

**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 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><b>Contributing Features</b></p> <ol style="list-style-type: none"> <li>1. Cast iron frame, wooden slat bench</li> <li>2. Granite bench</li> </ol>	<p><b>Noncontributing Features</b></p> <ol style="list-style-type: none"> <li>1. Location of cast iron frame benches</li> </ol>
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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.



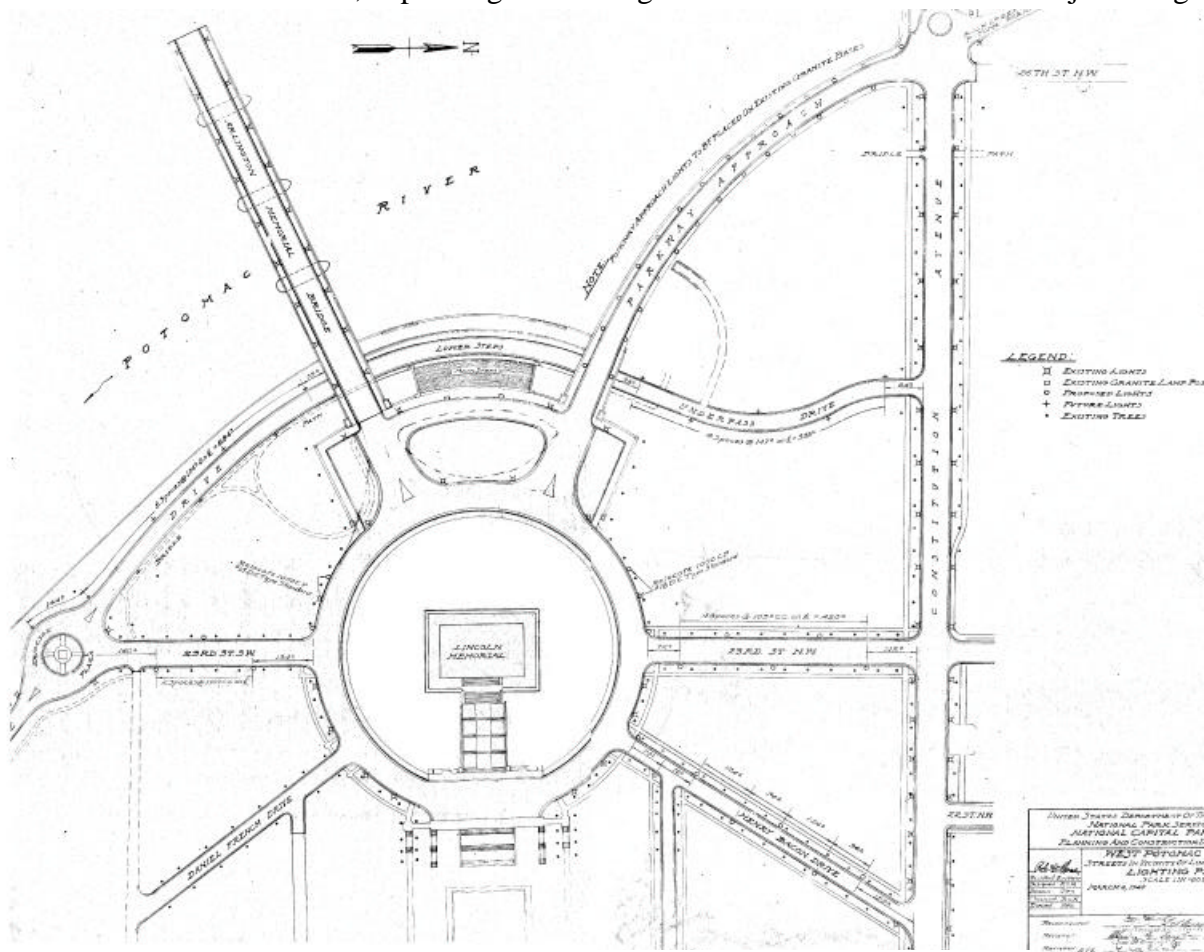
*Figure 84 - Two types of trash receptacles located in the front planter by a granite bench, July 23, 1996. LINC 10-5.*



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

<p><b>Contributing Features</b></p> <ol style="list-style-type: none"> <li>1. Wire type trash receptacle</li> </ol>	<p><b>Noncontributing Features</b></p> <ol style="list-style-type: none"> <li>1. Tulip style trash receptacle</li> <li>2. Tulip style recyclable receptacle</li> <li>3. Pre-cast concrete trash receptacle</li> <li>4. Tall metal trash receptacle</li> </ol>
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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.

