

EXCERPTS FROM TRANSCRIPT

In the matter of: THE NATIONAL CAPITAL PLANNING COMMISSION
COMMISSION MEETING
OPEN SESSION - VOLUME I

Place: Washington, D. C.

Date: Thursday, June 9, 1966.

OFFICIAL REPORTERS
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WASHINGTON, D.C. 20036

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NATIONAL CAPITAL PLANNING COMMISSION

COMMISSION MEETING

OPEN SESSION

9:40 o'clock a.m.

Thursday

June 9, 1966

Conference Room

Third Floor

1701 Pennsylvania Ave., N.W.

Washington, D. C.

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PRESENT:

CHAIRMAN ROWE

GENERAL DUKE

DR. EDWARDS

MR. HARTZOG

MR. HEGNER

MR. LOUCHHEIM

MR. McCARTER

MR. NORTON

MR. ROBERTS

COLONEL SHEFFIELD

MR. THIRY

MR. WHITTON

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P R O C E E D I N G S

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CHAIRMAN ROWE: The Commission will come to order.

GENERAL DUKE: Madam Chairman, I would like to offer a motion to amend the agenda and the nomenclature of Item #9, if I may.

May I carry on?

CHAIRMAN ROWE: What do you propose?

GENERAL DUKE: Quite frankly, that item is identified on the agenda as a discussion of the Proposed Comprehensive Plan for the National Capital - Transportation. In other words, it gives the impression that the discussion is a discussion of the transportation section of the Comprehensive Plan.

We have heretofore discussed those sections in Executive Session and, since I originated the request to discuss this particular item, my intent, really, was to discuss the Statement of the Policy Advisory Committee that this Committee issued under date of May 25th and not per se a discussion to approve a transportation section of the Comprehensive Plan.

Therefore, I suggest that Item #9 be revised to read: Statement of the Policy Advisory Committee of May 25, 1966, and to eliminate any specific implication that the transportation section of the Comprehensive Plan is up for discussion, frankly.

1 Mine is a very limited item that I would like to
2 propose to be discussed by the Commission at that time.

3 CHAIRMAN ROWE: Your wording would be --

4 GENERAL DUKE: Statement of the Policy Advisory
5 Committee of May 25, 1966. This would be the item on the
6 agenda.

7 MR. WHITTON: I'll second his motion.

8 MR. NORTON: What action could we take under this?
9 I mean, is this just a discussion of the Statement?

10 GENERAL DUKE: This will be a discussion of the
11 Statement and, quite frankly, I will move a general endorse-
12 ment by the Commission of that Statement.

13 I am not addressing myself specifically to the
14 transportation section of the Comprehensive Plan at all.

15 My advice, frankly, will be that this be developed
16 in the routine business of the Commission and in the normal
17 manner that the Commission has considered all of the other
18 sections of the Plan.

19 CHAIRMAN ROWE: This is what we had intended to do.
20 This is part of the normal Commission procedure. I have a
21 ruling here from the Secretary, the Commission's Counsel,
22 which I think is pertinent to read right now, if you --

23 GENERAL DUKE: Frankly, Madam Chairman, I didn't
24 mean to make this a controversial item of discussion of the
25 merits of the proposal at all. It only has to do with the

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1 nomenclature of the item on the agenda, which I consider to
2 be a very simple matter.

3 DR. EDWARDS: May I ask you, General, are you --
4 shall we discuss this in the normal course of business so
5 that it appears as Item 9?

6 GENERAL DUKE: Yes, sir. This is really my sug-
7 gestion. Mine is an administrative recommendation at the
8 moment.

9 MR. THIRY: Madam Chairman, I understood from what
10 the General says is that all he wants to do is just kind of
11 talk about this and that he doesn't propose to make it a
12 part of the Plan of the City of Washington. He just wants
13 to accept, you know, in spirit the recommendations of this
14 Advisory Committee.

15 Is that right?

16 GENERAL DUKE: That's correct. As a matter of
17 fact, I really am embarrassed to stimulate any discussion
18 on the merits of that proposal now. This is strictly an
19 administrative recommendation that the item on the agenda
20 read: Statement of the Policy Advisory Committee of May
21 25th, 1966, and it does not specifically relate to the
22 transportation section of the Comprehensive Plan. That's all.

23 MR. THIRY: Then, by acting on this matter, I
24 mean, we couldn't consider it as a part of the Comprehensive
25 Plan, is that the idea?

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1 GENERAL DUKE: That's correct.

