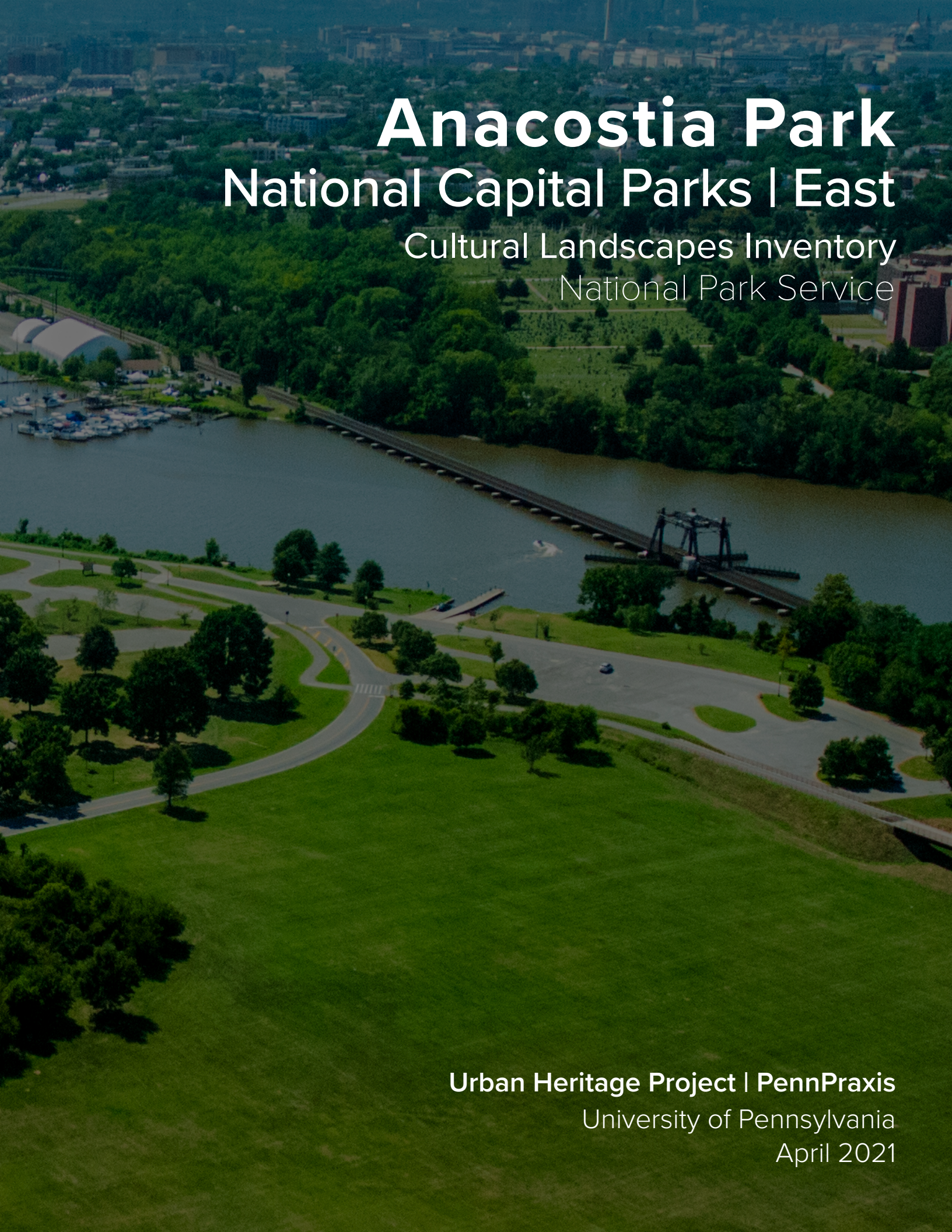

Anacostia Park

National Capital Parks | East

Cultural Landscapes Inventory

National Park Service

Urban Heritage Project | PennPraxis

University of Pennsylvania

April 2021

Prepared by the
Urban Heritage Project / PennPraxis
Graduate Program in Historic Preservation
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University of Pennsylvania

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(a) Detail of concrete steps adjacent to the skating pavilion in Section E
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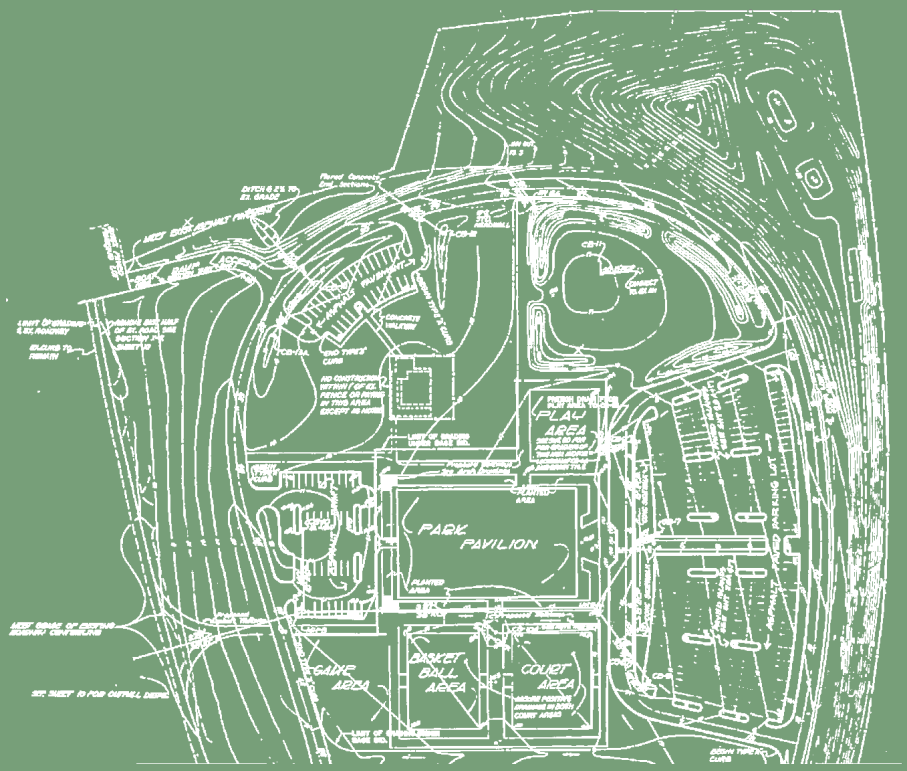
(h) Detail of a baseball/softball backstop located in Section D

(Photos by Molly Lester and CLI author, 2019-2020)

Anacostia Park
National Capital Parks | East

Cultural Landscape Overview + Management Information



Cultural Landscapes Inventory
National Park Service

Introduction

The Cultural Landscape Inventory Overview:

CLI General Information

Purpose and Goals of the CLI:
The Cultural Landscapes Inventory (CLI) is an evaluated inventory of all significant landscapes in units of the national park system in which the National Park Service has, or plans to acquire any enforceable legal interest. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process even though they do not meet the National Register criteria, are also included in the CLI.

The CLI serves three major purposes. First, it provides the means to describe cultural landscapes on an individual or collective basis at the park, regional, or service wide level. Secondly, it provides a platform to share information about cultural landscapes across programmatic areas and concerns and to integrate related data about these resources into park management. Thirdly, it provides an analytical tool to judge accomplishment and accountability.

The legislative, regulatory, and policy direction for conducting the CLI include:
National Historic Preservation Act of 1966 (16 USC 470h 2(a) (1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of historic properties…

*Executive Order 13287: Preserve America, 2003. Sec. 3(a)…*Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior… (c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying… historic properties in its ownership and make the report available to the Council and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A)

Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes, and historic sites…

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service wide inventories of cultural resources.

Responding to the Call to Action:
The year 2016 marked the 100th anniversary of the National Park Service. A five-year action plan entitled, "A Call to Action: Preparing for a Second Century of Stewardship and Engagement" charts a path toward that second century vision by asking Service employees and partners to commit to concrete actions that advance the agency's mission. The heart of the plan includes four broad themes supported by specific goals and measurable actions. These themes are: Connecting People to Parks, Advancing the NPS Education Mission, Preserving America's Special Places, and Enhancing Professional and Organizational Excellence. The Cultural Landscape Inventory relates to three of these themes:

Connect People to Parks. Help communities protect what is special to them, highlight their history, and retain or rebuild their economic and environmental sustainability.
Advance the Education Mission. Strengthen the National Park Service's role as an educational force based on core American values, historical and scientific scholarship, and unbiased translation of the complexities of the American experience.
Preserve America's Special Places. Be a leader in extending the benefits of conservation across physical, social, political, and international boundaries in partnership with others.

The national CLI effort directly relates to #3, Preserve America's Special Places, and specifically to Action #28, "Park Pulse." Each CLI documents the existing condition of park resources and identifies impacts, threats, and measures to improve condition. This information can be used to improve park priority setting and communicate complex park condition information to the public.

Responding to the Cultural Resources Challenge:
The Cultural Resources Challenge (CRC) is an NPS strategic plan that identifies our most critical priorities. The primary objective is to "Achieve a standard of excellence for the stewardship of the resources that form the historical and cultural foundations of the nation, commit at all levels to a common set of goals, and articulate a common vision for the next century." The CLI contributes to the fulfillment of all five goals of the CRC:

1) *Provide leadership support, and advocacy for the stewardship, protection, interpretation, and management of the nation's heritage through scholarly research, science and effective management;*
2) *Recommit to the spirit and letter of the landmark legislation underpinning the NPS*;
3) *Connect all Americans to their heritage resources in a manner that resonates with their lives, legacies, and dreams, and tells the stories that make up America's diverse national identity;*
4) *Integrate the values of heritage stewardship into major initiatives and issues such as renewable energy, climate change, community assistance and revitalization, and sustainability, while cultivating excellence in science and technical preservation as a foundation for resource protection, management, and rehabilitation; and*
5) *Attract, support, and retain a highly skilled and diverse workforce, and support the development of leadership and expertise within the National Park Service.*

Scope of the CLI:
CLI data is gathered from existing secondary sources found in park libraries, archives and at NPS regional offices and centers, as well as through on site reconnaissance. The baseline information describes the historical development and significance of the landscape, placing it in the context of the landscape's overall significance. Documentation and analysis of the existing landscape identifies character defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit and generates spatial data for Geographic Information Systems (GIS). The CLI also identifies stabilization needs to prevent further deterioration of the landscape and provides data for the Facility Management Software System.

Inventory Unit Summary & Site Plan

Inventory Unit

Cultural Landscape Inventory Name	Anacostia Park
Cultural Landscape Inventory Number	600088
Parent Cultural Landscape Inventory Number	600088
Park Name	National Capital Parks - East
Park Alpha Code	NACE
Park Org Code	3560
Property Level	Landscape

Landscape/Component Landscape Description

The Anacostia Park cultural landscape (Reservation 343, Sections C, D, E) is a 195.53-acre portion of the larger 1,157-acre Anacostia Park, a recreational landscape located in Southeast Washington, D.C. Anacostia Park is the second largest park in the District of Columbia, running north-south on both sides of the Anacostia River and extending from the District Line to the north to Poplar Point to the south. Anacostia Park is divided into several smaller sections. From south to north on the eastern shore of the Anacostia River, these are: Section C (Poplar Point), Section D (Fairlawn), Section E (Twining), Section F (River Terrace), Section G (Kenilworth Park & Kenilworth Aquatic Gardens), as well as Langston Golf Course and the RFK Stadium area on the western shore. The study area for this Cultural Landscape Inventory is comprised of Anacostia Park Sections C, D, and E. (For a list of other character areas identified in Anacostia Park, see Appendix E). Anacostia Park is a unit of the National Park Service and managed by National Capital Parks-East (NACE).

HISTORICAL OVERVIEW

Although the area that encompassed the Anacostia Park cultural landscape did not exist as a permanent landscape until the 20th century, it is located in a region that has been inhabited by humans since at least 15,000 BCE (Louis Berger 2016: 6-8). English colonizer John Smith, who explored the Chesapeake watershed in 1608, recorded the location of a village near the mouth of the Anacostia River that he called Nacotchtank, meaning “at the trading town.” Other explorers quickly followed suit using Smith’s map, exacerbating tensions between Native American groups and White colonizers. Between 1608 and 1790, Europeans replaced Native Americans as the main inhabitants of land that would eventually become Washington, D.C. European plantations relied on enslaved labor to cultivate cash crops such as tobacco, which was transported to market along the navigable waterways of the Eastern Branch of the Potomac River (now known as the Anacostia River). However, by 1762, agricultural runoff rendered much of the Eastern Branch too shallow for navigation, blocking portions of the Navy Yard channel. Due to this, the nature of agriculture shifted away from the cash-crop model towards smaller plots, as many of the larger landowners sold off portions of their land.

As heightened construction and poor agricultural practices resulted in runoff and deforestation, the shoreline of the Anacostia River transformed over the 19th century into large areas of marshy wetlands, dense grasses, and accumulated waste (Gutheim and Lee 2006: 147). Given the sedimentation of portions of the Navy Yard channel and the Anacostia River's associations with unsightly, unnavigable, and unhygienic conditions, engineers began designing for its reclamation. River improvements were underway by 1892, and continued in earnest after 1898, when Congress passed an act mandating the dredging of the Anacostia River. By the time the McMillan Plan of 1902 was published, District officials called for the construction of an "Anacostia Water Park" on the reclaimed banks of the river. Under such a plan, the river's silt would be dredged and dumped on the Anacostia flats, after which the reclaimed land would be used for park purposes (Moore 1902: 105). "Anacostia Park" was officially named and established under an act of Congress in 1918.

Reclamation efforts in the early 20th century precipitated recreational improvements under the Office of Public Buildings and Grounds (OPBG). The design and planning for the new Anacostia Park in Section D of the cultural landscape was in progress by 1922-1923, under landscape architects Irwin W. Payne and Thomas C. Jeffers. While Payne and Jeffers drew up plans for Anacostia Park Section D, work continued on the reclamation and construction of parkland in other sections, including in Section E. The OPBG broke ground for Anacostia Park on August 2, 1923. Dredging and construction of the Anacostia Park cultural landscape was complete by 1924, with construction of seawalls north of the cultural landscape finished by 1927. In 1925, the U.S. Army Corps of Engineers transferred Section E to the Office of Public Buildings and Public Parks (successor agency of the OPBG) to become part of the evolving park.

Section D of Anacostia Park was specifically envisioned as a segregated, White-only recreation area of a segregated Anacostia Park; Section C, meanwhile, was envisioned as the Black section of the park. As designed, the 11the Street Bridge would be the center of the park, dividing the two segregated sides. However, funding never materialized for the development of Section C, and much of it was given away to the District for tree nurseries. Despite the lack of recreational development in Section C, Payne wasted no time in further developing Section D of the cultural landscape. By 1930, Section D included a White-only nine-hole golf course, numerous sports fields, and a large clubhouse.

With the onset of the Great Depression in 1929, much of the country became unemployed and impoverished. Desperation and disgruntlement grew, particularly among those veterans of the recent world war, who felt abandoned by their government. In May of 1932, thousands of unemployed World War I veterans and their families formed the Bonus Army, to march on Washington and demand early cash redemption of their service certificates promised by Congress. For weeks, the Bonus Army occupied the Anacostia flats in the unimproved Anacostia Park Section C. The temporary encampment consisted of impromptu shelters organized along a

military grid. However, the Bonus Army camp was short-lived; after just a few weeks, on July 28th, 1932, U.S. military forces violently evicted the group without their bonuses.

After the hasty, forced departure of the Bonus Army, much of Section C of the cultural landscape lay in ruin. Under the New Deal, an economic recovery and employment program created by President Franklin Delano Roosevelt, several groups worked at Anacostia Park to clean up from the Bonus Army occupation and improve it as parkland. These groups included the Civilian Conservation Corps (CCC), the Civil Works Administration (CWA), the Public Works Administration (PWA), and the Works Progress Administration (WPA). Under their tenure, these groups improved existing recreational facilities, established new facilities, graded the landscape, and planted new vegetation.

Despite the rapid growth and development of the park system in Washington, D.C. in the first half of the 20th century, not all of the District's residents enjoyed equal access to park facilities. Segregation continued to be the rule in Anacostia Park Sections C and D. The District-wide policy of segregated recreation also extended to military facilities in the District. On September 21, 1941, the first army recreation camp for Black soldiers in the District opened in Section C. The new facility for Black soldiers at Anacostia Park was the first of several such camps aimed at providing a safe place for Black soldiers to find recreation while on leave.

In the summer of 1949, the Department of the Interior and District officials began to consider an end to the segregation of recreational facilities. However, before an agreement could be reached, a series of incidents between Black and White youth at the Anacostia Pool compelled the federal government to integrate public facilities, regardless of the District's preferences. Skirmishes at the Anacostia Pool in Section D precipitated a change in policy that desegregated all public recreational facilities, and eventually resulted in the full desegregation of public pools in the District in 1954.

In 1941, the beginning of U.S. involvement in World War II (WWII) dictated a rapid increase in the number of federal employees, which required a dramatic increase in available office space in Washington, D.C. The Naval Receiving Station (NRS) was established in Section C of Anacostia Park to serve as an expanded administrative and educational training facility for the nearby Navy Yard. After the conclusion of WWII, the NRS continued to occupy the site into the 1980s. However, construction of the Anacostia Freeway (I-295) in 1959 resulted in the gradual removal of facilities and personnel from Section C. Between 1959-1980, all wartime structures in Section C were either demolished or transferred to the National Park Service (Dolph 2001: 10-12).

As construction on the Anacostia Freeway progressed in the 1950s and 1960s, the National Park Service was forced to close the Anacostia Golf Course. NPS officials used the closure of the golf course to create new plans for an expanded course that featured a driving range, 18 holes, a new miniature golf course, and a golf center

(Babin 2017: 73). However, only the golf center was built in Section E in 1961; the redesigned course never reopened. By 1964, the Anacostia Freeway was complete and open to traffic, creating a physical barrier between Anacostia Park and the surrounding neighborhoods.

The last major improvement to the cultural landscape occurred between 1974-1976, when architects Keyes, Lethbridge, and Condon undertook a Bicentennial redesign of Section E and portions of Section D. The firm worked closely with the adjacent neighborhoods to design new park facilities. Responding to community input, the firm designed "park nodes" that provided small-scale recreational opportunities for residents. The principal of the project, Colden Florance, called for the complete redesign of Section E. The new plans centered around a large pavilion (later known as the skating center) that was designed to be flexible and open-air. The landscape around the pavilion included new plantings and sports facilities (Scott 1993: 276-77; *Washington Post,* January 9, 1977: K1).

Few significant changes have been made to the cultural landscape since the Bicentennial. Minor improvements and maintenance have been carried out by NPS officials throughout the study area. Notable additions to the park since the period of significance include the Anacostia Riverwalk Trail and new pirate ship playground near the Pennsylvania Avenue SE bridge. The cultural landscape retains integrity to all sub-periods of significance and is in fair condition.

SIGNIFICANCE SUMMARY

This CLI recommends a single expansive period of significance in order to address Anacostia Park's many areas of significance: pre 1668-1976. This period represents the significance of the Anacostia River landscape from the pre-colonial era to the Bicentennial, acknowledging the cultural landscape's role in over three centuries of locally- and nationally-significant history in the District of Columbia.

This CLI recommends a single expansive period of significance that is further refined into sub-periods based on each criterion and area of significance. The period extends from pre 1668-1976, representing the history of the banks of the Anacostia River from the pre-colonial era to the National Park Service's Bicentennial-era investments in the cultural landscape as a model for community-engaged design in federal parks. Within the larger period of significance, the CLI's criteria and areas of significance recognize overlapping sub-periods associated with important movements and historical events, significant persons, significant architectural works, and the potential to yield significant archeological findings. The extended period of significance spans pre-contact with the Nacotchtank, European colonization, the subsequent displacement and dispossession of the Nacotchtanks, the 18th- and 19th-century development of the Anacostia region as part of the District of Columbia, the reclamation of the Anacostia River and its flats, the Bonus Army occupation, the 20th-century

development of the Anacostia River flats for use as a park and recreation area, and the refinement of the cultural landscape design in response to community concerns.

This CLI recommends that the Anacostia Park cultural landscape's significance be refined and expanded to encompass the following periods according to Criteria A, C, and D:

Criterion A

1. 1890-1964, with local significance under Criterion A, for its role in the pattern of development for urban parks in Washington from the late-19th century to the 1960s;
2. 1932, with national significance under Criterion A, as the site of the Bonus Army Encampment in one of the largest protests and occupations in the history of Washington, D.C.;
3. 1932-1941, with local significance under Criterion A, for its role in the New Deal employment programs that undertook park rehabilitation projects in Anacostia Sections C and D;
4. 1941-1949, with local significance under Criterion A, for its role in the desegregation of military and public recreational facilities in the District of Columbia;
5. 1942-1959, with local significance under Criterion A, having hosted a substantial temporary military reservation during WWII when many federal reservations were converted from recreational to wartime uses;
6. 1968-1976, with local significance under Criterion A, as a model for the National Park Service's community-engaged approach to park programming and design in the late 20th century;

Criterion C

7. 1890-1925, with local significance under Criterion C, as a significant recreational landscape that embodies the evolution of 19th and 20th-century park planning, construction, and landscape architecture; and

Criterion D

8. Pre 1668-1890 and 1932, with local significance under Criterion D, for its potential to yield information about the prehistory and history of the Anacostia River Valley and its inhabitants, as well as the Bonus Army, that historically occupied Section C in 1932.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

This CLI finds that the Anacostia Park cultural landscape retains integrity based on the extant conditions that are consistent with its period of significance (with sub-periods of significance defined as pre 1668-1890; 1890-1925; 1890-1964; 1932; 1932-1941; 1941-1949; 1942-1959; 1968-1976). Original landscape characteristics and features from the period of significance remain in place at Anacostia Park, including its land use for passive and active recreation, flat topography, segmented composition, views of adjacent historic landmarks, Bicentennial planting scheme, and limited small-scale features. The landscape displays all seven aspects that determine integrity, as defined by the National Register of Historic Places.

Inventory Unit Size (Acres)

195.53 acres

Site Plan Information

Site Plan Graphic

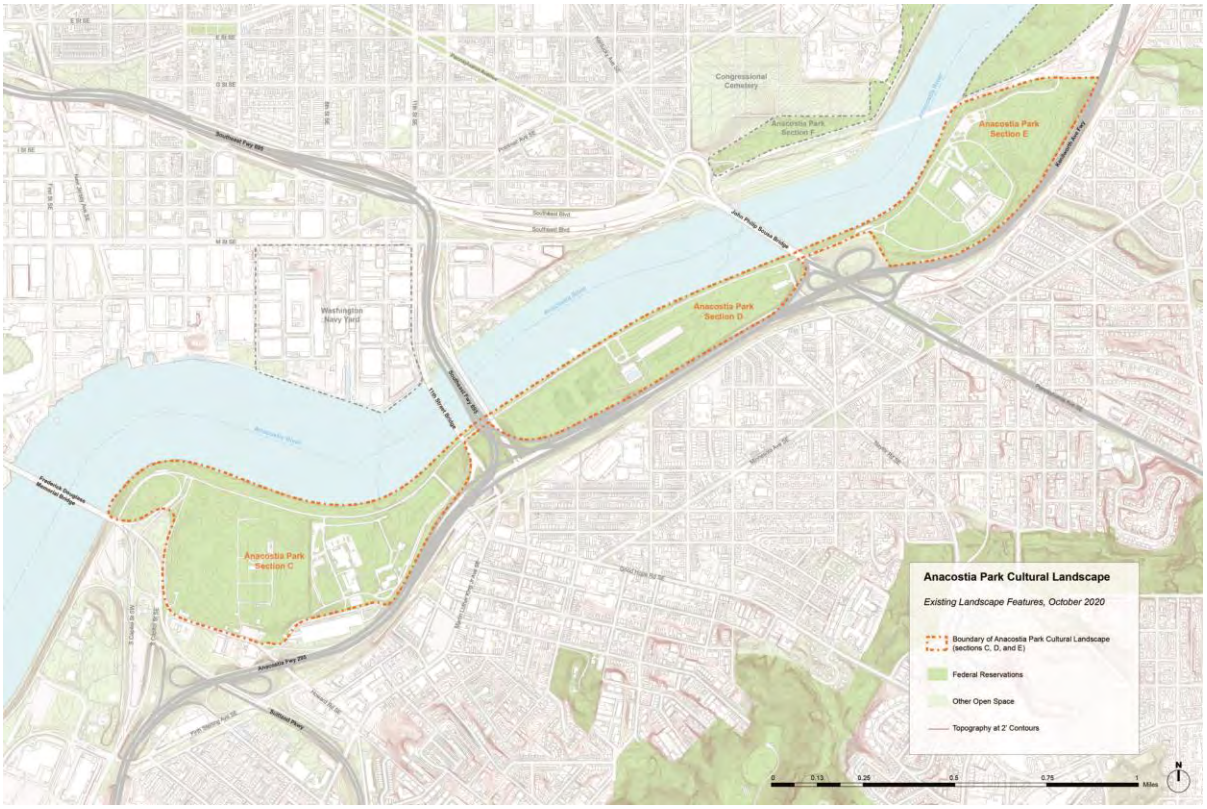


FIGURE 2: Site boundaries for the Anacostia Park cultural landscape. (Graphic by Xue Fei Lin and CLI author, 2021)

Concurrence Status

Inventory Unit

Completion Status Explanatory Narrative

This Cultural Landscape Inventory was written by Jacob Torkelson, Research Associate, University of Pennsylvania, under the supervision of Molly Lester, Associate Director of the Urban Heritage Project of PennPraxis, University of Pennsylvania. This Cultural Landscape Inventory also relies on substantial writing and research conducted by Shannon Garrison (University of Pennsylvania) and Molly Lester (University of Pennsylvania) related to other Washington, D.C. parks and Civil War fortifications. Primary and secondary source material from within the National Park Service and local repositories was utilized to complete the inventory and is listed in the bibliography. Initial documentation and research for this CLI began in 2019 and was completed during the COVID-19 Pandemic in 2020. Due to restrictions in travel (both in the field and to local repositories), findings could not be verified in a routine manner; as such, this CLI reflects the current understanding of the cultural landscape as of October 2020.

Research and editorial assistance was provided by: Daniel Weldon, Cultural Resources Program Manager, National Capital Parks-East, National Park Service; Vince Vaise, Chief of Visitor Services, National Capital Parks-East, National Park Service; Justine Christianson, Historian, Heritage Documentation Program, Washington, D.C. Area Support Office, National Park Service; Sarah Lerner, PennPraxis Design Fellow; and Randall Mason, Professor, Historic Preservation, University of Pennsylvania. Initial mapping was completed by PennPraxis Design Fellow Xue Fei Lin.

Park Superintendent Concurrence

TBD [Yes/No]

Park Superintendent Concurrence Date

TBD [mm/dd/yyyy]

Concurrence Graphic Information:

[Insert NACE Superintendent concurrence image]

Concurrence Graphic Information:

[Insert D.C. SHPO concurrence image]

Geographic Information & Location Map

Inventory Unit

Inventory Unit Boundary Description

The Anacostia Park cultural landscape (Reservation 343, Sections C, D, E) is a 195.53-acre portion of the larger 1,157-acre Anacostia Park, a recreational landscape located in Southeast Washington, D.C. Anacostia Park is the second largest park in the District of Columbia, running north-south on both sides of the Anacostia River and extending from the District Line to the north to Poplar Point to the south. Anacostia Park is divided into several smaller sections. From south to north on the eastern shore of the Anacostia River, these are: Section C (Poplar Point), Section D (Fairlawn), Section E (Twining), Section F (River Terrace), Section G (Kenilworth Park & Kenilworth Aquatic Gardens), as well as Langston Golf Course and the RFK Stadium area on the western shore. The study area for this Cultural Landscape Inventory is comprised of Anacostia Park Sections C, D, and E. Anacostia Park is a unit of the National Park Service and managed by National Capital Parks-East (NACE).

Park Management Unit

NACE

Land Tract Numbers

U.S. Reservations 343C, 343D, 343E

GIS File Name

None associated with CLI

GIS File Description

None associated with CLI

GIS URL

None associated with CLI

State and County

State

Washington

County

District of Columbia

Location Map Information

Location Map Graphic

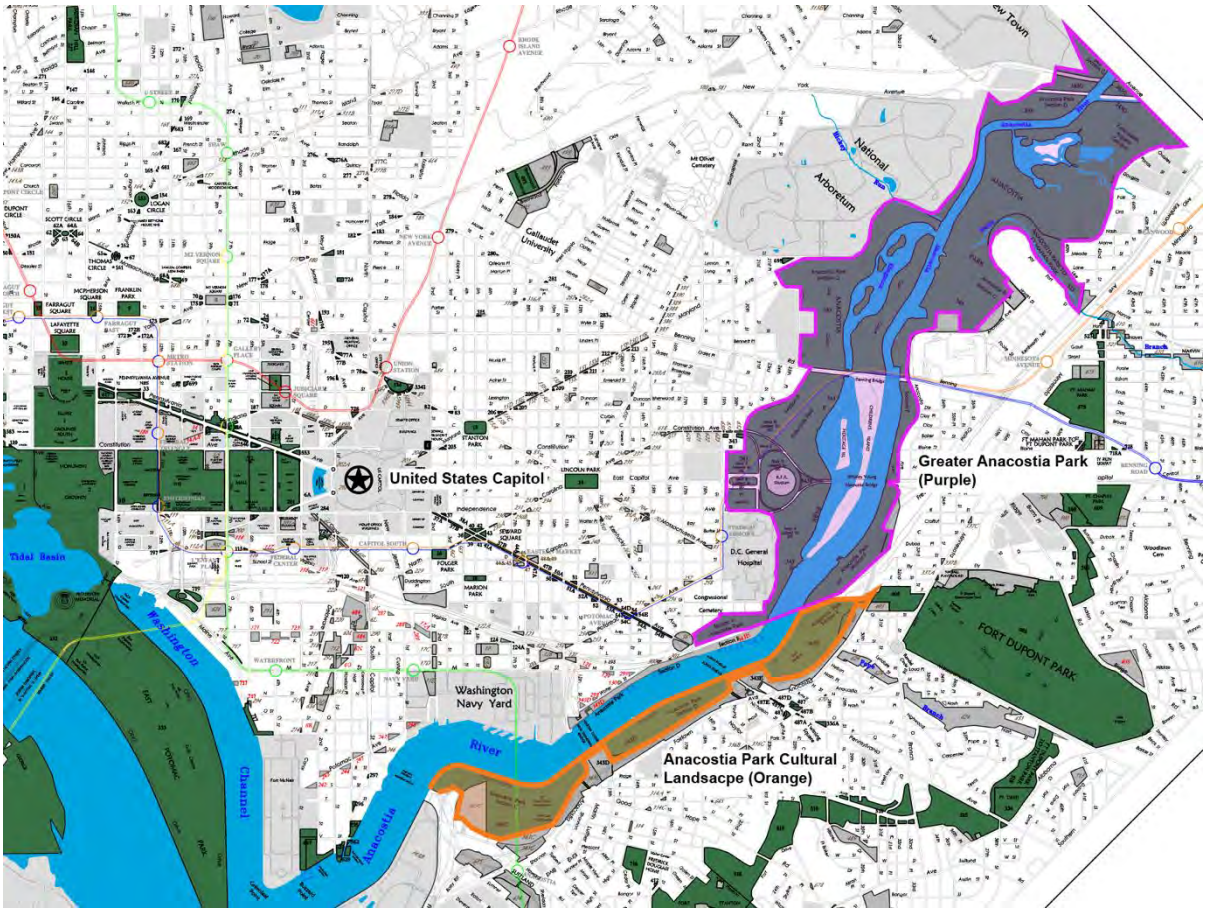


FIGURE 3: The Anacostia Park cultural landscape, showing location in relation to the United States Capitol, the Mall, and Fort Dupont Park. The cultural landscape is outlined in orange; the greater Anacostia Park is outlined in purple; other federal reservations managed by the National Park Service are depicted as green. (Excerpt from Park System of the Nation's Capital and Environs, National Capitol Region, National Park Service, 2016; annotated by the CLI author)

Boundary UTM

Latitude: 38.872595 (as defined by Google Earth, WGS 1984)

Longitude: -76.983124 (as defined by Google Earth, WGS 1984)

Management Information

Inventory Unit

Management Category

Must be Preserved and Maintained

Management Category Date

10/29/2020

Management Category Explanatory Narrative

The creation of Anacostia Park was Congressionally mandated by an Appropriation Act in 1918, which provided funding for the reclamation of the Anacostia River Flats as parkland from the mouth of the Anacostia River to the northern District Line. The newly legislated "Anacostia Park" was declared a unit of the District of Columbia Park system. In 1924, Congress legislated the creation of the National Capital Park Commission and charged it with the comprehensive development of a park and playground system in the National Capital, including Anacostia Park. The original charter specified the creation of a park system for the preservation and protection of the regional watersheds. Under a similar Congressional Act in 1926, this agency was renamed the National Capital Park and Planning Commission and given expanded powers to develop regional parks, including Anacostia Park. The 1930 Capper-Cramton Act provided further authority and funding for land acquisition and park expansion.

Adjacent Lands Information

Do Adjacent Lands Contribute?

Yes – Adjacent lands do contribute

Adjacent Lands Description

Adjacent lands include the sections of Anacostia Park that are located outside the boundaries of this cultural landscape; they include Anacostia Park Sections F and G.

Adjacent Lands Graphic

See Figure 3.

Management Agreements

Management Agreement	Management Agreement Expiration Date	Management Agreement Explanatory Narrative	Other Management Agreement
Memorandum of Agreement	Unknown	Memorandum of Agreement among the Federal Highway Administration, the District of Columbia State Historic Preservation Office, the National Park Service, the National Capital Planning Commission, the Advisory Council on Historic Preservation, and the District of Columbia Department of Transportation regarding the South Capitol Street Bridge Project	
Memorandum of Agreement	5/20/2020	Memorandum of Understanding Agreement Number 3501-14-0001 between the National Park Service and the Anacostia Watershed Society for negotiating a new partnership agreement	
Interagency Agreement	Unknown	Programmatic Agreement among the Federal Highway Administration, the District Department of Transportation, the District of Columbia State Historic Preservation Office, and the National Park Service regarding the 11th Street Bridges Project	
Interagency Agreement	Unknown	Amendment No. 1 to the Programmatic Agreement among the Federal Highway Administration, the District Department of Transportation, the District of Columbia State Historic Preservation Office, and the National Park Service regarding the 11th Street Bridges Project design revisions	
Interagency Agreement	Unknown	Amendment No. 2 to the Programmatic Agreement among the Federal Highway Administration, the District Department of Transportation, the District of Columbia State Historic Preservation Office, and the National Park Service regarding the 11th Street Bridges Project. Purpose is to document achievement of a “net benefit” to Anacostia Park.	
Memorandum of Agreement	Unknown	Voluntary Technical Services Agreement among/between National Capitol Parks-East, National Capital Region, Denver Services Center (NPS), and D.C. Water to address combined sewer outflows under the Anacostia River Project	

Memorandum of Understanding	Unknown	MOU between NPS, DCDOT, Maryland NCPPC, and MDOT for the design and construction of the Anacostia Riverwalk Trail	
Cooperative Agreement	2002; 2018 (amended)	Cooperative Agreement between the D.C. Department of Consumer and Regulatory Affairs and the National Capital Region, NPS to establish, design, and construct the Anacostia Boat Launch in Section E and to design, renovate, and operate the Aquatic Resources Education Center in Section E; Amended on September 29, 1987 to change end date from 2002 to 2018	
Memorandum of Understanding	Unknown	Memorandum of Understanding for Planning and Decisions for the D.C. Lands Act Poplar Point Project	

NPS Legal Interest

Type of Legal Interest

Fee Simple

Fee Simple Reservation for Life

No

Fee Simple Reservation Expiration Date

N/A

Other Agency or Organization

NPS Legal Interest Explanatory Narrative

In 1923, the Army Corps of Engineers transferred jurisdiction of Sections C and D to the Office of Public Buildings and Grounds (OPBG) for improvement and maintenance as a recreational park. In 1925, the U.S. Army Corps of Engineers transferred Section E, bounded by Pennsylvania Avenue SE to the south and the railroad bridge to the north, to the newly-formed Office of Public Buildings and Public Parks (OPBPP) to be part of the evolving park. That same year, the OPBG transferred all of its public reservations, including the other sections of Anacostia Park, to the OPBPP. In 1933, the Office of Public Buildings and Public Parks transferred responsibility for federal reservations (including the Anacostia Park cultural landscape) to the Department of the Interior, under the management of the National Park Service (NPS). The National Capital Parks office, a unit of the National Park Service, was established in 1934 and assumed responsibility for public reservations in the District.

Public Access to Site

Public Access

Unrestricted; Other Restrictions

Public Access Explanatory Narrative

Anacostia Park is open to the public with unrestricted access during daytime hours. The park is closed at dark.

Access to the Anacostia Recreation Center, Anacostia Pool, Anacostia Skating Pavilion, and Aquatic Resources Education Center are subject to other hours:

Anacostia Recreation Center (Monday – Friday, 10 am - 9 pm, Closed Saturday, Sunday)

Anacostia Pool (Tuesday- Friday, 8 am - 8 pm; Saturday-Sunday, 11 am - 6 pm, Closed Monday)

Anacostia Skating Pavilion (Free Skate Rentals staffed by NPS, 9:00 a.m. - 4:30 p.m., Memorial Day-Labor Day; Otherwise, unrestricted during daylight hours)

Aquatic Resources Education Center (Monday – Friday, 10:00 a.m.- 2:00 p.m. or by appointment)

(These hours do not account for any changes made due to COVID-19 restrictions.)

Access to the U.S. Park Police Aviation Unit, U.S. Park Police Anacostia Headquarters, NACE Headquarters, and the former D.C. Lanham Tree Nursery in Section C of Anacostia Park are restricted to authorized personnel only.

FMSS Asset

FMSS Asset Location Code

[enter text here]

National Register Information

Inventory Unit

National Register Landscape Documentation

SHPO – Inadequately Documented

National Register Documentation History

Anacostia Park (U.S. Reservation 343) was determined eligible for listing as a historic district on the National Register of Historic Places in 2009 by the D.C. SHPO. This determination was made as a result of a Section 106 undertaking related to the proposed transfer of Poplar Point (Section C) to the District of Columbia under the Federal and District of Columbia Real Property Act. The potential Anacostia Park Historic District would be subject to further survey, but would likely begin at the Frederick Douglass Memorial Bridge (South Capitol Street) to the south, running upriver to the District of Columbia-Maryland boundary. It would include: Langston Golf Course and Kenilworth Aquatic Gardens (both already listed on the NRHP); the site of the Bonus Army encampment in Section C; Section D; Section E; Section F; and Section G (Kenilworth Park); the RFK stadium area; and the "west bank" wetlands. SHPO also stated that such a nomination should consider adjacent properties such as the National Arboretum and Congressional Cemetery (which are already listed separately). In addition, the Anacostia Park seawall and the Anacostia Field House (Recreation Center) are located within the potential Anacostia Historic District and appeared to be eligible for listing at the time of the evaluation. The DOE also noted the likelihood of buried archeological resources within the boundaries of the park.

Architectural historians Megan Venno and Elizabeth Calvit of CH2M Hill prepared a draft National Register Nomination in 2008 for Anacostia Park. This was revised in 2010 by the same authors. The nomination specifies significance under Criteria A, C, and D in the areas of Engineering, Landscape Architecture, Social History, and Archeology. The period of significance for this draft nomination is 1906-1949. Contributing buildings were limited to the Anacostia Field House (Anacostia Recreation Center), the Engineer's Building (Anacostia Pump House), D.C. Armory, Kenilworth Aquatic Gardens (listed separately), Langston Golf Course (listed separately), the seawalls, and archeological sites 51SE029, 51SE031, 51SE032, 51SE058, as identified by Louis Berger in 2016. Non-contributing resources include the RFK Stadium, the Skating Rink, and other unspecified archeological sites.

According to research conducted for this cultural landscape inventory and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," the Anacostia Park cultural landscape is inadequately documented based on the existing draft National Register documentation. While most of the major buildings and structures have been documented, important historic resources and features related to topography, land use, spatial organization, vegetation, circulation, views and vistas, and small-scale features have not yet

been evaluated or determined eligible for the National Register. Other buildings and structures are inadequately documented, and determined to be significant within the criteria and period of significance for this CLI. Therefore, for the purposes of the cultural landscape inventory, the property is considered "SHPO – Inadequately Documented."

The cultural landscape inventory maintains that the Anacostia Park cultural landscape is eligible for the National Register under Criteria A, C, and D in the areas of Community Planning and Development, Entertainment/Recreation, Ethnic Heritage—Black, Landscape Architecture, Architecture, Politics/Government, Social History, Transportation, Archeology, Conservation, Engineering, and Exploration/Settlement. This CLI recommends an expansive period of significance of pre-1668-1976, which has been refined into sub-periods of significance. This long period of significance encompasses the cultural landscape's archeological significance, its creation as parkland under the Army Corps of Engineers, the Bonus Army encampment, New Deal-era improvements, the segregation and desegregation of recreational facilities, the existence of temporary World War II facilities, and its significant Bicentennial-era redesign, which emerged from a years-long community engagement process that became a model for National Park Service park planning.

National Register Eligibility

TBD [seeking "Eligible – SHPO Consensus Determination"]

National Register Eligibility Concurrence Date (SHPO/Keeper)

TBD [mm/dd/yyyy]

National Register Concurrence Explanatory Narrative

TBD [enter text here]

Statement of Significance

National Register Criteria A, C, D

Period of Significance: pre 1668-1976

Criterion A: 1890-1964
Criterion A: 1932
Criterion A: 1932-1941
Criterion A: 1941-1949
Criterion A: 1942-1959
Criterion A: 1968-1976
Criterion C: 1890-1925
Criterion D: pre 1668-1890; 1932

The Anacostia Park cultural landscape (Reservation 343, Sections C, D, E) is a 195.53-acre portion of the larger 1,157-acre Anacostia Park, a recreational landscape located in Southeast Washington, D.C. Anacostia Park is

the second largest park in the District of Columbia, running north-south on both sides of the Anacostia River and extending from the District Line to the north to Poplar Point to the south. Anacostia Park is divided into several smaller sections. From south to north on the eastern shore of the river, these are: Section C (Poplar Point), Section D (Fairlawn), Section E (Twining), Section F (River Terrace), Section G (Kenilworth Park & Kenilworth Aquatic Gardens), as well as Langston Golf Course and the RFK Stadium area on the western shore.

For this Cultural Landscape Inventory, the Anacostia Park cultural landscape comprises Sections C, D, and E, the southernmost sections of the full park. The cultural landscape is located in the southeast quadrant of Washington, D.C. It is bounded by Howard Road SE and South Capitol Street SE to the south, the Anacostia River to the west, the CSX Railroad to the north, and the Anacostia Freeway (Route 295) to the east. Within the cultural landscape, Section C lies between the Frederick Douglass Memorial Bridge (S. Capitol Street SE) and the 11th Street SE bridge. Section D is located between the 11th Street SE bridge to the south and the John Philip Sousa Bridge (Pennsylvania Avenue SE) to the north. Section E is situated between the John Philip Sousa Bridge to the south and the CSX Railroad bridge to the north. The cultural landscape (and the full park) is managed by the National Park Service, National Capital Parks-East.

This CLI recommends a single expansive period of significance that is further refined into sub-periods based on each criterion and area of significance. The period extends from pre 1668-1976, representing the history of the banks of the Anacostia River from the pre-colonial era to the National Park Service's Bicentennial-era investments in the cultural landscape as a model for community-engaged design in federal parks. Within the period of significance, the CLI's criteria and areas of significance recognize overlapping periods associated with important movements and historical events, significant persons, significant architectural works, and the potential to yield significant archeological findings. The extended period of significance spans pre-contact with the Nacotchtank, European colonization, the subsequent displacement and dispossession of the Nacotchtanks, the 18th- and 19th-century development of the Anacostia region as part of the District of Columbia, the reclamation of the Anacostia River and its flats, the Bonus Army occupation, the 20th-century development of the Anacostia River flats for use as a segregated park and recreation area, and the refinement of the cultural landscape design in response to community concerns.

The Anacostia Park cultural landscape **derives local significance under Criterion A, in the area of Recreation**, for its role in the development of large-scale urban parks in Washington between 1890 and 1964. The development of Anacostia Park reflects changing ideas of health, recreation, and urban life in the late 19th and early 20th centuries. By the late 19th century, the Anacostia River in Washington, D.C. was widely believed to be a breeding ground for contagious diseases such as malaria. Similarly, shipping routes to the Navy Yard had become nearly unnavigable. By 1890, Congress tasked the Army Corps of Engineers with opening the

Navy Yard channel and with the task of cleaning up and "reclaiming" the disease-ridden river as useful land. Following the successful examples of West and East Potomac Parks, the new land in Anacostia Park was then targeted for park purposes. In the ensuing decades, progressive ideas of park planning and urban development guided the development of Anacostia Park into the 20th century, with Victorian ideas of leisure quickly giving way to 20th-century ideas of active recreation. Swayed by the new recreational ideas of Progressive reformers, District officials developed large-scale recreational landscapes across Washington, D.C. to provide hubs of recreational activity. Anacostia Park Section D (the central portion of this cultural landscape) was developed according to these principles in the inter-war years. The Anacostia Park cultural landscape is a significant exemplar of each of these eras of changing recreational ideas, values, needs, and development.

The Anacostia Park cultural landscape is also **nationally significant under Criterion A, in the areas of Social History and Politics/Government**, for the occupation of the Bonus Army in 1932. This significant era begins on June 2, 1932 with the occupation of the Anacostia flats by the Bonus Army and ends on July 28, 1932 with the group's violent eviction. The Bonus Army was formed by 10,000 to 25,000 (estimates vary widely) World War I veterans who marched on Washington, D.C. in 1932, at the height of the Great Depression, to demand early cash redemption of their military service certificates. Having rallied from all over the country, the Bonus Army's occupation headquarters in Washington, D.C. was in Anacostia Park Section C, at the southern end of the cultural landscape. The Bonus Army is widely regarded as one of the most important mass protests and occupations of the Great Depression and is among the earliest examples of a racially integrated protest in the United States.

The Anacostia Park cultural landscape is also **locally significant under Criterion A, in the areas of Social History and Politics/Government**, for the development of Anacostia Park as part of the New Deal employment programs between 1932 and 1941. This significant era spans the construction of facilities in Anacostia Park by various New Deal-era agencies including the Civilian Conservation Corps (CCC), and ends with the CCC's construction in 1941 of the first recreation facility for Black residents. Soon after the Bonus Army's displacement in July 1932, New Deal-era workers were involved in the cleanup and development of Anacostia Park under the direction of several public works agencies, including the Works Progress Administration (WPA), Public Works Administration (PWA), Civil Works Administration (CWA), and Civilian Conservation Corps (CCC). These employment programs had a significant impact on the physical development and character of the cultural landscape as a public recreational amenity.

The Anacostia Park cultural landscape is also **locally eligible under Criterion A, in the area of Ethnic History—Black**, for its role in desegregating public recreational facilities in the District of Columbia between 1941 and 1949. Throughout the first half of the 20th century, the management of Anacostia Park was exclusively along segregated lines. Beginning in the early 1920s, development plans for Anacostia Park called for the

development of segregated facilities within Sections C and D of the park—the central and southern sections of the cultural landscape. Few of these projects were actually realized; failed projects included a bathing beach and golf course for Black residents in Section C. Meanwhile, Section D was developed as a state-of-the-art Recreation Center for White patrons. In the 1930s, Secretary of the Interior Harold Ickes announced that the National Park Service would no longer uphold a policy of segregation. However, in practice, the District Recreation Board operated the facilities and refused to integrate the parks like Anacostia. In 1941, a camp was constructed in Section C of the park to host African American soldiers on leave; the camp was the first such recreation camp for Black soldiers in the District, having been installed by the Army to quell racialized tensions between soldiers. A few years later, in the summer of 1949, Black youth attempted to gain entrance to the Anacostia Pool, but were met each time with outright exclusion, physical violence by White patrons, and arrest by police. These skirmishes at the Anacostia Pool in Section D precipitated a change in policy that desegregated public recreational facilities throughout the District of Columbia. The Anacostia Park cultural landscape is locally significant for its pivotal role in these events.

The Anacostia Park cultural landscape is also **locally eligible under Criterion A, in the area of Military**, as the site of a substantial temporary World War II military reservation from 1942 to 1959. Under an agreement with the Department of War, the Department of the Interior agreed to cede a portion of Section C (the southern section of the cultural landscape) for use as the Naval Receiving Station—Anacostia (NRS). The NRS was constructed during a time of greatly heightened demand for space in close proximity to the nation's capital for the operation and construction of war-time government facilities. Many of these facilities were built on parkland throughout the District as temporary facilities, to be removed after the war in order for parks to regain their recreational use. Section C of Anacostia Park had yet to be significantly developed for recreational use and remained vacant prior to the NRS. Section C's adjacency to the Naval Support Facility Anacostia and Bolling Air Force Base made it an excellent candidate for a temporary war-time military facility. The Department of the Interior, when allowing the construction of the NRS, mandated that the land be ceded back for park use at the conclusion of the war. However, the NRS continued to occupy the land into the 1960s, causing much public debate over the use of public lands in the District of Columbia after World War II. Today, at least two buildings remain in Anacostia Park Section C that date to this period of significance: The National Capital Parks—East Headquarters and portions of the United States Park Police Anacostia Operations Facility. The development of the NRS within the Anacostia Park cultural landscape is significant as a representative example of wartime use of public reservation for temporary government facilities.

The cultural landscape is **also locally eligible under Criterion A, in the area of Community Planning and Development** for its role in the community-centric programming and Bicentennial planning for Washington, D.C.'s federal parks. The projects implemented within the cultural landscape made significant contributions to the development of the National Park System's community engagement strategies in the late 20th century;

Anacostia Park became a model within the National Park Service as a public park designed to serve local stakeholders rather than visiting tourists. In 1967, NPS Director George Hartzog, Jr. invited industrial designer Russel Wright to make recommendations for how the Department of the Interior could improve federal parklands in the nation's capital. Wright's investigation illuminated the discrepancies between the upkeep and maintenance of federal parks in the downtown core—the parks designed primarily for visitors—and their counterparts in local communities, including Anacostia Park. Wright proposed a significant new approach to public engagement for federal parklands in Washington, D.C. As part of the initiative, the NPS partnered with various citizen associations in the Fairlawn, Twining, and Greenway neighborhoods to conduct street interviews and assess the needs and values of local constituents. The ensuing Summer in the Parks initiative ran from 1968 to 1976; it featured large-scale events in Anacostia Park and resulted in the large-scale redesign of Section E in the cultural landscape. The National Park Service worked with civic and religious groups in three adjacent communities—Fairlawn, Twining, and Greenway—to redesign Section E with features and programming that reflected the needs and values of the community. By the end of the program, the National Park Service considered Anacostia Park to be a national prototype for successful community engagement and value-based park design.

The Anacostia Park cultural landscape is also significant at the local level under **Criterion C, in the areas of Landscape Architecture and Engineering**, as a recreational landscape that embodies the evolution of 19th and 20th-century park planning, construction, and landscape architecture in the District of Columbia. Anacostia Park (including the sections within this cultural landscape) was created on land reclaimed by the Army Corps of Engineers using dredging and filling techniques. The Senate Park Commission's publication of the McMillan Plan in 1902 established an ambitious vision for the reclaimed land to serve as a large-scale public park, in keeping with the ideals of the City Beautiful Movement. As ideas of park design and planning changed in the early 20th century, the Anacostia Park cultural landscape continued to embody the latest trends in park design. The construction of Section D in 1924 marked the implementation of one of the first public recreation plans developed by the National Capital Park Commission (NCPC). These new plans, which called for large recreation centers for public gatherings, departed from the picturesque designs of the late 19th century (promoted most notably by Frederick Law Olmsted), in favor of Progressive-era urban designs with playgrounds for children and recreation fields for adults. The design of the Anacostia Park cultural landscape marked a turning point in park design; its design and construction closely followed new ideas of active recreation in urban spaces in the 1920s.

The Anacostia Park cultural landscape is also **eligible under Criterion D, in the area of Archeology (Prehistoric, Historic)** for its potential to yield information about the prehistory and history of the Anacostia River Valley and its inhabitants. The Anacostia River has been a significant natural feature throughout human settlement in the region, including the Nacotchtanks, early European settlers, free African Americans, and the

Bonus Army. The Anacostia Park cultural landscape has been much altered by the reclamation of the River Flats and by interstate construction. However, archeological investigations have been conducted in the Anacostia Valley for more than 125 years, beginning in the 1870s. These investigations have demonstrated that the Anacostia Park Cultural has the potential to yield additional information important to prehistory and history.

CRITERION A

Areas of Significance: Recreation/Entertainment
Level of Significance: Local
Period of Significance: 1890-1964

The Anacostia Park cultural landscape derives local significance under Criterion A, in the area of Recreation, for its role in the pattern of development for urban parks in Washington from the late-19th century to the 1960s (1890-1964). The development of the cultural landscape embodies changing ideas of health, recreation, and urban life in the late 19th and early 20th centuries.

By the late 19th century, the Anacostia River was associated with public health crises, as residents and District officials noted that the river was a breeding grounds for malaria and other diseases. Portions of the lower Anacostia River were filled with sewage, debris, and other sedimentation that had washed into the water from land adjacent to the river due to poor farming practices in the 18th and 19th centuries. In 1890, Congress tasked the Army Corps of Engineers under the Department of War with the clean-up and "reclamation" of the disease-ridden river as productive land (for an as-yet-unspecified use). This process required significant and substantial dredging operations for several years, shifting the riverbanks in order to reclaim the Anacostia flats for river navigation and health benefits. Reclamation efforts within the Anacostia River were part of a larger District-wide plan that included the dredging of the Potomac River and the creation of the Washington Channel, East Potomac Park, and West Potomac Park.

