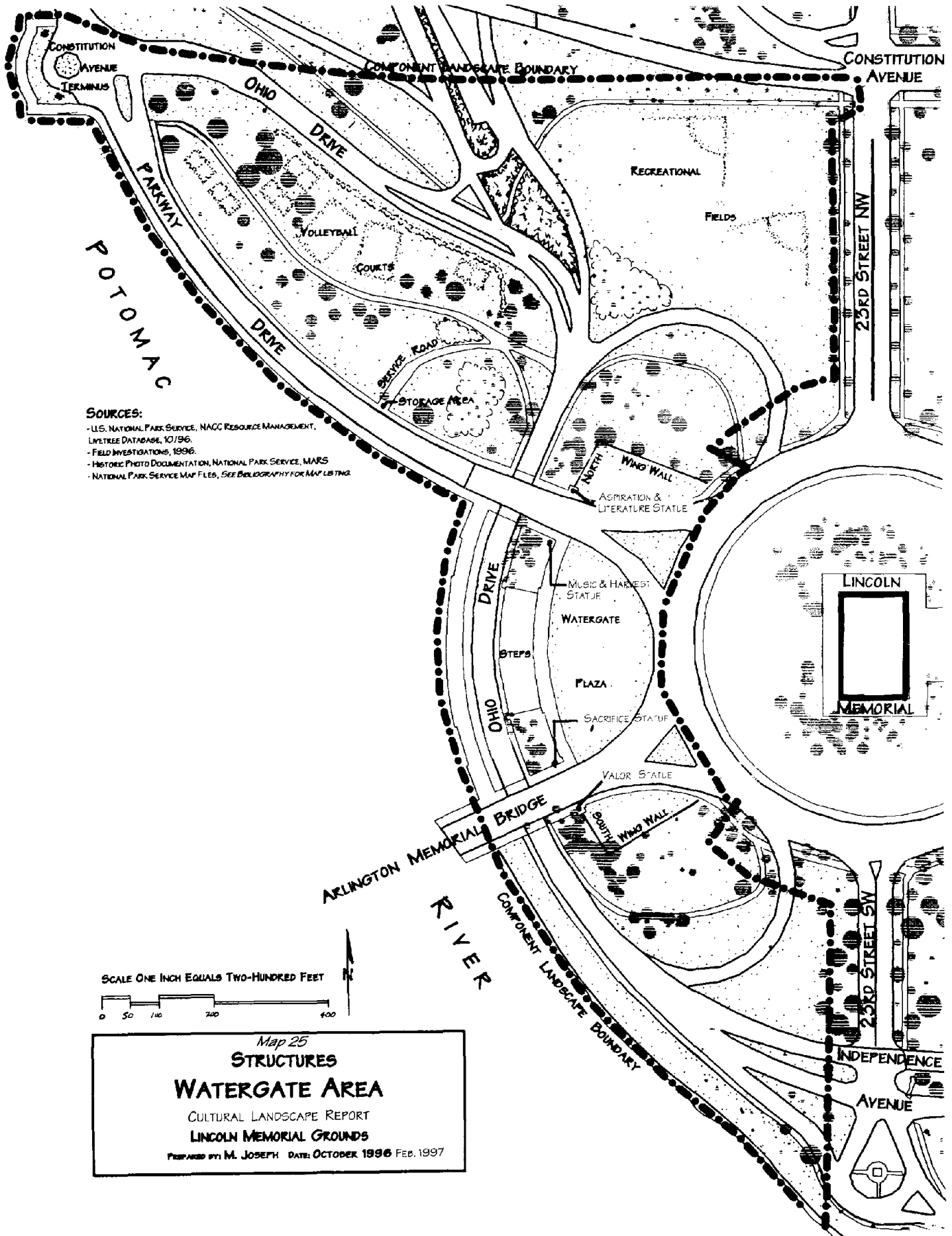
constructed in 1947-48. Musical performances were held during the summer months until the 1970s, when traffic concerns and air traffic noise from National Airport became detrimental to the public's enjoyment of the events. Since this time the Watergate steps have been used very little, mostly standing as an architectural remnant from the McMillan plan.

Other structural uses were sought from the Watergate area. The Parkway Drive abutment served as a storage area and as the location for a public rest room.

Limited access to the storage area was provided in the 1930s for the park and is still used presently. The doorways to the restrooms were under the north side of the parkway approach abutment. They opened onto Ohio Drive. These rest rooms were only open during performances and since the concerts ended, they are no longer in service.

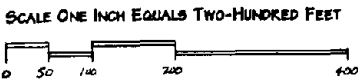
Both historic design intent and original structural integrity remain in the Watergate area. The only significant changes have been the elimination of the plaza access road, near the top of the main steps and the use of a different, non-historic color and texture on the concrete surface of the bridge sidewalks and the plaza sidewalks. See Map 25 *Watergate area - Structures* for location of structural features.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none"> 1. Arlington Memorial Bridge abutment 2. Watergate steps 3. Parkway Drive abutment 4. Statuary on approachway pedestals (Valor, Sacrifice, Music and Harvest, and Aspiration and Literature) 5. Watergate plaza wing walls 	



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.