2 MR. THIRY: But inadvertently it becomes that.

3 CHAIRMAN ROWE: The chair would like to have this
4 -- I mean, under this procedure, if this statement is adopted
5 by the Commission, then this would be the Commission policy
6 on the interstate freeway system in the City.

7 GENERAL DUKE: I think that properly is discussion
8 at eleven-thirty, which has to do with the merits of the
9 Commission's action, frankly. I am merely now requesting
10 only a change in nomenclature of the item.

11 CHAIRMAN ROWE: But I think this is an important
12 one and, as I wrote Commissioner Tobriner, it was put on
13 within the context of the Comprehensive Plan, as was the
14 previous PAC Statement which came to us only a month ago and
15 I have a ruling from the Counsel which is pertinent when we
16 get to the discussion.

17 Can we reserve the vote on this until we get to
18 this item?

19 GENERAL DUKE: Frankly, Madam Chairman, the reason
20 I mention it now is that I understand amendments to the
21 agenda have to be raised as the first order of business and
22 I respectfully request that the Commission's wisdom on this
23 matter be obtained.

24 MR. NORTON: I think you had better read what
25 Counsel has got here. If we are going to get into this, we

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1 might as well get into it, so that we can see what action
2 we can take today. I think this is the thing that is
3 bothering me anyway. I don't quite know what this means.

4 (Mr. Hartzog entered the meeting at 9:44 o'clock
5 a.m.)

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6 MR. SHEAR: General Duke is correct. If the
7 agenda is to be amended, it must be amended at the start of
8 the meeting; otherwise the agenda is considered agreed to
9 without objection.

10 If there is to be an amendment in the title of an
11 item, the addition or deletion of an item, it is required
12 to be done at the beginning of the meeting.

13 Changing the name of the item on the agenda in
14 no way affects the action which the Commission may lawfully
15 take.

16 CHAIRMAN ROWE: Oh, fine.

17 GENERAL DUKE: I agree with you.

18 CHAIRMAN ROWE: Then, without objection, the item
19 name is changed.

20 GENERAL DUKE: Thank you very much.

21 Don't look at me like that, Madam Chairman.

22 (Laughter.)

23 CHAIRMAN ROWE: Mr. Conrad.

24 ITEM NO. 1 - PERSONNEL ANNOUNCEMENTS

25 MR. CONRAD: Good morning, Madam Chairman, Members

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1 mission, are apparently not yet here.

2 You might go to item number nine, if it is the
3 pleasure of the Commission.

4 ITEM NO. 9 - Statement of the
5 Policy Advisory Committee dated
6 May 25, 1966.

7 CHAIRMAN ROWE: We will move on. Before we start
8 the discussion on item number nine, I want to read to the
9 Commission the --

10 GENERAL DUKE: Madam Chairman.

11 CHAIRMAN ROWE: I am sorry. I can't recognize you
12 at this moment. I feel that I should have the opportunity
13 to read this to the Commission. It was prepared by the
14 Counsel and, therefore, for your information --

15 MR. SHEAR: Madam Chairman, General Duke informs
16 me that he merely wanted to ask for a brief recess, as some
17 of his people are not here. He had not intended to seek the
18 floor for any other purpose.

19 CHAIRMAN ROWE: Oh, as long as it is just for a
20 brief recess, I'll be glad to recognize the Counsel on
21 behalf of the Engineer Commissioner.

22 (Laughter.)

23 GENERAL DUKE: Thank you, Madam Chairman.

24 CHAIRMAN ROWE: And if the Maryland people get here
25 first, we will put them on.

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1 (Recess.)

2 CHAIRMAN ROWE: The Commission will come to order.
3 We are on item number nine and, in introduction, I want to
4 read a statement prepared by the Commission's Counsel.

5 (Chairman Rowe then read the statement prepared by
6 the General Counsel which reads as follows:)

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At the request of the President of the Board of Commissioners of the District of Columbia we have placed on the agenda of this meeting the interstate freeway system in the District of Columbia. The General Counsel has advised me that the Commission may not adopt the Comprehensive Plan or any element thereof or any amendment thereto until it has formally presented the proposed plan, plan element, or plan amendment to appropriate Federal and District of Columbia authorities for comment and recommendations. He has further advised me that approval or endorsement of the program for the interstate freeway system set forth in the Agreement dated May 25, 1966 between the Director of the National Park Service, the Commissioner of the Virginia Department of Highways, and the Engineer Commissioner of the District of Columbia would constitute adoption by the Commission of an element of the Comprehensive Plan prior to its presentation to appropriate Federal and District of Columbia authorities for comment and recommendations as required by Section 4(e) of the National Capital Planning Act of 1952. The Chair therefore will not entertain any motion the effect of which is to approve or endorse the interstate freeway program in the May 25 Agreement or to adopt an element of the Comprehensive Plan prior to its presentation to appropriate Federal and District of Columbia authorities for comment and recommendations in accordance with the Act.