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

**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><b>Contributing Features</b></p> <ol style="list-style-type: none"> <li>1. Concrete sidewalks, grid scored</li> <li>2. Granite, cobblestone approachway</li> </ol>	<p><b>Noncontributing Features</b></p> <ol style="list-style-type: none"> <li>1. Exposed aggregate concrete sidewalks, for the outer, inner, and radial road sidewalks</li> <li>2. Granite block pavers at top of Reflecting Pool steps, along outer circle curb</li> <li>3. Asphalt sidewalk, portion of outer sidewalk</li> </ol>
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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 23<sup>rd</sup> Street, NW and near the southwest corner of the intersection of Constitution Avenue and 23<sup>rd</sup> 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><b>Contributing Features</b></p> <ol style="list-style-type: none"> <li>1. Concrete drinking fountains</li> </ol>	<p><b>Noncontributing Features</b></p> <ol style="list-style-type: none"> <li>1. Haws drinking fountain</li> </ol>
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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 23<sup>rd</sup> 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><b>Contributing Features</b></p> <p>1. Two memorial tree markers located between French Drive and 23<sup>rd</sup> Street SW</p>	<p><b>Noncontributing Features</b></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.

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



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

<p><b>Contributing Features</b></p>	<p><b>Noncontributing Features</b></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><b>Contributing Features</b></p>	<p><b>Noncontributing Features</b> 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><b>Contributing Features</b></p>	<p><b>Noncontributing Features</b> 1. Telephone bank on French Drive</p>
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## 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 I-134.*

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



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

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.**

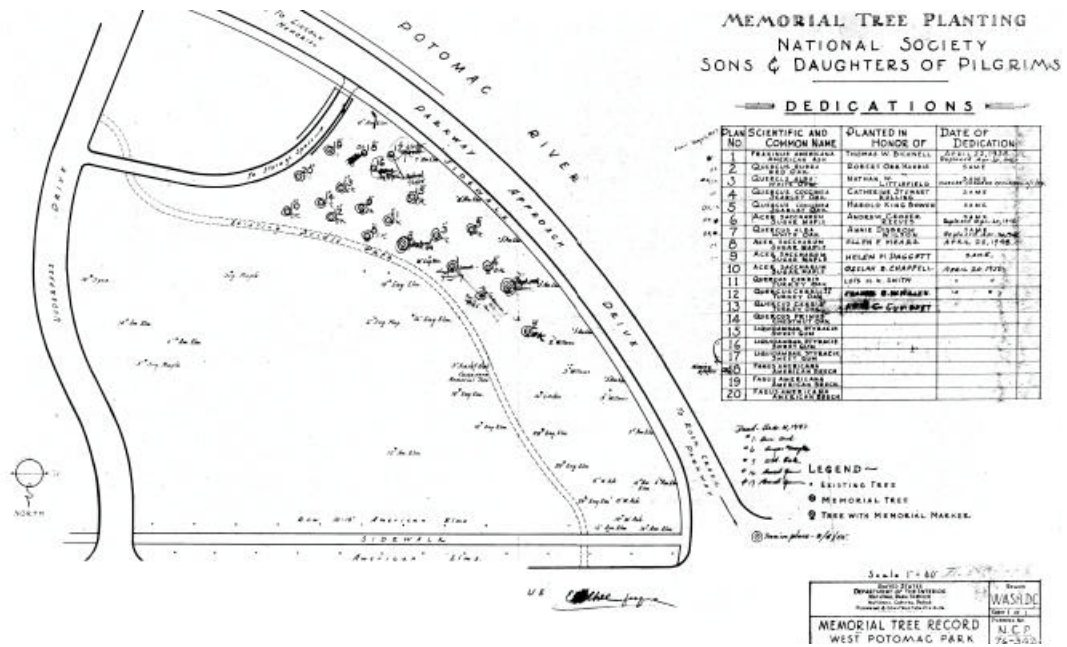


**Figure 95 - Informal planting of memorial tree grove (naturalistic grove), January 3, 1997. LINC 16-10.**

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.



<b>Contributing Features</b>	<b>Noncontributing Features</b>
<ol style="list-style-type: none"><li>1. Watergate area planting on both sides of each approach road (Arlington Memorial Bridge and Parkway Drive)</li><li>2. Double row of American elms on south side of old alignment of Constitution Avenue</li><li>3. Row of American elms on northeast side of Parkway Drive</li><li>4. Remnant naturalistic grove, memorial trees, northeast of Parkway Drive</li><li>5. Grassy areas Watergate plaza</li><li>6. Remnant grassy panels west of 23<sup>rd</sup> Street</li><li>7. Intact planting bed, Constitution Avenue terminus</li><li>8. Riparian planting along Potomac River shoreline</li><li>9. Grass strip along Potomac River shoreline</li><li>10. Remnant double row of American elms, north and south of the Watergate wing walls</li></ol>	<ol style="list-style-type: none"><li>1. Understory planting along row of American elms Parkway Drive</li><li>2. Cherry tree grouping</li><li>3. Yew hedge beside volleyball courts</li><li>4. Junipers planted in median by the Theodore Roosevelt Bridge on/off ramps</li></ol>