These efforts coincided with the emergence of the City Beautiful and Progressive social movements in the early 20th century, which promoted new concepts of park planning and urban development. After decades of urbanization, supporters of these movements identified many societal issues caused by the patterns of industrialization. Proponents of the City Beautiful movement held that meticulously designed, beautiful public spaces would increase the quality of life for urban residents and inspire them to contribute meaningfully to society. Their prescriptive visions for American cities advocated for the development of open space for recreation, believing that such public landscapes could cure many of these social ills by engendering positive civic behavior sand instilling middle class values through design.

Throughout the 20th century, park officials continued to alter the Anacostia Park cultural landscape to address changing recreational values and needs. In 1902, the McMillan Plan articulated a vision for the Anacostia flats in keeping with these principles, calling for the reclaimed land along the river to be used for park purposes in order to encourage recreational use and improve public health. At the urging of Frederick Law Olmsted, Jr., the McMillan Commission set aside over a thousand acres of reclaimed land for the construction of an "Anacostia Water Park." The Commission built upon the 1898 Army Corps of Engineers plan that called for the dredging of a deep channel with dry, reclaimed land on either side of the waterway. Under this plan, the reclaimed land would be used for commercial purposes. The McMillan Commission concurred with the Army Corps of Engineer's 1898 plan, but called for the creation of a waterfront quays, viaducts, and recreational spaces. Plans for the Anacostia Water Park specified the creation of a dam in the Anacostia River that would form a basin with a consistent shoreline and water level for use in boating, swimming, and regattas. The Commission also stated that the meadows and mudflats surrounding the park were to be converted into picnic grounds and recreational facilities, boat houses, bath houses, and shelters. The entire park would feature a complex circulation network of paths, roads, and pleasure drives (Davis 2006: 159-160).

For many Americans, the period of 1900-1930 marked a significant change in the way parks should be used. Based on changing workweeks, the emergence of a middle class, and changing ideas of leisure, Victorian ideas of strolling, picnicking, and rowing quickly gave way to structured, active recreational uses in American parks. For the Anacostia Park cultural landscape, this included the development of baseball fields, football gridirons, and tennis courts during this period. Successful efforts by social reformers from 1890-1920 changed ideas of leisure and recreation leading District officials to advocate for and develop large-scale recreational centers across Washington, D.C. In 1924, Congressional legislation created the National Capital Park Commission to implement ideas embodied in the McMillan Plan. This body, renamed the National Capital Parks and Planning Commission (NCPPC) in 1926, saw new recreation centers as akin to the "common, courthouse, and meeting house of colonial days," to be located in areas of the city adjacent to active neighborhoods (Babin, 2017: 20-21). These new recreation areas included swimming pools, playgrounds, numerous sports fields and courts, all organized around central field houses. Centrally organized recreation centers, Olmsted Jr. and the NCPPC reasoned, would cluster children and adults in one area, thus strengthening the family unit. Olmsted saw the design of "simple, carefully planned and symmetrically managed recreation units" as a means to achieving the social change reformers sought in city planning (Gutheim, 2006: 202). New active recreational uses such as these were to be concentrated in areas where residents could easily gain access to a broad spectrum of activities, thus ensuring the installation of middle-class values into the populace. The construction of the Anacostia Recreation Center in Section D (at the center of the cultural landscape) closely parallels how these ideas of recreation changed throughout the early-to-mid-20th century.

Construction of facilities in Anacostia Park continued to reflect changing tastes in sports from 1930-1964. The "Golden Age" of golf led to the construction of many golf courses in Washington, D.C. starting in 1930. This included the 18-hole Anacostia Golf Course in Anacostia Sections D and E built by the Welfare and Recreation Association under the supervision of the Office of Public Buildings and Public Parks. Golf's "Golden Age" is loosely defined as beginning circa 1900 and ending with the Great Depression in 1929; the period marked substantial increase in the design and construction of golf courses across the country (Babin, 2017: 26). Federal work programs during the New Deal greatly modified the Anacostia Cultural Landscape, resulting in the construction of numerous modern facilities including a renovated field house, new pool, and the addition of several tennis courts and baseball fields. Concurrent plans for Anacostia Park called for the creation of other recreational facilities, including the Langston Golf Course (built 1939) and the RFK Stadium (planned since 1932; built in 1961). The construction of these facilities closely paralleled the rising interest of Americans in organized recreation. However, conflicts of management of facilities in the District plagued the early years of park development with confusion of federal versus District management. In 1942, operational control of Anacostia Park was turned over the District Recreation Board, which guided the development of the park during and after WWII. However, construction of the Anacostia Freeway beginning in 1957 ended the growth of Anacostia Park's recreational faculties. National Park Service staff remained optimistic, beginning construction of a new golf concession stand in Section E in 1961, hoping to expand the golf course after the opening of the freeway. Construction of the freeway and declining patronage, however, ultimately led to the cessation of new construction in Anacostia Park and no significant development occurred after the opening of the Anacostia Freeway in 1964.

The period of significance for the Anacostia Park cultural landscape under Criterion A—Recreation begins in 1890 with the first effort to dredge the Anacostia River. The period of significance ends in 1964 with the opening of the Anacostia Freeway, which effectively cut-off Anacostia Park from the surrounding neighborhood.

CRITERION A
Areas of Significance: Social History; Politics and Government
Level of Significance: National
Period of Significance: 1932

The Anacostia Park cultural landscape is also nationally significant under Criterion A, in the areas of Social History and Politics/Government, as the site of the Bonus Army Encampment in 1932—one of the largest protests and occupations in the history of Washington, D.C.

The Bonus Army, or Bonus Expeditionary Force (Bonus Army), was a group of 10,000 to 25,000 (estimates vary widely) World War I veterans and their followers who marched on Washington in support of a bill that would authorize early cash redemption of their service certificates. This payment was known as the "bonus." When the "Bonus Bill" was shelved "for good" in May of 1932, veteran and orator Walter W. Waters urged his fellow veterans to join him in a cross-country march on Washington, D.C. to rally support for the reintroduction of the Bonus Bill. In May 1932, Waters and 250 veterans from Portland, Oregon traveled across the country, lobbying for support for their cause along the way (Waters 1933: 1-16). The Portland group arrived in Washington, D.C. on May 29, 1932, along with thousands of other veterans drawn to the cause via media coverage.

The Bonus Army march and occupation of Washington was a direct result of the Great Depression, as nearly all of the Bonus Army's veterans had been out of work since its onset. Gathering from all around the country, veterans constructed sprawling shantytowns, or Hoovervilles, across Washington, D.C. Most notably, Camp Marks, the Bonus Army's administrative headquarters, was located in Section C of Anacostia Park, at the southern end of the Anacostia Park cultural landscape. Camp Marks consisted of organized rows of shelters. Materials were collected from nearby dumps and construction sites in order to construct the encampment that housed veterans, their families, and other camp followers. As news coverage of the Bonus Army occupation of Washington grew, President Herbert Hoover and District of Columbia Police Superintendent Pelham D. Glassford grew uneasy. After just a few short months of occupation, the Bonus Army was violently and forcibly driven from Washington by U.S. Army troops, who set fire to the camps and demolished their shelters. Under orders from General Douglas MacArthur (notably carried out by his junior aides Major George S. Patton and Major Dwight D. Eisenhower) Army troops forcibly cleared the camps. Veterans returned to their homes across the country without receiving their bonuses. Despite this outcome, the event remains one of the most significant events in the history of American activism.

CRITERION A
Areas of Significance: Social History; Politics and Government
Level of Significance: Local
Period of Significance: 1932-1941

During this same period, and related to these same events associated with the Great Depression, the cultural landscape is also eligible under Criterion A for its role in the New Deal employment programs that undertook park rehabilitation projects in Anacostia Sections C and D, the central and southern sections of the cultural landscape. These projects were implemented immediately after the forceful eviction of the Bonus Army in 1932 and continued until 1941. New Deal organizations that shaped the Anacostia Park cultural landscape during this time include the Works Progress Administration (WPA), the Public Works Administration (PWA), Civilian Conservation Corps (CCC), and the Civil Works Administration (CWA). Each of these programs emerged out

of the New Deal, a program developed by President Franklin Delano Roosevelt to employ out-of-work men and women and invest in public infrastructure. Between 1932 and 1941, several New Deal agencies actively reshaped the Anacostia Park cultural landscape, with projects that included: the construction of a pool; the grading and building of earthen levees along the banks of the Anacostia River; the grading of much of the landscape after the Bonus Army was evicted; and the creation of new courts and playing fields by New Deal agencies. The last project implemented by a New Deal program during this period was the construction of the first army recreation camp for Black soldiers. The camp was created in 1941 by the Civilian Conservation Corps in Section C of the park, which is the southern section of the cultural landscape. This event marks the end of the period associated with this area of significance.

Criterion A
Areas of Significance: Ethnic Heritage--Black
Level of Significance: Local
Period of Significance: 1941-1949

The cultural landscape likewise derives local significance under Criterion A, in the area of Ethnic Heritage—Black, for its role in the desegregation of military and public recreational facilities in the District of Columbia. Despite the rapid growth and development of the park system in Washington, D.C. in the first half of the 20th century, not all of the District's residents enjoyed equal access to park facilities. In the late 19th and early 20th centuries, Washington, D.C. operated its public facilities according to strict Jim Crow Laws, prohibiting integrated recreational facilities. Federally-owned recreational facilities operated along strict racial lines, either by setting specific times for each race to use the facilities, or by creating entirely separate accommodations for each race. In theory, these facilities were equal in quality, but in practice, the African American facilities were poorly maintained, in contrast with the facilities for their White counterparts.

This policy of segregation also extended to military recreation facilities in the District. Sometime before 1941, the Army established a camp and separate overnight recreational facility for African American soldiers on leave in Section C of Anacostia Park. The Anacostia leave camp was created as a short-term solution in response to conflicts of use of military facilities between White and Black soldiers. The new facility was to be used as overnight lodging for Black soldiers on leave, and was equipped with softball diamonds, tennis courts, a golf course, and other indoor recreation facilities for 500 Black soldiers. The camp also had 88 tents for housing and administration, which were heated by stoves in the winter. The creation of the facility was indicative of the larger problem of inefficiency that segregation posed within the armed forces. In locating the new facility in Section C, military staff sought to separate White and Black soldiers by a significant barrier: the Anacostia River. However, during World War II, the United States Military quietly abolished segregation and slowly began integrating various aspects of military life. When construction of the NRS began in 1942 (on the site of

the camp), military recreational facilities were segregated. As the NRS grew, the segregated recreational facility at the NRS was gradually absorbed. A few months after the NRS was commissioned in 1943, all military recreational facilities in the country were integrated. Full desegregation of the armed forces would not be seen until 1948, after the end of World War II. In this way, the evolution of military recreational centers in Section C of Anacostia Park paralleled the gradual integration of the United States Armed Forces.

When the National Park Service took over management of public reservations in the District of Columbia in 1933, the official racial policy at the time was to defer to the laws of the state in which the national park was located. For public reservations in the District of Columbia, including those at Anacostia Park, this meant a policy of strict segregation. The Anacostia Pool, recreation center, tennis courts, and other amenities in the Anacostia Park cultural landscape were generally used by Whites. In the late 1930s and 1940s, responding to the advocacy of Black residents, Secretary of the Interior Harold Ickes gradually desegregated public facilities, starting with golf courses and later extending to tennis courts. The Department of the Interior's new nondiscrimination policy put it directly at odds with the District of Columbia Recreation Board, which operated the Anacostia Pool and maintained a strict policy of segregation.

In the summer of 1949, discussions to end segregation in recreational facilities had begun between the Department of the Interior and the Recreation Board, after several integration protests took place in the District's parks. However, before an agreement could be reached, a series of melees between Black and White youth greatly forced the governments hand to integrate public facilities. Over the course of several days, Black youth attempted to gain entrance to the Anacostia Pool, but were met each time with outright exclusion, physical violence by White patrons, and arrest by police. During the first clash, two months after integration discussions began, 30 Black youth attempted to gain entry to the Anacostia Pool in the central section of the cultural landscape. Fearing tensions between White and Black patrons, lifeguards at the pool refused to admit the patrons and closed the pool for several hours. The Recreation Board was furious at the incident and threatened to remove all staff from the pool unless its policy of strict segregation was observed. The pool closed for the day. A few days later, a full out melee occurred in which several Black youths were injured, and others arrested, while a crowd of 200-300 youth looked on. A day later, Black children again tried to gain entrance to the pool, but this time White children attacked them, chasing many over the pool's barbed-wire fence, while a crowd of more than 500 looked on. Four people were injured and five were arrested. In an effort to avoid further violence—and put off desegregating the pool immediately—Secretary of the Interior Julius Krug (successor to Harold Ickes) closed the pool for the entire summer. As a result of the interracial battles at Anacostia Pool, the Recreation Board and National Park Service reached an agreement gradually desegregating all public facilities in the District of Columbia. These skirmishes at the Anacostia Pool in Section D precipitated a change in policy that desegregated public recreational facilities throughout the District of Columbia. The Anacostia Park cultural landscape is locally significant for its pivotal role in these events.

The period of significance for the Anacostia Park cultural landscape under Criterion A—Ethnic Heritage, Black begins in 1941 with the construction of the first segregated African American military recreation camp. The period of significance ends in 1949 with the desegregation of District recreational facilities following events at the Anacostia Pool.

Criterion A
Areas of Significance: Military
Level of Significance: Local
Period of Significance: 1942-1959

The Anacostia Park cultural landscape is also locally significant under Criterion A, in the area of Military, having hosted a substantial temporary military reservation during WWII when many federal reservations were converted from recreational to wartime uses. The Naval Receiving Station Anacostia (NRS) was established in Section C of Anacostia Park in 1942 on land previously used for a training school and a military recreation center for Black soldiers. As a receiving station, the NRS Anacostia was tasked with the housing of naval personnel attending school in the Navy Yard, and the "receiving, housing, and processing for further transfer of enlisted personnel" (Dolph, 2001: 10). This necessitated the construction of numerous buildings to house and train enlisted personnel, including barracks, offices, recreational buildings, a laundry, maintenance structures, and storage facilities. Over the course of its tenancy in the cultural landscape, the NRS was host to the Naval Training Publication Center, Naval Intelligence School, Naval Aviation Engineering Service Unit, Naval School of Music, Naval Accounts Disbursing Office, General Court Martial Board, Potomac River Naval Command, and the Navy Patent Counselors Office. The NRS is associated with the historical trend in Washington, D.C. of placing temporary facilities on public reservations during a time of greatly heightened demand for space in close proximity to the nation's capital for the operation and construction of war-time government facilities.

The Navy initially requested 160 acres for its installation in the Anacostia Park cultural landscape, but the Secretary of the Interior, Harold Ickes, quickly scaled back the concession in order to preserve recreational space and maintain the active government tree nurseries in Section C. Faced with protests from residents and other D.C. officials—who objected to the taking of public parkland for military use—the Department of the Interior dictated that all recreational facilities built by the Navy were to be permanent and all other buildings temporary. The Secretary of the Interior also mandated that the land was to be ceded back to the National Park Service immediately after the end of the war. Section C's adjacency to the Naval Support Facility Anacostia and Bolling Air Force Base made it an excellent candidate for a temporary war-time military facility. Construction on the facility began in 1942, with the full facility opening in 1943.

After the war, the NRS continued to occupy the land into the 1960s (having begun relocation in 1959), causing much public debate over the continued use of public lands in the District of Columbia after World War II for military uses. District residents and the Secretary of the Interior disputed the presence of the NRS in Anacostia Park after the war, citing the need for greater recreational facilities. Prior to the construction of the NRS, the NPS had developed plans for the improvement of Section C, plans which park officials were eager to carry out after World War II. Despite efforts to remove it, the temporary wartime buildings of the NRS continued to occupy the site until 1959, when construction of the Anacostia Freeway promised to take a critical portion of the land occupied by the facility. In 1959, the NRS began relocating personnel from Anacostia to other facilities around the District. By 1964, most personnel had left the facility, but several offices remained. Research to date has yet to yield a clear end date for the tenancy of the NRS. Although initially constructed as a temporary facility, two buildings from the NRS era remain extant; these house the headquarters of the National Capital Parks—East and the United States Park Police. The continued presence of NRS-era buildings within the Anacostia Park cultural landscape is significant as an example of a temporary wartime use of a public reservation that continued well after the conclusion of the war.

The period of significance for the Anacostia Park cultural landscape under Criterion A—Military begins in 1942 when the authorization was granted to the Navy by the Department of the Interior for the construction of the Naval Receiving Station Anacostia in Section C. The period of significance ends in 1959 with the beginning of construction on the Anacostia Freeway, which caused the gradual relocation of the NRS to other locations in the District of Columbia.

CRITERION A

Area of Significance: Community Planning and Development
Level of Significance: Local
Period of Significance: 1968-1976

The cultural landscape is also locally significant under Criterion A in the area of Community Planning and Development for its role in *Summer in the Parks,* a groundbreaking initiative that the National Park Service piloted in Washington, D.C. and marketed as a model of community-centric programming and design. Based on a proposal by industrial designer Russel Wright, the *Summer in the Parks* initiative called attention to the disparities of stewardship and use between the National Park Service's parklands in D.C.'s monumental core and its neighborhood-centric parks. Under the direction of Interior Secretary Stewart Udall, NPS Director George Hartzog Jr., and several DC officials, it prioritized programming for local residents, rather than out-of-town visitors. To reach this constituency, program organizers worked in concert with local Black leaders and Neighborhood Planning Councils to mount a large-scale community engagement effort that was a model of coalition-building and decision-making.

Beginning with the original conception in Wright's proposal, Anacostia Park played a central role in the mission and implementation of *Summer in the Parks*. It was called out as one of the four key focus areas of Wright's proposal, and program officials capitalized on the cultural landscape's riverfront setting and its relatively unprogrammed design to host large-scale "spectaculars" that drew thousands of visitors to the park each summer. As they grew in scale and popularity, Anacostia Park's concerts became the centerpiece of the initiative.

Beyond this programming, however, Anacostia Park's real contribution to the significance of the *Summer in the Parks* initiative can be seen in the redesign of Section E. This redesign emerged from the intensive community engagement cultivated by *Summer in the Parks,* and bore out the initiative's three principles of community parks:

1. A park should be within walking distance of its users;
2. It should contain the facilities most desired by that neighborhood, as determined by expression of the people who live there;
3. There should be neighborhood participation and contribution to management, operation, and maintenance (Wright 1968: 7).

Anacostia Park was a key demonstration project for all three principles, and the architects for the Section E redesign relied on the *Summer in the Parks* engagement process and coalitions to establish the building program. When architects incorporated a skating pavilion in the new Section E recreation center, it was the first purpose-built skating facility in southeast Washington, D.C., and a direct result of community input during the

design process. The community-engaged redesign of the cultural landscape represents a long-term investment in the *Summer in the Parks* model of community engagement, creating physical evidence of the initiative's coalitions and local stakeholders.

The period of significance for the cultural landscape under Criterion A—Community Planning and Development is 1968-1976, a span that encompasses the years of *Summer in the Parks* programming at Anacostia Park and culminates in the Bicentennial redesign that emerged from the *Summer in the Parks* community engagement process.

CRITERION C

Areas of Significance: Engineering, Landscape Architecture
Level of Significance: Local
Period of Significance: 1890-1925

The Anacostia Park cultural landscape is eligible for consideration under Criterion C as a significant recreational landscape that embodies the evolution of 19th and 20th-century park planning, construction, and landscape architecture. Beginning in 1890, the Anacostia Park cultural landscape was created out of reclaimed land from river flats by the Army Corps of Engineers—a feat that renders the cultural landscape significant for its engineering achievements as much as for its landscape design as a park. Dredged materials were deposited behind concrete and masonry seawalls spanning over two miles in length. Under the Army Corps of Engineers and the OPBPP, streams that cut through the newly created land were enclosed in underground pipes that terminated in decorative outfalls made of concrete and stone. Each outfall resembled a castle-like battlement with ornamental stones crenelations along its top edge.

Based on the significance of these engineering achievements, the cultural landscape was one of the focus areas addressed in the Senate Park Commission's 1902 McMillan Plan, which established a vision for the public park system of Washington, D.C. in the early 20th century. The Commission consisted of several of the nation's greatest creative minds, including architect Daniel Burnham, landscape architect Frederick Law Olmsted, Jr., architect Charles F. McKim, and sculptor Augustus Saint-Gaudens. Their new plan for Washington, D.C. embodied the principles of the emerging City Beautiful movement, which turned to beautification and urban design to instill civic order, endorse middle-class values, and improve the quality of life in American cities in the early 20th century. Successful efforts by social reformers from 1890-1920 changed ideas of leisure and recreation, leading District officials to advocate for and develop large-scale recreational centers across Washington, D.C.—including one in the Anacostia Park cultural landscape. In 1924, Congressional legislation created the National Capital Park Commission to implement ideas embodied in the McMillan Plan. This body, renamed the National Capital Parks and Planning Commission (NCPPC) in 1926, saw new recreation centers as akin to the "common, courthouse, and meeting house." Designs of these new recreation centers included tennis courts, golf courses, and playgrounds, closely following the shift from passive to active recreation. The Anacostia Park cultural landscape represents this early 20th-century shift in landscape design toward recreational landscapes that accommodated and encouraged active recreation for the District's residents.

This area of significance for the Anacostia Park cultural landscape encompasses the engineering achievements that reclaimed the Anacostia flats as public parkland, the initial designs for the park according to the McMillan Plan's ambitious design ideals for the city's park system, and the transformation of the cultural landscape into an urban recreation center designed for active recreation. This period of significance begins with the first

Anacostia River reclamation efforts in 1890 and ends with the transfer of Anacostia Section E (at the northern end of the cultural landscape) to the National Park Service; this tract represented the last piece of the cultural landscape to be created.

CRITERION D

Areas of Significance: Archeology (Prehistoric, Historic--Aboriginal, and Historic—Non-Aboriginal), Exploration/Settlement
Level of Significance: Local
Periods of Significance: pre 1668-1890; 1932

The Anacostia Park cultural landscape is significant for its potential to yield information about the prehistory and history of the Anacostia River Valley and its inhabitants. The Anacostia River has been a significant natural feature throughout the prehistory and history of human settlement in the region, and the cultural landscape exists on land that has been reclaimed from that river. As described by numerous 17th-century explorers, the banks of the Anacostia River had been home to major settlements of Native Americans for centuries, including the indigenous Nacotchtanks who lived on the riverbanks at the time of European colonization. By 1668, most of the Nacotchtanks are believed to have been largely chased from the area or massacred by European colonizers.

Archeological investigations have been conducted in the Anacostia Valley for more than 125 years, beginning in the 1870s; many artifacts have been found and donated to the Smithsonian Institution. To date, there have been over 33 published reports on the archeology of the park and its adjacent lands. These reports have identified and documented 33 significant archeological sites and 11 sites in need of further investigation in the Anacostia Valley. At least three areas within the cultural landscape are believed to have a high probability to yield information for the archeological record (Louis Berger, 2016; Engineering-Science, 1989). As Louis Berger and Associates have documented in their 2016 report, the Anacostia Park cultural landscape has been host to centuries of human activity. The period of significance for Criterion D spans from pre-1668, at which point the Nacotchtank are believed to have been largely chased from the area or massacred by European settlers, to 1890, when improvements to the Anacostia River began. A second period of significance for Criterion D targets 1932, the year that the Bonus Army camped on the cultural landscape.

During colonization, the Anacostia River (then known as the Eastern Branch of the Potomac River) was where many early Europeans built houses and plantations, farming the land and raising cash crops. The area along the Anacostia River continued to slowly develop in the 17th, 18th, and 19th centuries. The river was a significant commercial port during this time, particularly for the tobacco trade originating in Bladensburg, Maryland. During and after the Civil War, this area saw massive population growth, and the hills on the eastern banks of

the river (east of the cultural landscape) hosted large-scale war fortifications for the Union Army. Previous archeological investigations have indicated that troops, supplies, and stables, situated in the low-lying areas of the Anacostia Valley near the river, could have existed within the boundaries of the cultural landscape. The area also hosted significant settlements of Freedmen and refugees during and immediately after the War, including Barry Farm, a portion of which existed on the site of Section C of the cultural landscape.

It is important to note, however, that most of the land contained within the Anacostia Park cultural landscape was altered in the decades after these developments, as the Anacostia flats were reclaimed, graded, and developed beginning in 1890. As river material was dredged and infilled behind constructed seawalls, much of the historic landscape was buried under as much as 30 feet of fill. Archeological investigations in 1989 identified portions of the historic shoreline that are likely located below Sections C, D, and E within the cultural landscape, resulting in a high potential to yield archeological deposits from this earlier period prior to 1890 (Louis Berger, 2016; Engineering-Science, 1989).

The Anacostia Park cultural landscape also hosted the Bonus Army Encampment, or Camp Marks, in 1932. This mile-long camp of World War I veterans occupied portions of the Anacostia Park cultural landscape (Section C and possibly Section D). The Bonus Army organized the camp along military principles, platting dwellings along neat roads. In 1932, the campers were violently evicted from the site, and the cultural landscape was burned. The construction of the Anacostia Freeway beginning in 1957 greatly disturbed the landscape along the eastern boundary of the cultural landscape. Much of the staging for the construction happened in portions of Sections C and D, and it is unknown if this affects the archeological remains of the Bonus Army era. While no investigation has been done to determine if there are significant archeological remains of this event, the site holds the potential to yield archeological information about the Bonus Army encampment.

National Register Significance Level

National
Local

National Register Significance -- Contributing/Individual

Individual

National Register Classification

District

National Historic Landmark Status

No

National Historic Landmark Date

N/A

National Historic Landmark Theme

N/A

World Heritage Site Status

No

World Heritage Site Date

N/A

World Heritage Category

N/A

National Register Significance Criteria

National Register Significance Criteria

Criterion A: Event

Criterion B: Person

Criterion C: Design/Construction

Criterion D: Archeology

National Register Criteria Considerations

National Register Criteria Consideration

N/A

National Register Period of Significance and Historic Context Theme(s)

Start Year/Era and End Year/Era	Historic Context Theme	Historic Context Subtheme	Historic Context Facet
Pre 1668-1890; 1932	Peopling Places	The Earliest Inhabitants; Post-Archaic and Prehistoric Developments; Prehistoric Archeology; Colonial Exploration and Settlement; Other	(Various)
1890-1925	Transforming the Environment	Conservation of Natural Resources	Origins of Watershed and Water Conservation; Scenic Preservation; Water Purification and Sewage Treatment
1890-1964	Creating Social Institutions and Movements; Expressing Cultural Values	Recreation; Landscape Architecture	General Recreation; Urban Planning in the Nineteenth Century; Urban Planning in the Twentieth Century
1932	Shaping the Political Landscape	Political and Military Affairs 1865-1939	The Great Depression and the New Deal, 1929-1941
1932-1941	Expressing Cultural Values; Shaping the Political Landscape	Landscape Architecture; Political and Military Affairs 1865-1939	The 1930s: Era of Public Works; The Great Depression and the New Deal, 1929-1941
1941-1949	Creating Social Institutions and Movements	Social and Humanitarian Movements	Civil Rights Movements
1942-1959	Shaping the Political Landscape	World War II	The Home Front
1968-1976	Expressing Cultural Values	Landscape Architecture	Urban Planning the Twentieth Century; Modern Landscape Design and Site Planning
1974-1976	Expressing Cultural Values	Landscape Architecture	Urban Planning in the Twentieth Century; Modern Landscape Design and Site Planning

National Register Areas of Significance

Area of Significance Category	Area of Significance Subcategory (if Archeology or Ethic Heritage)
Community Planning and Development	N/A
Entertainment/Recreation	N/A
Ethnic Heritage	Black
Landscape Architecture	N/A
Architecture	N/A
Politics/Government	N/A
Social History	N/A
Transportation	N/A
Archeology	Pre-history, Modern era
Conservation	N/A
Engineering	N/A
Exploration/Settlement	N/A

Area of Significance Category Explanatory Narrative

N/A

State Register Documentation

State Register Documentation Name

N/A

State Register Document Identification Number

N/A

State Register Date Listed

N/A

State Register Documentation Explanatory Narrative

N/A

NRIS Information

Park Alpha Code/NRIS Name (Number)

N/A

Other National Register Name

N/A

Primary Certification Date

N/A

Other Certifications

Other Certification

N/A

Other Certification Date

N/A

Anacostia Park
National Capital Parks | East

Chronology + Physical History

Cultural Landscapes Inventory
National Park Service

Chronology & Physical History

Inventory Unit

Primary Historic Function – Major Category	Landscape
Primary Historic Function – Category	Plaza/Public Space (Square)
Primary Historic Function	Urban Park
Primary Current Use – Major Category	Landscape
Primary Current Use – Category	Plaza/Public Space (Square)
Primary Current Use	Urban Park

Other Current and Historic Uses/Functions

Major Category	Category	Function	Type
Landscape	Plaza/Public Space (Square)	Leisure-Passive (Park)	Both Current and Historic
Landscape	Functional Landscape	Vehicular Circulation; Parkway (Landscape)	Both Current and Historic
Recreation/Culture	Sports Facility	Tennis Court; Swimming Pool; Pool House; Recreation Hall; Roller Rink; Basketball Court; Sports Facility - Other	Both Current and Historic
Recreation/Culture	Sports Facility	Sports/Athletic Field; Picnic Area; Playground; Outdoor Recreation - Other	Both Current and Historic
Recreation/Culture	Sports Facility	Golf Course	Historic
Agriculture/Subsistence	Agricultural Field	N/A	Historic
Agriculture/Subsistence	Farm (Plantation)	N/A	Historic
Defense	Naval Facility	N/A	Historic
Landscape	Functional Landscape	Pedestrian Circulation	Current
Landscape	Natural Area	Wetland; Meadow; Forest	Current

Current and Historic Names

Name	Type (Historic, Current, or Both)
U.S. Reservation 343	Both
U.S. Reservation 343 C	Both
U.S. Reservation 343 D	Both
U.S. Reservation 343 E	Both
Anacostia Park	Both
Anacostia Park Section C	Both
Anacostia Park Section D	Both
Anacostia Park Section E	Both
Anacostia Water Park	Historic
Anacostia Flats	Historic

Cultural Landscape Types

Cultural Landscape Type

Historic Designed Landscape

Ethnographic Associated Groups

Ethnographic Study Conducted

Yes – Unrestricted Information

Ethnographic Significance Description [To be completed in Summer 2021]

A separate Ethnographic Study will be completed in the summer of 2021 by Howard University.

Ethnographic Associate Group Name

[TBD]

Association Current, Historic or Both

[TBD]

Chronology

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
9500	BCE	8000	BCE	Inhabited	Paleo-Indian peoples hunt in the Coastal Plain along the Potomac and Anacostia Rivers.
8000	BCE	2200	BCE	Inhabited	Archaic-Indian peoples hunt, fish, and seasonally camp along the Potomac and Anacostia Rivers.
2200	BCE	1608	CE	Farmed/Harvested	Native Americans, including the Nacotchtank people of the Algonquin Indian tribe, cultivate crops and establish villages along the Anacostia and Potomac Rivers.
1608	CE	1608	CE	Explored	Captain John Smith is the first Englishman to explore and map the Potomac River and its Eastern Branch (later named the Anacostia River).
1612	CE	1612	CE	Platted	Captain John Smith draws a map that charts his explorations along the Chesapeake Bay, Potomac River, and its Eastern Branch.
1624	CE	1624	CE	Memorialized	Smith publishes *The General Historie of Virginia,* describing the area around Anacostia and his encounter with the Nacotchtank people.
1632	CE	1632	CE	Explored	English trader Henry Fleet visits the site of Anacostia, naming the indigenous peoples "Nacostines."
1632	CE	1632	CE	Land Transfer	King Charles I conveys the land east of the Anacostia River to George Calvert, the first Lord Baltimore.
1634	CE	1634	CE	Settled	Maryland is settled by Englishmen sent by Cecilius Calvert, the second Lord Baltimore.
1658	CE	1658	CE	Established	Lord Baltimore establishes the County of Maryland, which includes the land east of the Anacostia River.
1663	CE	1663	CE	Land Transfer	Dr. John Meeks is awarded the Chichester tract by Lord Baltimore for escorting colonists to Maryland. Portions of this tract later become Sections C and D of Anacostia Park.
1668	CE	1668	CE	Colonized	By 1668, the Native American tribes living along the Eastern Branch were largely killed or driven from the area by English colonizers.

1700	CE	1700	CE	Land Transfer	Thomas Addison purchases the Chichester tract from the heirs of Dr. John Meeks.
1703	CE	1703	CE	Colonized	The land grant of Beall's Adventure to Colonel Ninian Beall includes hundreds of acres along the east side of the Eastern Branch. This land grant included parts of Section F and G in modern Anacostia Park.
1790	CE	1791	CE	Established	The Residence Act of 1790 establishes the District of Columbia. Maryland and Virginia cede the area within a 100-square-mile diamond, laid out by Andrew Ellicott and Benjamin Banneker, to the federal government.
1791	CE	1791	CE	Planned	Pierre L'Enfant lays out the new federal city of the District of Columbia, sited between the Potomac and Anacostia Rivers, and includes the land east of the Anacostia River as a buffer for military purposes.
1791	CE	1791	CE	Purchased/Sold	President George Washington signs an agreement on March 30, 1791, that establishes the District of Columbia on land from fifteen property owners and two different states (Virginia and Maryland). This formally included land on the west bank of the Anacostia River, outside the boundaries of the cultural landscape.
1792	CE	1792	CE	Planned	After L'Enfant is dismissed from his position, Andrew Ellicott is retained to reproduce a city plan based on L'Enfant's original plan. This plan simply labels the land that would become Anacostia Park as, "Part of the Land within the Territory of Columbia."
1791	CE	1889	CE	Eroded	As the District of Columbia develops around the Anacostia River, the waterway remains a tidal (but not saline) flow. As urban development increases, however, runoff and deforestation begin to clog its flow with sediment and waste.
1793	CE	1793	CE	Platted	Ellicott inscribes the name "Eastern Branch or Annakostia" on his 1793 map of Washington, D.C. after consulting with Thomas Jefferson. This is the first official use of the name Anacostia.
1795	CE	1795	CE	Established	The Maryland Legislature charters a wooden toll bridge at Pennsylvania Avenue. The new bridge is not built until 1804.

1799	CE	1800	CE	Established	The Washington Navy Yard is chartered in 1799 and established in 1800 on the Anacostia River, across from the future Anacostia Park cultural landscape.
1800	CE	1800	CE	Moved	The federal government officially moves from Philadelphia to Washington.
1800	CE	1800	CE	Land Transfer	James Barry purchases the St. Elizabeth tract, located south of the Chichester Tract (which includes the northern half of Section C and much of Section D). Portions of this land later become Section C of Anacostia Park.
1801	CE	1802	CE	Land Transfer	The 1801 Organic Act places the District of Columbia under the control of the U.S. Congress and organizes the unincorporated area north and east of the Potomac River and its Eastern Branch into Washington County. Maryland's Montgomery County and Prince George's County transfer jurisdiction of Washington County to the federal government. This area includes all land east of the Anacostia River, including the cultural landscape.
1804	CE	1804	CE	Built	The Navy Yard Bridge, chartered in 1795, is built in Section D to the south of the modern-day Pennsylvania Avenue SE bridge, becoming the first bridge to cross the Anacostia River at that site. It is a wooden toll bridge operated by the Eastern Branch Bridge Company. This is the first bridge across the Anacostia River at Pennsylvania Avenue.
1808	CE	1808	CE	Land Transfer	William Marbury purchases the Chichester Tract from the Addison family. Portions of this tract would later become Sections C and D of Anacostia Park.
1814	CE	1814	CE	Destroyed	The Pennsylvania Avenue SE bridge is burned by American forces during the War of 1812, as a protective measure against the invading British forces. American forces also burn the Navy Yard on the Anacostia River to prevent the capture of Naval stores by the British.
1815	CE	1815	CE	Built	The Eastern Branch Bridge Company sues Congress for the destruction of its bridge in the War of 1812. Hoping to settle the suit, Congress appropriates $20,000 for the construction of a new bridge. The company builds a wooden truss bridge and operates it as a toll bridge, near the present-day 11th Street SE bridge, between Sections C and D of the cultural landscape.

1820	CE	1820	CE	Built	The Pennsylvania Avenue SE bridge is re-built between Sections D and E.
1845	CE	1845	CE	Destroyed	The 1815 section of the Pennsylvania Avenue SE bridge is burned to the waterline a second time after sparks from a steamship funnel cause a fire. It is not rebuilt until 1890.
1849	CE	1849	CE	Land Transfer	The United States Congress creates the Department of the Interior, charging it with control over the nation's internal affairs. The department consolidates the role of the General Land Office, the Patent Office, the Indian Affairs Office, and the military pension office. The Department of the Interior was tasked with the care and management of all federal property, including public parks in the city of Washington.
1854	CE	1854	CE	Established	John Van Hook, John Fox, and John Dobler found the Union Land Association, creating the Uniontown community southeast of the Navy Yard Bridge. It was among the first suburban communities in Washington, D.C.
1861	CE	1865	CE	Urbanized	The population of Washington, D.C. more than triples over the course of the Civil War, heightening demand for new construction and green space.
1867	CE	1867	CE	Land Transfer	The Bureau of Refugees, Freedmen, and Abandoned Lands secretly purchases land for the creation of a free Black settlement to house 40,000 refugees of slavery. The land is purchased from the heirs of enslaver James Barry, and the settlement is named Barry Farm or Barry's Farm. Portions of Barry Farm would later become Section C of Anacostia Park, which is located in the southernmost portion of the cultural landscape.
1871	CE	1871	CE	Land Transfer	Washington County, Georgetown, and Washington City become a federal territory called the District of Columbia.
1875	CE	1875	CE	Built	Congress approves funding for and builds a new iron and masonry bridge across the Anacostia River at 11th Street SE, between Sections C and D of the cultural landscape.
1874	CE	1874	CE	Land Transfer	Territorial rule is abolished in the District of Columbia. D.C. is now run by commissioners.

1875	CE	1875	CE	Established	The Anacostia and Potomac River Street Railroad Company is organized. The company begins operations the following year as the first streetcar to serve the Anacostia region east of the river. The line ran across the 11th Street SE bridge.
1890	CE	1890	CE	Built	A new Pennsylvania Avenue SE bridge is dedicated and opened amid much fanfare, including a concert by John Philip Sousa and the Marine Band. The new bridge replaces the previous bridge that burned to the waterline after sparks from a steamship ignited it in 1845.
1890	CE	1890	CE	Engineered	As part of the Rivers and Harbors Act, Congress appropriates $20,000 for improving the Anacostia River between its mouth at Giesboro Point (also spelled Giesborough)to the Navy Yard (this includes Section C of Anacostia Park). Engineers also recommend that the portion of the Anacostia River from the 11th Street SE bridge to Benning Bridge (including Sections D and E) be improved at a later date. This appropriation marks the beginning of improvements to the Anacostia River and foreshadows future reclamation efforts, including dredging and the construction of seawalls. The report suggests that the reclaimed land could lend itself well to "for instance, a park."
1898	CE	1898	CE	Platted	Congress appropriates $2,000 for a comprehensive survey and plan for the improvement of the Anacostia River and the reclamation of its flats. This report includes the estimated cost of acquiring private land for reclamation purposes.
1898	CE	1898	CE	Altered	The horse-car line across the Navy Yard Bridge is electrified and replaced with electric trolley cars, providing easy access to the Anacostia area and spurring real estate development. This new electric line replaces the streetcar line installed at 11th Street SE in 1875.

1902	CE	1902	CE	Engineered	The McMillan Plan calls for an "Anacostia Water Park" along the Anacostia River, endorsing the 1898 plan for the reclamation of the Anacostia flats. Congress appropriates $150,000 for the reclamation of the Anacostia flats below the Navy Yard Bridge to Giesboro Point (encompassing present-day Section C, within the cultural landscape boundaries, and Joint-Base Anacostia Bolling, south of the cultural landscape). Congress also appropriates $5,000 for the survey and mapping of land from the District boundary to the mouth of the Anacostia River. The McMillan Plan recommends the improvement of the Anacostia River below the Benning Bridge for commercial purposes (this is the portion along the cultural landscape) and the land above Benning Bridge for park purposes.
1907	CE	1907	CE	Built	A new 11th Street SE bridge is built, replacing the previous bridge that was built in 1875.
1913	CE	1914	CE	Engineered	The first use of the term "park" in conjunction with the Anacostia flats is used in a District of Columbia Appropriations Act, which authorizes the condemnation of private land for "highway or park purposes" along both sides of the Anacostia River from the Anacostia Bridge [11th Street SE bridge] to the northern District Line. This encompasses the portion of the river that comprises the cultural landscape boundaries.
1914	CE	1914	CE	Engineered	The 1914 report of the Chief of Engineers recommends, for the first time, using the reclaimed land below the 11th Street SE bridge for park purposes until a commercial use is needed. At this time, reclamation was underway from the Stickfoot Branch to the 11th Street SE bridge (Section C, within the cultural landscape boundaries) and had been completed from Giesboro Point to the Stickfoot Branch (Sections A and B or Joint-Base Anacostia Bolling, south of the cultural landscape).

1915	CE	1915	CE	Designed	The Commission of Fine Arts (CFA) authorizes plans for an "Anacostia Water Park," in keeping with the recommendations of the McMillan Plan and the advice and plans of CFA member Frederick Law Olmsted Jr.
1917	CE	1918	CE	Land Transfer	In 1917, the Chief of Engineers turns over management of a portion of the Anacostia flats in Sections A and B (south of the cultural landscape boundaries) to the Army Signal Corps for use as an airplane field. The War Department in turn authorizes the Navy to occupy a portion of the same land. The following year, the name Bolling Field is given to these sections occupied by the military.
1918	CE	1918	CE	Established	Anacostia Park is officially named and established under an act of Congress. The District of Columbia Appropriations Act for FY 1919 places the entire area from the mouth of the Anacostia River to the northern District Line into the park system for recreation purposes. This includes the cultural landscape and marks the first time that the entire length of the Anacostia River is to be used for park purposes.
1918	CE	1918	CE	Farmed/Harvested	250 gardeners begin cultivating government land along the Anacostia River in Sections C and D (the southern and central sections of the cultural landscape) as individual vegetable gardens (also known as Victory Gardens) for the World War I effort. The Office of Public Buildings and Grounds agrees to allow the Department of Agriculture to supervise the use of the land as gardens until the land is needed for park purposes. Under this agreement, the land is kept free of weeds and other refuse that would accumulate if the land were not used.
1920	CE	1920	CE	Land Transfer	Congress establishes the Naval Air Station, later Bolling Field, in Anacostia Park Sections A and B (south of the cultural landscape). This permanently excludes Sections A and B from the park, and establishes the southernmost boundary of Anacostia Park as Section C at Poplar Point. This boundary is generally consistent with the southernmost boundary of the cultural landscape (a few changes were made in later years for the construction of the S. Capitol Street Bridge).

1920	CE	1920	CE	Built	According to research conducted for the draft National Register nomination (2010), the Engineer's Building is constructed on Poplar Point in Anacostia Park.
1922	CE	1922	CE	Farmed/Harvested	200 gardeners from the Anacostia flats Garden Club cultivate the land between the 11th Street SE and Pennsylvania Avenue SE bridges in Section D (the central section of the cultural landscape), under an agreement with the Department of Agriculture.
1922	CE	1923	CE	Designed	Landscape architect Irwin W. Payne designs plans for the new Anacostia Park, including a "large and artistic central clubhouse which will contain sitting and rest rooms, locker spaces, porches, and other appointments for the comfort and pleasure of patrons of the park." The plans call for a parkway along the eastern bank of the Anacostia River from Bolling Field to the northern District Line (passing through the cultural landscape). The planned parkway will be 40 feet wide and known as Anacostia Park Boulevard. The plans also call for a bandstand, large amphitheater, permanent grandstand for 6,500 persons, three baseball fields, a football gridiron, an athletic track, tennis courts, playgrounds, two boathouses, a cricket field, a hockey field, a bowling green, roque courts, a swimming pool, and picnic grounds.
1922	CE	1922	CE	Engineered	The United States Army Corps of Engineers (USACE) announces the improvements to the Anacostia River Flats are halfway done.
1923	CE	1923	CE	Established	The Office of Public Buildings and Grounds and the Anacostia Citizens Association break ground to much fanfare for Anacostia Park in an official ceremony. Anacostia Park is formally dedicated on August 2. By this time, only Sections C and D of Anacostia Park were ready for development, having been reclaimed for park purposes by the USACE.

1924	CE	1924	CE	Land Transfer	The United States Army Corps of Engineers transfers jurisdiction of Anacostia Park Section D (the central section of the cultural landscape) to the Office of Public Buildings and Grounds (OPBG) for improvement and maintenance as a recreation park. This is the first section of Anacostia Park to be transferred for development.
1924	CE	1924	CE	Built	Construction begins on a large natural amphitheater in Section D to seat 10,000. It is located on the southwestern end of Section D, within the cultural landscape boundaries.
1924	CE	1924	CE	Built	Pipes for draining the park are laid and the land is graded and seeded. Six tennis courts and four baseball diamonds are built in Section D (the central section of the cultural landscape). Two of these tennis courts are made of concrete. Construction in Section D gradually begins to displace gardeners.
1925	CE	1925	CE	Land Transfer	The Office of Public Buildings and Public Parks (OPBPP) assumes responsibilities for the management of public reservations from the Office of Public Buildings and Grounds (OPBG).
1924	CE	1924	CE	Established	Congress establishes the National Capital Park Commission to acquire public parkland in the nation's capital and to develop a comprehensive plan for park, parkway, and playground development in the District.
1925	CE	1925	CE	Land Transfer	The U.S. Army Corps of Engineers transfers Section E, north of Pennsylvania Avenue and below the railroad bridge, to the Office of Public Buildings and Public Parks. This section comprises the northern portion of the cultural landscape. By this time, reclamation and engineering work has been completed below the railroad bridge near Pennsylvania Avenue SE. Work is underway in Sections F and G, between the railroad bridge and the Benning Road bridge; these sections are located north of the cultural landscape.
1925	CE	1925	CE	Built	Construction begins on the field house in Section D of Anacostia Park, in the central section of the cultural landscape. The concrete foundations are laid, and brickwork is begun.

1926	CE	1926	CE	Land Transfer	Congress authorizes two tree nurseries in Anacostia Park Section C for the Commissioners of the District of Columbia and the United States Botanic Garden, respectively. The land was previously used as individual vegetable plots as part of the war effort.
1927	CE	1927	CE	Land Transfer	The remaining portions of Section C (those not used for tree nurseries) are transferred to the Office of Public Buildings and Public Parks for development as part of Anacostia Park. This completes the southern portion of the cultural landscape.
1926	CE	1926	CE	Established	Congress establishes the National Capital Park and Planning Commission (NCPPC) to replace the National Capital Park Commission (NCPC), and gives it the authority to plan a park system for the Washington, D.C. region. Unlike the NCPC, the NCPPC's duties are expanded beyond park planning to include city and regional planning, including land use, transportation, recreation, mass transportation, and community facilities. The NCPPC is also granted the authority to acquire land on behalf of the U.S. government.
1929	CE	1929	CE	Built	By this time, Anacostia Park includes 4 clay and 2 cement tennis courts, 4 baseball diamonds, 3 football grids, and a playground in Section D, totaling 60 acres. Section D is built for White patrons, while Section C is proposed for use by Black patrons; both sections are included within the cultural landscape boundaries.
1929	CE	1929	CE	Planted	60 acres of Section C in Anacostia Park (the southern portion of the cultural landscape) are seeded for the first time.

1929	CE	1929	CE	Designed	The National Capital Park & Planning Commission proposes a "possible temporary golf course for colored persons" in Section C, on the site of the present-day U.S. Park Police and National Capital Parks-East Headquarters, within the cultural landscape. Ultimately, the site is not selected because it is too geographically constrained for future growth, and is not located close enough to a predominantly Black neighborhood. (The proposed course would later be built in Section G as Langston Golf Course, north of the cultural landscape.)
1929	CE	1929	CE	Planted	Irving W. Payne, landscape architect for the Office of Public Buildings and Public Parks, calls for the planting of crepe myrtle, several varieties of magnolia, and numerous crab apple trees along the Anacostia River from the District nursery to the Pennsylvania Avenue SE bridge. The quantity and location of trees planted is unknown, but Payne's focus area is within the cultural landscape.
1930	CE	1930	CE	Built	The Office of Public Buildings and Public Parks begins construction on the Anacostia Golf Course's first nine holes in Sections D and E, on either side of the Pennsylvania Avenue SE bridge and within the cultural landscape boundaries. Three holes are located in Section D and six holes are located in Section E, replacing public gardens planted during World War I. After the public gardens are cleared, grass seed is sown for the first time in Section E.
1931	CE	1931	CE	Moved	A baseball diamond, removed for the construction of the Anacostia Golf Course in Section D, is rebuilt near Naylor Road and Railroad Avenue SE, close to the Anacostia Field House in the central section of the cultural landscape.
1931	CE	1931	CE	Planted	100 crab apple trees are added to the existing grove in Anacostia Park, which now totals approximately 1,000 crab apple trees. The Office of Public Buildings and Public Parks also proposes planting 25 magnolia trees immediately. The specific locations of these trees are unknown, but they are most likely planted in Sections C and D within the cultural landscape.

1931	CE	1931	CE	Moved	The Office of Public Buildings and Public Parks relocates one large Southern magnolia and one Soule magnolia from McPherson Square to Anacostia Park as part of a modernization effort of McPherson Square. Their new locations in Anacostia Park are unknown, but are most likely in Section D, within the cultural landscape.
1932	CE	1932	CE	Inhabited	During the Great Depression, a large portion of the Bonus Expeditionary Force (BEF), or Bonus Army, occupies the Anacostia flats in Section C, between the tree nurseries and the 11th Street SE bridge in the southern portion of the cultural landscape. By some accounts, as the BEF camp grew in size, it spilled over into Section D (the central section of the cultural landscape). This group is made up of thousands of veterans and their families seeking early payment of funds that would otherwise be due to them in 1945, for their service during WWI. Using scrap materials, veterans construct a sprawling camp of tents, shanties, occupied automobiles, and other creative shelters. The camp includes mess halls, streets, officers' quarters, and other features. In July, United States military forces attack Bonus Army camps throughout D.C. and set fire to the Anacostia camp, forcing the veterans and their families to abandon Sections C and D.
1932	CE	1932	CE	Restored	Under the auspices of the New Deal employment programs, 100 unemployed men restore Anacostia Park to its condition prior to the BEF occupation, using emergency funding from the District Commissioners. Workers clear burned debris and garbage, and reseed the area, totaling 50 acres.
1932	CE	1932	CE	Built	Construction begins on Anacostia Drive along the shoreline where the Bonus Army encampment was located only a few months prior, in Section C. Workers lay out the stone base of the road in preparation for paving at a later date. At the time, only 0.407 miles of Anacostia Drive is macadamized in Section D of the cultural landscape.

1932	CE	1932	CE	Rehabilitated	Anacostia Field House is significantly remodeled. The specific scope of this remodel is unknown. By this time, the OPBPP has constructed a baseball diamond, quoit court, and croquet court in Section D, the central section of the cultural landscape.
1932	CE	1933	CE	Built	An additional 9 holes are added to the Anacostia Golf Course, making it a full 18-hole golf course as of 1932. The new holes are located near the Pennsylvania Avenue Railroad bridge in between Section D and Section E, replacing land formerly occupied by public gardens. The full extent of the golf course is located within the boundaries of the cultural landscape. The new golf course is dedicated in a ceremony on May 5, 1933, and the first tournament is held on the course in August 1933.
1933	CE	1933	CE	Planted	The Office of Public Buildings and Public Parks plants 100 weeping willow trees in Anacostia Park along the Anacostia River in Sections C, D, and E. This new "border grove" is designed to resemble a similar grove in West Potomac Park.
1933	CE	1933	CE	Land Transfer	The Secretary of War and the Office of Public Buildings and Public Parks transfers jurisdiction of federal reservations back to the Department of the Interior, under the management of the National Park Service (NPS). This includes Anacostia Park.
1933	CE	1934	CE	Altered	As part of the New Deal employment programs, the Civil Works Administration employs 1,000 men at Anacostia Park to clean up the area for future parkland. This work includes building levees, filling in earth behind seawalls, smoothing down beaches, and grading the riverbanks. The specific location of the work is unclear, but a photograph of the project indicates it was likely within the cultural landscape.
1934	CE	1934	CE	Altered	300 "regulation standard park benches" benches and 100 "rustic type" tables are installed in parks across D.C., including in Anacostia Park. The exact quantity and location of features installed in Anacostia Park is unknown.

1935	CE	1935	CE	Altered	The Anacostia Pool is constructed using monies from the Public Works Administration's (PWA) fund for local park improvements in Washington, D.C. A large river flood in 1936 causes significant delays in the construction of the pool, resulting in a delayed opening in 1937. The PWA-funded project also includes funding for renovations to the field house for the installation of bath houses for the new public pool. The National Park Service also expands the existing recreation center (i.e. the sports facilities located around the field house) to accommodate the new pool behind the Anacostia Field House. The Civilian Conservation Corps (CCC) also undertakes work in this same section of the park, building three tennis courts, landscaping around the renovated field house building, and grading the existing golf course on the lawns near the recreation center, in Section D of the cultural landscape.
1935	CE	1935	CE	Moved	An unknown number of holly trees are moved from Dupont Park to the front of the Anacostia Field House in Section D.
1935	CE	1935	CE	Built	By this time, Anacostia Drive is complete between Poplar Point and the Pennsylvania Avenue SE bridge, extending through two-thirds of the cultural landscape. The drive remains incomplete in the northernmost section of the cultural landscape.
1937	CE	1937	CE	Built	An unknown quantity of lights is added to Anacostia Park. The locations of these lights are unknown.
1937	CE	1937	CE	Built	An earthen levee system is constructed by Works Progress Administration (WPA) workers beginning at Giesboro Point and running to the northern edge of the District nursery, before sharply turning south and running to a high point along Howland Road, along the eastern edge of the tree nursery. Portions of this earthen levee are located along the northern and eastern boundaries of the tree nurseries in Section C.
1937	CE	1937	CE	Planted	150 crab apple trees are planted along Anacostia Drive between the 11th Street and Pennsylvania Avenue SE bridges, in the central section of the cultural landscape.

