

In 1947, this filling in this area went further and a noticeable amount of encroachment on the original basin occurred on the north shore of the inner basin at the same time. We will see those dark shaded areas.

In about 1956, the city of Alexandria and others began dumping trash, fly ash and the metallic residue of both Arlington County and Alexandria City incinerators into the previously described marshlands along the north side of the creek basin between the sewage treatment plant and Telegraph Road.

Certain sanitary sewers running through this area have overflows which permit them to dump raw sewage into the area during storm periods, including Hooff Run. When the storm water was caused to flow in, those sewers exceeded their normal capacity. These lines in some cases are still active.

As may be readily seen on the next slide, by 1960, half of the original area was completely spoiled for wildlife, recreation, and esthetic beauties. It has become an ugly, odorous cesspool. It is a cesspool by virtue of all the organic wastes that get into there from trash, from dead animals and other sources. This is removed only at the time of storms of high intensity.

The installation of the various bridges and causeways restricted tidal flow to limited areas not already silted up by other public and private dumping activities in the area.

The last slide shows schematically the conditions which prevail in the area at this time.

The construction of Route 495 occasioned a need for further filling and also for dredging operations in the area. In the course of this work, great volumes of soil, materials, and silt were released and caused the massive overflowing you now see in the outer channel.

Actually, the highway itself and the fills appurtenant to it cover an extremely large area out of the original 700 acres.

The marina which I referred to earlier, which had existed on Mr. Connelly's property at that time, and which was in full operation before the construction of that highway started, was silted out of existence. There were large motor boats and a few small yachts that docked there. The silt flowed through the bridge, under the Memorial Highway, and silted out over the outer basin, moving toward the river channel. The marina area and its channel were engulfed.

Some of the boats got out of the marina before the flow of silt blocked the marina.

This portion of the estuary was covered for an area of almost 250 acres and was reduced to less than one-half its original size. This is the outer basin, between the headlands which marked the main channel of the Potomac River and the Memorial Highway.

Mud flats are exposed at low tide and when the wind is in the right direction, the mud flats are exposed even at high tide.

The two upper basins had for years received the silt from Cameron Run due to the development along the tributaries, and are by now almost completely filled and can no longer serve as a place for the deposit of these silts so as to protect the outer area. In their present condition, they certainly are not available for recreational uses.

Added to the normal amount of silt that comes down this stream due to general land uses, we have at this time two major highways—495 Beltway and Shirley Highway. The Shirley Highway is now undergoing massive reconstruction, releasing during that construction massive amounts of silt, sand, and gravel. And in this area, in the outer basin, is being overwhelmed with this silt. There remains only about 100 acres that is reasonably usable by wildlife, for recreation, or as boating areas. The rest of it is so badly inhibited with silt, debris, and other materials that it can only be approached at certain times when we have high tides or winds blowing up the river to bring some water for an hour or two.

The sanitary sewage which comes down Royal Street, combined sewer—that may be noted on the map as being in the place, in the outer basin which extends nearest the Capital Beltway—together with a certain amount of debris from that source, has so deteriorated the portion of the estuary between the highway bridge and the land known as Jones Point so as to create a most undesirable esthetic problem. The filthy waters coming down under the Memorial Highway join these waters from the Royal Street sewer and complete a most unpleasant and odorous situation, particularly obnoxious during low tide, as the mud flats catch this material and allow it to dry and concentrate when exposed to the surface.