At the comprehensive plan session of its meeting on May 5 the Commission approved the recommendations of the Executive Committee, dated May 3, 1966, as amended, as the basis for the preparation of the section on transportation in the proposed Comprehensive Plan. Together with other elements of the plan this section will be presented to appropriate Federal and District of Columbia authorities for comment and recommendations before adoption of the Comprehensive Plan by the Commission. The Chair will entertain any motion the effect of which is to approve the interstate freeway program in the May 25 Agreement solely as the basis for the preparation of an alternate section on transportation in the proposed Comprehensive Plan or as the basis for the preparation of the section on transportation in the proposed Comprehensive Plan in substitution for the recommendations of the Executive Committee, dated May 3, 1966, as amended at the Commission meeting on May 5. The Chair notes that the latter motion would not be in order unless and until the Commission adopts a motion to rescind its approval of the recommendations of the Executive Committee, as amended, as the basis for the preparation of the section on transportation.

1 That is a rather long explanation of where we are.

2 In summary, I might say that I am advised that it
3 would be out of order to separate this freeway element
4 adopted as part of the City Plan because the statutory
5 requirement would not have been adhered to.

6 We would entertain the motion to have it considered
7 as an alternative to the plan previously adopted on May 5th
8 or as a substitute which would require rescinding of the
9 previous motion.

10 Now, I know the people are much more interested in
11 the substance of what is before us rather than the procedure
12 but the procedure is so important that I felt it had to be
13 outlined.

14 When I wrote to Commissioner Tobriner agreeing to
15 put it on the Commission Agenda, this point was made clear.
16 I also made clear my feeling, shared by many members of the
17 Commission, that public hearings on this great big city
18 problem are overdue and certainly should be scheduled soon.

19 There is a requirement, not a statutory requirement
20 but a suggestion for public hearings in our basic legislation.
21 We have had the same suggestion from the Senate District
22 Committee, from a number of citizens' groups in the city.

23 I feel the PAC report which General Duke is about
24 to present has many elements that could certainly be sup-
25 ported by the Planning Commission and by the people of the

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1 city. I think it does very well for the monumental areas of
2 the city and, if we can do that well for the monumental areas,
3 certainly we can do as well for the people whose homes and
4 businesses would be affected by any sort of interstate system.

5 I know that there are a number of questions that
6 different members of the Commission would like to ask on the
7 substance of what is before us and, with that rather lengthy
8 preliminary, General Duke.

9 GENERAL DUKE: Thank you, Madam Chairman.

10 I do appreciate the opportunity of presenting the
11 substance of this report of the Policy Advisory Committee to
12 the Commission at this time. I think I should say at the
13 outset for the benefit, particularly for the benefit of the
14 out-of-town members who, unfortunately, have not been able
15 to follow the day-to-day developments in this case as
16 intimately as the rest of us here, that this particular
17 report has received in general very enthusiastic response.
18 It has, I think it is safe to say, received the general
19 support of the news media of the city. It has received --

20 CHAIRMAN ROWE: (Laughing.) I'm not quarreling
21 with you.

22 (Laughter.)

23 GENERAL DUKE: Well, at least, this is part of my
24 statement, Madam Chairman --

25 (Laughter.)

1 and I will repeat my statement. I think that by and large it
2 is safe to say that it has received the support of the news
3 media in the city. It has received the endorsement of the
4 Board of Commissioners of the District of Columbia.

5 I received a letter as Chairman of the Committee
6 from the Chairman of the Senate District Committee in which --
7 I don't have the letter right in front of me, but as I recall
8 it in general supported the conclusions of the Policy Advis-
9 ory Committee.

10 At any rate, it has been a subject of intense public
11 interest, I suppose you would say and, in very general terms,
12 the reaction to this has been quite favorable. So, at any
13 rate, I have asked Mr. Airis to come forward today and to
14 present the substance of this Policy Advisory Committee
15 report.