1938	CE	1938	CE	Built	Parks employees build a field hockey field and soccer field in Anacostia Park Section D, in the central portion of the cultural landscape; the exact locations for these new features are unspecified.
1938	CE	1938	CE	Land Transfer	Concessionaire S. G. Loeffler assumes control of the Anacostia Golf Course in Section D, which was previously managed by D.C.'s Welfare and Recreation Association. The D.C. Welfare and Recreation Association maintains control over all other recreational facilities in the cultural landscape.
1939	CE	1940	CE	Built	A new steel plate girder bridge replaces the narrow iron girder bridge at Pennsylvania Avenue SE. The bridge is renamed the John Philip Sousa Bridge. Construction of exit ramps for the bridge require the seizure of portions of Anacostia Park between Sections D and E, establishing the current boundaries of these sections in relation to the bridge.
1939	CE	1939	CE	Altered	The Anacostia Golf Course temporarily closes in January, in order to install two new greens and one tee, replacing those displaced for the rebuilding of the Pennsylvania Avenue SE bridge (formally known as the John Philip Sousa Bridge). The CCC completes these improvements and also installs 70 feet of drain tile for the golf course and grades two acres of soil near the recreation center in Section D, at the center of the cultural landscape.
1939	CE	1939	CE	Altered	S.G. Loeffler improves the field house by enlarging the lobby and rearranging the locker rooms to separate pool and golf uses. It is likely that the CCC also carried out these renovations.
1939	CE	1939	CE	Destroyed	The Pennsylvania Avenue Railroad freight bridge, which ran along the northern edge of Section E, burns down.
1939	CE	1939	CE	Designed	S. G. Loeffler proposes creating an 18-hole course to link Anacostia Park Section E with Fort Dupont Park to the east. This plan was not realized.

1941	CE	1941	CE	Built	The first army recreation camp for Black soldiers opens in Section C at Anacostia Park, near the 11th Street SE bridge, at the southern end of the cultural landscape. The area is used as overnight lodging for Black soldiers on leave and is equipped with softball diamonds, tennis courts, a golf course, and other indoor recreation facilities for 500 Black soldiers. The camp also has 88 tents for housing and administration, heated by stoves in the winter. The camp is built by the CCC as a temporary facility for Black military personnel on leave.
1942	CE	1942	CE	Damaged	A fire burns down the canteen in the army recreation camp in Section C.
1942	CE	1942	CE	Established	Under an agreement with the Secretary of the Interior, the Navy establishes the U.S. Naval Receiving Station (NRS) in Anacostia Park Section C, between the tree nurseries and the 11th Street SE bridge, south of Anacostia Drive in Section C of the cultural landscape. The land was previously used as recreation camp for Black soldiers. The Secretary of the Interior grants the NRS use of 50 acres of NPS land, with the understanding that the NRS would vacate the parcel after the war. The NRS begins construction of several buildings, including a barracks, officers' quarters, mess hall, recreational facilities, and a dry-cleaning plant.
1942	CE	1942	CE	Damaged	A naval scout observation plane lands on its nose in Anacostia Park, damaging trees at an unknown area of Section D, in the center of the cultural landscape.
1942	CE	1943	CE	Damaged	A massive river flood causes major damage to the Anacostia Golf Course in the fall of 1943, prompting the closure of the course until spring of the next year.
1943	CE	1943	CE	Neglected	Due to a materials shortage during World War II, the greens on the Anacostia Golf Course fall into disrepair, forcing the course to be closed for several months.
1944	CE	1944	CE	Land Transfer	The Department of the Interior agrees to permit the NRS to use an additional 11.5 acres of its land. With this agreement, the NRS now uses 61.5 acres of Anacostia Park. The location of the additional land is unspecified.

1945	CE	1945	CE	Damaged	A Navy attack bomber crashes on the first green of the Anacostia Golf Course, 250 feet from the field house, destroying several trees and damaging the green. The plane was attempting to land at the Anacostia Naval Air Station when one of its engines died.
1948	CE	1948	CE	Built	S. G. Loeffler builds an 18-hole miniature golf course in Section D, on the southeastern edge of the circular drive of the field house. Construction of the course costs roughly $25,000.
1949	CE	1949	CE	Built	The South Capitol Street bridge is built on the southwestern edge of the cultural landscape. This bridge is the first built at this location. Construction of bridge off-ramps necessitates the seizure of small portions of Section C; these land transfers define the present-day southwestern edge of the cultural landscape.
1949	CE	1949	CE	Altered	Secretary of the Interior Julius A. Krug asks the District Recreation Board to operate public tennis courts on a non-segregated basis. Previously, the District Recreation Board operated all nine tennis courts in Anacostia Park as White-only.
1949	CE	1949	CE	Altered	S. G. Loeffler uses a ditch-digging machine to drain and improve the Anacostia Golf Course, which floods frequently.
1949	CE	1949	CE	Altered	Local Black children attempt to swim in the pool at the Anacostia Field House. Although the Department of the Interior has a policy of non-segregation, the Anacostia Park pool operated to this point as a "Whites only" facility. In response to the incident with the Black children attempting to swim at the pool, the Secretary of the Interior orders the pool to be closed, citing fear of further conflict between Black and White youth.
1953	CE	1953	CE	Land Transfer	Legislation identifies the National Capital Parks as part of the National Park System.
1957	CE	1957	CE	Built	The Anacostia Freeway (I-295) begins construction, defining the eastern boundary of Anacostia Park. Staging during its construction occupies a portion of parkland in Sections C and D. Construction of the freeway permanently claims portions of the cultural landscape and defines its eastern edge.

1958	CE	1958	CE	Abandoned	As construction of the Anacostia Freeway complicates access to the park, the Anacostia Golf Course is forced to close due to a lack of patronage. National Park Service officials remain optimistic, however, that the course will reopen after the completion of the highway.
1959	CE	1959	CE	Moved	Changes to the John Philip Sousa Bridge footprint (at Pennsylvania Avenue SE) cause park officials to relocate greens and putting tees north and south several yards in either direction, steering clear of the new exit ramps that connect the bridge with the Anacostia Freeway.
1959	CE	1980	CE	Demolished	The Naval Receiving Station begins relocating various divisions to other locations around D.C. The move, which begins in 1959, is prompted in part by the construction of the Anacostia Freeway. By this time, the NRS included over 95 buildings and structures. When the NRS relocates, the bulk of the buildings are demolished or transferred to the National Park Service.
1958	CE	1961	CE	Built	S. G. Loeffler and the Division of Design and Construction of the National Capital Parks-East create new designs for an Anacostia Golf Center in Section E; as designed, the center will include an 18-hole golf course, a driving range, a golf center, a club house, new parking lots, a utility building, a miniature golf course, and a landscape plan for Section E of Anacostia Park. Only the golf concession building is built at the northern end of Section E in 1961; it comprises a portion of the present-day Aquatic Resources Education Center. The rest of the design is never realized.
1964	CE	1964	CE	Built	The Anacostia Freeway (I-295) is completed and opened, creating a physical barrier between Anacostia Park and the surrounding neighborhoods and permanently altering the eastern boundary of the cultural landscape.
1966	CE	1966	CE	Designed	A development plan study of Section E proposes expanding the existing golf course beyond the railroad bridge into Section F, north of the cultural landscape. However, the study is never realized.

1967	CE	1970	CE	Built	At the request of First Lady Claudia Alta "Lady Bird" Johnson, Lawrence Halprin & Associates creates a master plan for the future of Anacostia Park. Lady Bird Johnson believes that Halprin will lend a more serious professional element to her beautification program, which was underway at this time in the District of Columbia and around the country. Halprin's plans call for an amusement park, swimming lake, monorail, and other extravagant designs. Halprin's plans are never realized due to a lack of funding.
1967	CE	1967	CE	Designed	The National Park Service invites industrial designer Russel Wright to Washington, D.C. to design a new initiative for community parks. Wright's proposal results in the *Summer in the Parks* program, a multi-million dollar initiative to program community parks and reimagine the design of Anacostia Park.
1968	CE	1976	CE	Established	The National Park Service operates the *Summer in the Parks* program, with Anacostia Park as the setting for many of its large-scale events.
1971	CE	1980	CE	Abandoned	S.G. Loeffler permanently closes the miniature golf course in Section D; it is demolished by 1980. The course is replaced with a grass lawn, several trees, and a picnic area.
1971	CE	1971	CE	Designed	By 1971, the 18-hole golf course is gone (according to a plan of the park's baseball diamonds). In its place are two existing ballfields and a new rugby field. The golf center is converted into a United States Park Police substation, and the driving range is moved to the northern half of Section E, north of the former golf center.

1974	CE	1976	CE	Built	The Anacostia Park Pavilion (later the skating center) is built as part of the Bicentennial Commemoration in the District of Columbia. It is designed by local architects Keyes Condon Florance on a lawn that was previously used for rock concerts. The pavilion is primarily used as a skating rink, but can accommodate concerts, act as an auditorium, or serve as a basketball or tennis court. The landscape around the pavilion includes four lighted basketball courts, two softball diamonds, two soccer fields, a playground, shuffleboard, and horseshoe pits. Modern landscaping is also added around the pavilion at this time, featuring species such as willow Oaks (*Quercus phellos*), littleleaf linden (*Tilia cordata*), and flowering crab (*Malus floribunda*). The architects' design features "nodes" that include comfort stations and areas of activity. One of these nodes is installed on the north end of Section D and features small picnic pavilions, a playground, and comfort stations.
1980	CE	1980	CE	Designed	Two baseball and two softball diamonds are planned and built south of the skating rink and court areas in Section E.
1987	CE	1987	CE	Designed	Several plans propose the relocation of the public boat launch facility to other areas of Anacostia Park. However, the plans remain unrealized and the boat ramp remains in Section E.
2010	CE	2010	CE	Built	As part of a project known as the "Anacostia Park Node Rehabilitation," the National Park Service renovates existing playground, restroom, and recreation facilities near the Pennsylvania Avenue Se bridge. NPS officials install new benches, pavement, and a pirate ship playground.

Physical History

Physical History Time Periods and Narratives

For this Cultural Landscape Inventory, the Anacostia Park cultural landscape study area comprises Sections C, D, and E, the southernmost sections of the full park. It is bounded by Howard Road SE and South Capitol Street SE to the south, the Anacostia River to the west, the CSX Railroad to the north, and the Anacostia Freeway (Route 295) to the east. Within the cultural landscape, Section C lies between the Frederick Douglass Memorial Bridge (S. Capitol Street SE) and the 11th Street SE bridges. Section D is located between the 11th Street SE bridge to the south and the John Philip Sousa Bridge (Pennsylvania Avenue SE) to the north. Section E is situated between the John Philip Sousa Bridge to the south and the CSX Railroad bridge to the north The cultural landscape (and the full park) is managed by the National Park Service, National Capital Parks-East. The physical history for this Cultural Landscape Inventory focuses on Sections C, D, and E, but also provides a general overview of park development within the larger Anacostia Park.

Pre-1668-1607: Early Natural and Indigenous History

Although the area that hosts the Anacostia Park Cultural Landscape did not exist as a permanent landscape until the 20th century, it is located in a region that has been inhabited by humans since at least 15,000 BCE (Louis Berger 2016: 6-8). Humans arrived in the Middle Atlantic Coastal Plain and Piedmont by 11,000 BCE (Louis Berger 2016: 6). The Potomac River, meanwhile, has existed in the same approximate position for two million years. Circa 33,000 years ago, it began incising the area below Great Falls west of the District of Columbia boundary; this down-cutting ended around 8,000 years ago, coinciding with the sudden saline influx into the Chesapeake. The Lower Potomac River subsequently began to turn into a tidal estuary, with seawater mixing with fresh water and tides that affect the water level and currents (Louis Berger 2016: 9).

Beginning in approximately 11,000 BCE, and extending to circa 9600 BCE, the Paleoindian period was characterized by “small, highly mobile nomadic bands following a hunting and gathering subsistence pattern” (Louis Berger 2016: 11). Later, during the Early Archaic Period from 9600 to 7600 BCE, warming climates and rising sea levels forced indigenous populations to adapt. They developed new technologies for hunting, fishing, and food preparation. Population density remained low. A recent study suggests that the territory of a single band of perhaps 150 to 250 people might have stretched from the Chesapeake Bay to the Blue Ridge Mountains, covering as much as half the present-day area of Virginia (Louis Berger 2016: 13). Indigenous population growth during the Middle Archaic Period (7600 to 3800 cal BC) led to settlement in previously underutilized areas, and the development of new tools designed for woodworking, seed-grinding, and nut-cracking (Gardner 1987; Louis Berger 2016:35).

A series of thriving cultures developed throughout eastern North America in the Late Archaic Period (3800 to 2400 BCE). These cultures had higher population densities and were experts in exploiting the changing forest environment. Sometime between 4000 and 3500 BCE, as the climate grew warmer and drier, oak and hickory trees began to replace hemlock and pines in the Middle Atlantic forests. In the mountains, chestnuts multiplied. The appearance of the Halifax culture around present-day Washington, D.C. coincided with the development of oak-hickory and oak-chestnut forests. The Halifax people ranged widely across the landscape, gathering nuts and using readily available quartz to fashion weapons (Louis Berger 2016: 14).

The Terminal Archaic Period (2400 to 1400 BC) is characterized by the establishment of larger, more permanent settlements along the Coastal Plain. The pattern of sites suggests that people were spending much of the year in riverside base camps, moving less often, and using canoes (Louis Berger 2016: 16). As the size and permanency of tribal populations grew throughout the Early Woodland Period (1400 to 700 BCE), local resource exploitation increased, and new social hierarchies emerged. Native Americans began to experiment with ceramic technology, and pottery dating from this period has been recovered in quantity from sites throughout Washington (Louis Berger 2016: 18).

Trade networks expanded out of the Middle Atlantic region during the Middle Woodland Period (700 BCE to CE 1000). Sustained cultural contact with tribes in the Ohio Valley has been demonstrated by massive caches of artifacts found in cremation burials on Maryland's western shore (Louis Berger 2016: 20-22). These developments continued through the Late Woodland Period (1000 to 1607 CE) as Native Americans began to experiment with farming. They cultivated crops such as maize as early as 1000 CE. A dramatic increase in the number of archeological sites dating to the Late Woodland Period coincides with the onset of agriculture. Late Woodland sites feature evidence of diverse activities and substantial dwellings, including small permanent hamlets. During this period, ranked societies emerged, which developed into the complex tribes and chiefdoms encountered by the Europeans in the late-16th and early-17th centuries. Fortified villages began to appear around 1200 to 1300 CE (Louis Berger 2016: 22). The pollen record of the Late Woodland Period also indicates a notable increase in pine. This was probably the result of indigenous agricultural practice wherein fields were left fallow, allowing pine trees to thrive (Louis Berger 2016: 10).

Summary

Summary Overview (All Park Sections)

By 1607, the Anacostia River Valley, including the future cultural landscape and Anacostia Park, had been host to numerous Native American settlements along the banks of the Anacostia River for at least 5,000 years (Berger 106: 11). Much of the cultural landscape and Anacostia Park would not be created until the 19th century; however, extant portions of the river flats would later be dredged and reclaimed to create Anacostia Park. These portions were likely used by early indigenous peoples as settlements and for agricultural and

maritime purposes. Maize horticulture was the dominant land use by most indigenous groups in the Mid-Atlantic region. Fire was used as a tool by early indigenous peoples to maintain meadows for grazing and fields for agriculture (Wennersten 2008: 6-8). By 1607, the landscape had seen numerous vegetative transitions, resulting in a deciduous landscape of oak, hickory, and oak-chestnut forests. The rich alluvial soils of the riverbanks allowed semi-permanent agricultural villages to thrive in the low-lying flat areas adjacent to the river. However, there is uncertainty about the character and landscape features from this area. Buildings and structures likely consisted of stockaded settlements arranged along major tributaries and riverbanks. Circulation was focused on the navigable waterways of the Anacostia River and its tributaries. Little is known about the small-scale features of the cultural landscape during this time.

1608-1790: Colonial History and Settlement

In the years immediately preceding European settlement, Eastern Algonquin tribes inhabited the area around present-day Washington (including the Anacostia flats, where the future Anacostia Park would be constructed). These people lived by combining agriculture with older traditions of hunting, fishing, and gathering. Their agricultural mainstay was corn, grown along with beans and squash, all plants imported originally from Mexico. Most of the tribes were centered on a single community of villages. By 1608, the tribes were coalescing into larger entities led by powerful chiefs, notably Powhatan, who ruled what is now southeastern Virginia, and the Piscataway Tayac (or Emperor), who dominated present-day eastern Maryland (Louis Berger 2016: 24).

The accounts of early European colonizers described the landscape as both rich and varied in its flora and fauna. Riparian areas, largely marshes, were found along the length of the Eastern Branch of the Potomac River (later known as the Anacostia River) as it flowed westward to its junction with the Potomac at Poplar Point. Flatland forests consisted of clusters of Sweet Gum (*Liquidamber styraciflua*), oak (*Quercus sp.*), and hickory (*Carya sp.*), while stands of sycamore (*Plantanus sp.*), willow (*Salix sp.*), and birch (*Betula sp.*) were located at the junction of streams and the Eastern Branch (Donaldson 2010: 31). Much of the landscape was damp and marshy, similar to the area around the present-day Kenilworth Aquatic Gardens.

The Nacotchtanks

English colonizer John Smith, who explored the Chesapeake watershed in 1608, recorded information related to a village near the mouth of the Eastern Branch that he called Nacotchtank, or Nacotchtant, meaning “at the trading town” (Louis Berger 2016: 24). Smith and his compatriots sailed as far upriver as their ship could carry them, continuing by canoe and landing on the southern banks of the Eastern Branch at the Nacotchtanks’ village. Some historians believe that the explorer landed in Section C of the cultural landscape, traveling along the Trail of Fair Justice (now Good Hope Road) to the Nacotchtanks’ village, east of the cultural landscape (Hutchinson 1977: 3). Other scholars place the main Nacotchatank village further southwest, near present-day

Joint-Base Anacostia-Bolling (Donaldson 2010: 30-31). In any case, Smith referred to the inhabitants as Necosts and estimated their strength in warriors at 80 men, indicating a total population of 200 to 300—a significantly smaller population than the Piscataway settlement to the south (Louis Berger 2016: 24).

FIGURE 4: Drawing by John White circa 1585-1593, showing a typical fortified indigenous village likely similar to the village of the Nacotchtanks. The caption reads, “The towne of Pomeiock and true forme of their howses, couered and enclosed some wth matts, and some wth barcks of trees. All compassed abowt wth smale poles stock thick together in stedd of a wall.” (Prints and Drawings, The British Museum)

From their base in the central Nacotchtank village, inhabitants of the area were ideally situated to take advantage of trade routes and various resources found along the rivers. The inner coastal plain of the Potomac River attracted a wide range of species, including herring, shad, salmon, and sturgeon, which sustained local tribes. Subsistence practices among Algonquin-speaking people also included hunting and foraging and slash-and-burn agriculture. The Nacotchtanks likely cultivated corn, beans, gourds, pumpkins, and other subsistence crops. These practices continued after European contact (Louis Berger 2016: 24).

Most villages, likely including the Nacotchtanks' village, were compact and surrounded with a palisade. These fortifications consisted of tree trunks placed vertically into the ground 8 to 12 inches apart. The gaps between the posts were then filled with wooden latticework and daubed with mud. Buildings in the village consisted of long houses, granaries, and other ceremonial structures made of bent wooden poles covered in straw or reed mats (Wennersten 2008: 6-7; Louis Berger 2016: 24).

In 1612, Captain John Smith included the region on his map, which became the basis for many later navigational charts of the area's waterways. Smith also mentioned the Potomac region and its Nacotchtank tribes and villages in his "General Historie of Virginia," detailing his travels up the Potomac River and its Eastern Branch (Burr 1920: 167). As historian Louise Daniel Hutchinson noted, Smith's arrival in Anacostia "triggered a chain of events that eventually led to the relocation of the [Nacotchtank]" (Hutchinson 1977: 3). It is important to note that this relocation was generally forced and was as a direct consequence of European aggression towards the Nacotchtank and other indigenous peoples.

Other explorers quickly followed suit using John Smith's map and account of the region, exacerbating tensions between Native American groups and White colonizers. In 1622, a trading expedition led by Ralph Hamor (or Hamer) sailed up the Potomac to a village called Patawomecke, near present-day Potomac Creek, seeking to trade for corn. Having no corn to trade, the Patawomecke stated that their enemies the Nacotchtanks had plenty, should Hamor and his crew be willing to take it by force with their help. Together with 40 to 50 Patawomecke, Hamor attacked the village, killing 18 Nacotchtanks, burning the village, and spoiling much of their food stores (Louis Berger 2016: 24-25). A year later, in 1623, Captain Henry Spelman (or Spilman) sailed up the Potomac on a trading expedition. Spellman and his crew of 23 were killed, some historians believe, by the Nacotchtanks in retribution for the raid by the Patawomecke and Hamor a year earlier (Donaldson 2010: 32; Louis Berger 2016: 24-27). However, Louis Berger and Associates cast doubt on whether or not this second raid was conducted by the Nacotchtanks, citing John Smith's account in which he states that they did not know who attacked Spelman. In any case, the sole remaining English survivor of the raid was Henry Fleet, who was held in captivity for 5 years. During this time, Fleet became familiar with the language and customs of the Nacotchtanks, to whom he referred to as "Nacostines" (Louis Berger 2016: 26-27).

Fleet was instrumental in establishing the fur trade in the Chesapeake Bay region. Returning to London after his release, Fleet told stories of receiving 800 beaver pelts from the Nacotchtanks, or Nacostines as he referred to them (Louis Berger 2016: 27). Telling of his time in captivity, Fleet wrote that he saw hundreds of Native Americans in the vicinity of the Anacostia River "bartering furs and other wares" (Bushong 1990: 20). Henry Fleet capitalized on his intimate knowledge of the Nacotchtanks to secure financing for his fur trading enterprise, expanding the colonial fur trade into the largest commercial enterprise in the region during this time.

The Nacotchtanks were serving as middlemen in the fur trade by 1632 between the English and the Massomacks or Massawomecks, whom historians believe had their own powerful tribal trading culture related to the Monongahela archeological culture of Western Pennsylvania. The Massomacks/Massawomecks would sell furs to the Nacotchtanks, who in turn sold them for English goods. However, by 1634, the Massomacks had declined in population (likely due to an influx of European diseases to which many indigenous peoples were susceptible), and the Nacotchtanks' trading network quickly crumbled. English and Dutch traders of the Potomac and Susquehanna Valleys took over the Massomacks' trade, cutting the Nacotchtanks out of the trading network. By 1640, the Nacotchtanks were vastly reduced in power and likely under the rule of the Piscataway *tayac*, or emperor (Louis Berger 2016: 27).

As European immigration increased, established Native American settlements were abandoned or taken by force. In 1669, the Governor of Maryland created "ye Indian Reserve" between the Mattawoman and Piscataway Creeks, south of the cultural landscape between present-day Fort Washington and Marbury, Maryland. By this time, many of the Nacotchtanks likely relocated to the reservation or joined other Piscataway groups throughout the region. In 1667, the Piscataways, perhaps including remnants of the Nacotchtanks, fled westward to present-day Fauquier County, Virginia, and later to Heaters Island, Maryland in 1699. By 1700, few Native Americans remained east of the Potomac fall line (Louis Berger 2016: 28).

Early Land Patents and Colonization

Several land grants, including one made in 1672 (Green's Purchase, discussed below), made reference to an "old Indian fort," indicating that the Nacotchtanks were no longer present along the Anacostia River in organized settlements. The old fort was likely located adjacent to the present-day Section E of the cultural landscape; it is believed to have been located along the historic shoreline in the Twining neighborhood near the Pennsylvania Ave SE bridge, but its exact location is unknown (Louis Berger 2016: 27-34). The 1790 Priggs Map labels a stream in this vicinity as "Annacostin branch where formerly was the Annacostin Fort" (Priggs 1790). Louis Berger and Associates described their efforts to locate the Nacotchtank village:

> There is no reason to assume that the chief's village visited by Smith in 1608, the settlement visited by Fleet in 1632, and the fort whose ruins were visible in 1672 were all necessarily at the same location. Particularly after the raid by Ralph Hamor and his Patawomeck allies in 1622,…the Nacotchtanks would have been well advised to move their town to a less vulnerable position. The 1608 community may have been located at Giesboro Point, and the 1632 town could have been located near Ellicott Circle (Louis Berger 2016: 34).

Later, the filling of the Anacostia River flats drastically altered the historic landscape, making it difficult to determine the exact location of the settlement. However, it is almost certain that the riparian areas comprising

the future Section E of the cultural landscape were heavily used by the Nacotchtanks when they inhabited the fort near present-day Pennsylvania Avenue SE.

Between 1608 and 1790, Europeans replaced Native Americans as the main inhabitants of land that would eventually become Washington, D.C. Forests were cleared to make way for agriculture as European-born colonists began to settle the area. Early colonists adopted indigenous agricultural practies, planting corn, squash, tobacco, and beans. After centuries of indigenous land practices that maintained and cleared the land for grazing and planting, the land that the colonists claimed lent itself readily to planting (Donaldson 2010: 32-33). By the mid-17th century, subsistence farmers began to plant for profit (Bushong 1990: 12, 16). Colonists established several tobacco plantations between the Potomac and Anacostia Rivers by relying on enslaved labor. Well-drained riverfront land, such as parts of the cultural landscape, was highly coveted for its rich alluvial soils that allowed planters to cultivate hundreds of acres of cash crops. As a result, the price of tobacco quickly overtook the declining fur trade as the most profitable industry in the Chesapeake colonies (Donaldson 2010: 32-22).

Wealth promised by the burgeoning tobacco trade attracted new colonists to the Chesapeake area. A royal patent issued to Cecil Calvert, the second Lord Baltimore, in 1634 marked the beginning of large-scale land acquisition in the region by European colonizers. Calvert's patent included the northern two-thirds of the Chesapeake Bay, including the future District of Columbia (Potter 1993: 189, 193; Donaldson 2010: 32-33). The earliest land patents along the Eastern Branch (Anacostia River) date to the 1660s. In chronological order, the patents were:

- *Giesboro and St. Elizabeth's (acreage unknown):*
    - In 1663, George Thompson was issued two major tracts on the south side of the Eastern Branch, near the river's mouth. These tracts were named Giesboro (or Giesboro) and St. Elizabeth's, adding to Thompson's vast holdings that also included Blue Plains (south of present-day Giesboro Point), Duddington Manor (in southwest Washington, D.C.), Duddington Pasture (also in southwest Washington, D.C.), and New Troy (near Capitol Hill) (Carter et al. 2018: 23). Thompson was a land speculator and likely never lived on the land; instead, he invested heavily in the shipping industry and rented out portions of his land (Hutchinson 1977: 9). The St. Elizabeth's patent included portions of the future Section C of the cultural landscape.
- *Chichester (400 acres):*
    - Another early tract, Chichester, was granted to Dr. John Meekes, a surgeon, in 1664, and consisted of over 400 acres. Many early settlers, including Dr. Meekes, were awarded large tracts of land in exchange for transporting other colonists to the region (Hutchinson 1977: 13). The Chichester patent included portions of the future Sections C and D of the cultural landscape.

- *Greene's Purchase (200 acres):*
    - Luke Green, a recently freed indentured servant, patented Greene's Purchase in 1672, assigning it to his former master John Harrison (Louis Berger 2016: 29). Greene's Purchase included portions of the future Sections D and E of the cultural landscape.
- *Attwood's Purchase (400 acres):*
    - In 1685, John Attwood patented "Attwood's Purchase," including portions of Section E of the cultural landscape. Little is known about John Attwood or how he used the land during this time (Louis Berger 2016: 29).
- *Arran (300 acres):*
    - Arran (or Aaron) was patented in 1687 by John Addison and assigned to William Hutchinson. Colonel John Addison was among the first land speculators to live on the land granted to him, building his house outside the cultural landscape on the Giesboro Tract, which he acquired in 1677 by marriage. Addison gained his status as a Colonel in the Virginia Militia, fighting and eradicating the Native Americans in the region. Addison and his descendants increased their familial land holdings through marriages and investments, holding much of the Anacostia region for over 150 years (Hutchinson 1977: 9; Louis Berger 2016: 29). The Arran patent was located between Sections D and E of the cultural landscape, but likely did not include portions of the cultural landscape.
- *Hamilton (acreage unknown):*
    - In 1694, Gawen Hamilton patented "Hamilton," including portions of the future Section E of the cultural landscape. Little is known about Gawen Hamilton or how he used the land during this time (Louis Berger 2016: 29).
- *The Ship Landing (acreage unknown):*
    - The last original patent within the boundaries of the cultural landscape was The Ship Landing, which was granted to an unknown individual circa 1737, likely carved out of portions of Greene's Purchase on land that was largely tidal river flats. The Ship Landing was centered on the present-day Pennsylvania Avenue SE bridge in Sections D and E of the cultural landscape. The patent likely included portions of Section D.

Additional information for land grants outside of the cultural landscape is included in the table and map below.

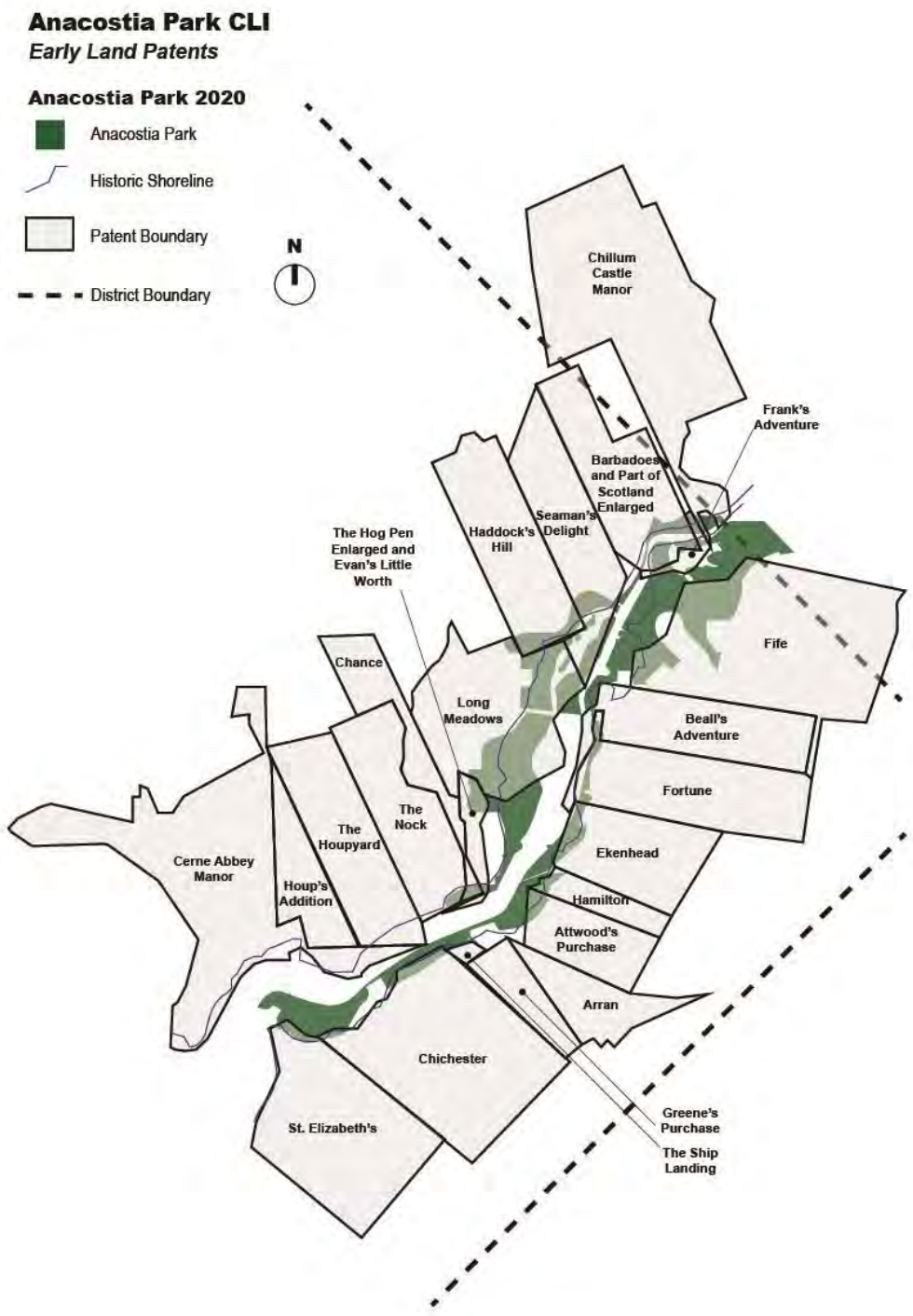


FIGURE 5A: Diagram of original land patents in Anacostia Park. The 19th century shoreline, pre-reclamation, is shown in blue. Patents are shown in light gray and denoted by name. Present-day Anacostia Park is shown in green: the light green sections coincide with historic land patents, while the dark green sections are located on reclaimed portions of the Anacostia flats. (Graphic created by the CLI author, 2021, based on research and graphics compiled by: Louis Berger 2016; Fenwick, Survey map of land tracts in Washington, D.C. along the Anacostia River 1805, Library of Congress)

PATENT	GRANTEE	YEAR	SECTION OF PARK
East side of the Anacostia River (grants including the cultural landscape are bolded)			
St. Elizabeth's	George Thompson	1663	**C**
Chichester	Dr. John Meekes	1664	**C, D**
Greene's Purchase	Luke Green; assigned to John Harrison	1672	**D, E**
The Ship Landing	Unknown	1737	**D, E**
Arran	John Addison; assigned to William Hutchinson	1687	**E**
Attwood's Purchase	John Attwood	1685	**E**
Hamilton	Gawen Hamilton	1694	**E**
Ekenhead	William Tannehill	1665 or 1685	F
Fortune Enlarged	James Man	1685	F, G
Beall's Adventure Enlarged	Thomas Beall	1685	F, G
Fife Enlarged	Ninian Beall	Unknown (circa 1665)	G
West side of the Anacostia River			
Cerne Abbey Manor	Thomas Notley	1671 (resurveyed)	Buzzard Point
Houp's Addition	Walter Houp	1687-1688*	Anacostia Riverwalk Trail
The Houpyard	Walter Houp	1686	Anacostia Riverwalk Trail
The Nock	Walter Thompson	1685-1686*	Boathouse area
Chance (Meurs)	Andrew Clarke; Thomas Evans	1685-1686*; 1734 (resurveyed as Chance)	RFK Stadium
The Hog Pen	Andrew Hamilton	1716	RFK Stadium
Evan's Little Worth	Walter Evans	1764 (resurvey on a part of Hazard)	RFK Stadium
Long Meadows	William Campbell	1797 (combined with portions of Chance and Cool Spring)	RFK Stadium, Langston Golf Course
Haddock's Hill	Benjamin Hadduck	circa 1685	Langston Golf Course
Seaman's Delight	Benjamin Hadduck	circa 1685	Langston Golf Course, National Arboretum, West Bank Wetland
Barbadoes and Part of Scotland Enlarged	Randolph Brandt (Barbadoes); William Thompson (Scotland)	1682; 1685	West Bank Wetland
Frank's Adventure	Unknown	Unknown	West Bank Wetland, Kenilworth Marsh
Chillum Castle Manor (part)	William Diggs	1762	West Bank Wetland

* = approximate dates(s)

FIGURE 5B: The early land patents that encompassed the land that would later become Anacostia Park; boldface entries refer to land patents that correspond to the cultural landscape specifically. The entries are grouped based on the east and west banks of the Anacostia River. (Sources: *Washington History*, various issues and dates; Louis Berger 2016; Asqueta, Shirley, and Louise Joyner Hienton, "Charles County, Maryland land tracts as laid out prior to April 23, 1696," n.d., http://files.usgwarchives.net/md/princegeorge/court/landrec2.txt)

Prior to the mid-18th century, few landowners lived on their tracts along the Eastern Branch. Instead, most landowners merely held the land in trust or rented it to tenant farmers. Many occupants of the area around the Eastern Branch during this time were former indentured servants who served as tenant farmers on small parcels within the larger land grants. Tenants were given only meager tools and seed for planting. These tenants "lived in shacks never intended to be permanent dwellings, and they did not invest much in their farms" (Louis Berger 2016: 37). Tenant farmers cultivated small patches of tobacco and corn around their shacks. However, most were highly transient, moving from parcel to parcel as productivity in the land decreased over time.

Around 1710, the earliest colonial grand house was built south of the cultural landscape by the son of Colonel John Addison, John Addison the younger. Addison constructed a grand brick house near Oxon Hill in the St. Elizabeth's tract, replacing an earth-fast or post-in-ground predecessor built circa 1690 (Louis Berger 2016: 34-35). It measured 72' x 39.4' and was 2.5 stories tall. More research is needed to determine the acreage of this tract, its number of occupants, the design of the house, and if there were any ancillary structures associated with the 1690 house.

Addison's house was a rarity in the first half of the 18th century. The few parcels that were owner-occupied during this time practiced the "long fallow" method of agriculture, in which land was cleared, tobacco planted for two to three years, then replaced with corn for several more years; when the land was exhausted of nutrients, farmers left it fallow for up to 20 years (Louis Berger 2016: 36). In this way, land use practices of tenants and owners greatly shaped the landscape, albeit in different ways.

As tobacco increased in profitability, enslaved Africans replaced indentured servants as the principal source of labor on the growing number of plantations along the Eastern Branch. The navigable waterways along the Eastern Branch allowed the plantation-based tobacco trade and the trade of enslaved Africans to flourish throughout the late 17th and 18th centuries. Tobacco was planted (usually by enslaved Africans) in March or April, then topped or cut when the desired number of leaves were grown. It was then dried, bundled, and shipped from ports such as Bladensburg, north of the cultural landscape. Tobacco quickly became the principal cash-crop grown along the Eastern Branch. Even though it rapidly exhausted the soil, land holdings were so great that fields could be quickly rotated, and productivity was not affected (Hutchinson 1977: 12-13). Higher profits meant plantation owners could purchase more enslaved people and further increase their wealth. By 1776, Africans made up more than 30 percent of the population of Maryland, while in southeastern Maryland, including the Eastern Branch, that number reached more than 45 percent (Louis Berger 2016: 39).

The port of Bladensburg, MD, north of the cultural landscape, boomed due to the sale of enslaved people and tobacco. Founded in 1742, the port of Bladensburg was the center of the tobacco trade in eastern Prince George's County. At its peak in the late 18th century, the town was second only in the colonies to Yorktown,

Virginia for the number of tonnage shipped from its wharves (Wennersten 2008: 30-32). The town featured large tobacco warehouses, where planters from the surrounding plantations would store and sell their tobacco crop for shipment across the Anacostia region. Outside these warehouses, merchants sold convicts and enslaved individuals to planters coming to sell their crop.

The 1790 Prigs map shows several large plantations along the Eastern Branch, south of Bladensburg. These houses were located on large tracts of land that included the cultural landscape. However, the plantations were largely on the higher ground outside of the cultural landscape and Anacostia Park (Prigs 1790; Louis Berger 2016: 39).

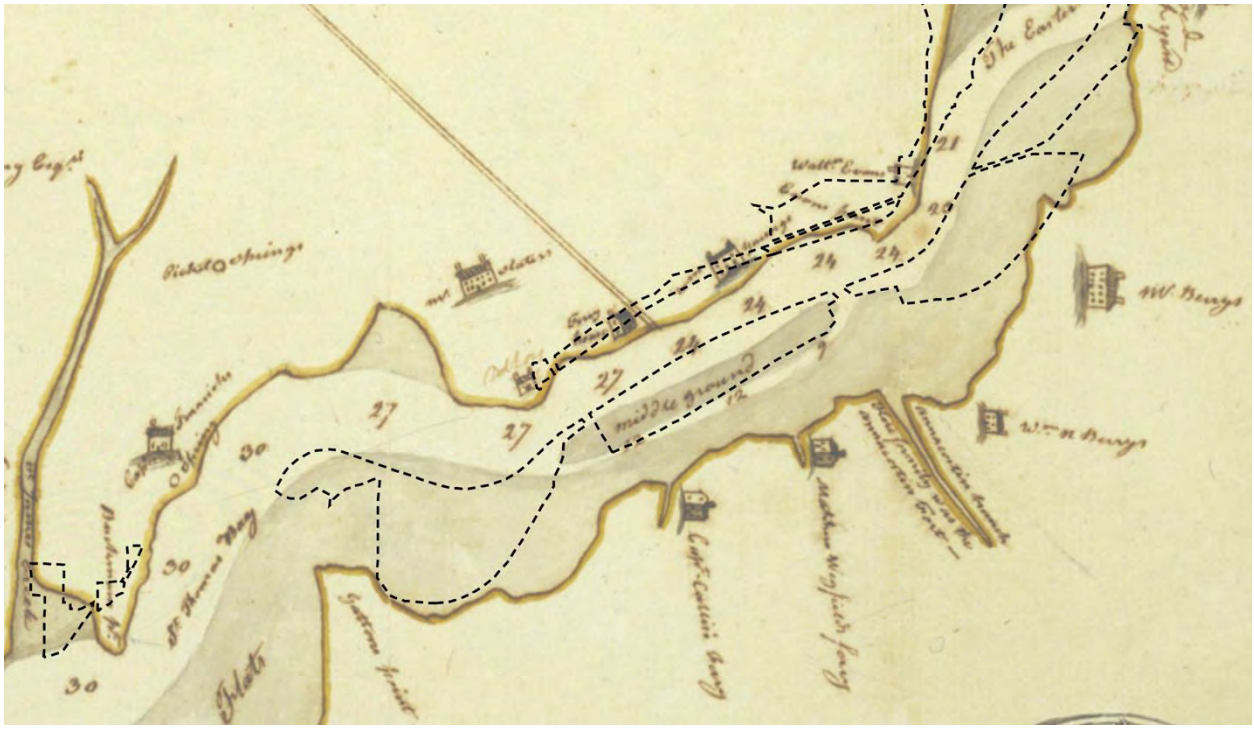


FIGURE 6: Excerpt of the 1790 Prigs map, with annotations from the 2016 Louis Berger survey showing an approximate boundary of Anacostia Park (represented with a dotted black line). By this time, much of the area along the eastern shore of the Anacostia River consisted of extensive mudflats due to heavy sedimentation caused by poor agricultural practices (Prigs 1790; Annotations by Louis Berger 2016: 33).

By 1762, the cultivation of tobacco and its devastating effects on the land had rendered the Port of Bladensburg and much of the Eastern Branch too shallow for navigation. Much of the land along the Eastern Branch had been stripped of vegetation that held the soil in place, having been replaced with monoculture fields that did little for the health of the landscape. Large flood events such as those in 1724, 1738, and 1771 swept debris and soil into the Eastern Branch and often rendered the waterway unnavigable (Wennersten 2008: 35). As author

Krista Schyler describes, “In a matter of decades, the Anacostia River was transformed from a clear, deep river, flowing in a graceful meander to the Potomac, to a muddled, poisoned waterway that crawled over shallow, fetid mudflats, polluted by all manner of colonial detritus” (Schyler 2018: 33). Rapid settlement and further deforestation in the following decades continued to exacerbate conditions and the health of the river declined dramatically since the Colonial Era.

Throughout the 18th century, the cultural landscape remained sparsely populated and had few circulation features. The river continued to be the major circulation route for people and goods, with limited roadways branching from ferries at various locations along the rivers (The District of Columbia 2010: 3.90). One such ferry, the Upper Ferry, was in operation as early as 1756. The Upper Ferry was located on the west bank of the Eastern Branch at the intersection of Virginia Avenue SE, M Street SE, and 14th Street SE, near the present-day District Yacht Club. Aquila Wheeler operated the Ferry at this location, connecting passengers on the west bank of the Eastern Branch with the Upper Marlboro Turnpike (later Pennsylvania Avenue SE) that connected Georgetown with the Anacostia region and beyond. Another ferry, the Lower Ferry, was located near the intersection of New Jersey Avenue SE and O Street SE, near the present-day O Street Pumping Station in the Washington Navy Yard. The Lower Ferry connected the west bank of the Eastern Branch to Poplar Point (called “Gatton’s Point” on the Prigs map) and was likely adjacent to the cultural landscape. However, the 1790 Prigs map does not show the lower Ferry, and by this time attributes the two ferries to Matthew Wigfield and Captain Collins (Louis Berger 2016: 41; Prigs 1790).

Summary

Summary Overview (All Park Sections)

By 1790, European settlers had replaced Native Americans as the main inhabitants of land that would eventually become the city of Washington, D.C. As European immigration increased, established Native American settlements were abandoned or taken by force. One such settlement, an old Nacotchtank fort, lay abandoned by this time between Sections D and E of the cultural landscape. Forests were cleared and colonists had established a number of tobacco plantations along the Eastern Branch of the Potomac River (later Anacostia River) using enslaved labor (Bushong 1990: 12, 16). Buildings and structures consisted of a limited number of substantial plantation houses, as well as various log, frame, and earth-fast dwellings, out-buildings, and slave cabins (Donaldson 2010: 37). According to historic maps, there were a limited number of buildings and structures associated with the pre-District farms and plantations in this area, but none appear to have been located within the cultural landscape (Prigs 1790; Louis Berger 2016: 39). The Lower Ferry was in operation by this time as the sole form of transportation across the river, connecting Poplar Point in Section C of the cultural landscape with the area around the Navy Yard. By this time, heavy sedimentation of the Eastern Branch had formed extensive mudflats along the east bank of the Eastern Branch, in the areas that would become Anacostia Park (see Figure 6).

1791-1800: L'Enfant, the Anacostia Waterfront, and early Maritime Development

Colonial settlement of this area continued into the 18th century. With the resolution of the Revolutionary War in 1783, the new government of the United States decided to move its capital from New York City to Washington, D.C. with an agreed upon interlude in Philadelphia prior to the selection of a new permanent location. In 1790, the United States Congress passed the Residence Act, which authorized President George Washington to select the location for the permanent capital of the United States of America. Under the authority of the act, Washington announced that the capital would be built on a 10 x10 mile tract centered at the confluence of the Potomac and Anacostia Rivers. (Washington viewed the Potomac as the gateway to the west and specifically the Ohio Valley.) Maryland and Virginia ceded the area within the 100-square mile diamond to the federal government. The 1790 Residence Act also set a deadline of December 1800 for the completion of the capital; at which time the new government would move to the city.

Washington appointed three commissioners of the District of Columbia—David Stuart of Virginia, and Thomas Johnson and Daniel Carroll of Maryland—to survey the city and oversee construction of government buildings. Surveyors Andrew Ellicott and Benjamin Banneker, working under the direction of the D.C. Commissioners, marked out a diamond-shaped area, measuring ten miles on each side. The new District of Columbia encompassed territory in Maryland and Virginia, including the forks of the Potomac River and its Eastern Branch, which would eventually be renamed the Anacostia River (Leach and Barthold 1997: VIII.7). Forty boundary stones, laid at one-mile intervals, established the boundaries based on celestial calculations made by Banneker, a self-taught astronomer of African descent and one of the few free Blacks living in the vicinity (Leach and Barthold 1997: VIII.7). Within the district, the area at the meeting of the Potomac and Eastern Branch rivers was laid out as the City of Washington.

Major Pierre Charles L'Enfant, a French artist and engineer who had formed a friendship with George Washington while serving in the Revolutionary War, requested the honor of planning the new capital. L'Enfant's final design encompassed approximately 6,111 acres, an area that was double the combined area of colonial Boston, New York, and Philadelphia. The entire plan encompassed the area between the Potomac and Anacostia Rivers, beginning at their convergence and extending north toward present-day Florida Avenue, which was originally named Boundary Street (Bedner 2006: 11-12). Thomas Jefferson, corresponding with Washington and L'Enfant, recommended including the area to the south and east of the Eastern Branch for defensive purposes, in order to make it difficult for a waterborne attack (Hutchinson 1977: 17). The area within the boundaries of L'Enfant's plan was largely agricultural or undeveloped at this time, giving the federal city's founders the unique opportunity to create an entirely new capital city (Leach and Barthold 1997: VIII.7).

After surveying the bounded area, L'Enfant developed a plan that combined the grand processional ideas of the French baroque with the English reverence for existing landscape features. L'Enfant's plan delineated ceremonial spaces and grand avenues radiating from seats of power in the Baroque style, while also respecting the natural contours of the land in the manner of rational English garden design. Just as his design for the capital city borrowed from French and English precedents (e.g. Vaux le Vicomte and Versailles), L'Enfant's plan also drew from American precedents for the cities of Philadelphia and Williamsburg, Virginia, transforming the practicality of the ubiquitous American grid through a more profound understanding of the European Baroque style (Comeau 2000: 47).

Notations on L'Enfant's original 1791 plan explain how he first chose the location for significant buildings and squares, including the sites for the President's House and Congress. They were located on small, centrally-located hilltops whose higher elevations provided "the most advantageous ground, commanding the most extensive prospects" (Bedner 2006: 11). L'Enfant then linked these prominent sites via wide, diagonal avenues, oriented northwest to southeast, and northeast to southwest. L'Enfant's design specified that these avenues should be grand, wide, and lined with trees to emphasize unobstructed reciprocal views toward monuments and significant buildings (Miller 2002: 32-4). His notes suggested naming the avenues after the original thirteen colonies. On top of this arrangement of avenues, L'Enfant overlaid an orthogonal grid of streets, oriented in the cardinal directions. The size of individual blocks varied, ranging from small squares to larger rectangles.

The land on the west bank of the Eastern Branch, portions of which are now Anacostia Park, was incorporated in L'Enfant's plan. These areas included extant portions of land that would later become the boathouse area, Anacostia River Walk, and RFK Stadium. Land east of the river was not included in the plan; instead it was simply labeled as "Part of Maryland within the Federal District" (L'Enfant 1791). Nonetheless, L'Enfant envisioned the Anacostia River as the commercial and maritime hub of the new capitol city—notably a waterfront port city. He was almost certainly familiar with other European precedents that were experimenting with public architecture along waterways, including the cities of Bordeaux and Paris (Wennetsten 2008: 40). The 1791 plan shows numerous wharves and grand processional open spaces along the west bank of the Anacostia River, where the channel was the deepest for commercial navigation. His plans also included a draw bridge at Pennsylvania Avenue, a bridge at East Capitol Street, and two short canals to shoreline markets near the Navy Yard (L'Enfant 1791; Bednar 2006: 7-13). The inclusion of two bridges across the Eastern Branch connected existing trade routes with the embryonic capital city. The success of commercial enterprises along the Eastern Branch, including those of plantations and trading at Bladensburg, was further championed by President George Washington, who saw the Eastern Branch as the future of commercial trade in the new capital city. L'Enfant's Plan, however, remained silent about how the land on the east side of the Eastern Branch was to be used.

FIGURE 7: Excerpt of *Plan for the City Intended for the Permanent Seat of the Government of the United States*, showing the L'Enfant Plan in relation to the Eastern Branch. The area on the west bank of the river included numerous wharves and two small canals that connected to markets. The area east of the river was left unplanned and simply labeled "Part of Maryland within the Federal District." (Excerpt from L'Enfant 1791, Library of Congress)

As Pierre L'Enfant was refining his design, President George Washington and Secretary of State Thomas Jefferson oversaw the real estate transactions necessary to finance the city's physical development. At the suggestion of Georgetown businessman George Walker, they used a unique scheme to obtain the land from the original proprietors, with transactions contingent upon the yet-unfinished city plan. The government would purchase land designated for federal buildings at approximately $67 an acre. The proprietors would donate to the government land set aside for streets and avenues. The remaining acreage would be divided into city blocks, and each block would be further subdivided into lots. The lots in each block would be split evenly between the government and the original owners. Proceeds from the sale of the federally-owned lots would fund the construction of government buildings and the improvement of parks. Anticipating that the value of the land would increase significantly, the proprietors retained only 16 percent of their original holdings, turning over 84 percent of it to the federal government (Leach and Barthold 1997: VIII. 8-9). The sale of lots focused

exclusively on the area delineated by L'Enfant, which included the west bank of the eastern branch; the area on the east bank of the Eastern Branch remained outside of this plan.

The first sale of federal lots in the city of Washington took place in October 1791. Believing the sale would hinder the city's development, L'Enfant refused to furnish his plan for use. The sale was a failure, with only 35 of the 10,000 potential lots sold. Under pressure from the D.C. Commissioners, President Washington relieved L'Enfant of his position and retained Andrew Ellicott to reproduce a city plan based on L'Enfant's original design.

Ellicott's map largely followed the L'Enfant Plan, but departed from it in several important ways. Ellicott straightened Massachusetts and Pennsylvania Avenues, eliminated twelve public reservations, deleted five radial avenues, omitted any mention of large fountains, and re-aligned several public reservations and streets. Perhaps most notably, Ellicott omitted L'Enfant's name on his first draft of the plan (Miller, 2002: 45-47). Ellicott also eliminated L'Enfant's notes concerning the installation of statues, monuments, and memorials at public spaces throughout the city, as well as his 15 yellow-shaded reservations, thereby abandoning any comprehensive plan for the treatment of the city's open spaces. He did, however, retain his predecessor's directive to divide the avenue into "footways, walks of trees, and a carriage way." Streets and avenue names first appeared on Ellicott's plan, although the convention of naming avenues after states in the union is thought to have been originally conceived by L'Enfant.

For the Eastern Branch, Ellicott retained L'Enfant's vision of the river as the center of maritime commerce. He further specified the locations of L'Enfant's market canals, bridges, and wharves. Ellicott labeled the depths of the river on his map, showing the focus of development near the deeper area of the river along the west bank. He also added a large unspecified monument and gardens at the junction of Massachusetts Avenue and Georgia Avenue (now Potomac Avenue SE), near the present-day D.C. Jail and Congressional Cemetery, south of RFK Stadium and west of the cultural landscape. Like L'Enfant, Ellicott retained the vagaries of his predecessor for the east bank, labeling it simply "Part of Maryland within the Territory of Columbia" (Leach and Barthold 1997: VIII.9-10; Ellicott 1792). A topographical plan of the District made in 1793 by Ellicott and likely Banneker featured the use of the name Anacostia River. Ellicott, consulting with Thomas Jefferson, labeled the river the "Eastern Branch or Annakostia" (Ellicott 1793; Miller 2002: 48-49). This the first official use of the name Anacostia (Hutchinson 1977: 17-21).