Map 25
STRUCTURES
WATERGATE AREA
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 LINCOLN MEMORIAL GROUNDS
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Small-Scale Features

Benches. Historically no provisions were made for free-standing park benches in the Watergate area. Even today, there are no free-standing benches provided for visitors, instead visitors can sit on the Watergate steps or use a more permanent seats where granite benches were built into the plaza wing walls and along the bridge approach walls for Parkway Drive and Arlington Memorial Bridge. Because the location of the granite benches along busy roads is unappealing to visitors, the benches are rarely used.



Figure 109 - Granite bench built into river wall along Parkway Drive, January 3, 1997. LINC 16-3.



Figure 110 - Granite benches built into Watergate plaza wing walls, April 1996. LINC 6-8.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none"> 1. Watergate granite benches, plaza wing walls and bridge approaches 2. Watergate steps 	

Trash Receptacles. There are only a few trash receptacles placed throughout the Watergate area. The majority are located near the volleyball courts, where a high degree of recreational activity occurs during the summer months. Consistent with *Streetscape Manual* recommendations, the standard “tulip” receptacles are used in this area. In years past, numbers of receptacles were placed around the Watergate steps during the concert season and for special events.

Contributing Features	Noncontributing Features
	<ol style="list-style-type: none"> 1. “Tulip” style trash receptacle

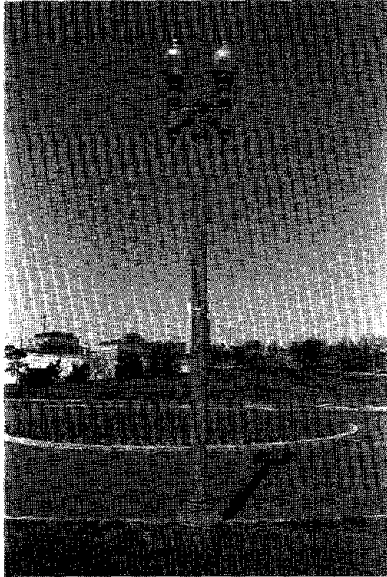


Figure 111 - Twin-twenty lamppost at old terminus for Constitution Avenue, March 1996. LINC 6-20.

Lighting. As with the Lincoln Circle and the radial roads, streetlights were limited to specific locations along routes for vehicles. Designs for Arlington Memorial Bridge and Parkway Drive incorporated the “Washington Globe” lamp and 18-foot post. On the bridge the lights were spaced evenly in opposite positions, while in all other locations they were set in an alternate arrangement. Along Parkway Drive the lampposts were originally planned to be on granite bases. Later the bases were removed and the posts were set on grade according to the established pattern of installation elsewhere in the Lincoln Memorial area. The “Washington Globe” lamp and post also illuminated the Watergate plaza area, at the top of the steps. Along Constitution Avenue at the northern boundary of the park, “Twin-twenty” lamps and posts were installed. This type of streetlight had been designated for all major city streets and avenues along the Mall and around the memorials. At the time of Constitution Avenue’s realignment for the freeway and bridge in the 1960s, highway planners retained only five “twin-twentics” near

the western terminus point. “Cobra-style” highway lights, a standard light used for major roadway development at the time, were installed along the ramps and access roads associated with the design of the Theodore Roosevelt Bridge and the inner loop freeway.

The majority of the street lights installed in the 1930s and 1940s have remained in their original positions. A few lights were relocated within the Watergate plaza area, when it was reconfigured to accommodate the access ramps from Ohio Drive added during the construction of Independence Avenue in the 1940s. At

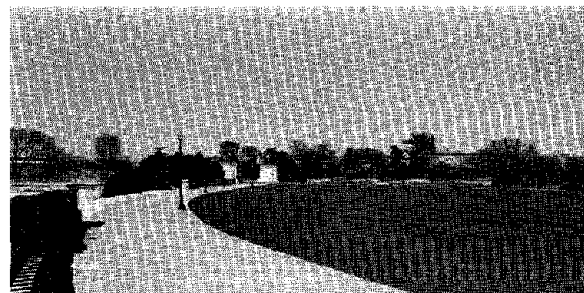


Figure 112 - Washington Globe lamppost at the Watergate plaza, March 1996. LINC 6-14.

this time triangular traffic islands were enlarged, the large grassy island in the center of the plaza was reduced, and the radius of the curbs along the plaza was altered to improve the flow of automobile traffic entering and exiting Lincoln Circle from the bridge and the parkway approaches. Other revisions occurred in the 1970s when two “Washington Globe” lights were added at the top of the Watergate steps and two more were installed around the grassy island.



Figure 113 - Cobra style lamppost along Ohio Drive, January 3, 1997. LINC 16-7.