16 As a precaution, in order to prevent any surprise
17 measure being exhibited today, I have previously transmitted
18 copies of this report to all members of the Commission and I
19 am hopeful that the Members have read the report and I also
20 want to make quite clear that it is not my intention today
21 to offer this Report specifically as a section of the
22 Comprehensive Plan. This bears on the statement that the
23 Chairman made a while ago and I would like to say in just
24 very general terms that frankly almost every action this
25 Commission takes one way or another affects the development of
a plan in time.

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1 I am not sure what the transportation section of
2 the Comprehensive Plan consists of at the moment, in fact,
3 but certainly this Commission will develop such a section.
4 I think the time schedule calls for the development of this
5 plan sometime later on in the fall and I think we have all
6 clearly agreed that the various elements of the plan will be
7 circularized in its final draft form to all appropriate
8 officials and groups of the city that might have a specific
9 interest in it.

10 So, I want to assure the Chairman that it is not
11 my intention today to affect that procedure in the slightest.
12 As a matter of fact, it isn't my intention to offer such a
13 section today. This, just as the approval of master plans
14 that the Commission has already done today, this is another
15 action which develops the sense of the Commission on an item
16 of extreme importance to the District of Columbia and the
17 expression by the Commission of its sense with respect to
18 such vital areas of interest can only provide a limited
19 amount of guidance in the development of the plan subse-
20 quently, because every action the Commission takes, in fact,
21 bears that guidance..

22 So, when you draw the curtain and you develop a
23 plan in its finality, you reflect as of that point of time
24 the various wisdoms that the Commission has expressed by its
25 various actions.

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1 This is, in essence, a plan. This is the way a
2 plan is developed.

3 So, with that summary, and, frankly, it is merely
4 being presented today to acquaint this Commission with the
5 substance of this Report because I think this is a great
6 step forward. It reflects the solution, I think, in sub-
7 stance to many of the nagging problems that we have been
8 faced with for many years and it offers a great deal of hope
9 in the transportation area generally.

10 This Commission has a great opportunity here to
11 express its view with respect to this or not to. Frankly, I
12 think the Commission is in large measure at the crossroads
13 right now. But at least I certainly would reserve any spe-
14 cific recommendation to the Commission until after it is
15 over and I would like to encourage the questioning by mem-
16 bers of the Commission with respect to the details of this
17 report. It speaks for itself. We would be glad to answer
18 any questions you may have, and, frankly, I hope that you
19 will review it in the spirit in which it is offered.

20 It is a constructive effort to resolve many of the
21 problems in this area that have faced us over the last few
22 years.

23 DR. EDWARDS: Madam Chairman.

24 CHAIRMAN ROWE: Dr. Edwards.

25 DR. EDWARDS: May I ask General Duke a question

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1 before we begin?

2 You emphasize that now you do not intend to offer
3 now this as a part of the Comprehensive Plan. Do I infer
4 from that that at some later time you may offer this as a
5 part of the Comprehensive Plan?

6 GENERAL DUKE: No, I say that I am only presenting
7 this today to get the sense of the Commission and I am say-
8 ing that the sense of the Commission in all of its various
9 particulars, in transportation as well as in the use of the
10 National Training School site for boys, the use of the Navy
11 Yard, the use of all of these various elements that are the
12 concern of this Commission. The sum total of the sense of
13 the Commission in all of these areas is what is reflected in
14 the plan and the staff develops a plan which, as of the day
15 it is published, reflects the sense that has previously been
16 expressed by the Commission.

17 In other words, I am not offering a specific ele-
18 ment entitled Transportation Section of the Plan. I think
19 this is something we customarily do in Executive Session and
20 the staff presents sections to us for our review and our
21 approval and customarily we have reviewed these in Executive
22 Session. But we take action in Open Session with respect to
23 various elements that are later incorporated into the plan
24 and this is what I am suggesting today, frankly, and nothing
25 more.

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1 MR. THIRY: Madam Chairman.

2 CHAIRMAN ROWE: Mr. Thiry.

3 MR. THIRY: I was wondering, has this matter been
4 reviewed with our staff in detail? I mean, are they familiar
5 with the details of the presentation?

6 GENERAL DUKE: They have seen the documents.

7 MR. THIRY: No, I'm talking about the display
8 material.

9 GENERAL DUKE: I can't say on that.

10 MR. CONRAD: We have not seen the display material.
11 We have participated with the Policy Advisory Committee in
12 all of its sessions and I have been privileged to be in most
13 of those sessions.

14 I had noticed several maps that have gone up on
15 the board which we have seen for the first time but I cannot
16 answer that question specifically. I am sure that we have
17 seen all the information that they have up to date but I do
18 not believe we have seen whatever information has been
19 developed, let's say, within the last two or three weeks.