As L'Enfant's plan was implemented, private wharves sprang up along the west side of the Eastern Branch in anticipation of the river becoming the center of maritime commerce in the fledgling city. Development was concentrated the newly established Washington Navy Yard. (The land to the east, including the cultural landscape, remained an expanse of marsh, woods, and farms into the 19th century.) The Washington Navy

Yard, chartered in 1799 and established in 1800, became the first federal or public facility on the Anacostia River; it was located on the west bank of the river, opposite the future Anacostia Park cultural landscape. When the federal government officially moved from Philadelphia to Washington in 1800, the growing Navy Yard became one of the biggest employers in the new federal city (Donaldson 2010: 40; District of Columbia 2010: 3.91).

FIGURE 8: Excerpt from Historical map of the city of Washington, District of Columbia: view of the city & location of the houses in the year 1801-02: the beginning of Washington. The land that would become Anacostia Park included portions of the east and west banks of the Eastern Branch or Anacostia River. The area west of the city remained sparsely populated at the turn of the 18th century, consisting largely of wooded areas and large open fields. (Harmon 1931, Library of Congress)

The lack of readily available transportation across the Eastern Branch limited the early development of the east side of the river. The first bridge across the Anacostia River was chartered by the Maryland Legislature in 1795. The new bridge spanned the river at Pennsylvania Avenue and consisted of a wooden toll bridge with a moveable portion to allow ships to pass. Until this time, transportation across the river was limited to the upper

and lower ferries at Poplar Point and Pennsylvania Avenue respectively. The Maryland legislature's charter required the western terminus of the new bridge to be located at Kentucky Avenue SE (approximately 100 feet downstream of the present-day John Philip Sousa Bridge) and the eastern end to connect with the Marlborough Turnpike (later Pennsylvania Ave SE). The original petitioners included notable figures such as Daniel Carroll, William Duncanson, Thomas Law, Notley Young, George Walker, and Matthew Wigfield. Together, the group formed the Eastern Branch Bridge Company in order to sell stock for the construction of the new bridge. However, the bridge would not be completed until 1804 (see the following section for more detail) (Louis Berger 2016: 41).

Summary

Summary Overview (All Sections)

By 1800, the Anacostia Park cultural landscape remained largely undeveloped, even as the federal city was platted and built to the west. The cultural landscape was formally incorporated as part of the earliest designs for the District of Columbia under Pierre L'Enfant and Andrew Ellicott, although its use remained unspecified and isolated. The majority of the maps up to this period largely ignored this area or obscured it with the map legend (Donaldson 2010: 40). The earliest urban development near the cultural landscape began at the turn of the 18th century with the construction of the Navy Yard in 1799-1800, directly across the river from the cultural landscape. Development near the cultural landscape was focused around the fledgling wharves and commercial ports springing up on the west bank of the newly named Anacostia River (Hutchinson 1977; Barthold, 1993). As it awaited its own development, the cultural landscape retained its historic agricultural and was organized into a mix of marshes, woods, orchards, and scattered farms (Donaldson 2010: 40). However, the productivity of the soil had greatly declined, and many large patents had been divided or sold into smaller holdings (Louis Berger 2016: 32-44). Real estate speculation continued on the east bank, notably with the 1800 purchase by James Barry of the St. Elizabeth tract, located south of the Chichester tract and the cultural landscape. Portions of Barry's purchase later became the southern part of Section C, within the cultural landscape boundaries. The topography was largely flat, consisting of alluvial deposits and marshland, with steeply sloping cliffs to the east and south.

Ellicott and Banneker's earliest interventions focused on the Capitol area, located north and west of the cultural landscape. As a result, the cultural landscape likely had views toward the activity in the federal core, including the establishment of the first federal buildings and the construction of ships at the Navy Yard, due in part to the space between the Capitol and the cultural landscape being devoid of trees. A map created by A. C. Harmon in 1931 represents the conditions of Washington, D.C. as of 1801-2 (see Figure 8). This map indicates clusters of development near the Capitol and Navy Yards, with only a handful of structures on the west bank, across from the cultural landscape (Harmon 1931). The cultural landscape's circulation features were river-oriented, consisting of the upper and lower ferry and the Upper Marlborough Turnpike (present-day Pennsylvania

Avenue SE). Buildings and structures likely consisted of wharves, warehouses, farms, slave cabins, and other out-buildings. Little is known about the small-scale features as of 1800.

Summary Section C

By 1800, portions of this section were likely used for agricultural purposes or otherwise undeveloped. Section C of the cultural landscape was owned by James Barry and much of it was likely under cultivation as a plantation. Portions of Section C had yet to be reclaimed as parkland from the Anacostia River and they remained tidal mud flats. The topography was likely largely flat, with river facing portions consisting of low bluffs or sloping down to tidal marshes. Section C would have featured views of the growing capital city to the north and northeast, including of the Navy Yard to the northeast, construction of the Washington Monument to the north, and the construction of the Capitol to the northeast. It likely also would have featured views of the ridgeline to the south. Circulation included the Lower Ferry at Poplar Point and various unknown internal circulation features that connected to the Lower Ferry and the Alexandria and Bladensburg Road to the southeast. Vegetation included agricultural crops, forested areas, wetlands, and tidal marshes. There are no known buildings and structures within Section C, although there may have been some associated with early District plantations and the Lower Ferry. Little is known about the small-scale features in Section C by this time, by they likely includes fences, troughs, and other agricultural related improvements.

Summary Section D

As much of Section D awaited its 19th century reclamation, extant portions of the cultural landscape were under cultivation associated with the farms and plantations of Dr. John Meekes (Chichester) and an unknown individual (The Ship Landing). The topography was generally flat with gradually sloping riparian zones along the waterfront edges of Section D to the north. Views included the Navy Yard to the north and northeast and the Upper Ferry to the east and north. Circulation included the Upper Ferry, the Road to Upper Marlboro, and likely various internal circulation features connecting with these major arteries and the Alexandria Bladensburg Road. There are no known buildings and structures within Section C , although there were likely several associated with the Upper Ferry and there may have been some associated with early District plantations. Vegetation included agricultural crops, forested areas, wetlands, and tidal marshes. Little is known about the small-scale features in Section D by this time, by they likely includes fences, troughs, and other agricultural related improvements.

Summary Section E

The majority of Section remained underwater in the Anacostia River and awaited 19th century reclamation as usable land. However, it is possible that small portions of the cultural landscape were a part of the plantations or estates of John Attwood (Attwood's Purchase) and Gawen Hamilton (Hamilton). However, it is unknown how the land was used during this time. Section E featured views of the Upper Ferry to the east, construction of the

Capitol to the northeast and east, and the Navy Yard to the southwest. There are no known buildings and structures within Section by 1800. Vegetation included forested areas, wetlands, tidal marshes, and possibly agricultural crops. There were no known circulation or small-scall features within the cultural landscape by 1800.

1801-1860: Growth of the Federal City in the Early 19th Century

The 1801 Organic Act placed the District of Columbia under the control of the U.S. Congress and organized the unincorporated area north and east of the Potomac River and its Eastern Branch into Washington County. Maryland's Montgomery County and Prince George's County transferred jurisdiction of the newly-formed Washington County to the federal government. This area included all land east of the Anacostia River, including the cultural landscape (Leach and Barthold 1997: VIII: 13-14). (The name Anacostia River became increasingly more common after 1794, when it first appeared on Andrew Ellicott's 1794 "Ten-Mile Square" as an alternative to the name Eastern Branch.) During this time, the land on the east side of the Anacostia River (including the cultural landscape) retained similar conditions to previous periods, consisting of mud flats and tidal marshes.

Access from the federal core to the east side of the District remained limited. Chartered in 1795, the Pennsylvania Avenue bridge (also known as the Lower Bridge, and sometimes mis-named as the Navy Yard Bridge, which was a separate structure) was completed in 1804, becoming the first dependable connection between the east and west sides of the Anacostia River (Louis Berger 2016: 43). The new bridge was located in Section D of the cultural landscape, south of the present-day Pennsylvania Avenue SE bridge. Further upstream, the Anacostia Bridge Company built a wooden bridge known as "Stoddert's Bridge" or the "Upper Bridge," near the present-day Benning Road bridge. Although the Anacostia Bridge Company was granted a charter in 1791, the bridge was not completed until 1805 (Louis Berger 2016: 43; Meyer 1974: 50-51).

In 1814, Navy Yard Commodore Thomas Tingey ordered that both bridges be burned, in order to prevent their use by British invaders in the War of 1812. Tingey further ordered Captain John Creighton to burn the Navy Yard, to prevent it falling into the hands of approaching British troops (Louis Berger 2016: 41). However, these efforts only served to delay (not prevent) British entry into the District. Instead, British troops marched north to Bladensburg, where the river was shallow enough to ford. There, the British troops engaged with American forces in the Battle of Bladensburg, before marching into the District and burning the Capitol and other federal buildings (Senkevitch et al. 1975: 5).

At the conclusion of the war, both the Anacostia Bridge Company and the Eastern Branch Bridge Company sued Congress for reimbursement for their damaged bridges. Congress appropriated $20,000 to each company to rebuild the Lower Bridge at Pennsylvania Avenue and the Upper Bridge at present-day Benning Road. The

new Lower Bridge operated until 1841, when it fell into disrepair. Between 1841 and 1846, the bridge was open only to pedestrians; in 1846, a spark from a passing steamship burnt it to the waterline. The Pennsylvania Avenue bridge would not be replaced until 1887; instead, the crossing reverted to a ferry in the same location (Louis Berger 2016: 41; Meyer 1974: 47).

The Upper Bridge was rebuilt in 1815 by Thomas Ewell of the Anacostia Bridge Company, and was known as Ewell's Bridge (Louis Berger 2015: 41). Under Ewell, the company went into financial trouble in 1823, and the bridge was sold at auction to Captain William Benning. Thereafter, the bridge was known as the Benning Bridge (Meyer 1974: 50-51; Louis Berger 2016: 43). In 1830, Benning replaced the hastily-built 1815 bridge with his own wooden toll bridge. After Benning's death, a significant flood in 1840 damaged the Benning Bridge, which was repaired by his widow (Meyer 1974: 50-51). The bridge was purchased by the federal government in 1848, and the toll was removed (Louis Berger 2016: 43).

A third bridge across the Anacostia River, the 11th Street SE bridge, was built in 1818. There is some debate among historians about a predecessor bridge at 11th Street SE. According to bridge historian Donald Beekman Meyer, a previous wooden structure had occupied the site since the late 18th century, as one of the three bridges chartered by the Maryland legislature (Meyer 1974: 44-45). However, many reports conflate the 11th Street SE and Pennsylvania Avenue bridges, and both have been mis-labeled historically as the Navy Yard Bridge (Louis Berger 2016: 41-43; Meyer 1974: 41-47). In any case, a bridge called the "Upper Navy Yard Bridge" or "Navy Yard Bridge" was constructed on the site of the present-day 11th Street SE bridge in 1818. This bridge was built to improve access from the federal core to the east bank for real estate speculation, connecting developers with the growing need for housing near the Navy Yard (Louis Berger 2016: 43). The new 11th Street SE bridge intersected with the cultural landscape between Sections C and D. The bridge, pictured in Figure 9, was a low wooden plank bridge that spanned the river between the Navy Yard to the west and new suburban real estate developments such as Good Hope and Uniontown, both located east of the cultural landscape (Hutchinson 1977: 74; Louis Berger 2016: 43-44). (As an aside, this bridge would later be used by John Wilkes Booth who, fleeing the authorities after assassinating President Lincoln in 1865, fled through Anacostia on his way to the home of Dr. Samuel Mudd in Waldorf, MD) (Hutchinson 1977: 75).

FIGURE 9: The 11th Street SE bridge in the mid-19th century. Pictured is the home of Maria Frederick, an Anacostia landholder (outside of the boundaries of the cultural landscape). View to the northwest from the Anacostia side of the river, looking towards Capitol Hill (U.S. Signal Corps, Brady Collection, B-343, National Archives).

In 1854, John Van Hook, John Fox, and John Dobler founded the Union Land Association, creating the speculative real estate development known as Uniontown. By this time, Van Hook and Fox already had successfully developed suburban communities in Baltimore. Fox was an early resident of the Anacostia area of the District and provided the impetus for suburban development east of the Anacostia River. Dobler later joined Fox and Van Hook as a partner (Hutchinson 1977: 51-52). The speculators purchased 240 acres of land from Enoch Tucker, a truck farmer; the land had previously been a part of the Chichester Tract originally granted to Dr. John Meekes (1663) and then William Marbury (1808). Uniontown, known today as Old Anacostia, was located southeast of the Navy Yard Bridge, adjacent to Sections C and D of the cultural landscape. Uniontown is today bounded by Monroe Street (Martin Luther King Jr. Avenue SE), Harrison Street (Good Hope Road SE), Taylor Street (16th Street SE), and Jefferson Street (W Street SE). It was among the first suburban communities in Washington, D.C. to capitalize on increased access to cheap land east of the city.

Unlike other suburban developments in the northwest, cheaper land east of the river allowed White working-class would-be suburbanites to achieve the rural ideal of fresh air and country life (Hutchinson 1977: 51-53;

Louis Berger 2016: 43-44). Achievement of this ideal, however, was restricted by racial covenants that prevented the sale of the land to the Irish, or "any Negro, mulatto, or person of African blood" (Quoted in Senkevitch et al. 1975: 7, from J.A.S. 90, folio 77). Early success of the development was mixed, as the financial panic of 1857 stymied development. By 1860, only half the lots had been purchased, and much of the land, including the cultural landscape, remained vacant and rural in nature (Louis Berger 2016: 44; Senkevitch et al. 1975: 5-10).

FIGURE 10a-b: (a) This 1839 watercolor painting by artist Augustus Kollner shows what conditions were like along the Eastern Branch (or Anacostia River) in the first half of the 19th century. The image is looking towards the east bank of the Anacostia River, towards the cultural landscape. (Library of Congress Prints and Photographs Division); (b) George Cooke's 1833 painting shows the cultural landscape in the foreground, with the Anacostia River, the Navy Yard, and Capitol in the background. ("City of Washington from beyond the Navy Yard / painted by G. Cooke ; engraved by W.J. Bennett. Popular Graphic Arts Collection, Library of Congress)

The rural character of Figures 9-10 is typical of the landscape conditions of much of Anacostia, including the cultural landscape in the years leading up to the Civil War. (Much of the cultural landscape had yet to be reclaimed as useable land.) In the first few decades of the 19th century, large tobacco plantations worked by enslaved laborers were still common along the Eastern Branch. Under this model, wealthy landowners used enslaved laborers to cultivate hundreds of acres of land, overseen from central plantation houses. However, as the nature of agriculture shifted away from the cash-crop model towards smaller plots, many of these larger landowners sold off portions of their land to other would-be planters. This kind of subdivision accelerated as it became clear that the city's primary growth was toward the northwest (Georgetown and beyond), rather than southeast into Anacostia. By the mid-19th century, many of the massive land tracts of the late 18th century had been broken up into smaller parcels of 200 to 500 acres (Hutchinson 1977: 31-32).

Such a shift in land practices required a smaller work force and placed enslaved individuals in a precarious position. Wealthy enslavers relied on new practices such as hiring out enslaved individuals to other families in the city as servants, or selling off their forced labor to property owners further south. Many smaller farms either hired enslaved workers or rented portions of their land that they could not cultivate. (Enslaved individuals were allowed to hire out their own services if they paid their enslavers from their own wages.) Despite efforts to limit their agency, many enslaved workers purchased their own freedom and established farms in the Anacostia region of the District. As the 19th century progressed, free, hired, and enslaved Blacks worked the landscape and households of Anacostia (Hutchinson 1977: 32-33).

At the advent of the Civil War in 1861, the cultural landscape was divided among five large estates, with an unknown number of additional subdivisions among smaller landholders. From south to north, these were: James Barry (Poplar Point), George Washington Talbert (Poplar Point to the Navy Yard Bridge), Alexander B. Garden (Navy Yard Bridge to Pennsylvania Avenue SE), Thomas Talbert (at Pennsylvania Avenue SE), and Henry Naylor (Pennsylvania Avenue SE to the CSX Railroad) (Boschke 1861).

Census and genealogical research reveal that Colonel Henry Naylor was among the largest and most influential enslavers in Anacostia. He inherited his wealth from his father of the same name, who had been in the region since at least 1791. Naylor subdivided his land and rented much of it as small farms and truck gardens to farmers, while using enslaved labor to cultivate other sections under his direct supervision (Hutchinson 1977: 47; Boschke 1861). In 1853, Henry Naylor built a large estate called Mount Henry, near present-day Fort Dupont. He also operated the Eastern Branch Ferry until 1822, when the first Navy Yard toll bridge was constructed (Hutchinson 1977: 47). He would later be appointed Justice of the Peace and a member of the Levy Court. Naylor's wealth was estimated at $26,650 in 1868, a number derived from his vast landholdings and the numerous individuals he enslaved.

James Barry (1774-1849) was a significant figure in the early District. He is widely considered to be a friend of George Washington, as he was one of the two people who certified Washington's will at the time of his death. Barry was elected president of the First Chamber of the City Council in 1802, an early form of District government modeled after English precedents. He held vast business dealings in the Southeast quadrant of the city, including a wharf, store, warehouse, and mansion (built in 1797 by James Hoban, the architect of the White House) at the foot of New Jersey Avenue SE. At some point prior to 1802, Barry purchased the St. Elizabeth's tract, hoping to capitalize on the eastward expansion of the city. However, this part of the District remained rural, and Barry placed it under cultivation through the use of enslaved labor (Hutchinson 1977: 27-29). He died in 1849, and his estate was split between his sons James Barry (1816-1860) and David Barry (1812-1869) ("James David Barry," Find A Grave; *Evening Star*, October 8, 1916: 46).

A. Garden, as it appears on the 1861 Boshcke map, likely refers to Alexander Garden (1812-1891). Garden is listed as a farmer from Scotland in the 1850 and 1860 United States Census. His wealth was valued at $4,000 in real estate and $1,000 in personal value. He was elected a member of the Levy Court sometime prior to 1876 ("County Affairs," *Evening Star*, November 1, 1876: 7). No research was uncovered during the course of this CLI to indicate whether or not the Garden family were enslavers. Garden constructed at least four buildings and structures within the boundaries of Section D, located approximately near the present-day Anacostia Recreation Center. His estate also included a small orchard and a drive that connected to 18th Street SE (Boschke 1861). Little else is known about Garden or his use of the cultural landscape during this time.

George Washington Talbert was another large landholder and enslaver. Talbert's mother was Jane Woodruff, whose house was located directly across from the Navy Yard along the eastern shore of the river (Hutchinson 1977: 62; Ewing 1837). Woodruff was the widow of Lewin Talbert (also spelled Talburtt). By 1855, Woodruff was the wealthiest woman living in Anacostia, with assets valued at $19,000. This assessment, recounted in a 1916 newspaper article, includes 226 acres of the Chichester Tract, 101 acres of another tract called the Pasture and the Gleaning, an unknown number of buildings, furniture, four horses, four cattle, two carts, and an unknown number of enslaved individuals (*Evening Star*, October 8, 1916: 46). In the same year, her son George Washington Talbert's net worth was valued at $1,000, including a house, two horses, two carts, furniture, and two enslaved persons named Susan and Charles. By 1868, Talbert owned 327 acres of land and was valued at $57,000, making him the second wealthiest person in Anacostia (Hutchinson 1977: 62; *Evening Star*, October 8, 1916: 46). According to the 1861 Boschke Map, the Woodruff and Talbert estates were likely within the boundaries of Section C of the cultural landscape. The map shows two structures within the boundary; however, the exact design, use, and layout of these buildings and structures are unknown.

Little is known about Thomas Talbert (1789-1870). He was likely related to George Washington Talbert and the Talbert family, although the exact connection was not uncovered during research for this CLI. The 1860 Census lists Thomas Talbert as a ship carpenter valued at $4,000 in real estate and $3,000 in personal assets. His estate was located adjacent to the Pennsylvania Avenue ferry, so it is possible that Thomas Talbert owned and operated the ferry from the Anacostia side of the river (Boschke 1861). His wharf and 6-7 other buildings of unknown design and use were located near or within the boundaries of Section D of the cultural landscape.

Henry Naylor, James Barry, George Washington Talbert, and Thomas Talbert amassed their fortunes through the benefit of enslaved labor. In 1862, the District of Columbia Emancipation Act freed all enslaved persons within the District and provided enslavers a means of filing petitions for compensation. These petitions offer a glimpse into the lives of the enslaved and their identities.

Henry Naylor was by far the wealthiest landowner within the cultural landscape prior to the Civil War. In 1862, Henry Naylor filed a petition seeking reimbursement for the emancipation of eighteen enslaved individuals, for which he received $15,050 ("Petition of Henry Naylor" 1862). Their names, ages, and occupations were as follows:

- Charles Young, 67 years old, Farmhand
- James Dixon, 57 years old, Farmhand and Gardener
- William Taney, 38 years old, Farmhand, Carriage Driver, Grain & Grass Mower, Cook
- Bill Wood, 28 years old, Farmhand, Carriage Driver, Corn Planter, Gardener
- Clara Norris, 55 years old, House Servant, Washer & Ironer, Cook
- Frank Williams, 19 years old, Farmhand, House Servant
- Tom Williams, 15 years old, Farm and House Boy
- Dick Williams, 14 years old, House Boy
- John Williams, 8 years old, Child
- Chloe Dixon, about 38 or 39 years old, Washer & Ironer
- Mary Jane Diggs, 23 years old, House Servant, Cooker, Washer & Ironer
- Stephen Dixon, about 21 or 22 years old, Farmhand
- Sarah Dixon, 17 years old, House Servant, Washer & Ironer
- Ellen Dixon, 13 years old, House Servant
- Winney Dixon, 10 years old, Child
- Maria Ann Dixon, 6 years, Child
- Joseph Dixon, 14 months old, Child
- Kitty West, 7 years, Child

Thomas Talbert filed a claim seeking reimbursement for the freeing of four persons, for which he received $3,000 ("Petition of Thomas Talbert" 1862). Their names, ages, and occupations were as follows:

- Harriet Williams, 27 years old, House Servant, Cook, Washer & Ironer
- Mary Sophia, 6 years old, Child
- Charles Brown, 19 years old, House Servant, Fieldhand
- Caroline Brown, 3 years old, Child

Julianna Barry, the widow of James Barry, filed a claim seeking reimbursement for the emancipation of three individuals, for which she received $3,300 ("Petition of Julianna Barry" 1862). Their names, ages, and occupations were as follows:

- James Sanders, 21 years old, Servant
- Rachel Sanders, 18 years old, Servant
- Nora Sanders, 16 years old, Servant

The plantations of Naylor, Barry, and the Talberts are indicative of the rural nature of the cultural landscape by 1860. With the exception of the Garden estate, there were no other buildings and structures associated with the cultural landscape by this time (Boschke 1861).

Summary

Summary Overview (All Park Sections)

By 1860, the area east of the Anacostia River, including portions of the cultural landscape, consisted of large family farms, plantations that relied on enslaved laborers, tenant farming, river-based commerce, and suburban speculative real estate development. By this time, only two bridges connected the west and east banks of the Anacostia River: the Benning Bridge (Benning Road) and the Navy Yard Bridge (11th Street SE). Additional ferries at Poplar Point and Pennsylvania Avenue SE connected the future Anacostia Park to the city proper. Circulation was still largely river-oriented, and few additional roads had been developed in the cultural landscape; those roads that did exist were associated with individual plantations and small farms. The topography, vegetation, and spatial organization remained much the same as it had during previous periods of development; It consisted of largely undeveloped and flat expanses of marsh, woods, and water, with limited development in the form of farmland throughout the cultural landscape. Views and vistas looking west encompassed the expanding federal city, including the growing Navy Yard and Capitol Hill areas, where federal buildings and new residential development were being built. Meanwhile, views to the east remained fairly consistent with previous periods, with the exception of development in Uniontown that could likely be seen from Sections C and D of the cultural landscape. Unlike other parts of the city that had urbanized based on their proximity to the federal core, this part of the District remained dominated by large plantations and farms. Buildings and structures consisted of substantial manor houses, smaller farmhouses, agricultural outbuildings, and enslaved living quarters. Little is known about the small-scale features of the cultural landscape during this time.

Section C

By 1860, much of Section C consisted of mud flats or water. However, the portions of Section C associated with the estates of James Barry and G. W. Talbert (Woodruff) continued in use as agricultural cultivation. The 1861 Boschke map shows a generally flat topography, with steeply sloping bluffs along the waterfront portions of the cultural landscape. These sloped to low points at Poplar Point and at 11th Street SE. Section C also included at least two streams that divided the section approximately in thirds. The Boschke map also shows further subdivision of the land into smaller farms, orchards, and plantations. George Cooke's 1833 painting depicts three rectangular, gable-roofed, 1-2 story buildings or structures along Poplar Point. These would have been associated with the Barry and Woodruff estates, as well as the estate of a third individual whose name is unknown. Additional internal circulation features connected these smaller parcels to the greater road network of Anacostia. This included roads that linked the Lower Ferry, Barry plantation, and Woodruff farm to the Alexandria-Bladensburg Road. Views would have remained consistent with the previous period of development, but would have included new views of the Navy Yard Bridge and Uniontown to the northeast. Paintings of Section C (Figure 10) show a limited number of trees along the edges of agricultural fields. Nothing is known about Section C's small-scale features during this time.

Section D

Conditions in Section D remained largely consistent with the previous period of development. Topography was generally flat, with steep shoreline bluffs beginning just below Pennsylvania Avenue SE and running north. The cultural landscape also included three streams running generally east-west to the Anacostia River. By 1860, Section D was organized into at least fifteen smaller parcels, many of which were used as farms, plantations, agricultural fields, and orchards. New residents built additional buildings and structures within Section D. These included: the 11th Street SE or Navy Yard Bridge; at least 4 buildings and structures of unknown design associated with the estate of Alexander Garden; and at least 4 buildings and structures associated with the Thomas Talbert estate and Upper Ferry wharf. Additional circulation features included east-west roads connecting the Garden Estate and the Upper Ferry/Talbert estate with the Alexandria-Bladensburg Road to the east. Section D retained views of the developing capital to the west, including of the Navy Yard and the Capitol. New views included views to the north of the newly-built Congressional Cemetery, views of the 11th Street SE bridge to the south/west, and views to the south/southwest of the developing Uniontown. Vegetation continued to consist of limited trees and orchards, with large open agricultural fields. Figure 9 documents limited small-scale features within Section D, including fences and telegraph poles along 11th Street SE.

Section E

As of 1860, the vast majority of Section E was still part of the Anacostia River and its mud flats. This included at least two streams and their junctures with the Anacostia River. A small portion of land along the eastern edge of Section E was part of farms and plantations and was generally flat in topography. This portion was organized into at least two smaller parcels associated with the estates of J. H. Wilson and J. A. Smith. However, there were no known buildings and structures on this portion of the Wilson and Smith estates in Section E. Vegetation likely consisted of limited agricultural development and riparian vegetation along the Anacostia River. There were no known circulation features or small-scale features within Section E at this time.

1861-1867: The Civil War, Contraband, and Barry Farm

(Portions of the following text for the period 1861-1865 were written by Molly Lester, University of Pennsylvania, in 2017 for the Fort Bunker CLI and Fort Chaplin CLI, and are used here with her permission.)

FIGURE 11: Excerpt from the 1861 *Boschke Map of Washington, D.C.* Compare the development on the west bank of the Anacostia River with that of the east bank. Note the early development of Uniontown and the scattered orchards, farmsteads, and plantations (discussed in the previous section). (Washington, D.C: McClelland, Blanchard & Mohun, 1861, Library of Congress)

When war loomed again in the mid-19th century, the federal government was conscious of Washington's defenseless borders, as the War of 1812 had demonstrated the city's vulnerability. As civil war approached, the atmosphere in Washington was one of apprehension and uncertainty. John Brown's raid at Harper's Ferry in 1859 had heightened tensions in the border states, as Southern states feared an insurrection among enslaved persons, and Northern states—as well as the federal capital—rushed to strengthen their militias. (Before 1860, most of the country's regular army was posted further west, where conflicts with Native Americans demanded the greatest military concentration.) The looming threat was so great that President Lincoln's inauguration on March 4, 1861, was conducted under military guard in the District of Columbia (Billings 1960/1962: 123-4). Seven states had already seceded from the Union by this time, and Confederate troops were already positioned across the Potomac River in Alexandria, Virginia (one of the secessionist states), preparing for an attack on the capital (Miller 1976: 3; Lester 2017: 25-26).

Unlike the British attack on Washington in the War of 1812, the threat to the capital this time was internal, rather than external, and the Union leaders wanted to reinforce Washington, D.C. as both a symbolic and strategic center for the nation. Military officers had learned from the combat losses of 1812, and city officials wished to avoid the demoralizing psychological damage of that war as well. Washington, D.C could no longer go unprotected, and Union leaders sought to capitalize on its open space for a tactical, and not simply a ceremonial, purpose (McCormick 1967: 3; Lester 2017: 25-26).

The District's geographic location in the middle of the Eastern Seaboard was an asset in the early years of the Republic. The city was carved out of the territory of its neighboring states, establishing the federal capital as the geographic and governmental center of the new nation. In the wake of the Battle of Fort Sumter on April 12, 1861, however, Washington, D.C.'s position became a liability. The federal city was surrounded by the southern state of Virginia (which seceded on April 17 of that year) and the southern sympathizer state of Maryland, with just Fort Washington (twelve miles south of the city) as protection (Cox 1901: 1). The outdated fort, completed in 1824, was a distant and ineffective buttress for the federal city, with few armaments and even fewer troops stationed there. Designed to protect more against naval attacks than land armies, it was even more isolated and precariously located than the rest of the District of Columbia. In its position along the Potomac River, the fort was on the border with Maryland and was separated by less than a mile of water from Virginia (McClure 1957: 1; Lester 2017).

As of January 1861, the only regular troops stationed near Washington were a few hundred Marines and enlisted men stationed at the Washington Arsenal at the branch of the Potomac and Anacostia Rivers (Miller 1976: 3). When President Lincoln called for volunteer soldiers on April 15, 1861, for military offensives, his Union commanders quickly began to put in place a system of military defenses to protect the Union capital from

surrounding threats (McCormick 1967: 2). On May 23, 1861, three infantry units accompanied military engineers on a reconnaissance mission around the capital city as they scouted locations for a ring of fortifications around the capital city (Miller 1976: 4).

The engineers' plan for the ring of defenses around Washington reversed the city's siting from one of low-lying vulnerability to one of buffered impregnability. Where Washington had been defenseless and exposed in the War of 1812, prone to approaches from the hills, its army officers now looked to capitalize on that ring of hills around the city, which formed a strategically-elevated shield several hundred feet above the rest of the city. (Indeed, some historians refer to the Defenses of Washington as the city's shield during the war, and the Army of the Potomac as its sword [Cooling and Owen 2010: 1].) Once cleared of trees and undergrowth according to the engineers' plans, these ridges would host a circle of fortifications—linked by rifle trenches—that could command views not only to other neighboring defenses and the city, but to any military threats that might approach from Maryland, Virginia, or the sea.

Working swiftly in the early months of 1861, the Army bought, seized, and confiscated the agricultural land for 68 military posts and battlements around the edge of the city. By the end of 1861, a 37-mile ring of battlements, trenches, rifle pits, and military roads encircled the capital on land that was, until recently, private farmland (McClure 1957: 1). The Army's acquisition of land for the full ring of fort sites was an exercise in federal authority and military necessity, as Brigadier General Barnard noted in his 1871 report:

> The sites of the several works being determined upon, possession was at once taken, with little or no reference to the rights of the owners or the occupants of the lands—the stern law of "military necessity" and the magnitude of the public interests involved in the security of the nation's capital being paramount to every other consideration. (Barnard 1871: 85)

Indeed, the move was an emphatic signal to both the area landowners and the South's commanders that federal power would supersede individuals' property rights in the fight to protect and preserve the Union. (The transformations in the landscape were executed so quickly that the army's map of the line of defenses, published late in 1861, simply superimposed the designs for the fortifications onto the Boschke map, printed just a few months earlier, with no effort to map the new topographical patterns of the now fully-cleared ridges.) (Lester 2017: 25-29; Figure 11). By the winter of 1861, the Army, under the command of Major General George B. McClellan, had constructed 48 forts around the District, including 23 on the south side of the Potomac, 14 forts and 3 batteries between the Potomac and Anacostia Rivers, and 11 forts on the east side of the Anacostia River (Louis Berger 2016: 47-50; Wennersten 2008: 66-67).

Over the course of the Civil War, the population of Washington, D.C. more than tripled, from 61,000 in 1860 to 200,000 by 1864 (Leach 1997:VII.19). This heightened the demand for new construction and green space. However, the 1861 Boschke map shows the Anacostia region as an exception to this rapid development. Much

of the area remained scattered farms from Giesboro Point to Benning Road, with swamps and wetlands running to the northern District Line. Similarly, development along the west bank of the river remained concentrated near the Navy Yard, with the upper portions of the riverbank platted but not developed (Boschke 1861; Louis Berger 2016: 44). On the east bank, large estates adjacent to the cultural landscape included that of the Barry family at Poplar Point, as well as the estates of the Naylor, Talbert, and Garden families in Section D of the cultural landscape. See the previous period of development for more details on these families and their properties.

The construction of the fortifications required massive amounts of timber, resulting in the near complete denuding of the landscape along the Anacostia River. The higher ground near the fortifications, outside the boundaries of the cultural landscape, was cleared first to improve sightlines. However, as construction continued, orchards, residences, stores, churches, and fencing fell victim to the enormous need for timber by Union forces (Wennersten 2008: 67).

According to historians and archeologists at Louis Berger, much of the Anacostia flats, likely including portions of the cultural landscape, was used for various temporary military purposes during this period, including for stables, livestock grazing, and supply depots. The quantity, size, and locations of these purported installations are unknown and could have been located within the bounds of the cultural landscape. In their 2016 archeological report, they state that “the Anacostia flats were put to varied military use during the Civil War. There are accounts of the land being used for stabling horses and pasturing livestock, as well as storing other supplies; this took place principally at farm properties that were seized by the military” (Louis Berger 2016: 63-64). However, the report provides few specific details, and more research is needed to substantiate these claims. Low water levels in the Anacostia River prompted Union engineers to construct a low stockade fence along the banks of the river as a secondary line of defense to protect the capital (Wennersten 2008: 67). More research is needed to determine the design, length, dimensions, and precise location of the stockade. It is unknown if any of these activities occurred within the cultural landscape itself.

In 1861, the addition of 50,000 troops and livestock exacerbated health and sanitary conditions along the Anacostia River. The close quarters of encampments and the lack of sanitary sewers throughout the city led to the rapid spread of diseases such as measles, malaria, and typhoid fever. The Anacostia River, already flooded with debris from sedimentation, clogged further with sewage, garbage, and military waste. Low water levels in both the Anacostia and Potomac Rivers resulted in the creation of stagnant and fetid mud fields across the river flats (Wennersten 2008: 65-67).

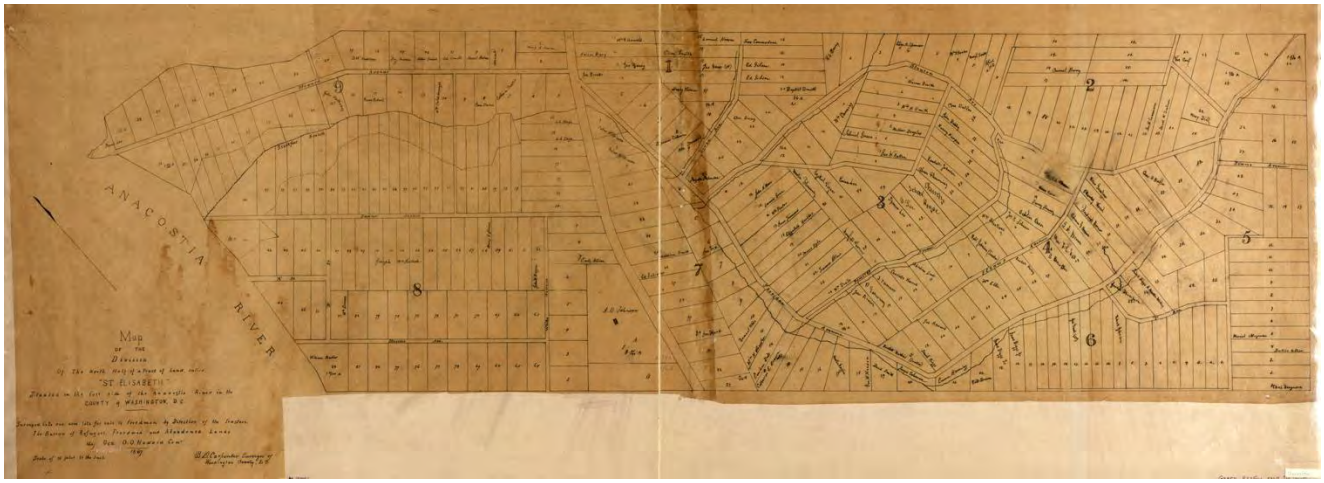


FIGURE 12: Plat of the Barry Farm community drawn by the Freedmen's Bureau in 1867. "Map of the division of the north half of a tract of land called "St. Elizabeth,' situated on the east side of the Anacostia River in the county of Washington, D.C." (Bureau of Refugees, Freedmen, and Abandoned Lands, Library of Congress)

In 1862, slavery was abolished in Washington, D.C. (nearly a year before the Emancipation Proclamation was issued); this resulted in a significant uptick in refugees of slavery (also known as contraband) in the District, all of whom needed new housing. Many of these refugees initially settled adjacent to Union military installations outside of the cultural landscape; however, conditions in and around the forts quickly necessitated a more stable and permanent solution. By war's end, 40,000 refugees of slavery had relocated to Washington, D.C. In 1865, the federal government responded to the refugee crisis by creating the Bureau of Refugees, Freedmen, and Abandoned Lands (or Freedmen's Bureau). The new agency was tasked with providing for the general welfare of African Americans, including finding places for the newly freed to live (Hutchinson 1977: 70).

Although it was outside of the mandate of the Freedmen's Bureau, the Commissioner-in-charge, General O. O. Howard, sought to establish a free Black community in Anacostia. During their first attempt, Howard and the Freedmen's Bureau were met with resistance from White residents when they tried to purchase land on the west bank of the Anacostia River, near the Navy Yard. This opposition echoed late 19th and early 20th century White hostilities towards Black participation in the civic life of the urban core. In 1867, responding to White opposition on the west bank, the Freedmen's Bureau secretly purchased a 375-acre portion of the St. Elizabeth's Tract on the east bank for the creation of a free Black settlement to house 40,000 refugees of slavery. The land was purchased from the heirs of James Barry, and the settlement was named Barry Farm or Barry's Farm. Howard appointed a board of trustees to oversee the development, division, and sale of the land to free Blacks. Proceeds from the sales were put into an investment fund and used to build Black institutions throughout the District, including Howard University. Portions of Barry Farm would later become Section C of Anacostia Park,

which is located in the southernmost portion of the cultural landscape (Hutchinson 1977: 70-83; Shoenfeld 2019: s.n.).

At the time of its purchase, Barry Farm consisted of hilly and forested land that sloped down to flatlands along the Anacostia River. The Freedmen's Bureau hired free Black laborers to clear the land; for $1.25 a day, they felled trees and cut roads to lay out the new community. Barry Farm was envisioned as a self-sufficient community built by and for Black citizens of the District. In stark contrast to the Black-only Uniontown, which named its streets after Southern slave-holding presidents, Barry Farm named its roads after prominent Black abolitionists such as Thaddeus Stevens, Charles Sumner, Benjamin Wade, and Oliver O. Howard (Shoenfeld 2019: s.n).

With their wages, Barry Farm's Black laborers could buy building materials for the construction of houses by and for Black families. With initial assistance from the Bureau, families could purchase a lot and lumber to build a house ranging in value from $125-$300. Early houses were A-frames, ranging from one to two stories, with a living room or dining room on the lower level and sleeping quarters above. As families gained additional wealth, lean-tos and side additions could be built to increase square footage. Many families worked other jobs in the city by day, returning to Barry Farm to improve the land and construct their houses by candlelight in the evening. As historian Louise Hutchinson described, "the hills and valleys were dotted with lights, … [T]he sound of hoe, pick, rake, shovel, saw, and hammer rang through the late hours of the night" (Hutchinson 1977: 82-83; Shoenfeld 2019: s.n.). For many years after, the self-contained community thrived, despite its relative distance from the city. Residents lobbied for public amenities and infrastructure, and many of the District's prominent Black figures, including Frederick Douglass (whose house was east of the cultural landscape), resided in or near Barry Farm (Hutchinson 1977: 81-97). For most Black families, the ability to own real property marked a new beginning and a celebration of newfound agency in a city that had until very recently permitted their enslavement (Green 1967: 83).

Summary

Summary Overview (All Park Sections)

By 1867, the aftermath of the Civil War had vastly altered the landscape along the Anacostia River, making it largely unrecognizable to previous periods. Forests, orchards, fencing, and houses were cleared by Union troops and used as timber in fortifications east of the cultural landscape. Low water levels, the increased human presence, and poor sanitary conditions in the city solidified the identity of the Anacostia River flats as a source of disease and as a problem to be addressed. The landscape, which previously consisted of distinct parcels divided by forests and fencing, now blurred together into larger spaces. With the deforestation of the land, views and vistas were vastly opened and included views to the Civil War fortifications to the east, the Barry

Farm development to the south, and wartime development across the Anacostia River to the west, where the Navy Yard and the Capitol Hill neighborhood continued to grow.

By this time, the plantation economy was no more. Many former enslavers began subdividing their land, renting smaller tracts to farmers and sharecroppers, who erected more buildings and structures in the area. The free Black community of Barry Farm had taken root near Section C of the cultural landscape as one of the earliest self-sufficient free Black settlements in the District. New housing, roads, and farmsteads began to appear in this area, and in other parts of the cultural landscape. Topography remained largely consistent throughout this period, although it likely eroded due to the lack of vegetation. Little is known about small-scale features during this time. However, these likely included fences, troughs, and other features associated with agriculture.

Summary (Section C)

By 1867, much of Section C still awaited reclamation and consisted of water or tidal flats. Those portions of Poplar Point that were already dry land were platted as Barry Farm, the self-sufficient free Black Community. Other portions of Section C continued to remain under cultivation as small-scale farms carved out of larger historical land patents. Known buildings and structures remained consistent with the previous period of development and included those associated with the estates of the Barry and Woodruff families, as well as an unnamed individual. It is unknown if there were any structures associated with the Barry Farm community within the cultural landscape, as construction had only just begun by 1867; more research is needed to determine this. The topography of the cultural landscape remained consistent with previous periods and consisted of generally flat farmland with intermittent shoreline bluffs. As a result of Civil War-era clearcutting for fortifications, the cultural landscape was likely vastly more open. Previous views remained, while the denuded landscape afforded new views eastward, toward the Civil War Defenses of Washington and various farmsteads and plantations. Vegetation likely remained limited to trees along property lines, farm fields, and orchards, as larger forested tracts were removed to construct the Civil War fortifications. There are no known small-scale features within the cultural landscape by this time; however, these likely included fences, troughs, and other features associated with agriculture.

Summary (Section D)

Conditions in Section D remained largely consistent with the previous period of development. Topography was generally flat, with steep shoreline bluffs beginning just below Pennsylvania Avenue SE and running north. The cultural landscape also included 3 streams running generally east-west to the Anacostia River. By 1867, Section D was organized into at least 15 smaller parcels, many of which were used as farms, agricultural fields, and orchards. Buildings and structures included: the 11th Street SE or Navy Yard Bridge; at least 4 buildings and structures of unknown design associated with the estate of Alexander Garden; and at least 4 buildings and structures associated with the Thomas Talbert estate and the Upper Ferry wharf. Circulation features include

east-west roads connecting the Garden Estate and the Upper Ferry/Talbert estate with the Alexandria-Bladensburg Road to the east. Section D retained views of the developing capital to the west, including of the Navy Yard and Capitol, as well as views of the Congressional Cemetery, views of the 11th Street Bridge to the south/west, and views to the south/southwest of the developing Uniontown. New views included those east to the Civil War Defenses of Washington and other farms and plantations. Vegetation continued to consist of limited trees and orchards, with large open agricultural fields; however, it is likely that forest tracts were reduced as a result of the construction of the Civil War Defenses of Washington. Small-scale features within Section D were likely limited and associated with agricultural areas. These could have included fences, troughs, and other farm implements.

Summary (Section E)

By 1867, the vast majority of Section E was still part of the Anacostia River and its mud flats. This included at least two streams and their junctures with the Anacostia River. A small portion of land along the eastern edge of Section E remained a part of farms and agricultural fields and was generally flat in topography. This portion continued to be organized into at least two smaller parcels associated with the estates of J. H. Wilson and J. A. Smith. However, there are no known buildings and structures on this portion of the Wilson and Smith estates in Section E. Vegetation likely consisted of limited agricultural development and riparian vegetation along the Anacostia River. There are no known circulation features or small-scale features within Section E at this time, but these likely included agricultural features such as fences and troughs.

1868-1889: Public Health, Disease, and "Breathing Spaces"

After the Civil War, Washington, D.C. was thrust into a new era of development as it confronted the aftermath of the conflict, the population boom, and the war's impact on the city's public space. As private investment grew, so did the need for sewers, streetlights, and other urban improvements. In the decade following the war, the federal government scrambled to keep up with rapid growth and provide services to residents. In June 1864, Congress took the first step in a larger push toward infrastructure construction, passing an act to clear the streets and parks of squatters' shacks and other unauthorized structures (Leach 1997: VIII.19).

Park Planning in the Late 19th Century

In 1867, the Department of the Interior transferred the jurisdiction of public lands to the newly-formed Office of Public Buildings and Grounds (OPBG) of the U.S. Army Corps of Engineers, which was based in the War Department (Fanning 2005: 3). Brevet Brigadier General Nathaniel Michler was appointed to lead the OPBG. Michler, author of an influential report recommending the acquisition of land in the Rock Creek Valley for the site of a large public park, was an early advocate for extending the city's system of parks outside the boundaries of the L'Enfant Plan, in an effort to preserve natural landscapes in advance of the development of Washington County (Leach 1997: VIII.20; Lester 2019: 33).

This administrative transfer included public rights-of-ways and had a significant effect on the development of the cultural landscape in the later decades of the 19th century and the early decades of the 20th century (Quinn 2005: 17). Under Michler's leadership, the OPBG developed a preliminary plan for the improvement of the city's avenues and parks. In the process, Michler recognized the significance of the tree-lined boulevards, parks, and parklets created by L'Enfant's original plan and the potential of these green spaces to improve the "health, pleasure and recreation of [the city's] inhabitants" (Leach and Barthold 1997: VIII.21). Based on Michler's vision and direction, OPBG priorities called for the extension of the L'Enfant-era streets and avenues to the outlying parts of the district. Under such a plan, new parks and parklets would be developed for the benefit of these rapidly developing areas. Despite these clear directives, however, Michler's plans remained unfunded until the 1870s (Quinn 2005: 17).

In his writings and reports, Michler expressed the popular belief that park development could lead to societal reform. Parks would not only improve the appearance of the city, but would "largely contribute to the health, pleasure and recreation of its inhabitants." Additionally, the improvement and maintenance of both parks and roads would provide much-needed employment in the war-ravaged capital. "Public works should be, in more sense than one, public benefactors." He wrote and recommended that the city's indigent freedmen be hired as laborers, and disabled veterans be employed as watchmen and gatekeepers in public reservations (Leach 1997:VIII.21).

Michler's thinking was in keeping with the Urban Parks Movement, which gained momentum in the second half of the 19th century and advocated for the inclusion of open space in rapidly developing metropolitan centers. The movement emphasized the need for parks where city dwellers could find refuge from the dirt, heat, and crowds of American cities. Urban parks were considered vital aspects of a healthy city, particularly in crowded residential areas, where they might serve as "lungs" or "breathing spaces" and would be readily accessible to those unable to venture farther into the country for relief from urban ills. By linking urban parks to issues of health and social reform, advocates often were able to secure funding for park construction in cities throughout the country (Jordan 1994: 85-86; Cranz 2004:102-103; Leach 1997:VIII.31).

New York's Central Park (1859), designed by Frederick Law Olmsted and Calvert Vaux, influenced the creation and design of large parks in several American cities, including Fairmount Park in Philadelphia (1865), San Francisco's Golden Gate Park (1870), and Forest Park in St. Louis (1876) (Bushong 1990: 61; Poss 2013: 29). Olmsted and other urban parks advocates believed parks were imperative to good health and provided both physical and spiritual benefits to people. Many park designs from this era were influenced by aesthetic philosophies and landscape theories emphasizing the sublime, beautiful, and picturesque. In Olmsted-designed and -influenced parks, winding walks and drives offered a variety of scenes meant to elicit a range of intellectual and emotional responses (Ranney 1990; Hawkins 1991:277,258; Poss 2013:29).

Improvement of the Waterways in the Late 19th Century

In Washington, D.C., advocates began to envision large parks along Rock Creek and the Potomac River during this time, in accordance with the Urban Parks Movement and in conjunction with improvement projects for the waterways. Meanwhile, the Anacostia River did not lend itself to a waterfront park—yet. As the city developed around both sides of the Anacostia River, particularly near the Navy Yard on the west bank, the waterway itself remained a tidal (but not saline) flow throughout the 19th century. With increased development in the District, and the runoff and deforestation associated with heightened construction and deficient agricultural practices, the Anacostia River's shorelines gradually transformed over the 19th century into large areas of marshy wetlands, dense grasses, and accumulated waste (Gutheim and Lee 2006: 147). These mud flats rendered much of the Anacostia River unnavigable and subjected low-lying areas of the District to frequent flooding—resulting in an inundation of sewage and garbage in the river. By the late 19th century, the river's condition was so deteriorated and contaminated that city and federal officials began to discuss the reclamation of the Anacostia River's shorelines—including the future site of the Anacostia Park cultural landscape.

In an effort to address the silted conditions of the District's waterways, Michler lobbied Congress and was granted funding in 1870 to embark on a dredging project along the Potomac River. Michler's efforts set in motion a chain of events that would lead to the construction of entirely new parkland that would become East

and West Potomac Parks. Efforts to address and improve conditions along the Potomac River brought some much-needed attention to conditions on the Anacostia side of the District. In 1872, the Army Corps of Engineers undertook a survey to assess the conditions of the Anacostia and Potomac Rivers. They found that many of the same problems encountered in the Potomac were present in the Anacostia, including sedimentation, sewage discharge, and health concerns associated with wetlands. When completed in 1876, the Army Corps report recommended a $6-million improvement project along both rivers to dredge mudflats and establish harbor lines. However, no funding was appropriated, and the rivers continued to decline (Donaldson 2010: 44; District of Columbia 2010: 3.98-3.99).

FIGURE 13: Excerpt from 1882 U.S. Coast & Geodetic Survey entitled “Washington and Georgetown harbors, District of Columbia.” Note the development of Barry Farm near Poplar Point, the Alexandria Branch of the Baltimore and Ohio Railroad, and the construction of the Baltimore and Potomac Railroad bridge (present-day CSX Railroad bridge) near Barney Circle. Note also the depths of the Anacostia flats at no more than 5½ feet. (Hildegard, J.E., et al., U.S. Coast & Geodetic Survey, Library of Congress)

Although improvement of the Anacostia River lagged behind the Potomac, the land to the east of the river continued to develop exponentially. Marked growth began in 1871, when the Maryland Railway Company purchased land on the east bank of the Anacostia River for the construction of a railroad (Donaldson 2010: 45). The Maryland Railway Company (or Southern Maryland Railway Company) would eventually become the

Baltimore and Ohio (B&O) Railroad, extending from a terminus south of Giesboro Point at Blue Plains northward. The B&O's competitor, the Baltimore and Potomac Railway, was founded in 1880; it ran north-south along the Anacostia river, crossing it diagonally to Barney Circle following the route of the present-day CSX Railroad. The B&P likely built the first railroad bridge north of Pennsylvania Avenue SE circa 1880, creating a physical division between the future Sections E and D of Anacostia Park (Meyer 1974: 49). In 1875, the Anacostia and Potomac River Street Railroad Company was organized. The company began operations the following year as the first streetcar line to serve the Anacostia region east of the river. The horse-drawn line ran across the 11th Street SE bridge, using the new iron and masonry structure built that same year between Sections C and D of the cultural landscape (Louis Berger 2016: 51; District of Columbia 2010: 3.97). The construction of the railroads marked the first time that the cultural landscape was geographically separated by a linear transportation corridor on its eastern and southern edges.

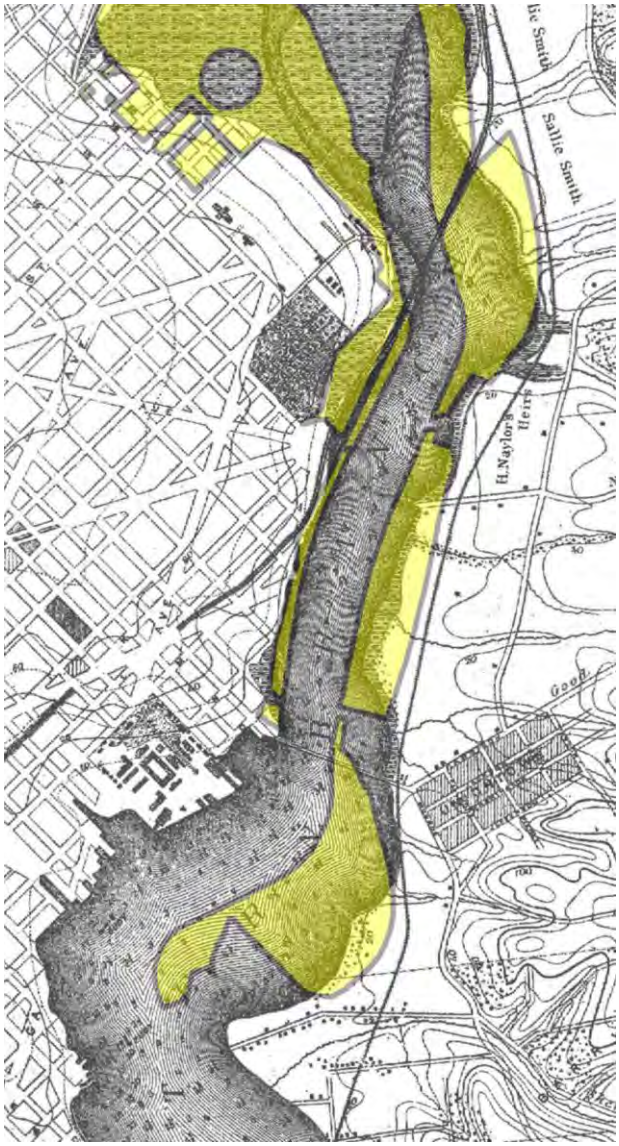


FIGURE 14: The approximate boundaries of present-day Anacostia Park are overlaid in yellow on an 1884 U.S. Army Corps of Engineers map of the Anacostia River. Compare the existing shoreline in white with the present-day shoreline in yellow. Much of Anacostia Park had yet to be reclaimed as usable land. (Map excerpt from Louis Berger 2016: 52).