<p>Contributing Features</p> <ol style="list-style-type: none"> 1. 18-foot Washington Globe lamppost, Arlington Memorial Bridge, Parkway Drive, Ohio Drive 2. Twin-twenty lamppost, Constitution Avenue 	<p>Noncontributing Features</p> <ol style="list-style-type: none"> 1. Cobra lamppost, Theodore Roosevelt Bridge on/off ramps 2. Nonhistoric location of 18-foot Washington Globe lamppost, Watergate plaza
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Paving Materials. Originally, all the sidewalks were concrete and the bridle paths were soil base, with exception of the granite block pavers at the base of the Watergate steps. After 1950 when horse riding was deemed too dangerous in West Potomac Park, some of the bridle paths were paved with asphalt to create a stable base for pedestrian and bicycle traffic. No original concrete sidewalks remain in the area. Recommendations for



Figure 114 - Granite Watergate steps, June 1996. LINC 9-12.



Figure 115 - Granite block pavers at base of Watergate steps, c. 1939. MRC 1-5.

sidewalks in the *Streetscape Manual* specify a granite curb and exposed aggregate concrete as the preferred material for all sidewalks within the Watergate area. These recommendations have been carried out. The color and texture of the new paving contrasts unfavorably with the granite material used for the wing walls, steps and bridge abutments. Only a few historic paving surfaces remain in use in the Watergate area, these include the granite block pavers at the base of the steps, as well as the granite steps themselves.

<p>Contributing Features</p> <ol style="list-style-type: none"> 1. Granite block pavers, base of steps 2. Granite Watergate steps 	<p>Noncontributing Features</p> <ol style="list-style-type: none"> 1. Exposed aggregate concrete sidewalks 2. Informal asphalt paths
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Drinking Fountains. During the development of the Watergate area in the 1930s, the installation of fountains was not included in the landscape proposal. Today, only one

drinking fountain, a Haws accessible style, is located within the Watergate area. The fountain is adjacent to the volleyball courts and the paved trail that bisects the grassy area surrounding the courts.

Contributing Features	Noncontributing Features 1. Haws Drinking Fountain
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Signs. There are a limited number of signs within the Watergate area. Today, and as the case historically, the majority of the signs are directed toward vehicular usage (regulatory signs). The remaining signs direct pedestrians and bicyclist to adjacent sites within West Potomac Park. A few pedestrian/bicyclist oriented signs advise visitors against crossing Lincoln Circle at dangerous points. The park service has also installed a small bulletin board next the volleyball courts to post information, rules and regulations.

Some of the memorial trees east of the Parkway Drive were tagged with memorial tree markers. Based on the 1996 field investigation, none of these markers were extant. For further information regarding the memorial tree markers, see *Lincoln Memorial circle and radial roads - Small-Scale Features – Signs* section.

Contributing Features	Noncontributing Features 1. Regulatory signs 2. Bulletin board
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Traffic and Pedestrian Barriers. The park installed a post and chain barrier along the outer curb of the west side of Lincoln Circle to deter pedestrians and bicyclist from crossing the road at unsafe points from the bridge plaza area. Historically, there were painted crosswalks on both sides of the Watergate plaza for pedestrians to cross this section of the circular road, but because of the increase speed and volume of vehicles, pedestrians are now directed along the outer circle sidewalk.

Barriers are utilized on some of the vehicular routes as well. Wooden traffic barriers and cones are used during rush hour to control one-way traffic on Rock Creek and Potomac Parkway. This practice has been in effect since 1937. In addition to the daily “temporary” barriers, there were rustic guardrails placed along Ohio Drive after its completion in 1933.

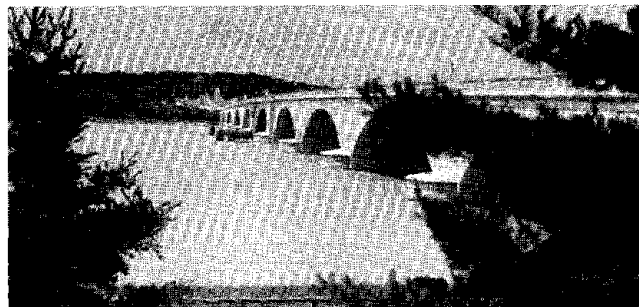


Figure 116 - Rustic timber guardrail along Ohio Drive, c. 1935. MRC 1-70.

The only other barrier used in the Watergate area is near the volleyball courts. A low chain-link fence placed next to a yew hedge stops errant balls from rolling into the road from the adjacent volleyball courts.

Contributing Features	Noncontributing Features 1. All traffic and pedestrian barriers
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Recreational Equipment. The National Park Service has installed equipment required for baseball (or softball) games and volleyball matches in the areas designated for recreational use. Backstops and the posts for volleyball nets are the most prominent landscape features in these areas. Organized leagues mostly use these playing fields.

Contributing Features	Noncontributing Features 1. Baseball backstops 2. Volleyball nets
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