During this same period, Michler's successor at the OPBG, Orville E. Babcock, set out to systematically improve the park system in Washington, D.C. The District's park system continued to expand as services were extended by the Board of Public Works, an entity of the territorial government that reported directly to Congress. However, the territorial government—and its Board of Public Works—was beset with mismanagement and corruption. Congress launched an investigation into the two entities as early as 1872, and testimony at the hearing included accusations that contracts had been awarded at inflated prices to companies

owned by Board of Public Works members and their friends. In addition, investigations found that the board, under direction of the territorial government, prioritized those areas—namely, the northwest—where they and their cronies owned property, while ignoring working-class areas such as the Navy Yard, Capitol Hill, and Anacostia. By 1874, the entire territorial government, including the Board of Public Works, was dissolved amid financial obligations and scandal. With the demise of the Board of Public Works, responsibility for the streets, bridges, and other public spaces reverted to a three-person Board of Commissioners (Leach 1997.VIII.24). The Army Corps of Engineers remained responsible for the District's waterways.

Throughout the 1880s, the Commissioners of the District of Columbia and the Army Corps of Engineers continued to work together to improve the city's infrastructure. By 1881, most of the avenues had some type of pavement, such as asphalt block, granite, cobblestones, wood blocks or gravel, drastically reducing sediment runoff into the Anacostia and Potomac Rivers. However, as the OPBG made similar infrastructure improvements by constructing underground sewer systems, the sewers emptied directly into the Anacostia and Potomac Rivers. Conditions in the Anacostia and Potomac Rivers continued to decline (Donaldson 2010: 44-45; Leach 1997:VIII.26).

Reclamation of the Potomac flats began in 1882, after Congress appropriated the necessary funding (Gutheim 2006: 94-95). (This reclamation project expanded on the 1870 dredging of the river.) However, despite these successful efforts to reclaim the Potomac River, no funding was appropriated for the Anacostia. In an 1888 report, Colonel Peter Hains of the Army Corps of Engineers stated that he believed the Anacostia River "not worthy of improvement by the National Government" (Wennersten 2008: 101).

In 1889, one particularly large flood of the Potomac and Anacostia Rivers gave new urgency to the need to redress river flow, hastening Congressional efforts to improve both rivers. Flooding of the Potomac River reached as far north as the President's House, prompting officials to decry the wet and unhealthy conditions of the flooded city as a breeding ground for malaria and other diseases. Civic reformer and sanitary engineer George E. Waring urged the reclamation of the Anacostia River flats as well, following Michler's plan, for use as a recreational area. Later, Army Corps engineers modified Michler's 1872 plan, instead focusing solely on the area between the mouth of the river and the 11th Street SE bridge. Rather than simply dumping the dredged material on the flats, engineers under the direction of Colonel Hains built masonry piles set on riprap bases, raising the newly-created land to a level six feet above low tide.

Twining City

Much of the cultural landscape would remain rural and agricultural in use until the 20th century. During the 1870s, the cultural landscape was not yet part of such an urbanized residential area to warrant improvement under the Board of Public Works or the territorial government. However, as Washington, D.C. continued to

expand in the decades after the Civil War, the area began to develop as one of the emerging streetcar suburbs, which began to develop in the 1870s and 1880s (McNeil 2002/03: 14; Lester 2019: 34).

During this postbellum period, the estates within the cultural landscape changed hands rapidly, including that of Henry Naylor. Naylor died in 1871. His wife, Susan Matilda Smith Naylor lived until 1884, after which the property passed to Naylor's three daughters: Mary Smith Naylor, Matilda V. Naylor James, and Rebecca W. Naylor Roberts ("Col. Henry Naylor," Congressional Cemetery, Find A Grave 2020). By 1888, speculative real estate developers Richard Smith and Charles A. Elliot had acquired a 54-acre portion of the former Naylor estate, including portions of Sections D and E. Their new enterprise, Twining City, was centered around the eastern terminus of an anticipated new bridge at Pennsylvania Avenue SE. The Naylor family sold the property to Smith and Elliot around the same time that Congress appropriated $165,000 for the construction of a bridge at Pennsylvania Avenue SE, making Twining City the first residential subdivision east of the river to take advantage of the new transportation artery (*The Critic*, May 26, 1888: 8; *The Washington Herald*, October 27, 1918: 5).

Located beyond the L'Enfant Plan's original boundary, developers in Anacostia were free to subdivide their property in whatever manner they pleased. Consequently, the layout of squares and lots in these new "streetcar suburbs" were typically platted to maximize profits from land sales. Because the terrain closest to the river was largely flat, Smith and Elliot had few topographical impediments to their design for Twining City. As a result, the planners had more latitude in their designs, making Twining City distinct from other surrounding developments that were more limited by topographic conditions (Harrison 2002:27-29; EHT Traceries 2009:11; Pliska 2011:38-39).

It quickly became apparent that this type of haphazard growth threatened old and new Washington alike. In 1877, Congress introduced legislation that aimed to regulate the development of all new subdivisions within the District of Columbia. On August 27, 1888, Congress passed an act stipulating that no future subdivision plats would be accepted, "unless made in conformity with the general plan of the city of Washington" (U.S. Congress 25 Stat. 451 1888). The Subdivision Act, as it came to be called, also empowered the Commissioners of the District of Columbia to "make and publish such general orders as may be necessary to regulate the platting and subdividing of all lands and grounds in the District of Columbia" (25 Stat. 451 1888; EHT Traceries 2009: 11-15; Harrison 2002: 37-38; Pliska 2011: 39).

FIGURE 15: This 1888 plat of Twining City shows one of the earliest suburban developments east of the Anacostia River and within the bounds of the cultural landscape. Portions of the future Sections C and D are located north of the Baltimore and Ohio Railroad in sectors 7 and 9. The approximate present-day boundary of the cultural landscape is shown in orange. (*The Critic*, May 26, 1888: 8; annotation by CLI author)

However, Twining City was platted only a few months prior to the 1888 Highway Act and was exempted from complying with its design requirements. The design for Twining City called for a L'Enfant-esque design of radial avenues, axial side streets, and two grand circles that paid homage to the early engineers of the Federal City. Each of the two circles would be dedicated to the designers and surveyors of the city: Pierre L'Enfant and Andrew Ellicott. Each was to feature a statue of their namesake, but this was never carried out. Other axial streets were named after the original landholders of the city, including: Naylor, Carroll, Nicholson, Davidson, and Burns. Twining City itself is named for Major William J. Twining, the first official from the Army Corps of Engineers to serve as a District Commissioner. The grand ceremonial axis of Pennsylvania Avenue SE was designed to be 100 feet wide, with an additional 30 feet on either side for sidewalks and green space, or "parking." Axial streets were designed to be 30 feet wide, with an additional 15 feet on either side for sidewalks and parking (*The Critic*, May 26, 1888: 8; *The Washington Herald*, October 27, 1918: 5).

Writing of their venture in 1888, Smith and Elliot compared Twining City to Brooklyn. "The new city and its surroundings … are destined, in the opinions of the best judges, to be to Washington what Brooklyn is to New

York City" (*The Critic*, May 26, 1888: 8). Despite their optimism, development was slow. By the early 1900s, much of the area surrounding the cultural landscape still remained rural.

Summary

Summary Overview (All Park Sections)

By 1889, the shoreline along the Anacostia River consisted of vast expanses of stagnant tidal flats that clogged frequently with sediment, debris, garbage, and sewage. As a result, engineers and public health officials associated the Anacostia flats with the development of diseases. The spatial organization of the cultural landscape changed with the construction of the B&O Railroad at the eastern boundary of the cultural landscape (present-day Anacostia Freeway) and the B&P Railroad and bridge at northern boundary of Section E. The construction of the railroad marked the first time that the cultural landscape was geographically separated by a linear transportation corridor on its eastern and northern edges. By this time, land use remained predominately agricultural, with the exception of early suburban residential uses in limited sections. As suburban development increased with additional rail and bridge access, residential buildings and structures increased on the east bank of the river. Additional structures were located at Poplar Point (associated with the Barry Farm community) and along Naylor and Garden Roads (associated with further subdivision of the Garden plantation), adjacent to Sections C and D of the cultural landscape respectively. The design of these buildings is unknown. A new streetcar line crossed the cultural landscape on the newly improved 11th Street SE bridge, between Sections C and D. Changes to views and vistas included the addition of views to the north of the new Baltimore and Potomac Railroad bridge (present-day Anacostia railroad bridge north of Pennsylvania Avenue SE), and views to the east and south of new speculative real estate developments. Topographic changes were limited to the accumulation of sediment and debris in the wetland portions of the study area and minor grading related to the Twining City development. Vegetation, spatial organization, and small-scale features likely remained consistent with previous eras.

Section C

By 1887, the conditions of Section C remained similar to those of previous eras, as much of it had yet to be reclaimed. The addition of the railroad to the east and south changed the spatial organization of Section C and formed its southern boundary. New views and vistas include internal views and views to the east of the Barry Farm community and views to the east of the railroad. Section C saw increased sedimentation and debris accumulation in its wetland portions, altering its topography. The land use, vegetation, circulation, and small-scale features remained unchanged. There are no documented additional buildings and structures in Section C; however, further undocumented construction of buildings and structures associated with the Barry Farm community could have occurred.

Section D

The construction of the Baltimore & Ohio Railroad established the eastern boundary of the future Section D. Much of Section D consisted of mud flats or open water, and awaited reclamation efforts. Those portions of Section D that were already dry land were organized into approximately seven parcels owned by various landholders (Figures 13-14). Each of these landholders likely continued to develop their properties, although the specifics of such development are unknown. The most notable change to Section D was the platting of Twining City. Beginning in 1888, Twining City developers began construction of additional circulation features and buildings within the bounds of the cultural landscape. It is unknown how many houses were constructed within the boundaries of the cultural landscape by 1890; however, it is possible that the cultural landscape included some by this time. Their design is unknown. Additional circulation features included North Railroad Avenue, which would connect to the future Pennsylvania Avenue SE bridge (1890). New views and vistas include views to the north of the Baltimore and Potomac Railroad bridge near Pennsylvania Avenue SE, as well as views to the north and east of development in Twining City. The topography of Section D saw increased sedimentation in its wetland portions and minor grading to accommodate the Twining City development. Vegetation remained consistent with previous periods, consisting of limited agricultural plantings and wetlands. There are no known small-scale features in the section by this time, but these likely included fences, troughs, and other agricultural features.

Section E

By 1890, the vast majority of Section E was still part of the Anacostia River and its mud flats. This included at least two streams and their junctures with the Anacostia River. A small portion of land along the eastern edge of Section E remained a part of farms and plantations and was generally flat in topography. This portion was organized into at least six smaller parcels in addition to the portion of Twining City in Section E. No buildings and structures were determined to have been built within Section E during the course of research for this CLI; however, it is possible that there could have been such development. Vegetation likely consisted of limited agricultural development and riparian vegetation along the Anacostia River. New circulation features included roads associated with Twining City and likely others within the various farms. Changes to views and vistas include view to the north of the new Baltimore and Potomac Railroad bridge and views to the south and southeast of the Twining City development. There are no known small-scale features within Section E at this time, but these likely included fences, troughs, and other agricultural features.

1890-1925: The Early Development of Anacostia Park under the Office of Public Buildings and Grounds and the Army Corps of Engineers

Between 1890-1925, the cultural landscape underwent a period of great development according to plans made by the OPBG and the Army Corps of Engineers. Increased development east of the river necessitated federal improvements to land outside the city's core, bringing with it newfound political capital that Anacostia citizens exerted to successfully lobby for the improvement of the Anacostia River and its flats. Beginning in 1890, the Army Corps of Engineers undertook dredging and reclamation efforts. The resultant land would become the basis for a future Anacostia Park as designed by the OPBG.

As access to the land east of the Anacostia River improved in the late 19th century, speculative real estate developments proliferated. In 1890, a new Pennsylvania Avenue SE bridge was dedicated, the first at this location since 1845, when the previous bridge burned to the waterline after sparks from a steamship ignited it. Between 1845 and 1890, travelers could cross the river via a ferry that operated from a wharf at Naylor Road, in Section D of the cultural landscape, and carried passengers across the Anacostia River to a dock at Kentucky Avenue SE. Construction on the new bridge began in 1887 and cost $170,000 (Louis Berger 2016: 41, 51). It opened in 1890 amid much fanfare, including a concert by John Philip Sousa and the Marine Band that was attended by 8,000 to 10,000 people.

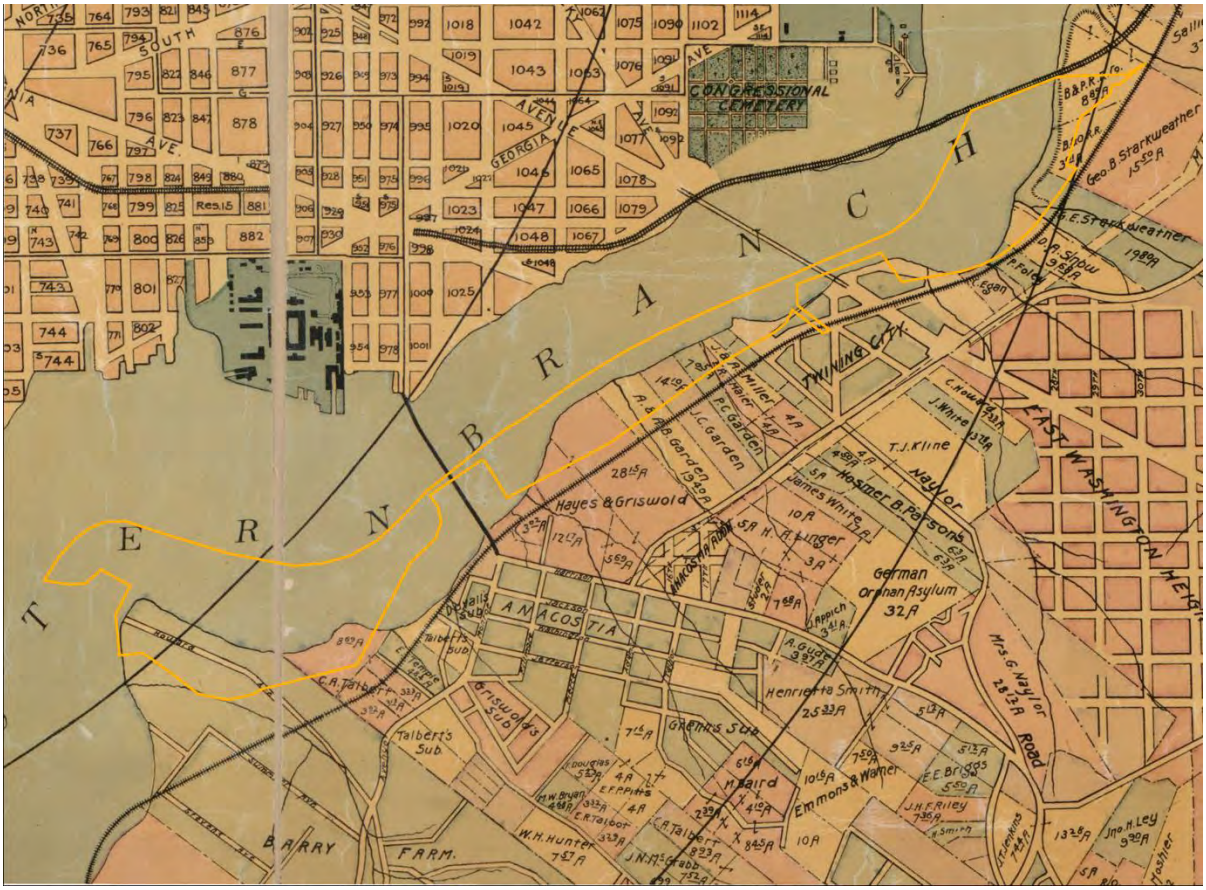


FIGURE 16: Real estate development along the Anacostia River increased with the construction of the Pennsylvania Avenue SE bridge and the expansion of rail service to the area. However, suburban developments such as Twining City, East Washington Heights, Barry Farm, and Uniontown/Anacostia remained relatively self-contained communities, with larger estates separating the new developments. The approximate boundary of the cultural landscape is shown in orange. (Excerpt from 1893 Thomas J Fisher Real Estate Atlas, Library of Congress; annotated by CLI author)

The construction of the bridge drove suburban real estate developments on the eastern side of the Anacostia River, adjacent to Sections D and E of the cultural landscape. In 1889, following the model of Twining City, the Bliss-Havemeyer Syndicate purchased 800 acres, installing roads, landscaping, orchards, pavilions, and shade trees to create a new development known as East Washington Heights (Louis Berger 2016: 51). In 1903, Colonel Arthur E. Randle, under the United States Realty Company, purchased the East Washington Heights development and renamed the development Randle Highlands. In order to increase sales in his development, Randle successfully lobbied Congress in 1902 to construct a streetcar line across the new Pennsylvania Avenue SE bridge. Three years later, Randle again successfully lobbied to extend the streetcar line three-quarters of a mile to the southeast to connect his development with the previous terminus at Pennsylvania Avenue SE. With the streetcar connection in place, Randle Highlands joined a growing list of suburban developments, including

Twining City, Uniontown/Anacostia, and Barry Farm. Most of these suburban developments would remain separate, with no construction to link them until World War II (Louis Berger 2016: 53).

The 1875 horse-drawn streetcar line across the 11th Street SE bridge was electrified in 1898, providing easier access to the Anacostia area and spurring additional development. Increased traffic on the 11th Street SE bridge necessitated the bridge's replacement in 1907. The new bridge was one of the earliest heavy-steel arch structures in the region; it included an electric drawbridge at its center. It replaced the 1874 iron-truss bridge, but its trajectory was somewhat different from the earlier bridge: it terminated on the east side of the river at a point north of the earlier bridge and closer to its present-day terminus (Meyer 1974: 45). Similarly, the Benning Road bridge was replaced in 1892 with a steel bridge (Louis Berger 2016: 43).

As these transportation projects improved connections over the Anacostia River, the Army Corps of Engineers continued to plan for the improvement of the waterway itself. The 1890 Rivers and Harbors Act appropriated $20,000 for a comprehensive study and initial improvement of the Anacostia River between its mouth at Giesboro Point (also spelled Giesborough) and the Navy Yard (this includes Section C of Anacostia Park). The 1890 report built upon the recommendations in the 1872 report, but was much more limited in its geographic scope. In his report to Congress, Colonel Peter Hains of the U.S. Army Corps of Engineers (USACE) recommended only improving the river from its mouth to the Navy Yard (11th Street SE) bridge, prioritizing navigation from the river's mouth to the Navy Yard, across from Section C, and postponing indefinitely the improvement of the portion of the Anacostia River from the 11th Street SE bridge to the Benning Road bridge (including Sections D and E). This report marked the beginning of large-scale planning for the improvement of the Anacostia River, foreshadowing future reclamation efforts, including dredging and the construction of seawalls. Colonel Hains' report suggested that the reclaimed land could lend itself well to "for instance, a park"; however, Hains did not elaborate on his definition of or vision for that park. This marked the first time that the reclaimed Anacostia flats were proposed to serve a public recreational function (Coates 1960; Louis Berger 2016: 53-54).

Improvements began in 1892 with the cutting and widening of the silted-in Navy Yard channel near the western shore of the Anacostia River. The channel was widened to 200' and dredged to a depth of 24' using various dredges that removed sediment using mechanical and pneumatic means, depositing excess sediment onto the adjacent Anacostia flats. Such a method created reclaimed land along both sides of the Anacostia River. More research is needed to determine which specific types of dredges were employed in the construction of Anacostia Park. An example of a dredge used in the reclamation of the Anacostia flats is shown in Figure 18. In 1892, the Army Corps of Engineers began dredging and filling the Anacostia River flats in Section C of the cultural landscape. The Chief of Engineers described the existing conditions as work began:

> "[The channel was] one-half to one mile wide; the channel was narrow, torturous, and had a ruling depth of about 18 feet; between the channel and the shore were extensive flats with depths of 1 to 4 feet, which were covered in summer with aquatic plants. Sewage was discharged into the river and collected on the flats, causing offensive and unhealthy conditions" (Quoted in Leggio 2020: 5; COE 1919: 553).

The initial work was limited to the dredging of the channel and the establishment of harbor lines from the mouth to the Pennsylvania Avenue bridge (Leggio 2020: 5).

As the communities east of the Anacostia grew, their residents organized to advocate for the ongoing improvement of the flats as a quality-of-life issue. At an 1896 meeting of the Eastern Washington Citizens' Association, a report from the association's special committee tasked with planning the reclamation project summarized the objectives accordingly: "The most imperative demand for the improvement of these flats…is based on their unsanitary effects on the entire city, and particularly on persons living in their immediate vicinity." According to that report, the vision for the reformed Anacostia River landscape sought to create "less unsanitary conditions, more wharfage, and deepening and widening of a navigable stream." As the headline on the article proclaimed, these "Eastern Branch improvements would pay for themselves" (Lester 2017: 29-30; *The Washington Post*, January 8, 1896: 8).

The report noted the potential indirect benefits of the flats' reclamation, including increased development and "an addition of more than 1,000 acres of available public land, now useless, offensive, and deadly" around the reclaimed flats—an outcome borne out by the eventual siting of Anacostia Park in this location (*The Washington Post*, January 8, 1896: 8). Indeed, the committee recommended that any future Congressional approval of the reclamation project should specify that "large portions of the reclaimed area above the railroad bridge shall be public parks" (*The Washington Post*, January 8, 1896: 8). The "railroad bridge" in question likely referred to the Baltimore & Potomac Railroad bridge over the Anacostia River, constructed circa 1880; it is located between Sections D and E of the cultural landscape (Lester 2017: 29-30; Washington, D.C. Chapter, National Railway Historical Society 2014).

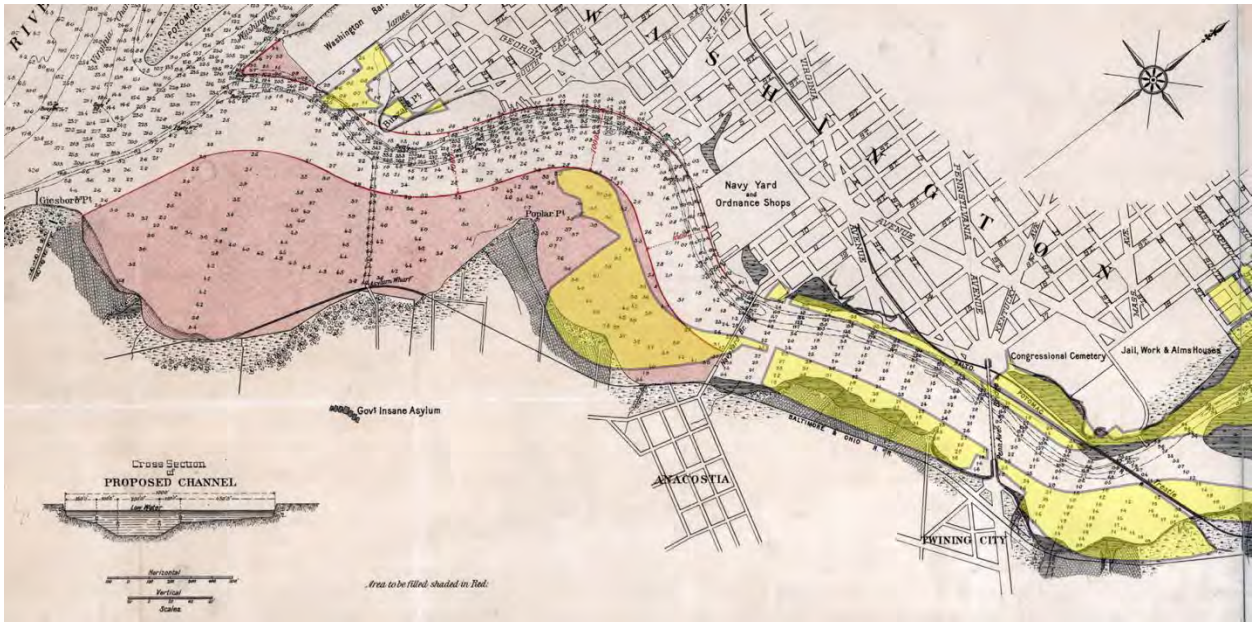


FIGURE 17: Proposed dredging and filling plan of the Anacostia River, developed by Lieutenant Colonel Peter C. Hains of the USACE. Annotations in red were drawn by the USACE in 1891 and indicate planned reclamation efforts south of the 11th Street SE bridge. Annotations in yellow are the approximate boundaries of the cultural landscape from the 2016 Louis Berger Archeological Assessment. While much of the cultural landscape would be created from reclaimed land, significant portions of it were also extant prior to dredging. (Hains 1891; Louis Berger 2016).

In 1898, the United States Congress passed an act mandating the dredging of the Anacostia River, with the dredged material to be stockpiled on the adjacent flats. Congress also appropriated $2,000 for a comprehensive survey and plan for the improvement of the Anacostia River and the reclamation of its flats. The stated purposes of the project were for land reclamation, sanitation, navigation, and commerce; Congressional plans did not yet explicitly call for the creation of a park on the reclaimed land, only that dredged materials be deposited behind a seawall to create new public reservations. The precise use of that land was not specified in the legislation that authorized dredging and reclamation efforts. Indeed, the creation of the future Anacostia Park was largely a byproduct of reclamation efforts focused on increasing facilities for commercial navigation and the removal of unsanitary conditions (Coates 1960; Gutheim and Lee 2006: 147).

In its initial designs for the reclamation of the Anacostia's waterfront, the U.S. Army Corps of Engineers focused its efforts on the lower six miles of the river, beginning at its confluence with the Potomac River and extending to the Navy Yard. The section of the river above Benning Road was deferred until a later phase of the project.

The Anacostia Water Park

A number of reform movements swept the country in the 19th and early 20th centuries, a period often referred to as the Progressive Era. These movements focused on alleviating a host of societal ills, many of which were associated with urban life. In 1900, officials noted the centennial anniversary of the movement of the capital to Washington, D.C., and acknowledged that the District needed a plan to guide the federal city into the 20th century. Thus, on February 21, 1900, a joint Congressional committee held its first meeting, with Senator James McMillan of Michigan as chairman and McMillan's secretary, Charles Moore, as committee secretary (Leach and Barthold 1997: VIII.32). The committee was comprised of renowned designers, including architect Daniel Burnham; landscape architect Frederick Law Olmsted, Jr.; architect Charles F. McKim; and sculptor Augustus St. Gaudens. The committee travelled to Europe in 1901 in an effort to collect design precedents from great European cities. The resultant report aimed "to prepare for the city of Washington such a plan as shall enable future development to proceed along the lines originally planned—namely, the treatment of the city as a work of civic art—and to develop the outlying parks as portions of a single, well-considered system" (Lester 2017: 30-31; Leach and Barthold 1997: VIII.32). In setting the vision for the federal city of the 20th century, it invoked European precedents and called for the creation of a large-scale park and parkway system throughout the capital.

The McMillan Commission's plan for Washington is widely regarded as one of the seminal documents in the history of American city planning. As a prime example of the City Beautiful movement in the early 20th century, the plan aspired to promote public welfare, civic virtue, social harmony, economic growth, and an improved quality of life through park planning and naturalistic design. The final plan, published in 1902, included a social component, but it was also a masterwork of functional design. The Commission repeatedly stressed that its primary objectives were to update and enhance the L'Enfant Plan and expand it beyond the original city boundaries via a modern system of parks and parkways. Specifically, the Commission called for extending Washington's ceremonial core by consolidating city railways and alleviating at-grade crossings, clearing slums, designing a coordinated municipal office complex, preserving space for parks and parkways in the rapidly developing suburbs, and establishing a comprehensive recreation, park, and parkway system throughout the city.

The McMillan Plan specifically called for the construction of an "Anacostia Water Park" along the Anacostia River. The McMillan Plan recommended the improvement of the Anacostia River below the Benning Road bridge for commercial purposes (this is the portion along the cultural landscape), and the land above Benning Bridge for park purposes. The McMillan Plan did not undertake specific appropriations estimates and it did not lay out more specific design plans beyond articulating a broad vision. Nevertheless, the plan represented one of the highest-profile appeals to-date for the reclamation of the Anacostia River flats, and those calls found further traction in the following decades (Lester 2017: 30-31; Moore 1902: 105).

The McMillan Plan described the "present outrageous condition" of the river as follows:

> Within the District of Columbia, the Anacostia is a fresh-water estuary with a normal tide of about 3 feet, which alternately covers and exposes to the sun a great area of reeking mud flats upon which the aquatic plants constantly entangle additional deposits of mud, slime, and putrefying organic matter. Those parts of the bottom not exposed at low water are for the most part shallow and support a vegetable growth that prevents a rapid and cleansing movement of the tide, while above ordinary high-water level there are broad marshes and meadows which are flooded at varying intervals, whenever the water of the Potomac is raised by flood or contrary winds above its normal level, and which retain after each flooding innumerable stagnant pools. No conditions could be more favorable to the development of malaria. (Moore 1902: 105)

Although the McMillan Plan noted that "the pressing sanitary problem is simply to do away with the low, amphibious areas which are alternately flooded and exposed, and to convert them either into deep water or into dry land," it did reiterate that the reclamation efforts could result in a complementary public benefit: additional parkland. Thus, engineering plans that addressed the river's silt buildup and flow could also provide reclaimed land and associated inland lakes for recreational use (Moore 1902: 105).

After the 1901/1902 publication of the McMillan Plan, which served as a master plan for the city's recreational parkland, the reclamation work began in 1902 with the shoreline around the Navy Yard. The project also included the construction of a seawall to retain the dredged material (Gutheim and Lee 2006: 147-8). The Army Corps of Engineers' design for the seawall called for a 3'-2" rubble masonry wall set on top of 2'-6" of concrete. The wall was then seated on top of a wooden scaffold consisting of 4"x12" wooden decking placed on top of 40' to 45' wooden piles driven into the earth (TIC 831_85003). By 1925, the Army Corps of Engineers had simplified the plans to consist solely of concrete, rubble, and a stone veneer. Engineers placed a base of rip rap rock, constructed a wooden formwork, filled it with concrete, and placed a stone veneer on the river-facing sides and top of the seawall (TIC 831_80127). Hydraulic dredging and seawall construction continued in the cultural landscape (Sections C, D, E) until 1924, when the seawall was completed (Leggio 2020: 6).

FIGURE 18: Dredge boats like this one were used to reclaim land from the Anacostia River in order to create Anacostia Park. View to the west, 1912. The Washington Navy Yard is pictured at right. (National Photo Company Collection, Library of Congress)

In 1913, the first tangible effort to create a "park" on the Anacostia flats was advanced in a District of Columbia Appropriations Act, which authorized the condemnation of private land for "highway or park purposes" along both sides of the Anacostia River from the 11th Street SE bridge to the northern District Line; however, the Act did not specify a use for the condemned land. This authorization encompassed Sections D and E of the cultural landscape, as well as the northern portions of present-day Anacostia Park, north of the cultural landscape (Coates 1960; District of Columbia Appropriation Act for Fiscal Year 1914, 37 Stat. p. 971, March 4, 1913).

The 1914 report of the Chief of Engineers specifically recommended, for the first time, using the reclaimed land below the 11th Street SE bridge for park purposes until a commercial use was necessary. By this time, reclamation was underway from the Stickfoot Branch to the 11th Street SE bridge (Section C, within the cultural landscape boundaries) and had been completed from Giesboro Point to the Stickfoot Branch (Sections A and B or Joint-Base Anacostia Bolling, south of the cultural landscape) (COE 1914). In 1915, the Commission of Fine Arts (CFA) authorized plans for an “Anacostia Water Park,” in keeping with the recommendations of the McMillan Plan and the advice and plans of CFA member Frederick Law Olmsted Jr. By 1917, seawall construction to the Navy Yard Bridge (11th Street SE) had been completed and backfilling was underway. This established the western boundary of the cultural landscape in Section C (Leggio 2020: 6). Construction of the seawall in Section E was underway by 1917, but would not be completed until 1927, leaving the northern boundaries of the cultural landscape in flux during this period as the section continued to be developed (Leggio 2020: 1).

Anacostia Park was officially named and established under an act of Congress in 1918. The District of Columbia Appropriations Act for FY 1919 placed the entire area from the mouth of the Anacostia River to the northern District Line into the park system for recreation purposes. This included the cultural landscape, and marked the first time that the entire length of the Anacostia River shoreline was to be used for park purposes. By 1920, work was complete south of the Pennsylvania Avenue SE bridge. However, the success of reclamation efforts to rid the city of the malaria flats had come at no small expense, causing Congress to question the financial wisdom of further dredging north of Pennsylvania Avenue SE. In 1923, engineers responded to Congressional skepticism by arguing the area north to the District Line was the last such malarial breeding ground and reclamation could thus eliminate the disease altogether from the city (Donaldson 2010: 54).

The only major change to the McMillan Plan's conception of Anacostia Park occurred when the Army Corps of Engineers ceded the management of Sections A and B to other agencies during World War I. In 1917, the Chief of Engineers turned over management of a portion of the Anacostia flats in Sections A and B (south of the cultural landscape boundaries) to the Army Signal Corps for use as an airplane field. The War Department in turn authorized the Navy to occupy a portion of the same land. The following year, in 1920, the name Bolling Field was given to these sections occupied by the military. Congress later established the Naval Air Station, later Joint Base Anacostia-Bolling, in Anacostia Park Sections A and B (south of the cultural landscape). This permanently excluded Sections A and B from the park, and established the southernmost boundary of Anacostia Park (and the cultural landscape) at Poplar Point, in Section C. This boundary is generally consistent with the southernmost boundary of the cultural landscape today (Coates 1960). (Minor changes were made in later years for the construction of the South Capitol Street SE bridge.)

The Pennsylvania Railroad bridge, formerly the Baltimore and Potomac Railroad bridge, located north of Pennsylvania Ave SE, was replaced concurrent with Army Corps of Engineers river improvements in the first few decades of the 20th century. In 1919, the Secretary of War proposed modifying the extant bridge, built circa 1880, to facilitate easier navigation of the Anacostia River. Responding to this request, the Pennsylvania Railroad, who had by this time acquired the Baltimore and Potomac Railroad and its bridge, proposed an elegant masonry draw bridge that featured grand masonry towers to lift the middle span. The Commission of Fine Arts rejected the design, stating that while well-designed, the proposed towers would be obtrusive to the viewsheds of Anacostia Park, which was under construction. The commissioners recommended a low profile steel structure with a simple draw span at the deepest point in the river. This simplified design was likely executed shortly after 1919 and is the same design and construction as the present-day bridge (Meyer 1974: 49).

Initial Land Use, Design, and Development of Anacostia Park

Dredging and construction of the Anacostia Park cultural landscape was complete by 1924, with construction of seawalls north of the cultural landscape finished by 1927. Ten sewers were constructed underneath the fill that was used to create the cultural landscape: 4 sewers in Section C (Outfall, Stickfoot Branch, Chicago Street, and Anacostia Trunk); 3 sewers in Section D (Fillmore Trunk, Good Hope Run, and Naylor Road); and 3 in Section E (Burnt Bridge, Naylor's Run, Hawes Run) (Leggio 2020: 6). Each sewer followed the historic location of a stream or tributary that emptied into the Anacostia River. These were arranged along the eastern shore in various orientations perpendicular to the reclaimed shoreline. By channeling and capping each stream and sewer, engineers directed waterflow under and through the newly-created parkland.

The first documented land use of the newly-formed parkland was the cultivation of Victory Gardens in Sections C and D of the cultural landscape. During World War I (and again in World War II), the United States government promoted Victory Gardens as a way to supplement wartime rations and mitigate demand for the public food supply. Public and private lands, including the cultural landscape, were rapidly transformed into wartime allotment gardens, aided in part by a successful Victory Garden marketing campaign. A 1918 newspaper article stated that 250 gardeners had begun cultivating government land along the Anacostia River in Sections C and D (the southern and central sections of the cultural landscape) as individual vegetable gardens (also known as Victory Gardens) for the World War I war effort. These plots were generally arranged in a loose grid perpendicular to the reclaimed shoreline in Section C (See Figures 19-20). The size of individual plots is unknown. Since specific plans had not been made for the development of Anacostia Park prior to World War I, the Office of Public Buildings and Grounds agreed to allow the Department of Agriculture to supervise the use of the land as gardens until the land was needed for park purposes. Under this agreement, the newly-created land was kept free of weeds and other refuse that would accumulate if the land went unused, while plans for the park were being prepared (*The Evening Star*, July 1, 1922: 6).

FIGURE 19: By 1918, Sections C and D of the Anacostia Park cultural landscape were being cultivated as Victory Gardens for the WWI war effort. (Excerpt from 1918 Aerial Photo Mosaic, US Army School of Aerial Photographic Reconnaissance, Library of Congress)

FIGURE 20: By 1922, only the western third of Section C was under cultivation. Section D had become the focus of community garden plots, shifting from Section C in 1918. Meanwhile, Section E was nearing completion and consisted of open fields with several sewers transecting it, as well as a baseball diamond. (Excerpt from 1922 Aerial photographic mosaic map of Washington, D.C., United States Army Air Service 3rd Photo Section, Library of Congress)

The first building constructed in the new Anacostia Park was a pump house (also called the Engineer's Building, for unknown reasons) in Section C of the cultural landscape. It is approximately 40'x40' feet in plan and 18' tall. It consists of a square tan-brick structure with a slate gabled roof set into the embankment of the river on a pyramidal concrete base. This open-air building features three barred openings on each of its four sides. The north and south sides of the building have stepped entrances with central doorways. Ornamental elements of the pump house include travertine window sills, bonded-pattern brick arched lintels, terra-cotta architrave and cornice, decorative terra-cotta ornaments with acanthus scrolls, and a copper roof cap. The interior contains mechanical equipment associated with the District pumping station.

Previous research by the D.C. Historic Preservation Office attributes the structure to development of the District of Columbia's 1890 comprehensive sewage and stormwater plan. This system prevented the direct discharge of sewage into Rock Creek, the Anacostia River, and the Washington Channel by directing flow to a Main Pumping Station on the Anacostia River (directly across from the cultural landscape), where it was then pumped under the river to the Poplar Point Pumping Station at Howard Road (west of the cultural landscape). Finally, sewage was then carried south of Poplar Point to the Outlet Gatehouse on the Potomac near Bellevue Magazine, where it emptied into the Potomac River. The idea of this elaborate pumping system was to discharge sewage well below the city to prevent the tide from sending it back upriver (Gentry 2018: 5-9; Parsons Brinckerhoff 2005: 4.12-4.18).

The Main Pumping station (directly across the river from the Anacostia Park pump house) was designed by the architecture firm Didden, Didden, & Vogt and was constructed between 1903-1908. The outlet gatehouse was completed in 1908, and the Poplar Point Pumping Station in 1915. The pump house structure in the cultural landscape is visually attributed to the same period of construction (1903-1908) as the Main Pumping Station and outlet gatehouse due to similarities in design. The structure is believed to have sheltered an assemblage of pump valves and control wheels (Gentry 2018: 5-9; Parsons Brinckerhoff 2005: 4.12-4.18). By 1906, seawall construction was complete up to the Navy Yard, and by 1917, it was complete to the Navy Yard Bridge (11th Street SE), roughly correlating with the pump house structure's estimated dates of construction (Leggio 2020: 1). More research is needed to determine a specific historic context for this building.

The design and planning for the new Anacostia Park in Section D of the cultural landscape was underway by 1922-1923, under the supervision of the Office of Public Buildings and Grounds. Landscape architect Irwin W. Payne was in charge of the project, assisted by landscape architect Thomas C. Jeffers. It is interesting to note that Payne likely studied with Frederick Law Olmsted, Jr. while he was at Harvard, perhaps influencing his designs for Anacostia Park. Payne began his career with the OPBG in 1918, continuing to work for the organization's successor agencies until his death in 1950. Payne's projects included the Lincoln Memorial,

Arlington Memorial Bridge, Franklin and Lafayette Squares, Thomas and Scott Circles, and Rock Creek Park (Babin 2017: 373-374).

Like Payne, the park's associate landscape architect, Thomas C. Jeffers, was well acquainted with the work of the Olmsted firm, having worked for Olmsted Brothers from 1911-1917. Jeffers worked for the OPBG from 1923-1926, when he left to work for the National Capital Park and Planning Commission (NCPPC). Jeffers' most notable design is the Rock Creek and Potomac Parkway (TCLF n.d.).

Payne and Jeffers' designs for the new Anacostia Park included a "large and artistic central clubhouse [or field house] which will contain sitting and rest rooms, locker spaces, porches, and other appointments for the comfort and pleasure of patrons of the park." The plans also called for a parkway along the eastern bank of the Anacostia River from Bolling Field to the northern District Line, passing through the cultural landscape. (Similar OPBG plans for a parkway and centrally-organized clubhouse were underway at East Potomac Park by 1917-1920.) The planned parkway would be 40 feet wide and known as Anacostia Park Boulevard. Also included in the plans were a bandstand, large amphitheater, permanent grandstand for 6,500 persons, three baseball fields, a football gridiron, an athletic track, tennis courts, playgrounds, two boathouses, a cricket field, a hockey field, a bowling green, roque courts, a swimming pool, and picnic grounds (*Evening Star*, July 27, 1923: 2; *The Washington Herald*, November 16, 1922: 10; Payne and Jeffers 1924). The diverse array of recreational facilities planned for Anacostia represented a shift in American recreation away from passive pleasure ground-style recreation to active recreational facilities. Hold-over passive design features such as picnic grounds, roque courts, and cricket fields contrast with active sport facilities for football, track, and swimming.

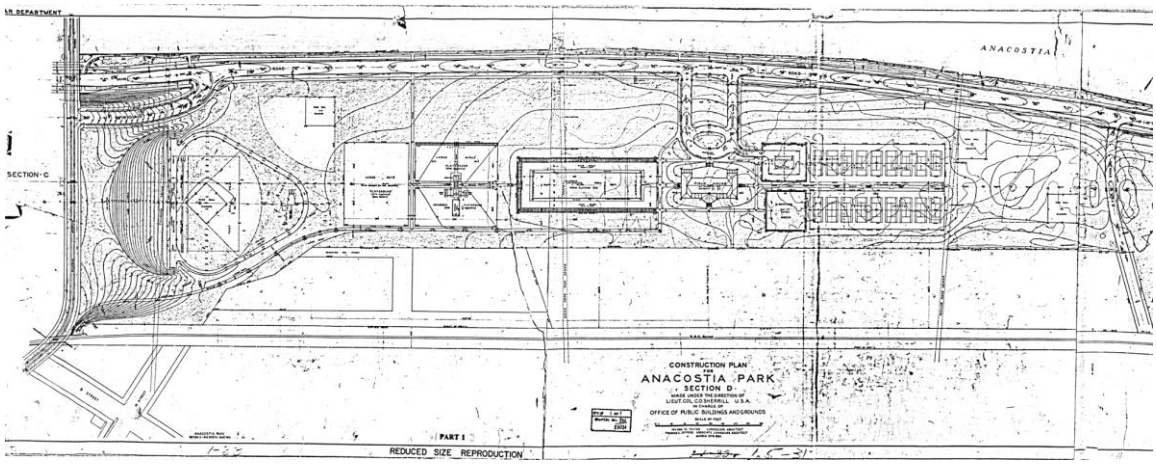


FIGURE 21: OPBG landscape architects Irving W. Payne and Thomas C Jeffers designed the first plans for Anacostia Park in Section D of the cultural landscape. Their design includes a central field house, Anacostia River Drive, an earthen amphitheater, various playing fields, a pool, and a grandstand. Note the southern portion of Section D, south of the field house and north of the railroad tracks had not yet been acquired for park purposes. (Payne and Jeffers 1924)

While Payne and Jeffers drew plans for Anacostia Park Section D, work continued on the reclamation and construction of parkland in other sections of Anacostia Park, including in Section E. By 1922, the Army Corps of Engineers announced that improvements to the Anacostia River flats were halfway done (*The Washington Herald*, August 5, 1922: 2). However, by 1923, only Sections C and D of Anacostia Park were ready for development, having been reclaimed for park purposes by the Army Corps of Engineers (*Evening Star*, July 27, 1923: 1-2; Gutheim 2006: 94-97). In 1923, the Army Corps of Engineers transferred jurisdiction of Section D (the central section of the cultural landscape) to the Office of Public Buildings and Grounds for improvement and maintenance as a recreational park. This was the first section of Anacostia Park to be transferred for parkland development (District of Columbia Appropriations Act for FY1924, Stat. 24: 1364-1366).

Groundbreaking

The OPBG broke ground for Anacostia Park on August 2, 1923, during an elaborate and well-attended ceremony in Section C of the cultural landscape. The roster of speakers at the groundbreaking ceremony included: Acting Secretary of War Dwight F. Davis; District Commissioner Cuno H. Rudolph; Chief of Engineers U.S.A. Major General Lansing H. Beach; District Engineer-in-Charge of the Reclamation of the Anacostia flats Major J. A. O'Connor; and the President of the Anacostia Citizens' Association Dr. George C. Havenner. In addition to the speakers, one newspaper article noted "several thousand persons gathered near the south approach to the [11th Street SE] bridge," in Section C of the cultural landscape (*Evening Star*, August 2, 1923: 2). Events began at 4 o'clock and ran well into the night, ending with an automobile parade at 9 o'clock. The roster of events included the singing of patriotic songs, a concert by the Army Music School Band, athletic contests (including foot races, golf, and baseball), an aerial exhibition (by the Army Aviators, Bolling Field), a

water pageant (including a motorboat and canoe parade), an “Indian dance” to recall the Nacotchtanks, baby and automobile parades, and an awards ceremony. Other notable events included the placing of a historic stone from the powder magazine of Fort Stanton, and the planting of four historic trees along the proposed Anacostia River Drive (*Evening Star*, August 2, 1923: 1-2; *Evening Star*, August 3: 1923: 9). The exact locations of both the Fort Stanton magazine stone and four historic trees are unknown. However, these were likely located in the eastern end of Section C, within the cultural landscape, as one account described the location of the ceremony taking place between Good Hope Road SE and the 11th Street SE bridge.

FIGURE 22a-b: (a) The groundbreaking ceremony for Anacostia Park on August 2, 1923, was well attended by local citizens and prominent government officials. A small rostrum was constructed for the event, likely in Section C of the cultural landscape between Good Hope Road and 11th Street SE; (b) The first shovel of dirt was moved by Acting Secretary of War Dwight F. Davis. From L to R: Major General Lansing H. Beach, District Commissioner Cuno H. Rudolph, Major J. A. O’Connor, and Secretary of War Dwight F. Davis. (LC-F8- 25626 & LC-F8- 25623, National Photo Company Collection, Library of Congress)

In his address at the ceremony, Acting Secretary of War Dwight D. Davis extolled the benefits of the new Anacostia Park as an essential part of a comprehensive park plan for the District. Referring to a comprehensive system of park development, Davis declared, "The permanent policy can never be accomplished by the piece-meal method of procurement of park areas which has followed in the past" (*Evening Star*, August 2, 1923: 1). Davis urged the enacting of a law to create a new park commission charged with developing a comprehensive park plan for the District, Maryland, and Virginia. Comparing Anacostia Park to other great park systems in Minneapolis, Baltimore, and Detroit, Davis applauded the work to date on the park and urged Congress to continue the work north of Benning Bridge. Davis envisioned a grand park drive that would begin at Rock Creek Park, connect to the Potomac Parkway, extend past the Washington Barracks and Buzzard Point, cross the Anacostia River via a new bridge to Section C of the cultural landscape, and then run northward to the District Line along the Anacostia River. Davis stated that the legislation had been introduced and would be reintroduced if necessary, likely referring to the bill to create the National Capital Park Commission, which would be passed a year later in 1924 (*Evening Star*, August 2, 1923: 1-2).

Initial grading began in 1924 according to Payne and Jeffers' plans. The OPBG laid new pipes to drain the reclaimed parkland, and graded and seeded the land in Section D. This included initial grading and the construction of a large earthen 10,000-seat amphitheater on the southwestern end of Section D, near the present-day I-695 bridges. Initial construction also included the construction of baseball, football, and other fields for use by park visitors while the rest of the park was under development (*Evening Star*, February 8, 1924: 18). Specifically, six tennis courts and four baseball diamonds were built in Section D (the central section of the cultural landscape). Two of these tennis courts were surfaced with concrete (*Evening Star*, March 13, 1924: 31; *Evening* Star, July 27, 1923: 1). The tennis courts were located adjacent to and north of the planned field house, in the same location as the present-day tennis courts. Two baseball diamonds were located adjacent to the 11th Street SE bridge, while the other two were located adjacent to the Pennsylvania Avenue SE bridge. However, only $50,000 was appropriated in 1924 for initial construction. Additional funding for other park features—including playgrounds, additional tennis courts, a field house, and other hard infrastructure—was estimated at $100,000 and had not yet been appropriated (*Evening Star*, February 8, 1924: 18).

In 1923, garden plots on the Anacostia flats were expanded in Sections C and D, after gardeners in Potomac Park were displaced for park development. Colonel C. O. Sherril of the OPBG stated that the number of gardeners would be increased from 1,100 to 2,000 to accommodate the displaced gardeners from Potomac Park (*Evening Star*, January 23, 1923: 5). However, the development of Anacostia Park Section D threatened many of the existing plots within the cultural landscape, leaving their future in question.

Summary

Summary Overview (All Park Sections)

By 1924, the development of Anacostia Park had begun under the supervision of the Office of Public Buildings and Grounds. Reclamation efforts in Sections C and D were complete, with efforts in Section E underway; however, park development was limited to Section D. By this time, the higher-level spatial organization of the cultural landscape was divided into three sections. External views and vistas remained consistent with the previous period, featuring views to the west of the United States Capitol, the Washington Monument, the Navy Yard, the Congressional Cemetery, and the Anacostia River. The cultural landscape also featured views to the east of the Anacostia community and other suburban developments east of the river. New views included with views of the Pennsylvania Avenue SE bridge to the west of the cultural landscape. Land use of the cultural landscape now included recreational use and small-scale agricultural use through Victory Gardens in Section D. The topography of Section D was fine-graded to accommodate later construction of park facilities, according to plans developed by landscape architects Irwin W. Payne and Thomas C. Jeffers. Dirt was filled in behind stone seawalls along the Anacostia River and over the tops of sewers that were buried underneath the cultural landscape. Drainpipes were laid in the newly constructed parkland in an effort to dry the soil for the creation of playing fields. By 1924, the Anacostia Park cultural landscape featured 6 tennis courts (4 earthen and 2 concrete), 4 baseball diamonds, and an unknown number of football gridirons (*Evening Star*, March 13, 1924: 31; *Evening Star*, July 27, 1923: 1; *Evening* Star, February 8, 1924: 18). Vegetation likely consisted of scattered trees along the eastern boundary of the park, adjacent to the B&O Railroad and other private property. However, photographs of the groundbreaking ceremony (Figures 22a-b) indicate that the newly reclaimed parkland was most likely barren, with scattered scrub and low-lying weeds. Section C and portions of Section D were host to 2,000 community garden plots. Section E awaited development, as its seawall was not yet complete (Leggio 2020: 1). A pump house had also been built by this time in Section C of the cultural landscape, likely between 1903-1908. The study area also featured a limited number of residential buildings and small truck farms, that existed as inholdings in a portion of Section D adjacent to the B&O Railroad that would not be acquired for park purposes until 1936-1937. There is no other evidence of buildings and structures in the cultural landscape at this time. The only known small-scale feature by 1924 is a stone from the Fort Stanton magazine, placed in an unknown during the dedication ceremony in 1923.

Section C

Section C remained unimproved as a recreational space, its reclamation only having only been recently finished under the direction of the Army Corps of Engineers. It was organized by Howard Road SE to the south, the Baltimore & Ohio Railroad to the east, the Anacostia River to the north, and the 11th Street SE bridge to the west. While no specific recreational facilities had been purpose-built in Section C, it took on a new recreational use as a segment of the larger Anacostia Park landscape. It is likely that Section C hosted the temporary baseball diamond created for the dedication ceremony of Anacostia Park in 1923; however, the exact location of

that diamond is unknown. The cultural landscape also featured agricultural use through the presence of Victory Gardens on its western half. Its topography remained flat, consistent with its creation as parkland out of the Anacostia River Flats. It continued to feature views of the federal core to the north, including of the Capitol, Washington Monument, and the Navy Yard, as well as views to the east of the ridge containing the former Civil War Defenses of Washington. New views included views to the north of the Main Pumping Station across the Anacostia River. Buildings and structures included the seawall, 4 sewers underneath Section C (Outfall, Stickfoot Branch, Chicago Street, and Anacostia Trunk), and the Anacostia Pump House located at Poplar Point. Trees and shrubs in Section C remained sparse, as much of the land was newly established. Known vegetation included cultivated agricultural plantings associated with Victory Gardens, as well as four trees planted during the groundbreaking ceremony in 1923; their species and locations are unknown. Circulation features in Section C included informal dirt roads, social trails, and utility roads that connected community gardeners to their plots. Known small-scale features included a historic stone from the powder magazine of Fort Stanton. The exact location of the Fort Stanton magazine stone is unknown.

Various circulation features remained in place from earlier periods of development within Section D of the cultural landscape, as several tracts had yet to be ceded to the federal government. Naylor Road SE extended into the park along parcels still occupied with houses and other structures. Similarly, a portion of 13th Street SE, called Stewart Drive, crossed the B&O Railroad into the park, arcing to the northeast and running parallel to the present-day service road behind the Anacostia Pool (US Army Air Corps 1928; NCPPC 1936; Baist 1919-1921: Plate 18). Various other informal social trails, dirt roads, and utility routes connected community gardeners and neighborhood residents to the fledgling park, as no formal road system had been established within the park by 1925 (Figures 19-20).

Section D

By 1924, recreational development in Section D was underway. As recreational development proceeded under the plans of Payne and Jeffers, the Victory Gardens in Section D were displaced, and it transitioned away from an agricultural land use. It was organized by the 11th Street SE bridge to the west, the Anacostia River to the north, Pennsylvania Avenue SE to the east, and the B&O Railroad to the south. Its topography remained generally flat, consistent with its initial grading as reclaimed earth placed behind seawalls. Grading also included the construction of a 10,000-seat earthen amphitheater on the southwestern end of the cultural landscape, near the 11th Street SE bridge interchange. Views and vistas remained consistent to previous periods, including views to the south of the 11th Street SE bridge, views to the north of the Navy Yard and Congressional Cemetery, views to the east of the ridge containing the former Civil War Defenses of Washington, and views to the north of the Pennsylvania Avenue SE bridge. New circulation features included portions of Anacostia Drive from 11th Street SE to the center of Section D. Pre-existing circulation features comprised of several remnant roads servicing inholdings. These included Naylor Road SE, a portion of 13th Street SE (called Stewart Drive),

and informal social trails, dirt roads, and utility routes that connected gardeners to their plots. Buildings and structures comprised the seawall, 3 sewers underneath Section D (Fillmore Trunk, Good Hope Run, and Naylor Road), and recreational fields and courts. Initial construction included the construction of baseball, football, and other fields for use by park visitors while the rest of the park was under development. Specifically, six tennis courts and four baseball diamonds were built in Section D. Two of these tennis courts were surfaced with concrete. The tennis courts were located adjacent to and north of the planned field house (discussed in the next section), in the same location as the present-day field house. Two baseball diamonds were located adjacent to the 11th Street SE bridge, while the other two were located adjacent to the Pennsylvania Avenue SE bridge. Vegetation likely consisted of limited remnant agricultural crops associated with Victory Gardens after their displacement for recreational development. Other vegetation likely consisted of scattered trees along the eastern boundary of the park, adjacent to the B&O Railroad and other private property. There are no known small-scale features in Section D by 1924.

Section E

Section E was nearing completion by 1924 and organized as an open field with three sewers transecting it. These were the Burnt Bridge, Naylor's Run, and Hawes Run sewers. While the section remained largely undeveloped and open, it did feature one baseball diamond north of the Pennsylvania Avenue SE bridge. Topography was flat, consistent with grading and reclamation efforts, with a slight slope to the south up to the Pennsylvania Avenue SE bridge. Views and vistas remained consistent to previous eras and would have included views to the north of the B&O Railroad bridge, views to the south of the Pennsylvania Avenue SE bridge, and views to the east of the ridge containing the former Civil War Defenses of Washington. Buildings and structures included the sewers and the seawall. There are no known circulation features within Section E by 1924. Vegetation likely consisted of scattered trees along the eastern boundary of the park, adjacent to the B&O Railroad and other private properties. There are no known small-scale features in Section E by 1924.

1925-1931: Expansion and Development of Anacostia Park

Development of Sections D & E

Improvement of Anacostia Park began in earnest in 1925, after the Office of Public Buildings and Grounds (OPBG) transferred jurisdiction of public reservations to the newly-formed Office of Public Buildings and Public Parks (OPBPP). The new office was independent and solely responsible to the President of the United States (Babin 2017: 49). OPBG landscape architects Irwin E. Payne and Thomas C. Jeffers continued to work on Anacostia Park under the OPBPP and its successor agencies, revising their plans and carrying out the initial design concepts they had created in their 1924 construction plan (Payne and Jeffers 1925; Payne and Jeffers 1928; Babin 2017: 373-74).

Construction of the field house in Section D of Anacostia Park began in 1925 under the supervision of the OPBPP. In his annual report for that year, Chief of the Design and Construction Division J. C. Mehaffey reported that "the concrete foundation has been laid and the forms torn away." Mehaffey also noted that "a start has been made on the brickwork" (*Evening Star*, August 20, 1925: 10).

No architectural plans for the original field house were uncovered during research for this CLI, so the design of the 1925 field house is unknown. According to 1924 landscape plans developed by Payne and Jeffers, the field house was originally I-shaped in plan. On the north elevation of the building, the ends of the "I" featured covered porches; on the south elevation, the central section of the building (between the ends of the "I") also featured covered porches. The first floor was to be 19.5' tall and the basement 9.5' tall. At the rear of the field house, a semicircular rotunda faced the railroad tracks (Payne and Jeffers 1924). It is unknown if the concrete foundations created in 1925 followed this plan, or later modifications.

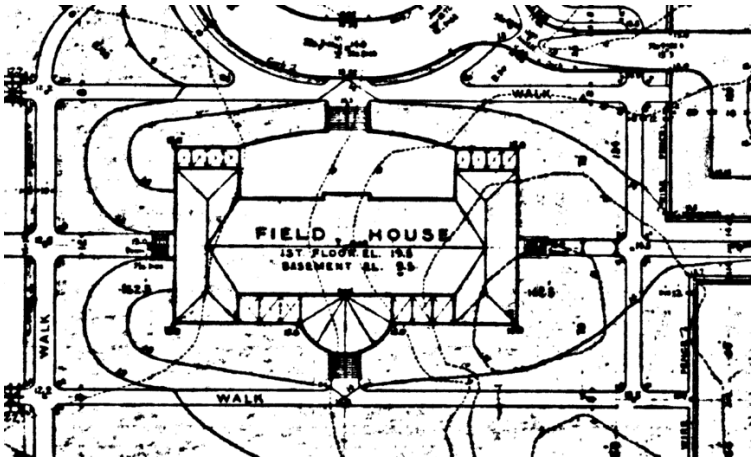


FIGURE 23: No architectural plans for the Anacostia Field House were uncovered during research for this CLI. However, the original construction plan for the field house drawn by Payne and Jeffers in 1924 called for field house in the same location as the present-day field house. (Payne and Jeffers 1924, ETIC ANPA_831_85031, NCA).

FIGURE 24: View of the Anacostia Field House, as built by 1931 and seen from the southwest, looking northeast. It was the first recreational building constructed in the cultural landscape. Construction began in 1925 and was completed by the time this photo was taken in 1931. Later alterations would change the appearance of the field house. (CHS 09985, General Photograph Collection, Historical Society of Washington, D.C.)

The earliest known photo of the field house dates to 1931, before later alterations under the New Deal changed the initial structure (this is discussed in more detail in the next section). The field house in the 1931 photo closely resembles the present-day field house, with minor alterations. As built, the central portion of the field house was Neoclassical in design and roughly rectangular in plan, with slight protruding wings on its southeast and northwest ends. The roof was gabled, with the central portion raised above the wings and capped by a central cupola. The river-facing (western) façade of the building featured a colonnaded full-height porch with a Chippendale railing along the roofline. The field house was built on a berm, with the topography sloping downwards towards the river (See Figure 24).

Various circulation features remained in place from earlier periods of development within Section D of the cultural landscape, as several tracts had yet to be ceded to the federal government. Naylor Road SE extended into the park along parcels still occupied with houses and other structures. Similarly, a portion of 13th Street SE, called Stewart Drive, crossed the B&O Railroad into the park, arcing to the northeast and running parallel to the present-day service road behind the Anacostia Pool (US Army Air Corps 1928; NCPPC 1936; Baist 1919-1921: Plate 18). Various other informal social trails, dirt roads, and utility routes connected community gardeners and neighborhood residents to the fledgling park, as no formal road system had been established within the park by 1925 (Figures 19-20).

The OPBPP likely began construction of the first segment of the Anacostia River drive in Section D circa 1925, when construction commenced on the field house (Payne and Jeffers 1924; US Army Air Corps 1928). A 1928 aerial photo created by the U.S. Army Air Corps of nearby Bolling Field shows that by this time, construction of the drive was still in progress. A dirt road is shown on the aerial photo, beginning as a southbound off-ramp from the 11th Street SE bridge and curving north (parallel to the Anacostia River), where the newly-graded drive continues approximately to Naylor Road, stopping short of connecting with Pennsylvania Avenue SE. Anacostia Drive in Section D was complete and macadamized by 1932, when workers began to connect the drive with Section C of the cultural landscape (*Evening Star*, September 13, 1932: A10; *Evening* Star, May 8, 1932: 9).

FIGURE 25: Construction was underway in Section D of the cultural landscape by the time this 1928 aerial photomosaic was created by the U.S. Army Air Corps. Several private inholdings still featured prominently in Section D of the cultural landscape. Construction of the field house and Anacostia Drive are shown in the center of the photo. (United States Army Air Corps, Library of Congress)

In 1925, the U.S. Army Corps of Engineers transferred Section E, bounded by Pennsylvania Avenue SE to the south and the railroad bridge to the north, to the Office of Public Buildings and Public Parks to be part of the evolving park. This section comprises the northern end of the cultural landscape and was the final part of the cultural landscape to be included for development as a park. By this time, reclamation and engineering work had been completed below the railroad bridge near Pennsylvania Avenue SE. Further reclamation work was underway in Sections F and G of the park, located between the railroad bridge and the Benning Road Bridge; these sections are located north of the cultural landscape (*Evening Star*, May 3, 1925: 16).

In 1924, Congressional legislation created the National Capital Park Commission (NCPC) to implement ideas embodied in the McMillan Plan. This body, renamed the National Capital Parks and Planning Commission (NCPPC) in 1926, was responsible for comprehensive planning for the greater Washington, D.C. region. As part of its mission, the NCPC (and later the NCPPC) oversaw the comprehensive planning and development of Anacostia Park, while the OPBPP carried out the plans. As development of Section D continued, the NCPPC proposed changes in 1928 that modified the plans created by Payne and Jeffers in 1924. Changes made by the NCPPC in 1928 were limited and generally followed the spirit and intent of the previous plans. Minor proposed

changes included the standardization of the running track into an ellipse, the relocation of a baseball diamond southward to be in line with the play areas, and the elimination of lawn bowling. The NCPPC's proposed plans also significantly shrunk the proposed pool, removed the sandy beach surrounding it, and placed it behind (instead of adjacent to) the field house. This redesign would have afforded the significant expansion of gendered playground facilities where the pool had previously been planned. Another notable proposal included the programming of the large lawn between the field house and the Anacostia River as an "emergency aeroplane landing field." Perhaps the most notable proposed change was the addition of parking and new access roads on the neighborhood side of the park, at the eastern edge of the cultural landscape. For more details see Figure 26.

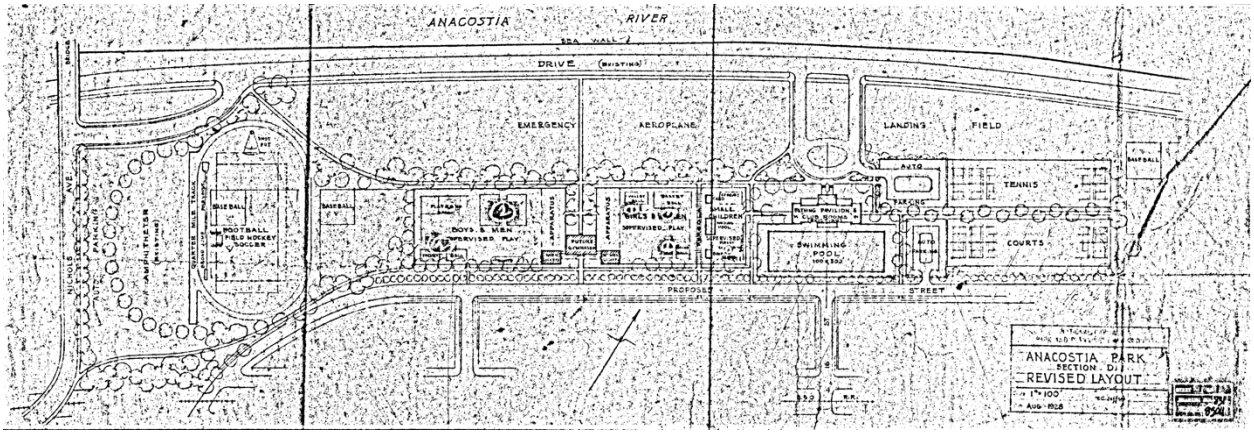


FIGURE 26: The NCPPC revised the layout for Section D in 1928. Significant proposed changes included the addition of an emergency aeroplane landing field, the relocation of the pool behind the field house, and the addition of access roads on both sides of the field house (ETIC ANPA_831_85011_[id99085], NCA, NPS).

It is unclear which of these proposed elements were implemented, as plans for the development of Section D roughly coincided with the onset of the Great Depression. However, an inventory in a 1928 newspaper article indicated that by this time, Anacostia Park included 4 clay and 2 cement tennis courts, 4 baseball diamonds, 3 football grids, and a playground in Section D, which encompassed 60 acres (*Evening Star*, April 1, 1928: 25).

Development of District Recreation Centers & Section D

In the early decades of the 20th century, social reformers successfully lobbied for a shift in the ideas of leisure and recreation, leading District officials to advocate for and develop large-scale recreational centers across Washington, D.C. For the Anacostia Park cultural landscape, this included the development of baseball fields, football gridirons, and tennis courts during this period. In various reports between 1927-1930, the NCPPC saw new recreation centers as akin to the "common, courthouse, and meeting house of colonial days," to be located in areas of the city adjacent to active neighborhoods and existing schools (Babin, 2017: 20-21). These new recreation areas would include swimming pools, playgrounds, numerous sports fields and courts, all organized

around central field houses. Centrally-organized recreation centers, Olmsted and the NCPPC reasoned, would cluster children and adults in one area, thus strengthening the family unit. Commission member Frederick Law Olmsted, Jr. saw the design of "simple, carefully planned and symmetrically managed recreation units" as a means to achieve the social change reformers sought in city planning (Gutheim, 2006: 202). New active recreational uses such as these were to be concentrated in areas where residents could easily gain access to a broad spectrum of activities, thus ensuring the promotion of middle-class values. The construction of the Anacostia Recreation Center in Section D (at the center of the cultural landscape) closely paralleled, and eventually represented, the shift in these ideas of recreation over the course of the early-to-mid-20th century.

Anacostia was not one of the explicitly identified recreation centers, as its construction and design predated the NCPPC reports. Nonetheless, the design of Section D of the cultural landscape anticipates many of the same principles developed for recreation centers by the NCPPC. A "typical recreation center" consisted of a large Neoclassical building with adjacent pool, playfields, tennis courts, track, and playground (See Figure 27). (NCPPC Annual Report FY1929; Gutheim 2006: 202-203). It was likely around this time that the OPBPP began using the term "Anacostia Recreation Center" to refer to Anacostia Park Section D and its field house.

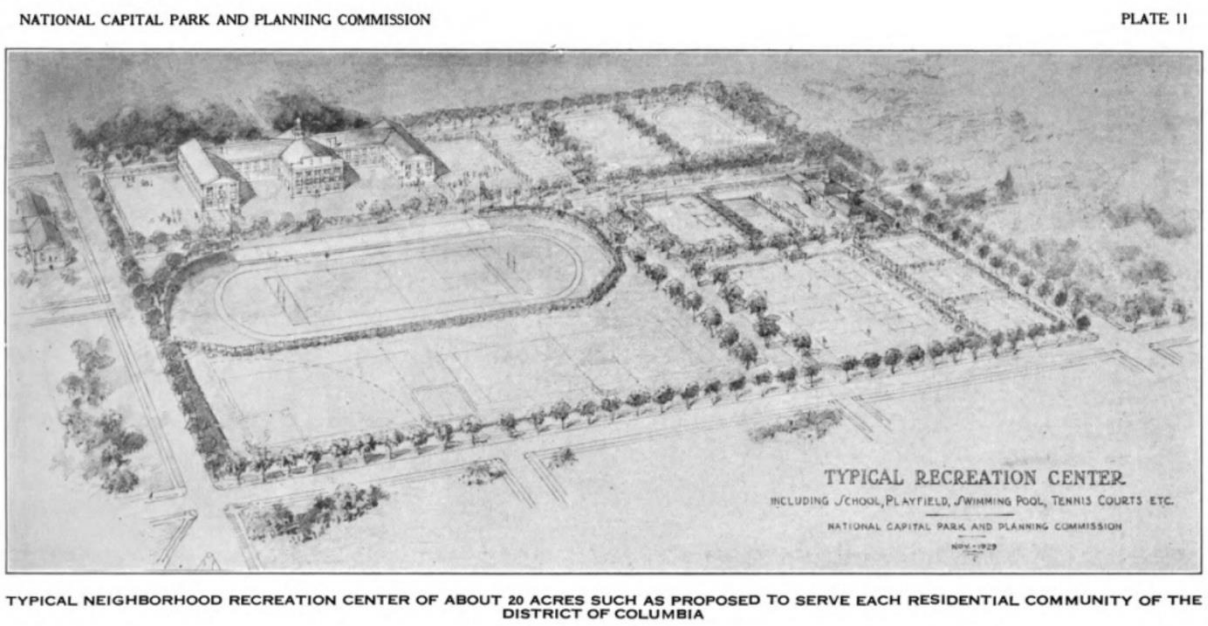


FIGURE 27: The design for Anacostia Park Section D and its field house, later Anacostia Recreation Center, likely served as a precedent for the development of "typical recreation centers" or "neighborhood recreation centers" envisioned by the NCPPC between 1927-1930. Many of the same features from the design of Anacostia Park are featured in this rendering in the 1930 annual report of the NCPPC. (*Annual Report of the National Capital Park and Planning Commission* for FY 1929, Plate 11)

It was around this time that the community gardens in Section D were relocated to Section E of the cultural landscape, having already been displaced from Section C only a few years prior. Gardening had taken place in Anacostia Park since WWI, when individual Victory Gardens were promoted by the government. After the war, gardening continued to grow in popularity. The number of individual plots within the cultural landscape was increased to accommodate displaced gardeners from other areas of the District. In total, 250 gardeners were awarded individual plots that measured 150' x 50.' These were arranged in a cartesian grid, generally north-south and east-west. The OPBPP oversaw the cultivation of the plots under an agreement with the Department of Agriculture. However, day-to-day management was given over to the Anacostia flats Garden Club, led by Lieutenant F. M. Dent of the 11th Police Precinct. As president of the club, Dent estimated that each plot produced roughly $125 worth of food annually. Together with hand-dug irrigation canals, the proximity to the Anacostia River made the gardens particularity fruitful. Successful crops included beans, parsnips, corn, and other vegetables. However, by 1930, the club was forced to disband as park construction again displaced their efforts, this time for the construction of a golf course in Section E (*Evening Star*, September 22, 1930: A2; *Evening* Star, March 3, 1932: B1; *Evening Star*, July 1, 1922: 6; *Evening* Star, March 19, 1922: 18; Record Group 18AA, Box 146, Folder 31, 1929).

Community Gardens & Section E

FIGURE 28: By 1929, gardeners had moved their plots to Section E of the cultural landscape, south of the Pennsylvania Avenue SE railroad bridge. Gardening had taken place in Anacostia Park since WWI, when individual Victory Gardens were promoted by the government. After the war, gardening continued to grow in popularity. (Record Group 18-AA, "Airscapes" of American and Foreign Areas, Box 146, Folder 31, National Archives and Records Administration)

FIGURE 29: Public gardening was a popular pastime in the Anacostia Park cultural landscape. Individuals from the contractor and construction offices stand behind Lieutenant Dent of the Anacostia flats Garden Club, seated on the tractor, as plows clear the community gardens for the construction of a new golf course (*Evening Star*, September 22, 1930: A2).

Segregation & Section C

It is important to note that at the time of its construction, the Anacostia Recreation Center in Section D was specifically envisioned as a segregated, White-only recreation center, adjacent to the White-only Anacostia High and Junior High Schools located immediately south of the cultural landscape (See Figure 33; Verbrugge 2015: 106-107). Section C, meanwhile, was envisioned as the Black section of a segregated Anacostia Park, according to OPBPP plans from as early as 1925. The plans for Section C were developed by Irwin Payne, the same landscape architect who a year earlier had designed Section D to the north for White patrons. These plans for a separate recreation area for Black park users was in large part prompted by the anticipated displacement of the Lincoln Memorial Golf Course in the late 1920s for the construction of the new Memorial Bridge. At the time, that course was the only place in the District where Black residents could play golf. Anticipating the displacement, the OPBPP created a board to find a new location for the course; Payne was a member of this board, which settled on Section C in Anacostia Park (Babin 2017: 103-105).

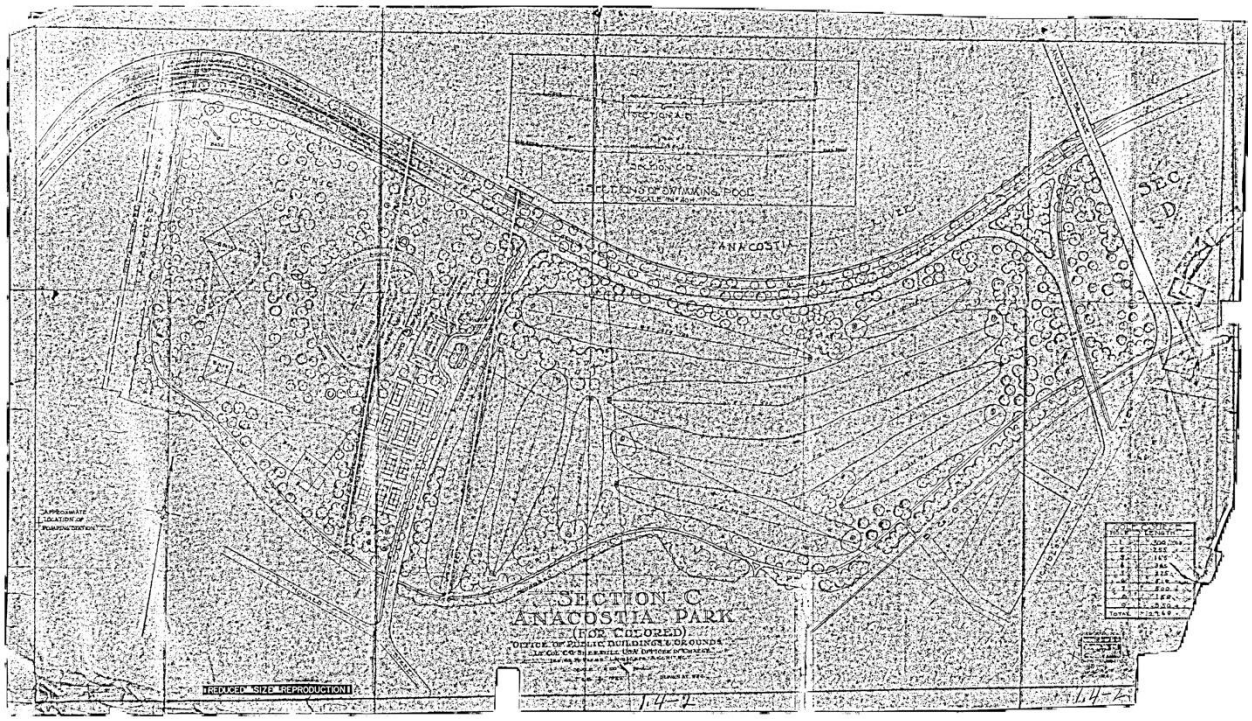


FIGURE 30: A 1925 plan drawn by landscape architect Irwin W. Payne called for a separate "colored" section of Anacostia Park. (ANAC 831_84013, NCA, NPS)

Payne's 1925 plans for Section C called for 4 baseball fields, a track, a swimming pool, a picnic grove, gendered playgrounds, 15 tennis courts, a field house, a picnic grove, a dock, and a 9-hole golf course—similar to plans he developed for Section D (Figure 30). Section C was divided into thirds, with the eastern two-thirds occupied by the proposed 9-hole golf course and the western third (present-day site of the tree nurseries) occupied by the various recreational facilities. Within the western third, Payne called for 4 baseball fields stacked north-south on the western edge of Section C. Payne also specified a large picnic grove separating the baseball fields from the centrally-located field house and track facilities. Plans specified a swimming pool to the north of the club house, 15 tennis courts to the south of the club house arranged in 4 rows, and a parking lot and circular drive to the east of the field house. (See Figure 30.) However, these elaborate plans were dashed in 1926, when Congress reserved nearly two-thirds of Section C for use as tree nurseries for the Office of Public Buildings and Public Parks (later the Commissioners of the District of Columbia) and the United States Botanic Garden, respectively. With this decision, Congress ensured that Section C maintained the agricultural use that had been in place since World War I's Victory Gardens took root; there was little space left for new recreational use (HR 11802, 69th Congress, First Session, Chap. 698, p. 774, June 26, 1926; S. 2853, Chap. 251, 69th Congress, First Session, p. 405, May 7, 1926).

Plans for the tree nurseries called for the area ceded for their creation to be divided between the United States Botanic Garden and the Office of Public Buildings and Public Parks. The western half—from approximately the southeastern curve in Howard Road SE—was designated the Botanic Garden Nursery. The eastern half—from the Botanic Garden boundary to approximately Chicago Avenue SE—was designated the OPBPP nursery. It is interesting to note that according to a 1929 plan for the OPBPP nursery, the boundaries for the nursery included the present-day area of the U.S. Park Police (USPP) Anacostia Headquarters and the NACE headquarters. For unknown reasons, the as-built boundary was moved further to the west at the present-day location of the earthen levee on the western edge of the USPP/NACE administrative area. Likewise, the locations of the two nurseries were flipped sometime after the 1929 plan was drawn; the District (OPBPP) nursery was built on the western half and the U.S. Botanic Garden Tree Nursery was built on the eastern half (TIC 831_84050_[id80410]; TIC 831_84034A). In 1935, National Capital Park and Planning Commission staff recommended expanding the U.S. Botanic Garden Tree Nursery boundary eastward to Chicago Avenue; however, this plan was not realized (TIC 831_84050_[id80410]).

Plans developed in 1929 by the NCPPC for the OPBPP tree nursery (later, the District nursery) called for an elaborate series of curvilinear service roads, numerous rows of greenhouses, and public-facing segments of a "Park Drive"—all located on the eastern portion of the tree nursery properties on Poplar Point. The northern half of the plan featured a perimeter drive with a large open space in the center, presumably for outdoor tree propagating. The southern half of the nursery was divided by an arced "Park Drive" that connected Chicago Street SE to Howard Road SE. Underneath this road was a private service road serving the greenhouses, the administrative building, and the service yard and sheds. It is unclear how much of these plans was realized, as by the 1930s, the tree nurseries had flipped locations and the location of the OPBPP (District) nursery had moved to the western third (TIC 831_84034A). Later 1940s aerial photographs show the eastern third (now the Botanic Nursery) divided into 6 equal segments arranged north-south and divided by service roads. The southernmost of the 6 segments appears to have contained greenhouses and service buildings, while the northern 5 segments all featured rows of propagated plants, further divided into narrow north-south strips according to species (USGS 1949 via www.historicaerials.com).

No plans were uncovered during the course of this research to indicate the original layout or design of the Botanic Garden nursery (located on the western portion of Poplar Point) by this time. A later aerial photograph from 1949 shows the property divided into 4 unequal quadrants by 2 perpendicular roads. The intersection of the two roads that defined the quadrants was located off-center and skewed toward the northwest quadrant. Each quadrant was then further divided into individual rows of trees or plant species. More research is needed to determine the precise design and layout of the tree nurseries and the species propagated at each of the two locations (USGS 1949 via www.historicaerials.com).

The remaining portions of Section C (those not used for tree nurseries) were transferred to the Office of Public Buildings and Public Parks in 1927 for development as part of Anacostia Park; this transfer completed the southern portion of the cultural landscape (Coates 1960). Perhaps as a conciliation for the larger plans that had been abandoned, in 1927, the OPBPP built 4 tennis courts and a baseball diamond adjacent to the 11th Street SE bridge in Section C, for exclusive use by Black patrons (*Evening* Star, April 3, 1927: 15). Residents of the nearby Hillsdale community, previously named Barry Farm, were frequent users of these segregated facilities due to proximity of the neighborhood to the park (*Evening Star*, May 11, 1926: 3).

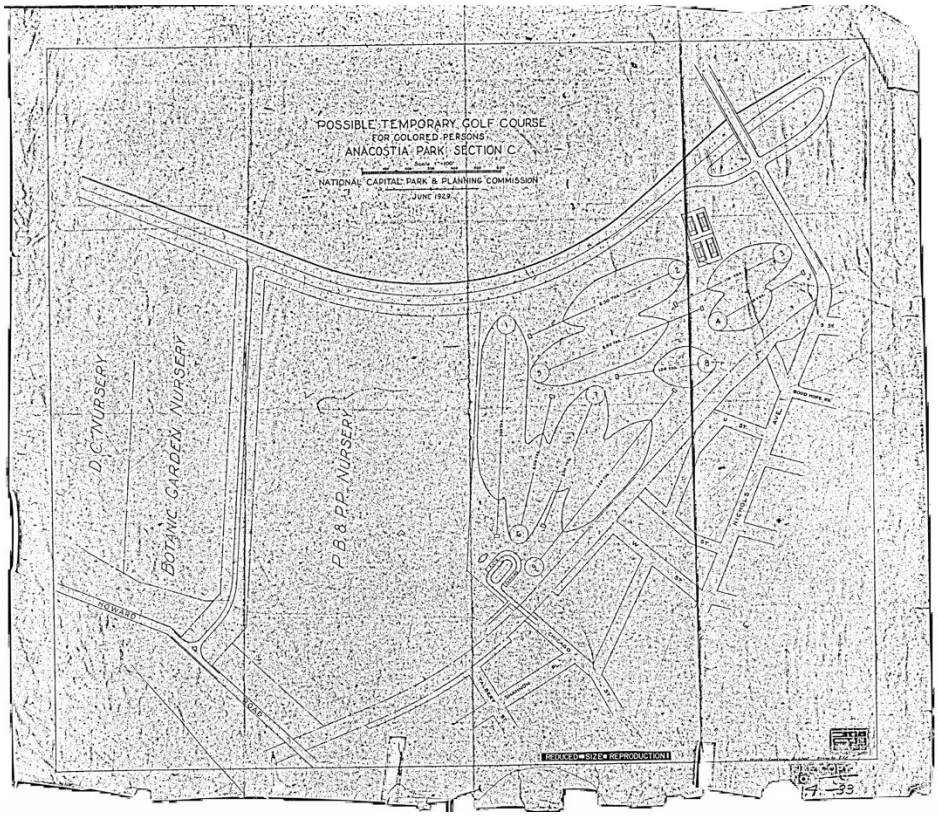


FIGURE 31: By 1929, the construction of tree nurseries by the OPBPP and Botanic Garden had dashed the possibility of a recreation center in Section C of Anacostia Park for Black users. Instead, the NCPPC designed a smaller, temporary facility and the large-scale plans were ultimately abandoned. (National Capital Park and Planning Commission, 1929)

In 1930, the NCPPC adopted an official policy of segregation in recreational facilities. The new plan, entitled "Recreation System Plan for the District of Columbia," followed the precedent of segregated schools and playgrounds that was already in place in other District facilities. Under the plan, the new "recreation centers" would be adjacent to extant segregated schools—the majority of which were White. Accordingly, only 6 of the 25 recreation centers proposed in the 1930 plan were designated "colored," owing in large part to the inequality of access to educational facilities in the District for people of color (Babin 2017: 94).

Construction for the Lincoln Memorial bridge in 1930 prompted a special board of the OPBPP to close the Lincoln Memorial Golf Course and seek out a temporary facility to house a new course until a permanent solution could be found. Several locations were considered for the temporary course, including Section C of Anacostia Park, where Payne had already prepared plans for a Black recreation area (Babin 2017: 104). However, the loss of two-thirds of Section C for tree nurseries rendered Payne's 1925 design obsolete (Figure 31). Working with only a third of the previous park area, Payne revised his plan to include only a small clubhouse, parking area, a 9-hole course, and the 4 existing tennis courts constructed for Black park patrons in 1927. Payne's proposal for a revised Black recreation area eliminated the baseball diamond built in 1927 (Figures 30-31). Instead of a significantly-sized park with recreational facilities on par with the White-only facilities in Section D, the proposed design of the Black-only facilities in Section C were now significantly scaled down and only temporary in nature.

Ultimately, the special board of the OPBPP voted in 1929 against the construction of the temporary golf course in Section C. The board reasoned that the site was too restrictive and would not allow for growth if the course increased in popularity. Notably, the board also stated that it believed Section C was too far removed from "any considerable center of colored population" (Babin 2017: 105). Instead, the board chose a site north of the cultural landscape in Section G of the park, resulting in what is now Langston Golf Course (see Figure 3). As a result, no additional features were added to Section C, leaving only the tennis courts and baseball diamond in place.

FIGURE 32: Section C featured 4 tennis courts and a baseball diamond adjacent to the 11th Street SE bridge, for use by Black park patrons only. Note the small shed or guardhouse near the courts (Record Group 18-AA, Box 146, Folder 29, National Archives and Records Administration)

With the tree nurseries and temporary facilities in place, Anacostia Park Section C would see little permanent development until after WWII. The remaining 60 acres of Section C not used for tree nurseries were graded and seeded with grass for the first time in 1929, while this area of the park awaited further development (*Evening* Star, March 27, 1929: 3). No other development would occur in Section C of Anacostia Park until WWII, highlighting the disparities in the "separate but equal" policy of the OPBPP in Anacostia Park

Further Development of Section D

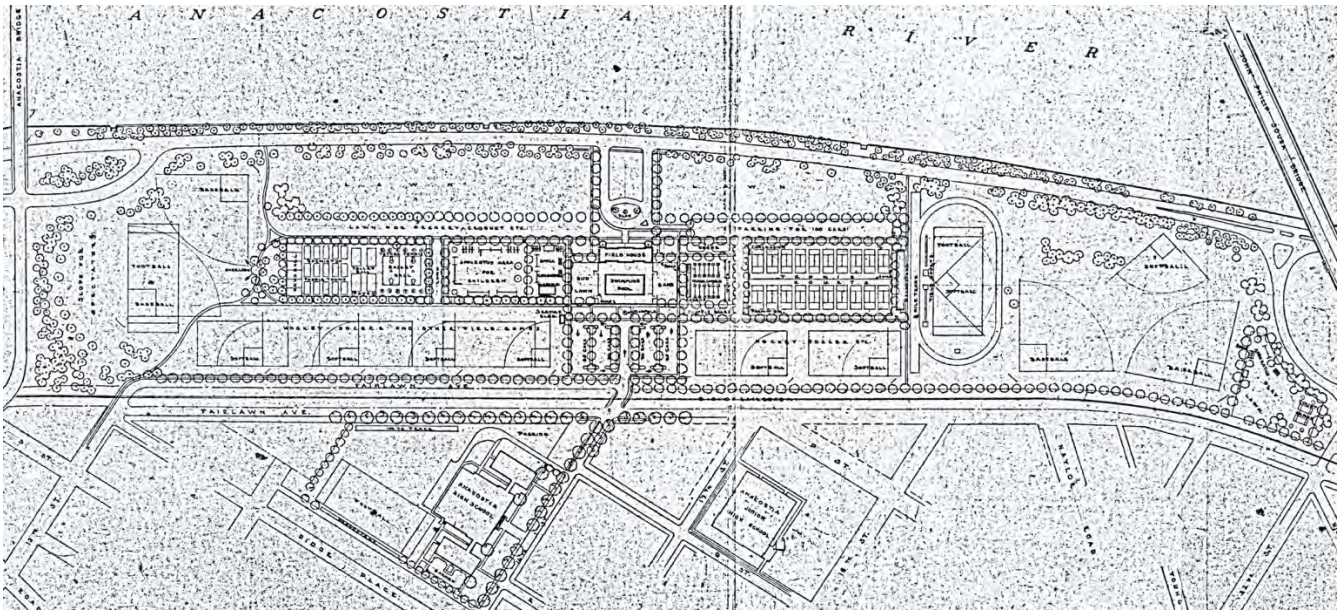


FIGURE 33: A preliminary development plan for the "Anacostia Recreation Center" highlights the proximity of the Anacostia High and Junior High Schools, south of the park, across Fairlawn Avenue. (National Capital Park and Planning Commission, 1940, NCA, TIC 831_85105)

Despite the slow development of Section C, landscape architect Irving W. Payne wasted no time in further developing Section D of the cultural landscape. According to an *Evening Star* article from 1929, Payne delineated the first planting plan for the park, calling for the planting of crepe myrtle (*Lagerstroemia sp.*), several varieties of magnolia (*Magnolia sp.*), and numerous crab apple trees (*Malus sp.*) along the Anacostia River from the District nursery to the Pennsylvania Avenue SE bridge. The exact species are unknown. This planting plan was not uncovered during the course of research for this CLI; historical information on species and planting patterns from 1929 are taken directly from the corresponding newspaper article from 1929. The quantity and location of trees planted is unknown, but Payne's focus was almost certainly within the central section of the cultural landscape (*Evening Star*, October 8, 1929: 17).

Further additions to the planting in the cultural landscape occurred in 1931, under the supervision of the Office of Public Buildings and Public Parks. According to newspaper reports, the OPBPP planted 100 crab apple trees (*Malus sp.*), adding to an existing grove in Anacostia Park at an unknown location. The exact species is unknown. With the additional crab apple trees, the grove now totaled about 1,000 trees. The Office of Public Buildings and Public Parks also proposed the planting of 25 magnolia (*Magnolia sp.*) trees during this time. The exact species of the magnolias and their locations are unknown but were most likely planted in Sections C and D within the cultural landscape (*Evening Star*, March 15, 1931: 6).

One remarkable improvement to Anacostia Park's landscaping was featured prominently in the *Evening Star* in 1931. The photo in the newspaper shows workers digging underneath a massive, well-established magnolia tree (likely *Magnolia x soulangeana*) in McPherson Square for relocation to Anacostia Park (Figure 34). OPBPP workers moved one large Southern magnolia (*Magnolia grandiflora*) and one Soule magnolia (*Magnolia x soulangeana*) from McPherson Square to Anacostia Park as part of the modernization of McPherson Square. The trees' new locations in Anacostia Park are unknown, but were most likely in Section D, within the cultural landscape where much of the development was occurring during this time (*Evening Star*, May 29, 1931: A5; *Evening Star*, April 10, 1931: C10; *Evening Star*, April 17, 1931: A2).

Magnolia Tree Is Moved

TO BE TRANSPLANTED IN ANACOSTIA PARK.

A LARGE magnolia tree, in full bloom, was removed from McPherson Square yesterday to be transplanted in the new park now under development in Anacostia. Several other trees also are to be transplanted in the new park. —Star Staff Photo.

FIGURE 34: A 1931 news clipping shows OPBPP workers carefully removing a massive magnolia tree from McPherson Square for relocation to Anacostia Park. (*Evening Star*, April 17, 1931: A2)

In 1930, the Office of Public Buildings and Public Parks began construction on the Anacostia Golf Course's first 9 holes. The new course was located in Section D of the cultural landscape, north of the Recreation Center and south of the Pennsylvania Avenue SE bridge. The “Golden Age” of golf led to the construction of many golf courses in Washington, D.C., including the new course in Section D and the course in Section C of Anacostia Park. Golf’s “Golden Age” is loosely defined as beginning circa 1900 and ending with the Great Depression; the period marked a substantial increase in the design and construction of golf courses across the country (Babin 2017: 26).

The new course was built by the Welfare and Recreation Association, the competitor to concessionaire S. G. Loeffler, who operated the East Potomac Park and Rock Creek Park Golf Courses. As the greenskeeper of the Columbia Country Club in Chevy Chase, Maryland, O. B. Fitts was the contractor of record, assisted by Johnny Kearnes, who was also notably the contractor for several of Loeffler’s courses. The course was only 9 holes, with the option to expand to 18 holes. No plans were uncovered during the course of research for this CLI to indicate the style or configuration of Fitts’ original course design. Construction of the course temporarily displaced a baseball diamond north of the field house while the course was under construction. In 1931, a new baseball diamond was inserted near Naylor Road and Railroad Avenue SE, closer to the Anacostia Field House in the central section of the cultural landscape (*Evening Star*, February 25, 1931). The first golf ball was driven on the course on July 4, 1931, by Dr. George C. Havenner, president of the Federation of Citizens Associations (Babin 2017: 46-51; *Evening Star*, September 22, 1930: A2; *Evening Star*, October 21, 1930: D3; *Evening Star*, October 16, 1930: A6).

Summary

Summary Overview (All Park Sections)

By 1931, development of Anacostia Park continued to be almost exclusively located in the White-only Section D of the cultural landscape. Land use now was exclusively limited to commercial tree cultivation and recreational use, with the exception of the few private inholdings that remained east of the field house. The western two-thirds of Section C were permitted for use as tree nurseries by other agencies, while the eastern third remained largely unimproved except for limited facilities for Black patrons that included 4 tennis courts and 1 baseball diamond. The cultural landscape continued to be organized into three sections (C, D, and E), but was now further organized into smaller portions within each section. Section C was divided into tree nurseries and open fields. Section D was organized around a central field house with a central driveway and parking lot. Section E was cleared for future development as a golf course and organized as an open field. Topography remained consistent to previous periods, with minor grading of soil down and away from the edges of the newly constructed field house. Other buildings and structures included various houses and outbuildings associated with inholdings throughout Section D, as well as one construction building or shed on the south side of the field house. Its dimensions and purpose are unknown. External views and vistas remained consistent with previous

periods, with new internal views and vistas along Anacostia Drive and within Section D. Vegetation included a columnar evergreen border on the eastern edge of the cultural landscape, adjacent to inholdings and the railroad, as well as sporadic plantings across the cultural landscape, including in the golf course. The Anacostia River Drive featured over 1,000 crab apple trees and an unknown number of crepe myrtles and magnolias planted on both sides of the drive in a mixture of neat rows and shallow groves. Little is known about the small-scale features in the cultural landscape; however, they likely included fencing for the tennis courts, backstops for the baseball diamonds, various features associated with the golf course, as well as regulatory signage.

Section C

Section C of the cultural landscape was now divided into thirds. The southern two-thirds were used as tree nurseries for the District of Columbia Commissioners and the United States Botanic Garden. The remaining portion of Section C was graded and seeded in preparation for later recreational development. Aside from the tree nurseries and pump house, the only other development during this period in Section C was the construction of 4 tennis courts and one baseball diamond for use by Black park patrons. Buildings and structures included the Pump House at Poplar Point, the seawalls, the sewers beneath the cultural landscape, and one small shed or guard house at the tennis courts in Section C. The dimensions of the structure are unknown. Circulation features were limited to a small segment of Anacostia Drive running south from the 11th Street SE bridge to the Section C tennis courts and baseball diamond. Views and vistas remained consistent to previous periods, including views to the north of the federal core. Vegetation remained sparse in the open field portions of the landscape, while the tree nurseries feature a rich array of vegetation under propagation for use in parks across the District. There are few known small-scale features in Section C by 1931; however, these likely included fencing, curbing, and other features associated with the tennis courts and baseball diamond.

Section D

Section D of Anacostia Park had by 1931 become a “recreational center” for White patrons, a new concept devised by the NCPPC. Section D was now organized around a centrally-located field house, with a 9-hole golf course (north of the field house and south of Pennsylvania Avenue SE), 4 clay and 2 concrete tennis courts (adjacent to the north side of the field house), 4 baseball diamonds (1 adjacent to the tennis courts and Naylor Road and 3 at the southern end of the section), 3 football fields (adjacent to the north and south sides of the field house, closer to the river), and a playground (location unknown). The newly constructed Anacostia Drive and the central circular driveway west of the field house comprised the primary circulation features. Other circulation features included various roads and social trails serving private inholdings. Topography remained consistent to previous conditions, with minor alterations that included grading down and away from the field house and adjustments made for golf course features. External views and vistas saw little change. New internal views and vistas included those to the north and south along Anacostia Drive, views in all directions of the Anacostia Field House, and views along the fairways of the golf course. Buildings and structures comprised the

field house, tennis courts, baseball fields, football fields, seawall, underground sewers, private inholdings, and an outbuilding behind the field house in Section D (present-day site of the Anacostia Pool). Vegetation included two large magnolias that had been transplanted to Section D from McPherson Square (planted near the field house at unknown locations), columnar evergreens along the railroad to the east, and crab apples (*Malus floribunda*) and crepe myrtles (*Lagerstroemia sp.*) along Anacostia Drive. There is limited documentation of the small-scale features within the section by 1931. These likely included benches, regulatory signage, and others associated with recreational landscape features such as goal posts, backstops, and basketball hoops.

Section E

Section E of the cultural landscape was now open (most recently home to public gardens), having been graded by the OPBPP in preparation for the expansion of the Anacostia Golf Course to 18 holes. Aerial photographs taken in the 1930s show few remnant features; limited trees were located along the shoreline, while the vast majority of the section consisted of an open field. The topography was flat, consistent with grading as reclaimed parkland. The section continued to be organized by the railroad to the north and east, the river to the west, and Pennsylvania Avenue SE to the south. Buildings and structures included the seawall and the underground sewers. There were no known circulation features or small-scale features within Section E by 1931.

1932: The Bonus Army Occupation of the Anacostia Flats

With the onset of the Great Depression in 1929, America confronted the largest economic downtown in its history. Millions of Americans became unemployed and were faced with poverty and food scarcity. Among the unemployed, World War I veterans in particular grew more desperate for a promised government payment (or "bonus") for their wartime service; the payment was due to them in 1945, but as economic conditions grew worse, the veterans began to lobby for early payment. Faced with economic hardship and the promise of government relief, a group of World War I veterans formed the Bonus Expeditionary Force, or Bonus Army, to march on Washington in support of a bill that would authorize early cash redemption of their service certificates. In the summer of 1932, the Bonus Army protest occupied the Anacostia flats in the nascent Anacostia Park. By this time, the Bonus Army consisted of approximately 10,000 to 25,000 World War I veterans, their families, and other followers who marched on Washington, D.C. Their march and occupation of Washington was a direct result of the Great Depression, as nearly all of the Bonus Army's veterans had been out of work since its onset in 1929 (Dickson et al. 2005: 1-9; District of Columbia 2010: 3.102-3.103; Louis Berger 2016: 58-59).

In order to understand the formation of the Bonus Army, it is essential to understand the concept of the "bonus." The idea first emerged after the return of soldiers from WWI as a form of additional compensation to help veterans ease back into society. However, multiple bills authorizing the payment failed due to partisan division over the idea of the bonus as a hand-out or free money (Daniels 1971: 39-49). In 1924, six years after the end of World War I, Congress passed the Adjusted Compensation Act. The new law afforded veterans interest-bearing certificates valued at $1 to $1.25 for each day of their service during the war, as a form of additional compensation. However, much to the frustration of the veterans, the "bonuses" (as they were pejoratively called) would not be paid out until 1945, or at the time of their deaths. Rather than a cash payment as veterans hoped, the new act effectively created an endowment life-insurance policy that was out of reach for cash-strapped veterans who were struggling to survive the Great Depression (Dickson et al. 2005: 29-30; District of Columbia 2010: 3.102-3.103).

By 1932, the unemployment rate in America approached 25%, leaving 1 in 4 families—or roughly 2 million Americans—without a steady income (Dickson et al. 2004: 2). In contrast with most out-of-work Americans, WWI veterans had a source of hope and potential income: the bonus. However, Congress repeatedly failed to authorize immediate redemption of the bonus certificates, frequently tabling debate on the bill and fomenting resentment among an increasingly desperate group of veterans (Waters 1933: 8-12).

When the "Bonus Bill" was shelved "for good" in May of 1932, unease was palpable in a crowd of veterans who gathered that month in Portland, Oregon. Speaking to the crowd, veteran and orator Walter W. Waters

urged his fellow veterans to join him in a cross-country march on Washington, D.C. in support of the Bonus Bill. Until this point, Waters had delivered several speeches to little effect, urging veterans to do more to support the legislation. By May 10, Waters and 250 veterans had committed to begin the trek across the country, lobbying for support for their cause along the way (Waters 1933: 1-16).

The early group was organized by a strict military hierarchy, with a "Commander-in-Chief," a "Field Marshal" and his assistants, and four companies of men under the supervision of a "Captain." The group of veterans was dubbed the "Bonus Expeditionary Force" (BEF) as a cheeky take on the "American Expeditionary Force," which they had been called in Europe during the war. The Commander-in-Chief travelled ahead of the BEF by car, charged with the task of securing lodging and passage for the vast number of veterans. Meanwhile, the main body of the force traversed the country hopping freight trains and other creative modes of transportation from city to city. From May 10 to May 29, the Portland group of the BEF (later referred to as the Bonus Army) traveled the entire length of the country, drawing media attention for their cause along the way and attracting other groups of veterans to join them in Washington, D.C. (Waters 1933: 16-65).

Gathering from all around the country in Washington, D.C., veterans constructed sprawling shantytowns, or Hoovervilles (named after President Herbert Hoover) around the city. Camps were located in abandoned public buildings, open lots, public parks, and other places readily available for large groups to set up camp. Organized Bonus Army encampments included Camp Meigs (in the northeast quadrant near Florida Avenue and 5th Street NE), Camp Glassford (Pennsylvania Avenue NW, between 4th Street NW and 5th Street SW), the Red Camp (Independence Avenue SW and Independence Avenue SW), and Camp Marks in Section C of Anacostia Park—the largest of the encampments (Dickson et al. 2004: 154-155).

The superintendent of the District of Columbia's Metropolitan Police Department, Pelham D. Glassford, anticipated the growth of the Bonus Army, setting aside Section C of Anacostia Park as a means of asserting control over the growing Army. While Glassford was ostensibly supportive of the Bonus Army's occupation, he sent a secret memo to the District Commissioners recommending the corralling of Bonus Army forces to Section C so that dissent could be controlled if a riot were to break out. Glassford reasoned that Section C was removed from the city, and that any action could be controlled via the raising of the 11th Street SE drawbridge. Expressing his fears, Glassford wrote:

> The plan of the Police Department is to assemble all disaffected groups at Anacostia Park, and should emergency arise to hold the Eleventh Street Bridge against a riotous invasion across the Anacostia River. Plans and preparations are being made to this end, including plans for the use of tear gas; at the same time a force of police will be held in readiness on the east side of Anacostia River in order to localize any riot that may occur, and to prevent access to the bridges further north (Quoted in Dickson et al. 2004: 94).

On June 2, Glassford acquired permission from the Office of Public Buildings and Public Parks to use the remaining portion of Section C that was not occupied already by tree nurseries. Charles T. Greene, a local 11-year-old who was Black, recalled later that "the interesting part of it was that the bonus people occupied Anacostia flats, a park where one side of it was for Whites, the other side was for Negroes. And the only thing on the Negro side [prior to the Bonus Army Encampment] was a baseball diamond and four tennis courts" (Greene, quoted in Dickson et al. 2004: 95-96).

The earliest group to arrive in Anacostia and set up camp in Section C was from Camden, New Jersey. (The Portland veterans several days later.) Upon arrival, members of the Camden group registered with police officers, providing their name and military discharge information. The first structure built on the site was a bunkhouse made from lumber and tar-paper that Police Chief Glassford had acquired. Inside the bunkhouse, the Camden veterans cooked their first hot meal since leaving New Jersey; they used three Army field kitchens that were also acquired by Glassford. Veterans washed themselves and their clothes in the Anacostia River and slept on the ground during their first night in Anacostia. The following day, the group began searching for additional materials in the impromptu neighborhood dumps that were located on the slight rise south of the cultural landscape. With these newfound materials, the group embarked on the constant development of the shantytown, which they named "Camp Camden" (Dickson et al. 2004: 96).

FIGURE 35: The earliest Bonus Army structures built in Section C of the cultural landscape were located on the southern end of the cultural landscape, adjacent to the existing tree nurseries and a small rise near the adjoining neighborhoods that residents used as a dump. The first structure, a bunkhouse located at the right side of the photo, was built with lumber and tar-paper provided by Police Chief Glassford. Using found materials, veterans continued to expand the camp. (Underwood and Underwood, Library of Congress Prints and Photographs Division, Washington, D.C., 1932a)

As it grew, the Anacostia camp in Section C consisted of organized rows of shelters placed along a planned street grid that was divided into areas assigned to individual states. The camp was organized in parallel rows oriented north-south, perpendicular to the Anacostia River. As Glassford anticipated, the camp quickly expanded. Veterans used found materials, including waste from nearby dumps and construction sites, to build a sprawling encampment across much of the Anacostia flats. In order to promote good relations and maintain control, Glassford regularly worked with interested parties to provide the soldiers with tents, food, building materials, and funds for the operation of the camp (Dickson et al. 2004: 99, 105-131). His subordinate, 11th Precinct Police Captain Sidney J. Marks, was also a frequent visitor to the camp; he was so well-liked by the veterans that the camp was renamed “Camp Marks” as a tribute to him.

Efforts to remove the Bonus Army began on June 9, 1932. Hoover and other government officials feared disorder and the possibility of communist sympathizers among the ranks of the Bonus Army. However, when District trucks led by Captain Marks arrived at the camp to transport willing volunteers, no one left. The removal effort that day failed to gain any traction, and Camp Marks continued to expand as the Bonus Army’s cause gained national attention (Dickson et al. 2004: 105-107).

FIGURE 36: Residents of Camp Marks bathed in the Anacostia River, prompting fears of the spread of disease within the growing Camp Marks. (Underwood and Underwood, Library of Congress Prints and Photographs Division Washington, D.C., 1932b. Note: Image was reflected horizontally by CLI author to fix orientation.)

FIGURE 37a-c: Shelters in Camp Marks varied widely from (left) shelters dug into the hillside and made of cardboard and scraps of tin; (center) to more satirical creations such as this coffin dwelling stating that the campers would all be dead by 1945, when the Bonus was scheduled to be paid; (right) to substantially well-crafted tiny houses like the one built for a woman and her 5 children. (Underwood and Underwood, Library of Congress Prints and Photographs Division Washington, D.C., 1932c-e)

The ingenuity of veterans varied widely in the construction of their shelters. Using scrap materials, veterans constructed a sprawling camp of tents, shanties, occupied automobiles, and other creative shelters. New residents to the camp built the most meager of shelters, often constructed solely of thatched sticks, or a board propped up as a lean-to to provide shelter until a more substantial shelter could be had. More established residents dug into the nearby hillside or worked with other veterans to construct larger, roofed dwellings. Found materials included cardboard, wooden crates, furniture, commandeered fencing, discarded lumber, oil drums, canvas, and even a coffin (Dickson et al. 2004: 108-109). Non-residential structures included mess halls, officers' quarters, a Salvation Army library and game tent, a barbershop, a post office, and even several second-hand stores (Waters 1933: 103-134). The focal point of the camp, noted one observer, was “a big platform with a wooden object sticking up from one end that looked like an old-fashioned gallows. Speaking goes on from the platform all morning and afternoon” (Quoted in Dickson et al. 2004: 112).

As the Bonus Army group grew in number, so did the fear of the spread of disease, which had only recently been assuaged with the elimination of malarial flats and the creation of Anacostia Park. A report by the District of Columbia’s chief medical office deplored the conditions of the camp, citing the primitive sanitary conditions, standing puddles of water, waste heaps, and lack of adequate restroom facilities. Responding to this widely-publicized report, Glassford arranged for a “Bonus Clinic” staffed by medical professionals from the 6th Marine Reserve Brigade. In his report to Glassford about the clinic, Major Don. S Knowlton noted common injuries such as colds, rheumatism, blistered feet, trench foot, pleurisy, bronchitis, acute tonsillitis, poison ivy, toothaches, constipation, sprains, and stomach disorder—diseases similar to those faced by troops in the trenches during World War I. The Bonus Clinic alleviated some conditions, as did the installation of shower facilities in lieu of bathing in the river. However, there was only one shower for every 700 veterans. Nearby gas stations and businesses quickly became accustomed to long lines of Bonus Army veterans outside their restroom facilities (Dickson et al. 2004: 107; Waters 1933: 103-134).

Increased media attention quickly promoted the cause of the Bonus Army, and Camp Marks became a local tourist attraction. Trusted Bonus Army officers were put in charge of “promoting” their cause by acquiring essential resources for the operation of the camp from interested parties. One veteran noted that he managed to “promote” a roll of tar-paper downtown, while others “promoted” bars of soap from the Senate office buildings (Waters 1933: 113). Entrepreneurial veterans organized camp boxing matches, charging a fee for admission. Another veteran buried himself alive with a snorkel and charged a small fee to see “the man buried alive” (Dickson et al. 2004: 114-17). Nearby neighborhood residents saw the camp as a curiosity, according to one former resident named James G. Banks. Banks recalled playing baseball with the veterans. Others recalled staged vaudeville shows with titles such as “My Bonus Lies over the Ocean” (Dickson et al. 2004: 115-116).

FIGURE 38: View to the southwest in Section C of Anacostia Park. The Bonus Army's Camp Marks grew outwards from the southwestern corner of the cultural landscape, bounded by a slight berm to the south and the tree nurseries to the west. The camp's shantytown, or "Hooverville," was organized along neat rows according to military camp guidelines. Note the park's repurposed baseball diamond at center, and the workers roughing out Anacostia Drive along the shoreline of the Anacostia River. (Record Group 18-AA, Box146, Folder 35, National Archives and Records Administration)

Historians have noted that the most remarkable aspect of Camp Marks was its integrated nature. Unlike the Armed Forces in World War I, or the park facilities in which they camped, the Bonus Army was not divided by race. The only exception to the rule was a small group of Black veterans from New Orleans who erected for themselves a kitchen and houses in a section removed from the main camp. Anacostia resident Jim Banks, who was himself the grandson of an enslaved person, recalled that the Bonus Army encampment was "the first massive integrated effort that I could remember . . . They [Whites and Blacks] were eating and cooking together. They were segregated in the Army, but they weren't segregated here" (Quoted in Dickson et al 2004:

118). The Bonus Army occupation of Anacostia Park marked the first time that Section C of the cultural landscape was not divided along racial lines.

Roy Wilkins, a prominent Black journalist and NAACP member, noted the integration of Camp Marks: "There was only one absentee, James Crow." Wilkins reasoned that if the army could be integrated on the Anacostia flats, why couldn't the country's entire armed forces? Upon returning from his visit to Camp Marks, Wilkins wrote a scathing challenge to the military in his article for the NAACP magazine:

> Why can't the United States Army with its equipment and its discipline enlist Negroes and whites together in all branches of service? It can, but it will not. The army is concerned with refined democracy, with tabus [*sic*], with the maintenance of poses. The BEF is concerned with raw democracy and with reality. But hereafter the army will have to hide behind its self-erected tradition, for the BEF has demonstrated, right under the August army nose, that the thing can be done (Quoted in Dickson et al. 2004: 120).

The racially integrated nature of the camps challenged the status quo, as Wilkins noted. But what the experiment of the Bonus army proved was that the Bonus was a common cause, regardless of race (Venno et al. 2002: 18-19; Dickson et al 2004: 120).

The Bonus Bill was defeated in the Senate on June 17, 1932, by a vote of 62-18 (Louis Berger 2016: 58). Responding to the defeat, Bonus Army leaders planned a candlelight march and vigil on the Capitol grounds, hoping to assemble the entirety of Bonus Army forces in one place. Catching wind of the plan, Assistant Superintendent L. I. H. Edwards (who served under Glassford) ordered the raising of the 11th Street SE drawbridge, effectively cutting off the main body of the Bonus Army from the vigil. Unable to join their compatriots who had camped closer to the Capitol, the Anacostia forces grew tense (Dickson et al. 2004: 129-130).

As news coverage of the Bonus Army occupation of Washington grew, President Herbert Hoover and Police Superintendent Glassford grew uneasy. On July 28, 1932, under orders from Attorney General William D. Mitchell, United States military forces forcibly evicted the Bonus Army from the Capitol. In the ensuing melee, veterans threw debris at police officers, who fatally shot two veterans. Hearing of the shootings, President Hoover order the forced clearance of the remaining Bonus Army camps, including the one in Anacostia Park, within the cultural landscape. The 12th Infantry and the 3rd Cavalry marched down Pennsylvania Avenue SE under the command of General Douglas MacArthur and his junior aide, Major Dwight D. Eisenhower; they were joined by six tanks under the command of Major George S. Patton. The eviction began with a cavalry charge, and then the infantry followed with bayonets and tear gas, forcing the veterans to retreat across the 11th Street SE bridge toward Anacostia (Louis Berger 2016: 60).

When MacArthur's troops arrived at the bridge, Hoover ordered them to stand down. However, MacArthur ignored the order and proceeded to attack Camp Marks. Infantry troops leveled dwellings and set the shanties

ablaze. One reporter, watching from Hains Point, recalled “a blaze so big it lighted the whole sky…a nightmare come to life” (Quoted in Dickson et al. 2004: 181). Glassford was able to get word to the camp ahead of time so that women and children could evacuate. However, by the end of the attack, 4 veterans were dead, 54 more were injured, and 135 were arrested. At Camp Marks, one infant died of tear gas inhalation and one pregnant woman miscarried (Louis Berger 2016: 60). These events marked the end of the Bonus Army encampment. After just a few short months of occupation, the Bonus Army was violently and forcibly driven from the cultural landscape, and from Washington, D.C. Their shelters were leveled, and most of their encampment was burned.

FIGURE 39: View from the U.S. Botanic Garden Tree Nursery, looking northeast at the burned Bonus Army Camp Marks in Section C of Anacostia Park. (Shorpy)

In the aftermath of their violent eviction, the Bonus Army veterans dispersed across the country without receiving their bonuses. The debacle of the Bonus Army events proved disastrous for President Hoover, as much of the American public was sympathetic to the displaced veterans. President Franklin Delano Roosevelt easily won the election in 1932 on his New Deal platform, aided in part by the fallout from Hoover’s handling of the Bonus Army. The Bonus Army is considered by historians to be among the most significant events in early 20th-century American activism (Lisio 1994: 279-299).

Summary

Summary (All Sections)

Section C of Anacostia Park hosted the Bonus Army encampment in 1932, meanwhile Sections D and E were little affected by the Bonus Army Occupation.

Summary (Section C)

During the Great Depression, a large portion of the Bonus Expeditionary Force (BEF), or Bonus Army, occupied Section C in the southern portion of the cultural landscape, between the tree nurseries and the 11th Street SE bridge. The camp was generally bounded by the nurseries to the west, a slight earthen rise to the south, the Anacostia River to north, and the 11th Street SE bridge to the east. Over the course of several months, veterans constructed a sprawling complex of ramshackle buildings and structures organized along neatly arranged (unpaved) camp streets. The sprawling "Camp Marks" was constructed largely of found debris from nearby dumps; however, the quality and design of camp structures varied widely. Making use of the reclaimed topography established in previous periods, some Bonus Army members even carved earthen dwellings from the slight rise at the southern boundary of Section C. Other structures located outside the camp in Section C included the 4 tennis courts and baseball diamond installed in previous periods, as well as the two tree nurseries and pump house. With the addition of the Bonus Army, land use in Section C now consisted of commercial tree growing, recreational facilities, and an encampment. Circulation features consisted of gridded dirt and mud roads, as well as social trails that linked the camp with the surrounding neighborhoods. Vegetation within the camp was sparse and limited to the southern edges of Section C, adjacent to the neighborhood. It was likely made even sparser during this period because campers used any available vegetation for structural material. One veteran planted a small tree and hung a sign on it that read, "We'll have shade by 1945," indicating the sparse nature of plantings (Dickson et al. 2004: 108). Elsewhere in Section C, vegetation included the two tree nurseries located south of Camp Marks; specific species grown in the nurseries are unknown. Views from the camp remained consistent with previous periods; however, the arrangement of the camp emphasized views to the west of the adjacent 11th Street SE bridge, Navy Yard, Washington Monument, Capitol, and industrial structures along the western shoreline. In setting up its camps, the Bonus Army introduced numerous small-scale features. These included fencing, flag poles, tables, seating, and cooking areas. Presumably, these small-scale features were removed by the Army or burned, and were temporary in nature and otherwise non-permanent features of the landscape.

Summary (Sections D and E)

Section D and E were little affected by the occupation of the Bonus Army. Nonetheless, development continued in these sections and is discussed in greater detail in the following period.

1932-1941: The New Deal and Improvements to Anacostia Park

After the hasty, forced departure of the Bonus Army, much of Section C of the cultural landscape lay in ruin. Neat rows of charred remains lined the northern third of the section, which had been prepared for park development in the years before the Bonus Army's occupation. In September of 1932, the Office of Public Buildings and Public Parks used emergency funding from the District Commissioners to hire 100 unemployed men to restore Anacostia Park to its condition prior to the Bonus Army occupation. The relief work took place before any intervention by New Deal programs (discussed below) and was one of the Great Depression's earliest unemployment relief efforts in Washington, D.C. Workers cleared burned debris and garbage, and reseeded an area totaling 50 acres (*Evening Star*, September 13, 1932: A10).

Using other emergency funds from the District Commissioners, the OPBPP hired other workers to continue the construction of Anacostia Drive along the shoreline—an area that had been part of the Bonus Army encampment in Section C. In the fall of 1932, workers laid out a stone base for the new road in preparation for later paving. By this time, only 0.407 miles of Anacostia Drive was macadamized in Section D of the cultural landscape (north of the former Bonus Army encampment); that segment of the drive passed underneath the 11th Street SE bridge and ended at the tennis courts and baseball diamond in Section C (*Evening Star*, September 13, 1932: A10; *Evening Star*, May 8, 1932: 9).

Development of Sections D & E During the Bonus Army Occupation

Development in Section D continued during 1932, despite the adjacent Bonus Army occupation. One newspaper article noted that the Anacostia Field House was significantly remodeled "along lines originally planned for it." The specific scope of this remodel is unknown. The article also indicated the addition of a baseball diamond, quoit court (a type of ring toss), and croquet court installed in Section D, in the central section of the cultural landscape (*Evening Star*, May 8, 1932: 9; Venno and Calvit 2002: 17-19).

FIGURE 40: View looking southwest toward Section D of the cultural landscape. (Section E is in the foreground, below the bridge in the photograph.) By 1933, Anacostia Park Sections D and E featured an 18-hole golf course, a renovated field house, baseball diamonds, a river drive, croquet and quoits court, football fields, and tennis courts. Section C was restored after the Bonus Army occupation and featured 4 tennis courts and a baseball diamond. (Record Group 18-AA, Box 146, Folder 28, National Archives and Records Administration)

Work on an additional 9 holes for Anacostia Golf Course began in the spring of 1932, making it a full 18-hole golf course by the time of its completion in 1933. The new course was designed by the Welfare and Recreation Association. The new holes were located near the Pennsylvania Avenue SE railroad bridge that separates Section D and Section E, replacing land in Section E formerly occupied by public gardens. The progression of play began on the north side of the field house parking lot and ran northeast into Section E in a figure-8 pattern. The last hole ended parallel to the first hole, northeast of the field house and adjacent to its parking lot. The full extent of the golf course was located within the boundaries of the cultural landscape. The course was dedicated in a ceremony on May 5, 1933, and the first tournament was held on the course in August 1933 (Babin 2017: 51; *Evening Star*, March 3, 1932: B1).

The Great Depression, New Deal, and Public Works Programs

In 1933, the Office of Public Buildings and Public Parks transferred responsibility for federal reservations (including the Anacostia Park cultural landscape) back to the Department of the Interior, under the management of the National Park Service (NPS). At the time of its founding in 1916, most National Park service units were located in western states, where they had been carved out of federal lands for preservation and protection from development. The OPBPP transfer of federal reservations was a part of President Franklin Delano Roosevelt's restructuring of federal lands management across numerous executive agencies. The 1933 transfer of 56 national monuments and military sites, from the Forest Service and War Department to the National Park Service, expanded the agency's role as steward and manager of a more diverse set of public lands. National Capital Parks, a unit of the National Park Service, was established in 1934 as the direct legal successor to the office of the original three Federal Commissioners, first established by George Washington. As such, National Capital Parks occupied an unusual place with respect to the National Park Service. Many of its functions were entirely different from other field units in the park system, in that the office supervised a system of parks, rather than large individual parklands of the type associated with western parks (Heine 1953: s.n.; quoted from Small Parks Cultural Landscape Overview).

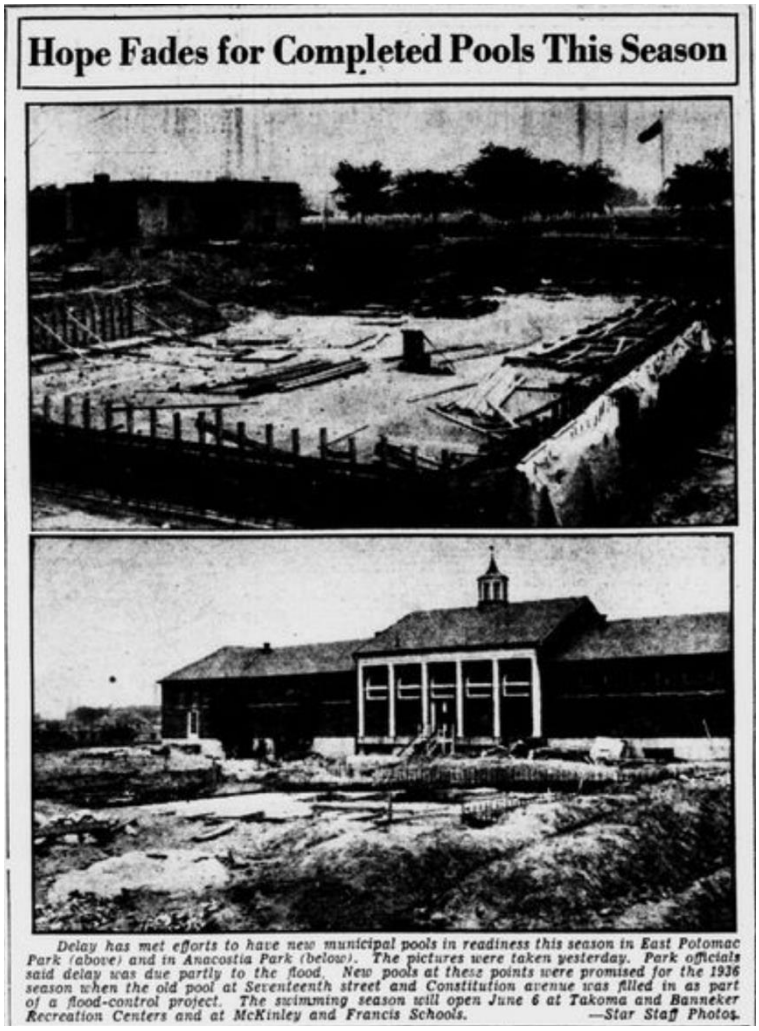
The transfer of federal reservations to the National Park Service coincided with the Great Depression. Population growth during the Depression again strained Washington, D.C.'s resources, but it also resulted in great infrastructural improvements in the form of relief work for the unemployed. In an effort to address the startling economic decline and unemployment of the Great Depression, President Roosevelt created the New Deal, a sweeping infrastructure program that used unemployed laborers to improve the nation's public resources. During the first two years of President Franklin Delano Roosevelt's New Deal initiative, the federal payroll in Washington increased 50 percent. Roosevelt's administration established nearly 70 agencies under the New Deal, including several that had a specific impact on the development of parks in the nation's capital. Notable agencies included: the Civilian Conservation Corps (CCC), which operated from 1933-1942; Civil Works Administration (CWA), 1933-1934; Public Works Administration (PWA), 1933-1944; and the Works Progress Administration (WPA), 1935-1943 (Leach 1997:VIII.37).

The introduction of the Civilian Conservation Corps (CCC) in 1933 led to the completion of an impressive array of projects throughout Washington. The CCC employed out-of-work youth and young men in the construction and maintenance of recreational facilities throughout the city. Enrollees worked to build and maintain roads, parkways, picnic areas, athletic fields, camps, comfort stations, historic Civil War-era fortifications, and parts of the C&O Canal. The CCC's projects greatly expanded the recreational infrastructure of the city and formed the basis for later growth of the National Capital Region's park units. CCC camps were established in ten parks; the closest camp to Anacostia Park was located at Fort Dupont, northeast of the cultural landscape.

Between 1933-1942, the CCC undertook minor improvements at Anacostia Park. CCC workers built three tennis courts northeast of the field house and landscaped around the renovated field house building in Section D. Later work included the grading of the existing golf course on the lawns adjacent to the field house, in Section D of the cultural landscape (Davidson HABS No, DC-858.2; *Evening Star*, January 31, 1937: D4; *Evening Star*, June 5, 1937: A14; *Evening Star*, July 30, 1936: B1; Heine 1953: s.n.; Leach 1997:VIII.37).

FIGURE 41: CWA (and later, WPA) workers were employed to level and improve land along the Anacostia River in Section C. In 1927, WPA workers constructed earthen flood levees beginning at Giesboro Point (south of Section C) and surrounding the tree nurseries in Section C. (*Evening Star*, March 22, 1937: B1)

The short-lived Civil Works Administration, or CWA, provided temporary jobs for unemployed men during the winter of 1933-1934. The majority of CWA projects involved construction in some capacity. At Anacostia Park, the CWA employed 1,000 men to clean up the area along the Anacostia River in Section C for development of the Anacostia Drive. This work included the building of earthen levees, filling behind seawalls, smoothing the topography of beaches, and grading the riverbanks. The specific location of this work is unclear, but a photograph of the project indicates it was likely within the cultural landscape along the shoreline in Section C (*Evening Star*, March 25, 1934: 9; *Evening Star*, December 9, 1933: A16).



Hope Fades for Completed Pools This Season

Delay has met efforts to have new municipal pools in readiness this season in East Potomac Park (above) and in Anacostia Park (below). The pictures were taken yesterday. Park officials said delay was due partly to the flood. New pools at these points were promised for the 1936 season when the old pool at Seventeenth street and Constitution avenue was filled in as part of a flood-control project. The swimming season will open June 6 at Takoma and Banneker Recreation Centers and at McKinley and Francis Schools. —Star Staff Photos.

FIGURE 42: Construction of the Anacostia Pool began in 1935, and was completed in 1937 using PWA funding. A flood in 1936 delayed construction and required new reinforced concrete piles. (*Evening Star*, May 15, 1936: A3)

The Public Works Administration (PWA) was among the most prolific of the New Deal agencies around the country. Projects funded by the PWA tended to be much larger in scale than other agencies and often included dams, bridges, hospitals, and schools. Unlike other relief agencies, which administered their own projects, funding under the PWA was awarded to private contractors, who carried out the work. The Anacostia Pool in Section D (in the central section of the cultural landscape) was constructed using funds from the PWA, which were set aside in 1935 for local park improvements in Washington, D.C. Superintendent of the National Capital Parks Charles C. Finnan awarded the $52,940 contract to BZ Contracting Co., Inc. of New York.

The new pool, located behind the field house, measured 65’ by 130’. The displacement of a similar pool from the Monument Grounds (located at 17th Street NW and Constitution Avenue) prompted the construction of the new pool at Anacostia Park. However, a large river flood in 1936 caused significant delays in the construction of the new pool in Anacostia. Hoping to make up for the delay, BZ Contracting employed 93 workers on the construction of the pool, which now included flood-resistant pile-driven concrete footings. The delayed pool opened in 1937. The PWA-funded project also included funding for renovations to the field house that included the installation of a bath house and changing rooms for the new adjacent pool (*Evening Star*, July 30, 1936: B1; *Evening Star*, October 19, 1936: B1; *Evening Star*, January 31, 1937: D4; *Evening Star*, June 5, 1937: A14).

The Works Progress Administration (WPA) was established in 1933 as yet another New Deal program. (In 1939, the agency was renamed the Works Projects Administration, using the same acronym.) The agency was created with the objective to hire millions of unemployed people to carry out public works projects, including the construction of public buildings and roads, the restoration and improvement of older parks, and the construction of new parkways and playgrounds. The first WPA project in Anacostia Park employed 73 men for unspecified improvements to the Anacostia Golf Course in November of 1936 (*Evening Star*, November 14, 1936: B18).

The most substantial WPA project in Anacostia Park employed workers to construct an earthen levee system, which protected the tree nurseries in Section C from large flood events like the one in 1936 (*Evening* Star, March 22, 1937: B1). The WPA levees began at Giesboro Point, running northeast along the river road to the northern edge of the District nursery, where it turned sharply to the south, running to a high point along Howland Road at the eastern edge of the tree nursery. Portions of this earthen levee are located along the northern and eastern boundaries of the tree nurseries in Section C. The WPA projects in Anacostia Park are among the few known WPA projects undertaken in Washington, D.C., although the agency remained active nationwide until its dissolution in 1943.

Improvements by the Office of Public Buildings and Public Parks

The National Park Service undertook its own, non-New Deal related improvements during this time. As early as 1933, the NPS began planting 100 weeping willow trees (*Salix babylonica*) in Anacostia Park along the shoreline in Sections C, D, and E. This new "border grove" was designed to resemble a similar grove in West Potomac Park (*Evening Star*, May 7, 1933: 5). Other vegetative changes included the planting of an unknown number of holly trees (*Ilex*) in 1935, which were moved by the NPS from Dupont Park to the front of the Anacostia Field House in Section D (*Evening Star*, March 21, 1935: B11). In 1937, National Capital Parks planted 150 crab apple trees (*Malus*) along Anacostia Drive between the 11th Street SE and Pennsylvania Avenue SE bridges, in the central section of the cultural landscape (*Evening Star*, April 21, 1937: C5). The exact species of these plantings are unknown.

The NPS installed several small-scale features in Anacostia Park in 1934. This included 300 "regulation standard park benches" and 100 "rustic type" tables, similar to those found in other parks across D.C. (*Evening Star*, August 4, 1934: B12). No images or drawings were uncovered during the course of research for this CLI to indicate the design, quantity, location, or characteristics of these two features. Three years later, an unknown number of streetlights were added to Anacostia Park between the 11th Street SE and Pennsylvania Avenue SE bridges. The design and quantity of these lights is unknown (*Evening Star*, March 17, 1937: B1).

By 1935, Anacostia Drive was complete between Poplar Point and the Pennsylvania Avenue SE bridge, extending through two-thirds of the cultural landscape. The drive, however, remained incomplete in the northernmost part of the cultural landscape, Section E (*The Sunday Star*, August 11, 1935: F2). Other additions in the late 1930s included the construction of a field hockey arena and soccer field in Section D, in the central portion of the cultural landscape; according to newspaper reports, these features were in place by 1938, although their precise locations were not noted (*Evening Star*, September 11, 1938: B1).

By 1938, the Welfare and Recreation Association was operating the Anacostia Golf Course at a loss of nearly $80,000 annually, prompting officials to award the contract to concessionaire S. G. Loeffler. In December of 1938, Loeffler assumed control of the Anacostia Golf Course in Section D, immediately investing $20,000 in its improvement. The D.C. Welfare and Recreation Association, however, maintained control over all other recreational facilities within the cultural landscape (Babin 2017: 51).

Loeffler's management coincided with the construction of a new Pennsylvania Avenue SE bridge (later named the John Philip Sousa Bridge in 1939), which replaced the previous iron-truss bridge built in 1890. Construction of the new exit ramps on the Pennsylvania Avenue SE bridge required the seizure of portions of Anacostia Park between Sections D and E, establishing the approximate current boundaries of these sections in relation to the bridge (Meyer 1974: 46-47). The new bridge span also displaced two greens and one tee of the Anacostia Golf Course; while the bridge project was underway, Loeffler temporarily closed the course in January 1939, in order to redesign the displaced greens and tee (Babin 2017: 51-52).

FIGURE 43: View of Section D of the Anacostia Park cultural landscape, looking southwest. By 1938, Anacostia Park Section D featured 9 tennis courts adjacent to the field house (visible at left) and an 18-hole golf course between Sections D and E. Ramps for the new Pennsylvania Avenue SE bridge changed the boundaries of the cultural landscape. By this time, portions of Section D adjacent to the neighborhood were still in private hands. (AS 235, Aero Services photograph collection, Historical Society of Washington, D.C.)

Much of the golf course work was completed by the CCC, which installed 70 feet of drain tile for the new golf course and graded nearly two acres of soil adjacent to the recreation center in Section D, at the center of the cultural landscape (*Evening Star*, January 11, 1939: A19; *Evening Star*, February 4, 1939: A15; Babin 2017: 51-52). Loeffler also designed and proposed the extension of the Anacostia Course to connect with Fort Dupont Park. His plans called for an 18-hole course that began in Section E and ended in Fort Dupont Park to the east. This plan was not realized. (*Evening Star*, November 18, 1939: A22).

Concurrent with the golf-course improvements, S.G. Loeffler renovated the field house in 1939 by enlarging the lobby and rearranging the locker rooms to separate pool and golf uses. It is likely that the CCC also carried out these renovations, but this is not documented (Babin 2017: 51-52; *Evening Star*, February 4, 1939: A15).

The NCPPC acquired all inholdings in Section D by 1937. According to a 1936-1937 NCPPC plat of inholdings, Naylor Road SE, 16th Street SE, and other unnamed roads were closed on February 1, 1937. A contemporary aerial image from 1938 (Figure 43) shows at least 6 building and structures located in the inholdings between the railroad and the field house. These vary in design, but generally consist of two-story residential structures and associated outbuildings. Between 1937 and the late 1950s, all of these properties would be demolished by the NPS for recreational developments in Section D (TIC 831_85083 1937; Figure 39; Figure 69A-B).

Other changes elsewhere in Anacostia Park during this period included the construction of a new bridge at Benning Road in 1934. (Benning Road is located between Anacostia Park Sections F and G.) This bridge was an 8-span bridge consisting of steel beams encased in concrete. In the same year, the U.S. Army Corps of Engineers transferred full ownership of Anacostia Park, Kingman and Heritage Islands, and Kingman Lake to the National Park Service. NPS officials envisioned a new East Capitol Street bridge that would connect the east bank of the park to a stadium, armory, outdoor theater, swimming pool, ice skating rink, and playing fields on the west bank. Congress failed to authorize the plan, but the idea for a stadium at the site of the present-day RFK Stadium took root. Nearby, Kenilworth Aquatic Gardens was established under NPS control in 1938, and Langston Golf Course opened in 1939 (Louis Berger 2016: 60-61). The Pennsylvania Avenue SE railroad freight bridge burned down in 1939. (It was replaced in-kind in the immediate days afterwards, and is now the CSX Railroad bridge.) It previously ran along the northern edge of Section E, before crossing the river north of Pennsylvania Avenue SE (*Evening Star*, February 20, 1939: A2).

Summary

Summary Overview (All Park Sections)

By 1940, New Deal agencies had greatly improved Anacostia Park. However, unequal and segregated development continued to define the development of Sections C (with Black facilities) and D (with White facilities). In this way, the internal spatial organization of Sections C and D remained consistent with previous periods. Section E was now organized into individual greens for a golf course. Completion of the new Pennsylvania Avenue SE bridge in 1940 modified the park boundaries between Section C and D, claiming parkland for new exit ramps and establishing part of the present-day boundary between the two sections. Land use remained consistently recreational and agricultural (tree nurseries), with the continued exception of residential inholdings northeast of the field house. Topography also remained consistent to previous eras, with minor improvements to grading around the field house and on the golf course. External views and vistas remained consistent to the previous period of development, with the exception of an altered view to the new Pennsylvania Avenue SE bridge. Internal views and vistas now included extended views to the SW/NE in Section C along Anacostia Drive and internal views along greens of the Anacostia Golf Course. The completed 18-hole golf course represented a new structure in the cultural landscape, occupying Section E and a portion of Section D north of the field house. By 1941, the primary circulation feature, Anacostia Drive, now linked Sections C and D of the cultural landscape, from Poplar Point to the Pennsylvania Avenue SE bridge. Other circulation features included inholding roads and social trails, as well as the progression of play associated with the golf course. Much of Anacostia Park was still vastly open, consisting of large lawns; however, by 1940, park officials had planted 100 weeping willows trees (*Salix babylonica*) along the river in Section D, as well as 150 additional crab apple trees (*Malus*) in already established groves. New small-scale features included 300 “regulation standard” benches, 100 “rustic type” tables, and an unspecified number of streetlights in Section D at unknown locations.

Section C

Section C remained generally consistent with previous periods, having been restored to its conditions prior to the Bonus Army occupation. The western two-thirds continued to be used by tree nurseries, while the eastern third remained open with limited Black-only recreational facilities. New additions to Section C during this period included the extension of the cultural landscape's primary circulation feature, Anacostia Drive, through Section C from Poplar Point to the Pennsylvania Avenue SE bridge. The section also likely featured social trails associated with the recreational facilities and tree nurseries. Additional structures included the construction by New Deal-era workers of an earthen levee along the northern and eastern boundaries of the tree nurseries. This was the only notable change to the cultural landscape's topography prior to 1940. Views and vistas in Section C were not significantly altered during this period of development. Vegetation consisted of plant propagation at the tree nurseries, boundary vegetation along the southern edge of the cultural landscape, as well as limited plantings along the newly expanded Anacostia Drive. The remainder of Section C consisted of open, grassy fields. There were no new, known small-scale features in Section C during this period.

Section D

Section D continued to be developed for passive and active recreational use as a recreation center that featured a variety of leisure activities. New Deal-era changes to the cultural landscape's topography were limited to grading down and away from the field house, grading to the south of the new Pennsylvania Avenue SE interchange, and unspecified changes to golf course features. The central organization of the section around the field house was reinforced with the construction of the Anacostia Pool. Once complete, the 18-hole golf course occupied Section E and a portion of Section D north of the field house, further linking these two sections together. By 1941, Anacostia Drive linked Sections C and D of the cultural landscape, from Poplar Point to the Pennsylvania Avenue SE bridge. Circulation features remained consistent, including Anacostia Drive, the golf course's progression of play, social trails associated with inholdings, and the parking lot and loop drive west of the field house. Views and vistas remained largely consistent, with additional internal views along the redesigned golf course fairways. Changes to buildings and structures included the newly expanded golf course and the remodeling of the field house, which featured an expanded lobby, changing rooms, bathing facilities, and other improvements to separate pool and athletic uses of the building. Other structures in Section D by this time included 9 tennis courts (2 concrete, 4 clay, and 9 bituminous), a quoits and croquet field, soccer field, field hockey area, a swimming pool, football field, and at least 3 baseball/softball fields. There is little documentation of small-scale features within the cultural landscape; however, there were existing streetlights, benches, picnic tables, curbing, and regulatory signage. However, no photographs or plans were uncovered during research for this CLI to indicate their dimensions, design, or character.

Section E

A recently completed 18-hole golf course now occupied Section E and a portion of Section D north of the field house. Section E now took on active recreational use through the addition of the golf course. The topography remained generally flat with a slope to the north away from the Pennsylvania Avenue SE bridge and minor unspecified changes to the grading of golf course features. Changes to the views and vistas of Section E included altered views to the south of the new Pennsylvania Avenue SE bridge and internal views in all directions along the golf course features. There are no documented changes to the section's circulation. The golf course represents the only new structure added to Section E during this period. Like Section D, there is little documentation of small-scale features within the cultural landscape; however, these included streetlights, benches, picnic tables, curbing, and regulatory signage, as well as features associated with the golf course.

1941-1959: Segregation and Protest in Anacostia Park + World War II and the Naval Receiving Station Anacostia

Despite the rapid growth and development of the park system in Washington, D.C. in the first half of the 20th century, not all of the District's residents enjoyed equal access to park facilities. In the late 19th and early 20th centuries, Washington, D.C. operated its public facilities according to strict Jim Crow laws, prohibiting integrated District-owned recreational facilities. Federally-owned recreational facilities—such as those in Sections C and D of the cultural landscape—operated along strict racial lines, either by setting specific times for each race to use the facilities, or by creating entirely separate accommodations for each race. In theory, these facilities were equal in quality, but in practice, the Black facilities were poorly maintained, in contrast with the facilities for their White counterparts (Verbrugge 2015: 105-128; Green 1967: 290-294).

In May of 1941, the National Capital Park and Planning Commission revived the plans for a Black recreation center in Section C. Under a new appropriation, $3,428,700 was to be spent on the development of thirteen new recreation centers throughout the District. The majority of the new centers were to be built in the Anacostia-Benning part of the District, east of the Anacostia River, where national defense activities had spurred significant growth. Plans for Section C's recreation center totaled $228,200 and included grading, planting, field games and track facilities, surfacing, approaches, utilities, unspecified structures, lighting, and spectator facilities (*Evening Star*, May 11, 1941: A6). However, plans for Section C's development were once again interrupted—this time by World War II—and no improvements were carried out under the new recreation center plan.

Anacostia Leave Area

The District-wide policy of segregated recreation also extended to military facilities in the District. On September 21, 1941, the first Army recreation camp for Black soldiers in the District opened in Section C at Anacostia Park, near the 11th Street SE bridge, at the southern end of the cultural landscape. (Its counterpart for White soldiers was located in Arlington, Virginia.) The facility was called the Anacostia Leave Area or the Anacostia Recreation Encampment. It would play a significant role in the desegregation of military and public recreational facilities in the District of Columbia (*Evening Star*, September 21, 1941: A10).

OPENING FIRST COLORED ARMY RECREATION CAMP—Principals at the dedication of the recreation camp for colored soldiers in Anacostia Park yesterday were (left to right): Judge William H. Hastie, civilian aide to the Secretary of War; Maj. Gen. Henry C. Pratt, commanding general of the 3d Corps Area; Mrs. Julia West Hamilton, president of the Phyllis Wheatley Y. W. C. A.; Brig. Gen. Frederick H. Osborn, chief of the morale branch of the War Department, and Maj. Alston W. Burleigh, commanding officer of the camp.

FIGURE 44: The Anacostia Leave Camp was dedicated in 1941 in Section C of the cultural landscape as the first army recreation camp for Black soldiers. (*Evening Star*, September 21, 1941: A10)

The Anacostia Leave Area was a short-term solution in response to race-based conflicts at military facilities. The new facility for Black soldiers at Anacostia was the first of several such camps aimed at providing a safe place for Black soldiers to find recreation while on leave. Other facilities under construction at this time were located in New Orleans, at the Tuskegee Institute in Alabama, and in Raleigh, North Carolina. At the dedication ceremony for the Anacostia Leave Area, Judge William H. Hastie alluded to several incidents in which Black soldiers had been harassed, beaten, and killed by White civilians in the South. In one Arkansas incident, 43 Black soldiers left their maneuver area only to be harassed by White civilians and policemen. Hastie also cited a widely publicized incident at Fort Bragg, North Carolina, in which a Black private and a policeman were shot to death and six other soldiers wounded in a bus fight (*Evening Star*, September 21, 1941: A10).

At the start of World War II, U.S. military forces were not integrated, and military commanders deferred to local segregation policies. As a result, in many places, Black soldiers were forced to use separate, inferior facilities for all functions, including recreation. Black soldiers and organizations such as the NAACP objected to these conditions, given the hypocrisy between the democratic values espoused abroad and those practiced at military bases across the country. In particular, Black soldiers from integrated parts of the North who were

detailed to bases in the South resented the military's deference to local segregation laws. In locating the new facility in Section C, military officials located the new camp in a section already approved for use by Black citizens, separated from predominately White parts of the city by the Anacostia River. The creation of the Anacostia facility was indicative of the larger problem of inefficiency and low morale that segregation generated within the armed forces (MacGregor 2001: 34-46).

The new facility was to be used as overnight lodging for Black soldiers on leave, and was equipped with softball diamonds, tennis courts, a golf course, and other indoor recreation facilities for 500 Black soldiers. The camp also had 88 tents for housing and administration, which were heated by stoves in the winter (*The Sunday Star*, September 21, 1941: A10; *Evening Star*, November 2, 1941: A15; Figure 45).

Naval Receiving Station Anacostia

The beginning of U.S. involvement in World War II in 1941 necessitated a rapid increase in the number of federal employees, which required a dramatic increase in the need for office space in Washington, D.C. The Naval Receiving Station (NRS) was established in Section C of Anacostia Park as a direct result of the increased need for additional space at the Navy Yard across the Anacostia River. The Navy Yard's earlier Naval Receiving Station, built in 1904, was unable to handle the increase in Naval personnel who required receiving, housing, processing, and training until they could be transferred elsewhere after training. The Navy Yard turned to the large expanse of undeveloped land in Anacostia Park in order to expand the NRS. Between 1942 and 1959, the construction of the new Naval Receiving Station in Section C gradually displaced or absorbed the Anacostia Leave Area for Black soldiers. This represented merely the latest instance in a long history of Black recreational facilities getting displaced in Anacostia Park (Dolph 2001: 10-12).

FIGURE 45: This photo, taken during a significant flood event in 1942, shows what is likely the Anacostia Leave Camp at left, along with the tennis courts for Black patrons in Section C. The camp consisted of tents and Quonset huts arranged in neat rows. Also pictured is the early construction of the NRS at right. (Excerpt from ("Aerial view looking south across the Anacostia River during the Potomac River Flood, October 1942," in HABS DC-442-C, Library of Congress).

Under an agreement with the Secretary of the Interior, the Navy established the U.S. Naval Receiving Station (NRS) in Section C of the cultural landscape, between the tree nurseries and the 11th Street SE bridge, south of Anacostia Drive. The 1942 agreement authorized the Secretary of the Interior to grant the NRS use of 50 acres of National Park Service land, with the understanding that the NRS would leave within one year of the war's end. Another stipulation required that all buildings would be temporary in nature, with the exception of recreational buildings that would be permanent, for use by the park after the war (Dolph 2001: 10-12).

Wasting no time, the NRS began construction of several buildings, including barracks, officers' quarters, a mess hall, recreational facilities, and a dry-cleaning plant—all of which were finished by 1942. Construction of additional facilities continued from 1942 to 1944. Within a few months of the ceremony formally commissioning and opening the NRS in 1943, all military recreational facilities were desegregated; this may explain why the segregated Anacostia Leave Area was absorbed into the station.

By the spring of 1942, 3,967 personnel were detailed to the NRS Anacostia. Tenants of the new NRS included: the Naval Training Publication Center, Naval Intelligence School, Naval Aviation Engineering Service Unit, Naval School of Music, Naval Accounts Disbursing Office, General Court Martial Board, Potomac River Naval Command, the Navy Patent Counselor's Office, and the Advanced Technical Training Center. At its peak in 1946, the NRS housed 4,150 enlisted personnel and 559 officers (Dolph 2001: 10-12).

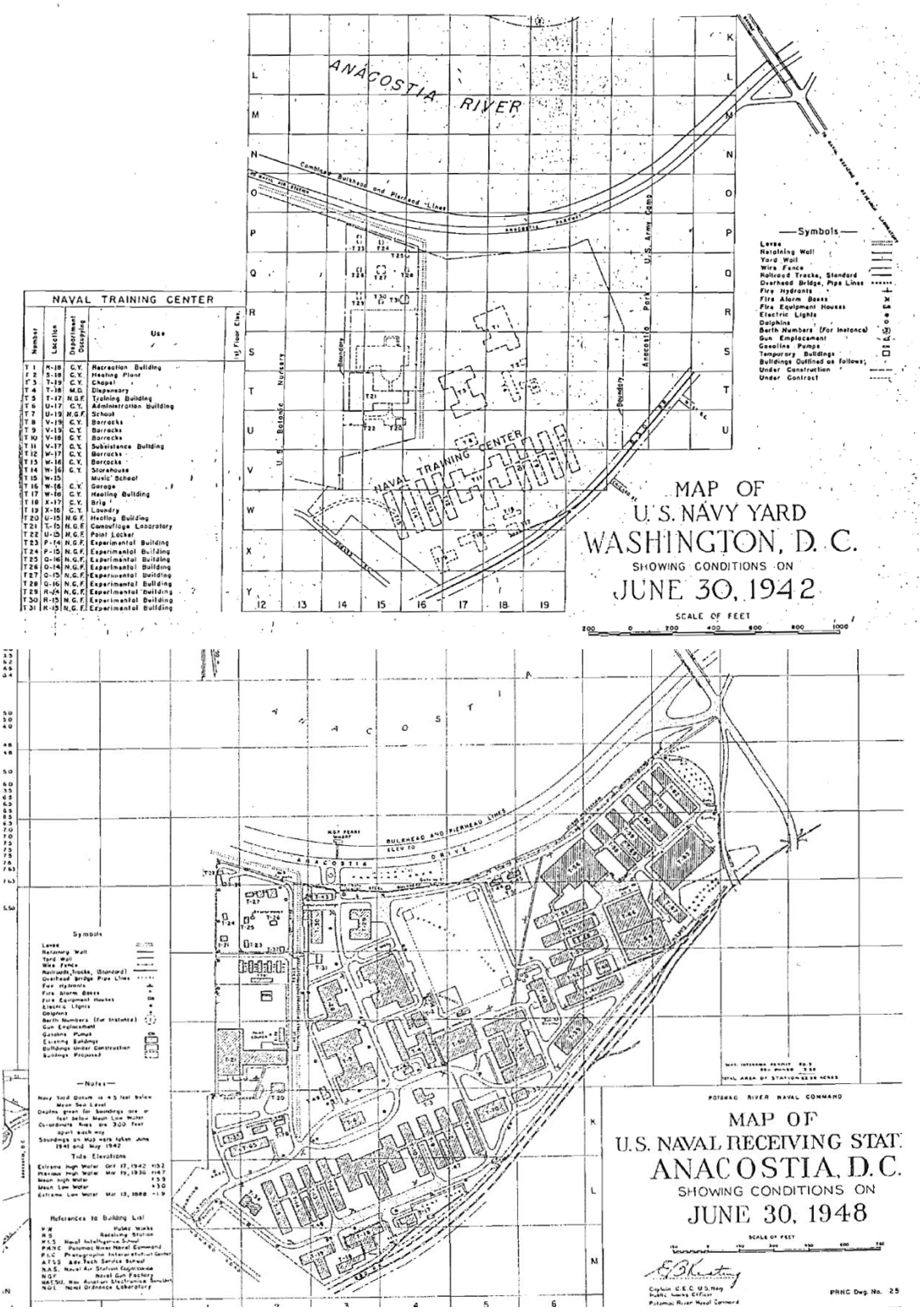


FIGURE 46a-b: Conditions of the Naval Receiving Station in 1942 (a), versus 1948 (b), when the NRS had reached peak growth (Dolph 2001: Appendix A).

FIGURE 47: Aerial photo of Section C of the cultural landscape showing the Naval Receiving Station Anacostia in 1948 at its peak development. The NRS occupied the entire area east of the tree nurseries and west of the 11th Street SE bridge. (1949 Photomap of Central Washington, D.C., U.S. Coast and Geodetic Survey, Library of Congress)

During World War II, the United States military gradually abolished segregation and slowly began integrating various aspects of military life. All military recreational facilities in the military were integrated by a War Department Directive on March 10, 1943. The new order forbade the assignment of any recreational facility to a particular race and ordered the removal of signs that labeled facilities “colored” and “Black.” However, in many places, the order was simply disregarded. Full desegregation of the armed forces would not be enforced until 1948, after the end of World War II (MacGregor 2001: 34-46). The Anacostia Leave Area was established as the first segregated recreation center of its kind in 1941; however, its segregation was short-lived. The 1943 integration order hastened the closure and absorption of the leave area into the NRS, marking the end of segregated facilities in Section C. However, the arc of the Anacostia Leave Camp paralleled the incremental integration of the United States Armed Forces, beginning with recreation facilities and following with full desegregation by 1948.

NRS Building types and functions included (Dolph 2001: 10-12):

- Administrative / Personnel Support
  - Office Space
  - Recreation
  - Chapel
  - Dispensary
  - Barracks
  - Quarters
  - Temporary Lodge
  - Mess Hall
  - Subsistence Building
  - Garbage Hall
  - Recreation Field
  - Laundry
  - Hobby Shop
  - Ship's Services (Exchange)
- Applied Instruction
  - School
  - Institutes
- Supply
  - Storehouse
  - Warehouse
  - Coal Storage Yard
  - Cold Storage
  - Dry Provisions
  - Paint Locker
  - Flammable Storehouse
  - Storage Yard
- Utility / Station Support
  - Boiler Plant
  - Sub-station
  - Fire House
  - Garage
  - Public Works Building
  - Gas Station
  - Paint Shop
  - Pump House
- Security
  - Brig
  - Gatehouse
  - Sentry Booth
- Miscellaneous
  - Laboratory
  - Dry Cleaning Plant
  - Experimental

As the war progressed, records of disputes between the Secretary of the Interior and the Secretary of the Navy indicate the ongoing issue of insufficient space for war-time efforts. Frequently, parks were the only spaces available for temporary facilities, a fact that often pitted the wartime and peacetime agencies against one another. Between December 1945 and March 1946, after the conclusion of World War II, the Secretary of the Navy repeatedly asked the Secretary of the Interior for permanent transfer of the land in the Anacostia Park

cultural landscape. After several denials, the Secretary of the Navy asked for an extension of their NRS contract; the Secretary of the Interior granted "a sufficient period of time" for the NRS to relocate. The lack of specifics in the agreement allowed the NRS to continue occupying the site into the 1980s. However, construction of the Anacostia Freeway in 1959 resulted in the gradual removal of facilities and personnel from Section C. Between 1959-1980, all wartime structures in Section C were either demolished or transferred to the National Park Service (Dolph 2001: 10-12).

Only two NRS structures were left standing and transferred to the National Park Service: Buildings T-1 and T-4, which remain extant in the cultural landscape as the U.S. Park Police Anacostia Operations Facility and National Capital Parks-East (NACE) headquarters, respectively.

Building T-1 (the present-day U.S. Park Police Anacostia Operations Facility) was constructed in 1943 as the primary recreation building at the NRS; it was transferred to the National Park Service sometime after 1975. Historic plans show that the building included a pool, changing rooms, game room, kitchen with lunch counter, and 5-lane bowling alley on the ground floor; a gymnasium, ball room, and auditorium with a stage were located on the first floor. The building was designed by architect James John Baldwin and designer Dana Berry Johannes, Jr., who likely worked under a contract with the Navy (ETIC 831_84243; Dolph 2001: 14).

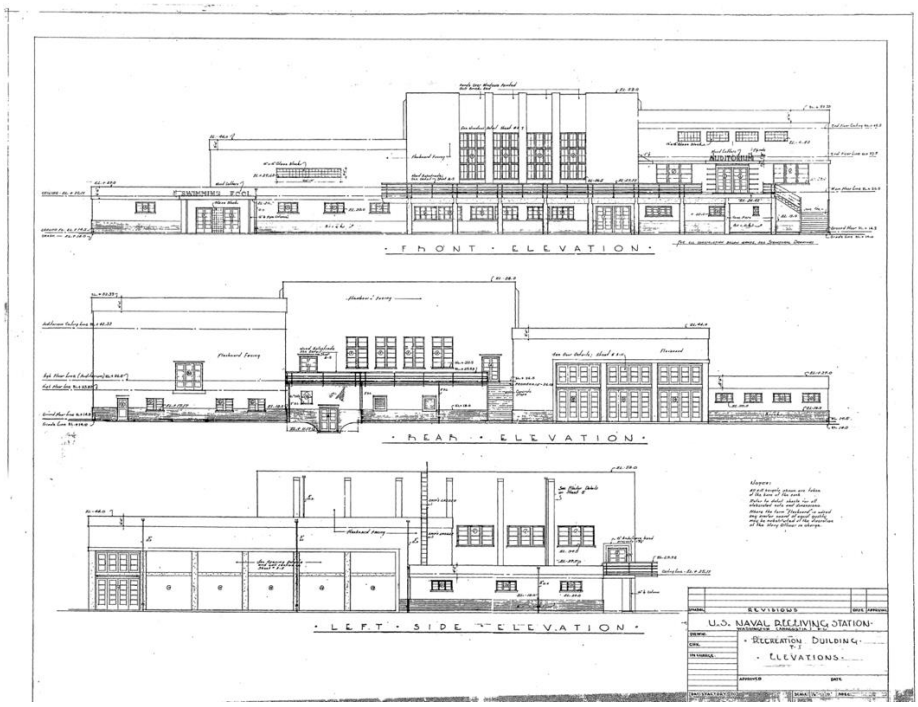


FIGURE 48: Building T-1, the present-day U.S. Park Police Anacostia Operations Facility, was constructed in 1943 as the primary recreation building for the NRS. It included a pool, ballroom, bowling alley, and other amenities. (ETIC 831_84243, NCA, NPS)

Building T-4 (the present-day NACE headquarters) was built in 1943 as a dispensary. It featured a dental laboratory, x-ray facilities, general medical offices, and an ambulance shelter. By the 1960s, the building had been converted to administrative purposes and featured officer and training space. Building T-4 was transferred to the National Park Service between 1975-1980 (Dolph 2001: 15). The architect of Building T-4 is unknown.

Development in Anacostia Park during WWII

Military activities in Section C affected the conditions of Sections D and E of the cultural landscape. Continued neighborhood use was further intensified by heavy use by military personnel from the adjacent NRS. Air and river traffic became a regular part of life in Anacostia Park. Planes from nearby Joint Base Anacostia-Bolling frequently flew over the study area, as the airfield was just south of the cultural landscape. In several instances, training missions went awry and resulted in plane crashes in Anacostia Park. In 1942, a naval scout observation plane made an emergency maneuver and landed on its nose in Anacostia Park, damaging trees in Section D, in the center of the cultural landscape; the exact crash location and damage to the cultural landscape are unknown (*The Evening Star*, February 9, 1942: B1). Two years later, a Navy attack bomber crashed on the first green of the Anacostia Golf Course, 250 feet northeast of the field house, destroying several trees and damaging the green. The plane was attempting to land at the Anacostia Naval Air Station (on the northern half of Joint Base Anacostia-Bolling) when one of its engines died (*Evening Star*, September 30, 1945: A5).

Park maintenance and operation was also impacted by war rationing. Essential materials such as gasoline were in short supply, and many park facilities—especially golf courses—fell into disrepair as a result. In 1943, a significant materials shortage caused the greens on the Anacostia Golf Course to fall into disrepair, forcing the course to be closed for several months (*The Evening Star*, January 28, 1943: A21). A massive flood in October of the same year caused major damage to the Anacostia Golf Course, prompting further closure of the course until spring of the next year (Babin 2017: 63-65). Hoping to rebound from his losses, S. G. Loeffler built an 18-hole miniature golf course in 1948 in Section D, on the southeastern edge of the field house's circular drive. The course cost roughly $25,000 to construct, and measured 238' x 135.' He also revised the golf course layout in 1949 to be more streamlined; see Figure 49b (Babin 2017: 70; ETIC 831_85123, NCA).

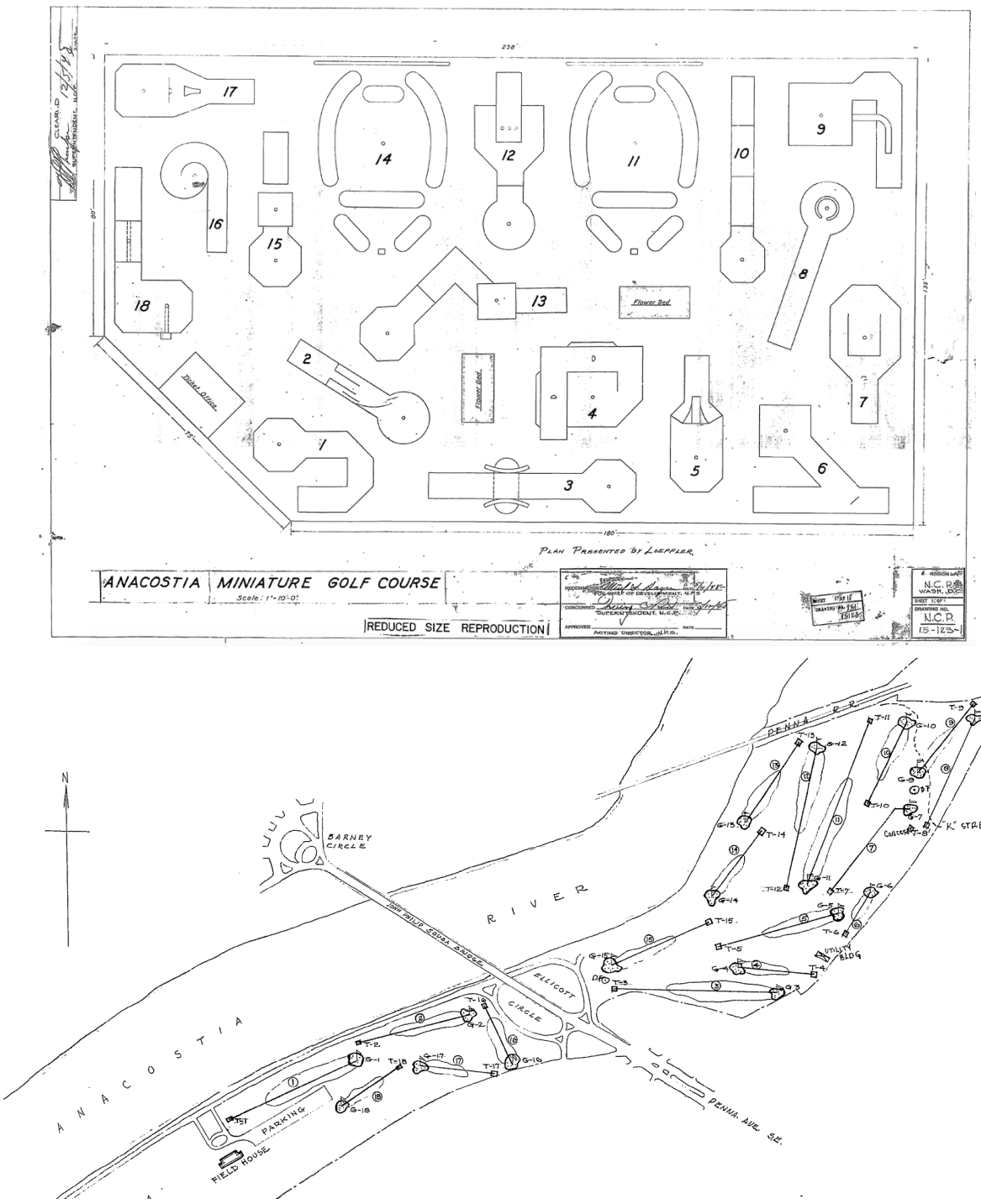


FIGURE 49a-b: (a) S. G. Loeffler constructed a mini golf course in Section D in 1948, which featured 18 holes; (b) Loeffler revised the golf course layout in 1949 (ETIC 831_85123, NCA ; ETIC ANPA 831_124144).

In 1949, construction began on the South Capitol Street SE bridge, marking the first time a bridge connected Poplar Point to the western shore of the Anacostia River. The bridge and its ramps reshaped the southwestern boundary of the cultural landscape, as portions of the park were commandeered for construction and staging efforts (*The Evening Star*, September 11, 1950: B1).

Anacostia Pool & Segregation in the 1940s

FIGURE 50: The Anacostia Pool, opened in 1937, was exclusively used by White patrons prior to 1949 (full desegregation of public pools in the District would not be final until 1954). (*Evening Star*, June 11, 1939: C5)

When the National Park Service took over management of public reservations in the District of Columbia in 1933, the official policy was that federal sites were technically open to the public regardless of race, creed, or nationality. However, in practice, the unofficial policy was to defer to the laws of the state in which the national park was located. Public reservations in the District of Columbia, including those at Anacostia Park, were often operated by concessionaires, who adopted policies of strict segregation that contrasted with federal policies of non-discrimination. In Section D of Anacostia Park, amenities such as the Anacostia Pool, recreation center, tennis courts, and other facilities were historically used by White residents, while only the tennis courts and baseball diamond in Section C were historically set aside for use by Black patrons (Verbruge 2015: 105-128).

In the late 1930s and 1940s, responding to the advocacy of Black residents, Secretary of the Interior Harold Ickes (1933-1945) gradually desegregated public facilities around the country. Among his earliest efforts, Ickes refused to intervene or institute a policy of segregation for children's sandboxes in Lincoln Park in Washington, D.C. By 1939, Ickes had opened all picnic grounds in Rock Creek Park to all races. In 1940, Black players were admitted to play on illuminated tennis courts in West Potomac Park and the Mall. That same year, Ickes ordered federally-owned golf courses open to everyone. The Department of the Interior's new nondiscrimination policies put it directly at odds with the District of Columbia Recreation Board, which operated the Anacostia Pool and maintained a strict policy of segregation (Verbruge 2015: 105-128; Green 1968: 292-93).

In the summer of 1949, discussions to end segregation in recreational facilities had begun between the Department of the Interior and the Recreation Board. Negotiations were overseen by Ickes' successor, Secretary of the Interior Julius H. Krug (1946-1949), who was a staunch supporter of civil rights and desegregation. Hoping to entice the Recreation Board to abandon its policy of segregation, Krug offered the Recreation Board operation of all federal park facilities in the District should they adopt a policy of nondiscrimination. However, before an agreement could be reached, a series of incidents between Black and White youth at the Anacostia Pool compelled the federal government to integrate public facilities, regardless of the Recreation Board's segregationist preferences. Over the course of several days, Black youth attempted to gain entrance to the Anacostia Pool, but were met each time with outright exclusion, physical violence by White patrons, and arrest by police (Verbruge 2015: 105-28; Green 1968: 292-93).

During the first clash, two months after integration discussions began, 30 Black youth attempted to gain entry to the Anacostia Pool in Section D of the cultural landscape. Fearing tensions between Black and White patrons, lifeguards at the pool refused to admit the Black patrons and closed the pool for several hours. The Recreation Board was furious at the incident and threatened to remove all staff from the pool unless its policy of strict segregation was observed. Without staff, the pool remained closed for the day (Verbruge 2015: 105-128; Green 1968: 292-293).

FIGURE 51: (left) In 1949, Black youth attempted to gain access to the de-facto segregated Anacostia Pool and were met with racial violence; (right) Hoping to avoid further conflict until an agreement could be reached, Secretary Krug ordered the closure of the pool for the duration of the summer. (D.C. Historic Preservation Office, "Civil Rights Tour: Recreation - Anacostia Pool, Swimming for All," D.C. Historic Sites, accessed April 10, 2020, https://historicsites.dcpreservation.org/items/show/914; D.C. Public Library, Star Collection, *Washington Post*, 1949)

A few days later, a melee broke out in which several Black youths were injured, and others arrested, while a crowd of at least 200 youth looked on. The next day, Black children again tried to gain entrance to the pool, but this time White children attacked them, chasing many over the pool's fence, while a crowd of more than 500 people looked on. Four people were injured and five were arrested (Verbruge 2015: 105-28; Green 1968: 292-93).

In an effort to avoid further violence—and put off desegregating the pool in the short term—Secretary of the Interior Julius Krug closed the pool indefinitely. It remained closed for the entire summer. Spurred by the interracial clashes at Anacostia Pool, the Recreation Board and National Park Service reached an agreement to gradually desegregate all public recreational facilities in the District of Columbia beginning in 1949; however, the agreement said nothing about federal swimming pools. Under the agreement, the Recreation Board agreed to remove "all references to segregation designations at recreational facilities" in exchange for control over 5 golf courses, 50 tennis courts, and several other concessions locations that were previously under federal management (Verbruge 2015: 123). However, this agreement stipulated that further agreements were necessary to decide how to desegregate golf courses, tennis courts, and swimming pools. Skirmishes at the Anacostia Pool in Section D did not immediately desegregate federal swimming pools, but rather precipitated a change in policy that desegregated all public recreational facilities, and eventually full desegregation of public pools in the

District under legal proceedings in 1954. The landmark legal cases of *Brown v. Board of Education* (1954) and *Bolling v. Sharpe* (1954) dealt decisive blows to the "separate but equal" policy, forcing the Recreation Board to adopt a policy of desegregation the day after the cases were simultaneously decided by the court (Verbruge 2015: 105-128; Green 1968: 292-293)

The Anacostia Freeway

The mid-20th century marked a period of profound change for much of Washington, D.C. Cities across the United States experienced dramatic shifts in demographic and development patterns after WWII. A postwar baby boom and the Second Great Migration of African Americans from the South resulted in a population boom in Washington, D.C. (and other northern cities), and left the city scrambling to redevelop deteriorating neighborhoods within the city center. An initial period of development saw the construction of new roads, schools, post offices, and other amenities. It also marked the beginning of an economic downturn that would define the character of the city in the second half of the century, as White, middle-class residents, lured by the promises of suburban life and federal programs that allowed them to buy homes in these rapidly proliferating new communities, began to leave Washington en masse. Many new suburbanites continued to work in Washington, D.C. and commute to their homes outside the district.

In 1937, President Franklin D. Roosevelt authorized the construction of the Suitland Parkway as a means of connecting Joint Base Anacostia-Bolling to Camp Springs Army Air Force Base (now Andrews Air Force Base) in Maryland during World War II. The new parkway opened in 1944, and served as a precedent for the growing transportation network connecting commuters within the District to the suburbs. By 1949, the South Capitol Street SE bridge was complete, connecting the Suitland Parkway to the urban center (District of Columbia 2010: 3.105-3.106). The success of the freeway spurred the creation of a comprehensive transportation plan in the years following World War II.

In 1950, the National Capital Park and Planning Commission published its comprehensive plan, *Washington: Present and Future*, which set forth eleven aims of the comprehensive plan in five volumes. Chief among these aims was the reduction of vehicular congestion in Washington. The throughfare plan produced as part of the report called for a three-ring system of circumferential and radial roadways located at a distance of 1, 3 to 5, and 6 to 10 miles from the White House. The plan also envisioned the development of suburban housing, office complexes, and federal agencies that would complement and complete such a transportation system (Causey et al. 2015: 134-137; NCPPC 1950: 27-33).

The Anacostia Freeway was first conceived as part of the 1950 District of Columbia Comprehensive Plan, created by the National Capital Park and Planning Commission. Also called the Kenilworth Freeway or Kenilworth Avenue Freeway, the new highway followed much of the former route of the Baltimore and Ohio

Railroad to the east of the cultural landscape. As designed, the Anacostia Freeway would connect the Baltimore/Washington Parkway to the north with the Capital Beltway to the south, running south from the District Line to Oxon Cove. The segment between the Suitland Parkway at South Capitol Street (south of the cultural landscape) to East Capitol Street (in Section F of Anacostia Park, north of the cultural landscape) was authorized by Congress in 1955. Other freeway segments north of East Capitol Street were authorized the following year. The Interstate Highway Act of 1956 provided further support for the project, and construction of the new freeway began in 1957. The Anacostia Freeway was designated "Interstate 295" in 1958 (*The Washington Post*, August 5, 1957: B1; Wennersten 2008: 176-177).

In creating the Anacostia Freeway, the NCPPC had three main objectives. The first and primary objective was to speed motorists through the District's congested Southeast, which included the Navy Yard and Capitol Hill. Second, the NCPPC sought to link the five bridges (and eventually a sixth that was proposed at Shepherd's Landing to Alexandria) along the Anacostia into one continuous parkway. Finally, the plan sought to create a route to bypass traffic around Washington, D.C.'s federal core, which in turn would alleviate traffic within the center of the District. The new freeway was divided into three parts for construction:

1) Kenilworth Avenue, from Eastern Avenue to East Capitol Street (the northern half of Sections F and G in Anacostia Park)
2) South Capitol Street and Overlook Avenue past Bolling Air Base (south of the cultural landscape)
3) A new link between the other segments, along the eastern edge of Anacostia Park (*Evening Star*, February 22, 1952: A9).

District officials began construction of the Anacostia Freeway in 1957 (it opened to traffic in 1964), redefining the eastern boundary of Anacostia Park and causing significant change to the perimeter of the cultural landscape. During the construction of the freeway, staging occupied a large portion of parkland in Sections C and D. Construction of the freeway permanently claimed portions of the cultural landscape on its eastern boundary and separated the cultural landscape from its surrounding communities. The design of the Anacostia Freeway linked all of the existing bridges by a creating a northern artery; in order to do this, District engineers constructed new exit and entrance ramps on portions of Anacostia Park that were permanently removed from park uses. This included entrance/exit ramps for the South Capitol Street bridge in Section C, the Interstate 695 interchange between Sections C and D, and the Pennsylvania Avenue SE bridge interchanges between Sections C and D. The majority of the present-day boundaries of the Anacostia Park cultural landscape were established as a result of the Anacostia Freeway construction (*The Washington Post*, August 5, 1957: B1; Wennersten 2008: 178).

Construction of the Anacostia Freeway—including the construction of the ramps between the freeway and the John Philip Sousa Bridge (Pennsylvania Avenue SE)—also "doomed" the golf course in Section D of the

cultural landscape. Encroachment of the Anacostia Freeway on the eastern edge of Sections D and E claimed portions of the course, which required NPS officials to rework the course by relocating or shortening holes. At the same time, dwindling patronage and the lack of maintenance while the freeway was under construction forced National Park Service officials to close the Anacostia Golf Course by 1958. National Park Service officials remained optimistic, however, that the course could reopen after the completion of the interstate.

Summary

Summary Overview (All Park Sections)

By 1959, construction was underway on the Anacostia Freeway. When completed, the new road would connect the Baltimore/Washington Parkway north of the District to the Capital Beltway to the south. In order to build the new highway, highway planners commandeered a strip, approximately 100' wide, of the public reservation in Sections C, D, and E of Anacostia Park, establishing the present-day eastern boundary of the cultural landscape and its present spatial organization. Topography along the eastern edge of the cultural landscape was graded and modified for the freeway; this included the creation of large sloping off-ramps at each of the bridges in Anacostia Park. As construction commenced, new ramps at Pennsylvania Avenue SE and 11th Street SE further claimed portions of the cultural landscape for transportation purposes. By this time, the South Capitol Street SE bridge was completed, defining the southwestern boundary of the cultural landscape and adding a new external view to the southwest. Additional internal views and vistas now included views along walkways and buildings in the NRS. Changes to the section's circulation included the sidewalks, roads, and social trails serving the NRS, as well as the addition of the Anacostia Freeway and the various interchanges that linked the extant bridges to the new freeway. Vegetation across the cultural landscape remained sparse, with broad lawns throughout and clusters of plantings (*Malus sp.*, *Salix babylonica*) along the Anacostia River Drive in Sections C and D and as course features in the dormant Anacostia Golf Course. Land use consisted of military (NRS), agricultural (tree nurseries), and recreational uses. The Naval Receiving Station was added during this period in Section C, introducing over 95 new buildings and structures to the cultural landscape. In addition, a new 18-hole miniature golf course was constructed during this period adjacent to and northwest of the field house. For the existing golf course structure, several greens were rerouted near the Pennsylvania Avenue SE bridge for a new interchange. Documented changes to the cultural landscape's small-scale features during this time include the relocation of the tee boxes as a result of highway construction. Other small-scale features included those associated with the NRS; however there is no specific documentation of these features.

Section C

By 1959, Section C of Anacostia Park was organized into two parts: the western portion continued to be used as tree nurseries and the eastern portion was in use as the Naval Receiving Station Anacostia, which included over 95 buildings and structures. The flat topography of Section C, consistent with previous periods, facilitated the rapid construction of the NRS during this period of development. Section C also featured several additional

circulation features serving the NRS, including sidewalks along Anacostia Drive for pedestrian traffic. Internal views and vistas now included views along walkways and toward buildings in the NRS, and views to the west of the South Capitol Street SE bridge. Vegetation across the section remained sparse, with clusters of plantings (*Malus sp.*, *Salix babylonica*) along the Anacostia River Drive and in the tree nurseries. Other small-scale features included those associated with the NRS; however, there is no specific documentation of these features.

Section D

The construction of the Anacostia Freeway altered the composition of Section D and claimed portions of the golf course along the eastern edge of the cultural landscape. In order to connect the 11th Street SE and Pennsylvania Avenue SE bridges to the Anacostia Freeway, District engineers claimed portions of Section D adjacent to the new interchanges. They then graded the topography into steeply sloping embankments that contained the new access ramps. The Anacostia Freeway and its ramps were additional circulation features added to Section D. Former roads associated with inholdings were closed during this time and either removed or converted into social trails. New buildings and structures were limited to the mini golf course and the revised golf course layout. Aerial imagery from the 1950s indicated that buildings and structures associated with inholdings were acquired and removed by this time. Views and vistas to the north, south, and east were altered by highway construction. Vegetation across the section remained sparse, consistent with its use as recreational fields and golf courses. Plantings (including *Malus sp.*, *Salix babylonica*) were located along the Anacostia River Drive, as course features in the dormant Anacostia Golf Course, and as boundary markers along former inholdings. Documented changes to the cultural landscape's small-scale features during this time included the relocation of the golf tee boxes as a result of highway construction.

Section E

The Anacostia Freeway and the Pennsylvania Avenue SE interchange claimed large portions of Section E and caused the displacement and subsequent relocation of golf course features. This also precipitated changes to the cultural landscape's topography, including steep embankments on the north side of the Pennsylvania Avenue SE bridge embankment. It also altered the structure of the golf course, as several greens were relocated to accommodate the new highway infrastructure. The land use of the section continued to be exclusively recreational through the presence of the golf course. By this time, a dirt extension of Anacostia Drive existed running north-south along the riverfront of Section E. Views and vistas to the south and east were altered by highway construction. There are no new documented changes to the section's vegetation or small-scale features during this time.

1959-1973: Late 20th Century Master Plans and Alterations

As construction on the Anacostia Freeway progressed, Loeffler and the National Capital Parks used the closure of the golf course to create plans for a new Anacostia course with a driving range, an illuminated 18-hole par-3 course, a new miniature golf course, and a new golf center (Babin 2017: 73; *The Washington Post*, May 20, 1956: K5). The Division of Design and Construction of the National Capital Parks-East designed the new golf center that would include a club house, concession building, utility building, driving range, and landscape plan for Section E of Anacostia Park. However, only the golf concession building was built at the northern end of Section E in 1961; it comprises a portion of the Aquatic Resources Education Center today. A semi-circular driving range was also built on the northeast side of the golf concession building during this time. Limited vegetation was added adjacent to the new concession building, including at least 9 willow oaks (*Quercus phellos*) (Slide A-B22, Lawrence Halprin Papers). Concurrent with the development of the new golf concession building, the National Capital Parks also installed a boat launch and an additional parking lot. Whether or not this was part of the design for the golf center is unknown (Figure 52).

FIGURE 52: A new golf concessions building, parking lot, and roughed-in driving range were built in Anacostia Park Section E in 1961 by the National Capital Parks. A boat ramp was added around the same time. The larger plan for a new golf center, however, was not realized. The concessions building at lower right is the present-day Aquatic Resources Center, as seen circa 1966-1967. (Excerpt from Slide A-B22, Lawrence Halprin Papers, University of Pennsylvania Architectural Archives)

By 1964, the Anacostia Freeway (I-295) was complete and open to traffic, creating a physical barrier between Anacostia Park and the surrounding neighborhoods and permanently altering the eastern boundary of the cultural landscape (Meyer 1974: 45; *The Washington Post*, August 8, 1964: A2). The new interstate's increased traffic rendered the 11th Street SE bridge obsolete. Plans for its replacement called for the construction of twin bridges; like the Anacostia Freeway, the new bridge abutments were constructed on former portions of

Anacostia Park ceded to the District. The first bridge was to be built parallel to the existing bridge; once complete, traffic would be diverted to the new bridge while the old bridge was replaced. The first of the twin bridges was completed in 1965, the second in 1968 (although its ramps were not completed until 1970) (Wennersten 1974: 45).

FIGURE 53: View to the northeast from Section C with the 11th Street SE bridge at left. This 1964 photograph shows the significant changes made to the cultural landscape in Sections C and D caused by construction of the Anacostia Freeway. (Stewart Brothers, "Anacostia Freeway – 11th Street Interchange," District Department of Transportation Historic Collections)

The construction of the Anacostia Freeway coincided with a movement—advocated chiefly by the First Lady, Claudia Alta "Lady Bird" Johnson —to beautify American parks and streetscapes. Concerned that major new development, increased traffic congestion, and deteriorating downtown areas were marring the nation's most

scenic streets and byways and affecting the natural environment, Lady Bird Johnson undertook a campaign to restore beauty to “blighted” areas as a means to improve the urban condition. Beginning in the nation’s capital, Lady Bird Johnson’s Beautification Program extended from 1965 to 1969. Johnson formed The First Lady’s Committee for a More Beautiful Capital, composed of leading politicians, philanthropists, urban designers, architects, and landscape architects. It was a two-part project, focused on improving the appearance of Washington’s most heavily touristed areas, while simultaneously addressing the deteriorated condition of parks and streetscapes in neighborhoods throughout the city (Gould 1999: 67; Johnson 1968).

The Beautification Program sought to create a new set of standards that would use Washington, D.C. as a model for cities across the country to follow when improving their own urban areas. Working with neighborhoods, the Beautification Program improved schools, parks, and vacant land by introducing flowering plants, colorfully designed playgrounds, gardens, and fountains. On the larger scale, the program also sought to tackle a wide range of social and environmental issues including pollution of the capital’s rivers, air quality, access to mass-transit, coordinated freeway design, blight, litter, and employment programs. The sweeping Beautification Program centered on the idea that the quality of the environment affected everyone equally. By improving conditions on a local level, Lady Bird Johnson and her Committee believed they could also change larger societal and environmental issues. A quote from the First Lady sums up the overall approach to improvements undertaken as part of the program: “Where flowers bloom, so does hope” (Johnson 1968) (For more on Lady Bird Johnson’s Beautification Program, see the Small Parks Cultural Landscape Overview.)

Between 1967 and 1970, Lawrence Halprin & Associates undertook the creation of a master plan for the future of Anacostia Park, at the request of the First Lady. Lady Bird Johnson believed that Halprin would lend a more serious professional element to her Beautification Program, which was underway at this time in the District of Columbia and around the country. Halprin was also a clear choice for Johnson, as he was already working on beautification plans in the Capitol Hill neighborhood on the west side of the river. Halprin's plans for Anacostia Park called for an amusement park, swimming lake, monorail, and other elaborate designs centered around Kingman Lake, Kenilworth, and the RFK Stadium area; Halprin did not develop specific plans for the cultural landscape portion of the park. Halprin’s plans were never realized due to a lack of funding and changes in political will. However, his large-scale planning of the Anacostia River valley marked a significant change in planning efforts regarding the river and the park (Halprin Papers; Haffner 2017: 146-153).

Contemporary with Halprin’s planning efforts, the NCPPC undertook a master plan of the Anacostia River between 1966-1968. The plan utilized many of Halprin’s ideas, but provided only vague details for each section of the river. The central idea of the plan was to create a waterfront park that extended from its confluence to the northern District Line. For Section C of the cultural landscape, the plan envisioned a large marina in the area occupied by the NRS, in between the 11th Street SE bridge and the tree nurseries. The plan called for Section D

to remain largely the same as a recreation center with expanded facilities that would feature an aquatic center. Notably, Section E was to be a "Funland" amusement park with a Kiddieland, restaurants, miniature golf course, showboat landing, and a main visitor center for the greater river park—all ideas gleaned from Halprin's plan, but assembled in different locations. As with Halprin's design, this plan was not implemented, and it was shelved shortly after its creation (ETIC ANPA_831_80177_[id65165]).

Summer in the Parks

Halprin's redesign of the northern sections of Anacostia Park coincided with a groundbreaking National Park Service program called *Summer in the Parks,* which resulted in significant changes to the cultural landscape, culminating with Bicentennial-era improvements to the park's design. In the years leading up to the Bicentennial celebrations in Washington, D.C., the National Park Service undertook a large-scale redesign of Section E of the cultural landscape. Unlike most of NPS' investments for the Bicentennial in the federal core, the redesign of Anacostia Park was explicitly intended for local residents, not out-of-town visitors. It grew out of a long-term community engagement process called *Summer in the Parks,* and became a model for the National Park Service's approach to community parks planning in the 20th century.

In 1967, the Department of the Interior and the National Park Service invited industrial designer Russel Wright to Washington, D.C. to discuss new ways that the federal government's urban parks could cultivate a love of nature and outdoor recreation. By this time in the 1960s, Wright was a leading voice in the effort to clean up the Hudson Valley, partnering with local advocates and presenting an ecological approach to design. In D.C., Wright spent several days surveying the urban parks managed by the National Park Service, and came to the conclusion that there was a significant disparity between the parks in the institutional core and those in the outlying neighborhoods—including Anacostia Park. Parks such as the Mall and its adjacent green spaces were manicured, well-kept, and well-visited—primarily by out-of-town tourists. For the smaller parks in local communities, however, the green space was often neglected, underutilized, and unimaginative (Glenn 1978: 6-7).

It was this latter collection of parks that piqued Wright's interest. Pointing to the problem of underutilized legacy parks in urban centers, Wright attributed this trend to neighborhood change (he did not explicitly refer to demographic change, but it can be assumed that he referred to the pattern of White flight), and the change in pace between the bucolic designs of 19th-century parks and the faster-paced demands of 20th-century parks: "We speed in cars—ours is not the strolling tempo," he wrote in *Trends Magazine* in 1968 (Wright 1968: 4).

On January 15, 1968, he presented a proposal to the National Park Service to catalyze park planning in four key areas:

1. Programs for small downtown parks
2. Activities in community parks
3. Trips for children to different parks
4. A community-centric park along the Anacostia River

These areas were unified under the moniker of *Summer in the Parks,* which had its own public relations office and a distinctly bright, playful visual identity. (Wright claimed that no other city had employed such a branding device to drive interest in its parks.) (Wright 1968: 2). Under the leadership of Director George Hartzog, the National Park Service endorsed this proposal, and planning was underway by the spring of 1968 (Glenn 1978: 6-7).

Of the four prongs in the *Summer in the Parks* approach, Anacostia Park offered significant opportunities to address two in particular: activities in community parks, and a community-centric park along the Anacostia River. In the early years of the program, the cultural landscape played host to large-scale spectaculars (as Wright referred to them), which capitalized on Anacostia Park's riverfront setting and its relatively unprogrammed design to host large outdoor events, including rock concerts, that drew thousands of visitors. As the program's engagement efforts progressed, however, and Washington, D.C.'s planning for the Bicentennial accelerated, Anacostia Park became a showcase for the program's new concept of community parks.

When Martin Luther King, Jr. was assassinated in April 1968, the resulting protests altered the timeframe for the *Summer in the Parks* planning—but they also made its underlying mission more resonant than ever, as it sought to reimagine D.C.'s urban parks in response to neighborhood concerns. Amidst the protests for racial justice, the National Park Service could not deny the history of segregation in its parks (including Anacostia Park)—a legacy that resulted in what one scholar refers to as "generational underutilization of the national parks" by Black Americans (Garland-Jackson 2018: 2). To redress these disparities, the *Summer in the Parks* officials designed the program in concert with local Black leaders. Wright and the project task force reached out to Neighborhood Planning Councils to coordinate a large-scale community engagement effort—a model of coalition-building and decision-making that was deeply progressive at the time, for community planners as a whole and for the National Park Service in particular. The planning process forged new connections between the National Park Service and the urban parks under its care, bringing local residents into the fold of community planning for federal parklands.

In 1969, Congress appropriated $475,000 to support the program. With the funds, *Summer in the Parks* sponsored: special events in several parks; partnerships that shuttled city children to other National Park Service properties outside the District; and an extensive outreach program that deployed NPS rangers to community

centers, hospitals, and other community hubs (Robinson & Associates 2008: 153). The National Park Service worked with the D.C. Recreation Department, the Smithsonian Institution, and Neighborhood Planning Councils throughout the District to stage cultural recreation programs, including concerts, community sings, amateur nights, dance contests, and puppet shows. The National Endowment of the Arts and the Mayor's Arts Committee provided additional funds to offer arts workshops (Wright 1968: 7). By 1969, the *Summer in the Parks* programming was so robust that the initiative received its own dedicated section in the *Washington Post*'s events calendar (*The Washington Post,* July 23, 1969: B7). Reflecting on the program several decades later, one community member said, "It would have been difficult for someone to be over 10-15 years old and not have participated in some way, unless you're a recluse" (Garland-Jackson 2018: 1). The programming catered to both children and adults, and emphasized the value that nature—specifically, the National Park Service's urban parks—could offer to city residents.

Beyond this programming, however, the *Summer in the Parks* initiative considered its chief contribution to new urban park concepts to be its three principles of community parks:

1. A park should be within walking distance of its users;
2. It should contain the facilities most desired by that neighborhood, as determined by expression of the people who live there;
3. There should be neighborhood participation and contribution to management, operation, and maintenance (Wright 1968: 7).

Anacostia Park was a key demonstration project for all three principles, which in turn bolstered one of the facets of Russel Wright's original proposal: a community-centric park along the river. As NPS officials began to consider a redesign of Section E in advance of the Bicentennial, the selected architects built on the relationships established through the *Summer in the Parks* program. The principal of the project, Colden Florance, met with neighbors from Fairlawn-North, Twining, Greenway, River Terrace, and Kenilworth—all within walking distance of the park—to understand what facilities they most desired, and plan for the park's ongoing operation for community use. The skating pavilion, for example, was the first purpose-built skating facility constructed in Southeast D.C., and its inclusion was a direct result of community input during the design process. The design will be explored further in the next section, but it is important to note that without the *Summer in the Parks* program, the Bicentennial redesign of Anacostia Park would not have been as responsive to community concerns. In turn, the community-engaged redesign of the park represented a long-term investment in *Summer in the Parks'* outreach and mission, lending permanence to the initiative beyond mere programming (Zito 1976: B1).

The *Summer in the Parks* initiative took place over the summers between 1968-1976, culminating in the special events for the Bicentennial celebration. (According to some accounts, the program did not resume in the summers after the Bicentennial due to changes in management and various political pressures; Garland-Jackson

2018: 4). During its tenure and for several years after its denouement, the program was chronicled in *Trends* magazine and contemporary newspapers, establishing the initiative as an exemplar for the National Park Service and other park planners around the country. As the host to the initiative's largest events, Anacostia Park in particular enjoyed an outsized role in the collective experience of *Summer in the Parks* for local residents. When sociologists from George Mason University gathered oral histories of the program, one participant summed up what many said: "When you mention *Summer in the Parks* to a real Washingtonian, the first thing they're gonna think about is Anacostia Park" (Garland-Jackson 2018: 122). Most importantly for Anacostia Park, the *Summer in the Parks* program established the community connections that would shape the Bicentennial-era redesign of Section E, a community-engaged design process that will be explored further in the next section.

Summary

Summary Overview (All Park Sections)

By 1974, the present-day spatial organization had been established with the construction of the freeway and the interchanges that connected the various bridges in the cultural landscape. As construction wrapped up and the staging areas were removed, the park recovered its spatial organization as a recreational landscape. The completed Anacostia Freeway physically divided the park from the surrounding neighborhood context. Access to the park was now limited to vehicular underpasses at South Capitol Street (Section C), Howard Road SE (Section C), Good Hope Road (Section C), Nicholson Street SE (Section D), and pedestrian access via a bridge over the freeway at 16th Street SE. Beyond the changes to its boundaries and circulation features, no known changes were made during this period to Section C of the cultural landscape, which remained generally consistent with the site conditions by the time the Anacostia Freeway was completed. Section D also saw the addition of a miniature golf course northwest of the field house. In Section E, the National Capital Parks began construction on a new golf center during this period, resulting in the construction of a golf concession stand, parking lots, roughed-out semi-circular driving range, and a boat launch. The lawn to the north of the golf center was also used during this time for a summer concert series. Topography changes included the construction of freeway interchanges between each section, as well as fine-grading out and away from the new golf concession stand in the center of Section E. Little is known about changes to vegetation during this era, but this likely included reseeding or planting associated with landscape recovery efforts after the completion of the Anacostia Freeway and the removal of equipment from staging areas in all sections. Additional small-scale features likely included those associated with the new golf center in Section E. Changes to views and vistas included altered views to the east of the newly completed Anacostia Freeway, as well as views in between sections of freeway interchanges. Internal views in Section E included views in all directions of the centrally-located golf center. Changes to land use during this period included highway construction staging and temporary use of Section E for concerts under the *Summer in the Parks* program.

Section C

By 1974, the boundaries of Section C were established at the South Capitol Street interchange. This section was now organized by the South Capitol Street interchange to the west, the Anacostia River to the north, the Pennsylvania Avenue SE interchange to the east, and the Anacostia Freeway and Howard Road to the south. The construction of the freeway physically separated it from the community and limited access to the section; access was now limited to underpasses at South Capitol Street, Howard Road SE, and Good Hope Road SE. The topography remained generally flat with new steeply sloping embankments adjacent to the South Capitol Street and 11th Street SE freeway interchanges. Views and vistas were altered to the west, south, and east with the completion of the freeway within the viewshed. As the NRS began to leave Section C due to displacement from the construction of the Anacostia Freeway, dozens of buildings and structures were demolished. More research is needed to determine the precise sequence of demolition and which structures were extant by the end of this period of development. Changes to vegetation likely included the reseeding of lawns and limited plantings in areas of Section C previously used for constructions staging. There are no documented changes to small-scale features of the section during this time.

Section D

Apart from the taking of portions of Section D for the Anacostia Freeway and the 11th Street and Pennsylvania Avenue SE interchanges, there are few recorded changes to Section D during this time. By this time, the present-day spatial organization of Section D was established at the 11th Street SE interchange, Anacostia Freeway, Pennsylvania Avenue SE interchange, and the Anacostia River. Topography remained consistent with the previous era, apart from the steep embankments built to service the new interchanges. Additional circulation features include Nicholson Street SE and its underpass, the 16th Street SE pedestrian bridge, and the Anacostia Freeway. Views and vistas to the west, east, and north were altered with the addition of the Anacostia Freeway to the viewshed. The addition of a miniature golf course to the northwest of the field house marked the only change to the section's buildings and structures. Changes to vegetation likely included the reseeding of lawns and limited plantings in areas of Section C previously used for constructions staging. There are no documented changes to the small-scale features of the section during this time.

Section E

In Section E, the National Capital Parks began construction on a new golf center during this period, resulting in the construction of a golf concession stand, parking lots, roughed-out semi-circular driving range, and a boat launch. The spatial organization of Section E had been altered as portions of its eastern and southern edges were claimed for the Anacostia Freeway and its interchanges. The topography remained consistent to the previous era, with notable changes only to the Pennsylvania Avenue SE embankment at the south end of the section and fine-grading out and away from the new golf concession stand in the center of the section. New circulation features included the extension of Anacostia Drive through Section E from Pennsylvania Avenue SE to the CSX

Railroad bridge. New circulation features included the addition of one keyhole shaped parking lot and one rectangular parking lot adjacent to the north side of golf concession center. Other circulation features included the Anacostia Boat Launch and its parking lot, and stairs and ramps adjacent to the concessions stand. New views and vistas within the section included views toward the new centrally-located golf concessions stand. There are limited documented changes to the cultural landscape's vegetation in Section E during this period; these included the planting of 9 willow oaks (*Quercus phellos*) adjacent to the new concession stand (Slide A-B22, Lawrence Halprin Papers). Additional buildings and structures constructed during this period include the golf concession building, the boat ramp, and the 3 parking lots. There are no additional documented small-scale features, but these likely included lighting associated with the new golf center and its landscape.

1974-1976: The Bicentennial and Anacostia Park

Despite the failure of previous mid-century master plans, architects Keyes, Lethbridge, and Condon undertook a Bicentennial redesign of the cultural landscape between 1974-1975, which emerged from the *Summer in the Parks* community engagement process (see the previous section). The principal of the project, Colden Florance, worked closely with the people of Fairlawn-North, Twining, Greenway, River Terrace, and Kenilworth on the design of the new park facilities. Residents advocated for more shade trees along the "virtually treeless riverfront." Safety was a key issue, as was vandal-proof park facilities. Most notably, neighbors stated that the park should be for them and not for the District at large or for tourists (*Washington Post*, July 13, 1974: B1).

Responding to community input, Florance detailed "park nodes," with typical features designed to include a comfort station, parking lot, interconnected square pavilions, a drinking fountain, earthen berms, a "tot lot" or playground, a shuffleboard, grills, a sprinkler for cooling down, swings, a horseshoe pit, and a sand pit (ETIC ANPA_831_41018A_[id260068]). Each element within the node was modern in style and designed with durability in mind, consisting of either concrete or wood. Florance designed four types of node, although only one node was included in construction plans for the park. These four nodes were intended be placed:

- North of the 11th Street SE bridge (in Section D);
- South of the Pennsylvania Avenue SE (John Philip Sousa) bridge (Section D);
- At Good Hope Road south of the 11th Street SE bridge (Section C); and
- Adjacent to the new golf center development in Section E.

Of these four "nodes," only the one located south of the Pennsylvania Avenue SE bridge was built between 1974-1976. The planting plan for this node called for red maples (*Acer rubrum*), northern red oak (*Quercus rubra*), Washington hawthorn (*Crataegus phaenopyrum*), and saucer magnolias (*Magnolia x soulangeana*). The plantings were placed loosely throughout the node, with the placement designed to shade the picnic and play areas.

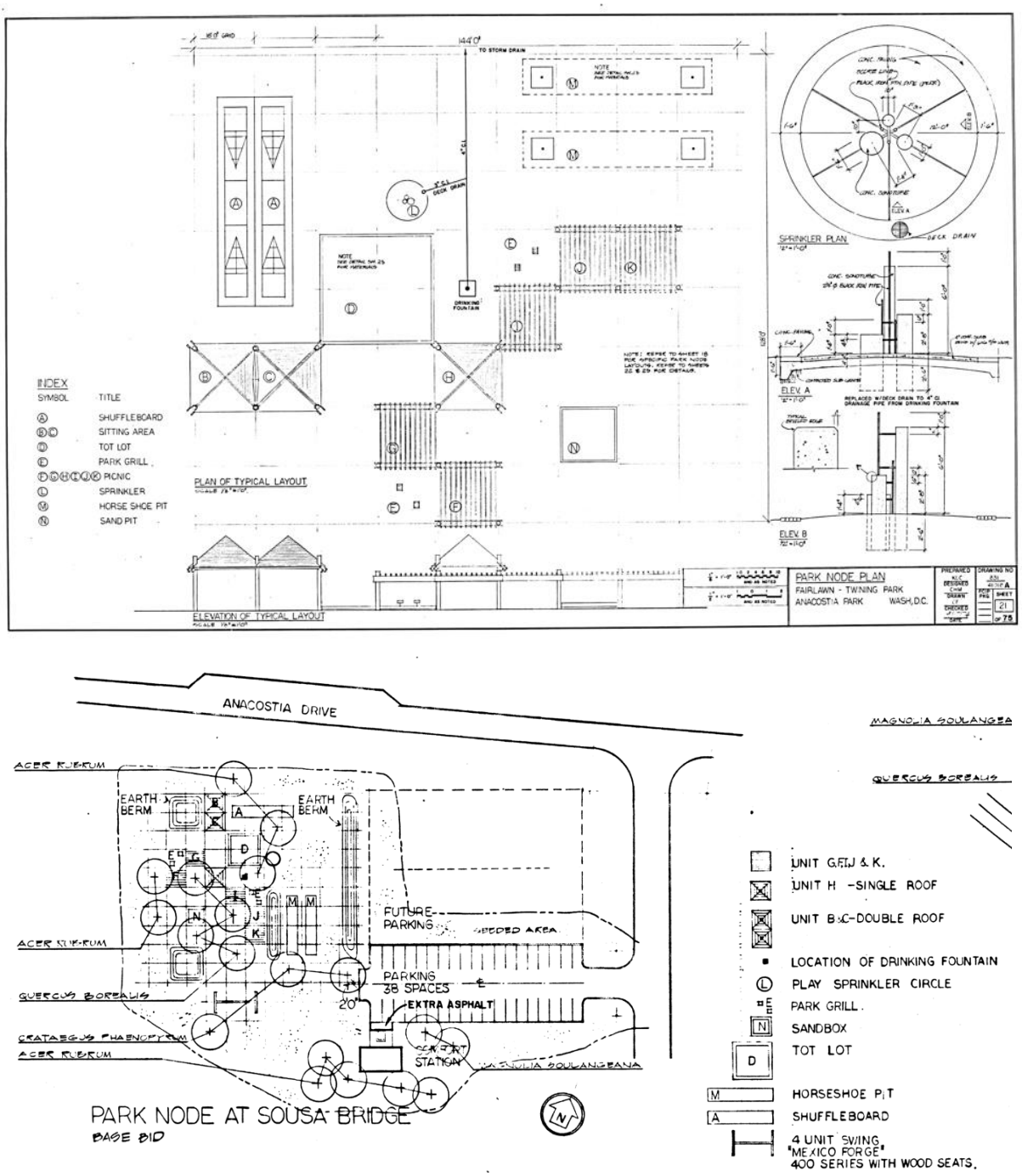


FIGURE 54a-b: Architect Colden Florance called for the creation of park nodes that featured picnic areas, restrooms, and small playgrounds. Of the 4 proposed, only 1 was constructed immediately south of the Pennsylvania Avenue SE bridge. (Keyes, Lethbridge, and Condon 1974, Sheet 21, ANPA_831_41018A_[id260068]; Excerpt of Sheet 18)

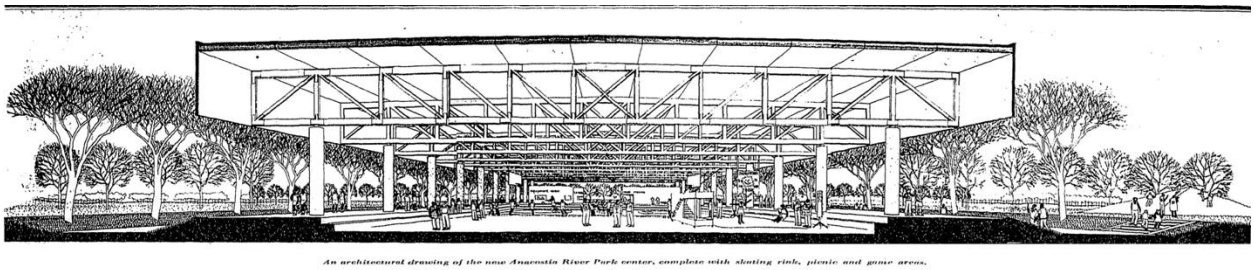


FIGURE 55: Architect Colden Florance designed a large multi-purpose skating pavilion in Section E of the cultural landscape as part of Bicentennial improvements to the District's parks. (*The Washington Post*, July 13, 1974: B1).

On a larger scale, Florance's plans called for the complete redesign of Section E. The new plans centered around a large pavilion, centrally located in Section E, called the Anacostia Park Pavilion (later known as the skating center), which would be part of the Bicentennial commemoration in the District of Columbia. The new center was built on land that had previously been a golf course, and later was used for rock concerts during the *Summer in the Parks* program. The final concert was held in Section E in 1975, and was attended by 32,000 people (*The Washington Post*, June 26, 1975: D1).

As designed, the pavilion was to be flexible and open-air, responding to community input calling for flexibility. It consisted of a series of large wooden trusses resting on reinforced-concrete pillars. The interior featured a large open area and curved terracotta-block offices and storage rooms underneath the roof. Its primary use was as a skating rink, but it could also serve as a concert venue, an auditorium, or a basketball or tennis court. The landscape around the pavilion included four lighted basketball and volleyball courts, two softball diamonds, two soccer fields, a playground, shuffleboard, and horseshoe pits. The existing golf course concession stand, north of the new pavilion, was repurposed as a U.S. Park Police substation to increase park safety amid complaints from park users (Scott 1993: 276-77; *Washington Post,* January 9, 1977: K1).

Modern landscaping was also added around the pavilion at this time, featuring red oak (*Quercus rubra*), red maple (*Acer rubrum*), 'Greenspire' linden (*Tilia cordata*), Norway maple (*Acer platanoides*), Babylon willow (*Salix babylonica*), crepe myrtle var. Majestic Orchid (*Lagerstromeia indica*), flowering dogwood (*Cornus florida*), oriental cherry (*Prunus yedoensis*), Japanese black pine (*Pinus thunbergi*), Austrian pine (*Pinus nigra*), Japanese flowering crab apple (*Malus floribunda*), azalea (*Azalea* var. '*Delaware Valley White'*), English ivy (*Hedera helix*), and thornless honeylocust var. 'Shademaster' (*Gleditsia triacanthos*). The plantings were arranged in rows along pedestrian walkways and roads; in parking lot medians; surrounding structures and playing courts; and in naturalistic patterns in lawns throughout the cultural landscape (Keyes, Lethbridge, and Condon 1974, Sheet 17).

Florance's design for Anacostia Park won an honor award in 1977 from the Potomac Valley Chapter of the American Institute of Architects. In his interview regarding the project, Florance described the buildings as a "giant jukebox playing music to skate by." He also stated that he liked to describe the pavilion—with its laminated wood truss and pre-cast concrete pillars—as a "classical Washington temple in a green setting." The ticket booths and administration office were built of semi-glazed silo tile in order to discourage graffiti and allow for easy cleaning. The new pavilion cost $1.4 million, and the landscaping cost an additional $500,000 (*Washington Post,* January 9, 1977: K1).

Summary

Summary Overview (All Park Sections)

By 1976, the Anacostia Park cultural landscape resembled its present-day conditions. Bicentennial improvements to the park significantly altered Sections D and E of the cultural landscape. Under these improvements, a new "park node" was built by the NPS in Section D, south of the Pennsylvania Avenue SE bridge. This node featured picnic areas and various recreation features for community use. Section E featured the largest undertaking during this period. Section E was redesigned to include new buildings and structures such as a centrally organized skating pavilion, playing fields, tennis courts, a playground, and basketball courts. The design called for the creation of new circulation features, including a circular drive, dirt service road connecting the railroad, additional parking lots, sidewalks, ramps, and staircases. New plantings were added throughout the section, which had primarily comprised grassy lawns to this point. The redesign also called for new specifically designed small-scale features such as benches, trash cans, a bulletin board, water fountains, and play sculptures, among others. Section C saw few changes during this period.

Section C

No changes were made in Section C as part of the Bicentennial-era improvements. Former NRS structures continued to be demolished or transferred to NPS jurisdiction during this period. The spaces occupied by the demolished buildings were left vacant.

Section D

The addition of a recreational node in Section D, south of the Pennsylvania Avenue SE bridge, expanded the passive and active recreational use of the section. The topography remained generally flat, but featured several earthen play berms adjacent to the picnic areas. The new node was centrally organized around a play structure and segmented picnic pavilions. These consisted of timber structural members resting on poured concrete posts. Each of the picnic pavilion segments was different in design; some had no roofs, some had trellises, and others had gabled roofs. Other buildings and structures at the node included a Modernist masonry unit comfort station, a Modern wood and metal playground structure, a shuffleboard court, and horseshoe pits. The topography remained consistent with previous eras, with the exception of new earthen play berms created adjacent to the

"node." Additional trees and shrubs were planted at the node (see above for specific species). New small-scale features at the node included benches, grills, a play sprinkler, and a drinking fountain.

Section E

In Section E, large-scale development during this period resulted in the construction of the Anacostia Pavilion and affiliated recreation areas. The redesigned Section E was radially organized around the skating pavilion. New circulation features include a loop drive through Section E that connected to the Anacostia River Drive, as well as a large parking lot on the eastern side of the skating pavilion and various paved pathways between recreation areas. New buildings and structures included the large centrally-located open-air skating pavilion with enclosed ticket and administrative offices, as well as new playing fields and courts, and a playground. Few changes were made to the topography of the section; these were limited to the construction of a large berm around the picnic area north of the skating pavilion. The addition of the skating pavilion, playing fields and courts, and playground added new active recreational land uses to the cultural landscape. Views and vistas in Section E now included views in both directions along the new loop drive, views toward the skating pavilion from all directions, and internal views along the walks in the cardinal directions adjacent to the skating pavilion and playing courts. The new design of Section E featured an extensive naturalistic planting plan of several trees and shrubs (see above for specific species). New small-scale features included drinking fountains, benches, curbing, playground and sports equipment, trash cans, and signage.

1977-2021: Recent History of Anacostia Park

The cultural landscape had seen numerous changes since the end of the period of significance. Circa 1980, the remainder of the Naval Receiving Station (NRS) facilities in Section C were transferred to the NPS and U.S. Park Police for administrative uses (Dolph 2001: 10-12). This included two buildings that now house the USPP and NACE.

As these facilities in Section D were transferred back into NPS management, Sections D and E continued to host numerous events in conjunction with Black activists in the Anacostia neighborhood. Malcom X Day, a holiday held on the Sunday in May closest to Malcom X's birthday on 19th, was first organized on May 27, 1972. The inaugural celebration was held at the Johenning Baptist Church in Anacostia. The event drew on the past work of the African Liberation Day (ALD) organizers, who held similar events in Northwest. Unlike the one-off ALD marches, Anacostia organizers Charles Stevenson, Malik Edwards, and Sherry Brown wanted to create a reoccurring holiday that would focus on the issues facing Black residents east of the Anacostia River. For its first several years, Malcom X day was held at various locations in Wards 7 and 8, including the home of Frederick Douglas, where 1,000 people gathered in 1975. The success of the event in the late 1970s promoted organizers to seek a larger venue to accommodate more people. Around this time, organizers moved Malcom X day to Anacostia Park Section D (Musgrove et al. 2021).

More research is needed to determine the scope of Black activism in Anacostia Park in the late 20th century and whether or not these activities altered the cultural landscape. Research conducted by Associate Professor of History George Derek Musgrove and his team at the University of Maryland has revealed that Malcom X day was a rich cultural event. Musgrove notes that Malcom X Day became "a proving ground" for Black performers, notably local Go-Go artists such as Chuck Brown, Junkyard, and Rare Essence who performed with other national acts. While performances were a key part of the celebration, Pan-African speakers such as Calvin Rolark, Betty Shabazz, and Kwame Ture regularly addressed the thousands of people gathered in Anacostia Park. As Musgrove notes, "the D.C. Malcolm X Day was both the largest and longest running celebration of the slain Muslim minister in the country," until it was disbanded in 1995 (Musgrove et al. 2021).

Improvements in other parts of Anacostia park continued during the tenure of the event. In 1980, two baseball and two softball diamonds were installed by the NCP south of the skating rink and court areas in Section E (ETIC ANPA_831_80067_[id37738]). Between 1986 and 1987, the National Park Service signed a cooperative agreement with the District of Columbia Department of Energy and Environment (DOEE), establishing the Aquatic Resources Education Center, which was housed in the former golf center in Section E ("Cooperative Agreement" 1987). Between 1984-1994, the Anacostia Boat Launch was rehabilitated concurrent with the

development of the Aquatic Resources Education Center; however, the details of this renovations are unknown. The renovation produced the present-day conditions of the boat launch in Section E.

Shortly afterwards, in 1996, the DOEE and the NPS built the Urban Tree House north of the Aquatic Resources Education Center in Section E. This included the construction of a garden, landscaped map of the United States, a gazebo, and various other pathways and sculptural elements. The Urban Tree House is a program of the Student Conservation Association that provides free environmental education programs for DC urban youth ("Urban Tree House," accessed 2020, https://www.thesca.org/urban-tree-house). Other changes to the study area in the 1990s include the construction of a playground in Section D in 1999, north of the field house (Google Earth 1999).

Between 2004 and 2007, the District of Columbia and the National Park service extended the Anacostia Riverwalk Trail through the study area. This included the construction of an asphalt trail between the Anacostia River and Anacostia Drive. The trail runs from the South Capitol Street SE bridge, through Section C, Section D, and Section E, and connects to Section F via an overpass bridge. As of 2021, Construction of the trail continues north of the cultural landscape in Sections G and H.

In 2005 the NPS and the DOEE renovated the Aquatic Resources Education Center, adding classrooms, exhibits, and aquaculture facilities ("Aquatic Resources Education Center," accessed 2020, https://doee.dc.gov/arec). In 2002, all tennis courts north of the field house, in Section D, were resurfaced and reconstructed in the same historic locations (Google Earth 2002).

Between 2002-2010, three drainage ponds were installed along Anacostia Drive in Sections D and E. These were likely installed to alleviate drainage problems in playing fields and along Anacostia Drive. The first drainage pond was installed circa 2002 and is located along Anacostia Drive in Section D, 350 feet northeast of the I-695 bridge (Google Earth 2002). The second pond was installed circa 2010-2011 as part of a rehabilitation of Anacostia Drive in Section D (Google Earth 2010-2011). It is located on Anacostia Drive in Section D, 650 feet southwest of Nicholson Street SE. The third and final drainage pond was installed circa 2004 and is located 250 feet east of the Anacostia boat launch (Google Earth 2004).

In 2010, as part of a project known as the "Anacostia Park Node Rehabilitation," the National Park Service renovated the Bicentennial-era existing playground and recreation facilities near the Pennsylvania Avenue SE bridge. NPS officials installed 3 new benches, rubber play pavement, ADA-accessible concrete walks, and a pirate ship playground, replacing deteriorated small-scale features and play structures in similar locations that had been installed as part of the Bicentennial improvements. Removed features included the Bicentennial-era

wood playground structure, swing sets, wood logs edging the parking lot, and a rubberized play mat underneath the playground (ETIC ANPA_831_84294_Z1[id36631]).

Between 2010-2013, the District of Columbia replaced the 11th Street SE and I-695 bridges between Sections D and E. During this time, the easternmost corner of Anacostia Park Section C (between Good Hope Road SE and 11th Street SE) was used for construction staging. After this project was completed circa 2018, this area was regraded, and a new trail was installed to connect the new 11th Street SE bridge to Good Hope Road (Google Earth 2018). Concurrent with changes made to the 11th Street SE bridge, the NPS and the District of Columbia constructed an earthen ramp and elevated bridge in Section E to connect Sections E and F of Anacostia Park via the Anacostia Riverwalk Trail. This was completed between 2010 and 2013.

Other changes include the 2016 resurfacing of the playground north of the field house in 2016. During this time, the previous unknown paving was replaced with a purple recycled rubber mat.