20 MR. THIRY: Another thing, Madam Chairman, I
21 wonder, has this ever been referred to any Committee of the
22 Commission for careful study?

23 CHAIRMAN ROWE: No, it hasn't. The PAC document
24 is an agreement, rather than a plan. It came to the PAC
25 with no studies, reports or plans to support it. It was an

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1 agreement between agencies and it was not supported by any
2 written material.

3 This map which is before the Commission now was
4 presented to the Policy Advisory Committee but the Policy
5 Advisory Committee moved on the agreement rather than on the
6 map.

7 MR. THIRY: Then I have another question.

8 DR. EDWARDS: May I just say one word to that
9 before we move on? I think in fairness to the Commissioners
10 and the Policy Advisory group that there was an effort made
11 to get this before the Transportation Committee at the last
12 meeting and the General Counsel ruled that the matter was
13 not formally before the Commission because it had not been
14 placed on the agenda and, therefore, it could not come
15 before a Committee before it had been placed formally before
16 the Commission.

17 MR. THIRY: Madam Chairman, regardless of General
18 Duke's inferral, you know, that out-of-town people don't
19 know the details, I think I do. I was just wondering, now,
20 there are a number of signatories to this Advisory group
21 agreement, you see. Do I infer by that that the Bureau of
22 Public Roads has endorsed everything that is being presented
23 here and that if the Planning Commission, let's say, were to
24 accept it that there would be no question that this would be
25 the final report and that this would be acceptable in its

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entirety?

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2 Because I think there are certain inferences here
3 in this Advisory Report because of the personnel involved
4 that there has been an agreement that this would be carried
5 out in toto and, of course, the "in toto" is an important
6 thing and it couldn't be broken down into different segments
7 which may or may not be incorporated. I mean, I speak of
8 K Street, for instance. This seemed to be quite an iffy
9 item in this report and, of course, it's a very key factor
10 in the total presentation.

11 So I would assume that, if the Planning Commission
12 were to act favorably on this, over a period of time that we
13 wouldn't be spinning our wheels and that there would be no
14 resistance from any agency on the matter.

15 GENERAL DUKE: May I offer an apology for the
16 impression I created. It certainly wasn't my intention at
17 all. I wanted to place -- I felt that one of these impor-
18 tant elements of this situation today is the general day-to-
19 day reaction to this thing that has developed by means of
20 the press and other statements and it was in this context,
21 really, that I made the statement. It wasn't having to do
22 with any inability or lack of closeness, really, to the
23 transportation problems. I certainly want to apologize for
24 that.

25 MR. THIRY: I subscribe to the papers, so --

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1 GENERAL DUKE: I see.

2 (Laughter.)

3 I'm sorry. I double my apology.

4 (Laughter.)

5 May we proceed, Madam Chairman.

6 MR. LOUCHHEIM: Madam Chairman.

7 CHAIRMAN ROWE: Yes, Mr. Louchheim.

8 MR. LOUCHHEIM: I just would like to say that I
9 think what General Duke has said clears the air quite a bit
10 as to what we had been anticipating. I take it that what we
11 are now really engaged in here is an informative session to
12 bring us up-to-date on the thinking in this area and I think
13 we should welcome this opportunity to have this opened up.

14 I hope that as your staff and yourself give us
15 this information that we can have it so that it can be
16 divided into these different topics item by item.

17 GENERAL DUKE: Yes. We will present it item by
18 item.

19 MR. LOUCHHEIM: Oh, good.

20 GENERAL DUKE: We will.

21 MR. LOUCHHEIM: Fine, thank you.

22 (Colonel Sheffield replaced Mr. Roberts in the
23 meeting at 11:20 o'clock a.m.)

24 CHAIRMAN ROWE: Are there any other suggestions
25 before -- is it Mr. Airis who is going to present this and

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1 explain it item by item?

2 GENERAL DUKE: Yes, Mr. Airis will do it.

3 Mr. Airis.

4 MR. AIRIS: Madam Chairman.

5 CHAIRMAN ROWE: I might, just in this brief time
6 between Mr. Airis's being in the back and in the front, take
7 exception to the enthusiastic support which you have found
8 to this PAC. Undoubtedly, the press has been enthusiastic.
9 The people of the city and the people of Arlington, the
10 people of Takoma Park have been less than enthusiastic, if I
11 read my mail properly. We have any number of organizations
12 in the city and in Arlington who have been highly critical
13 of it on many grounds and who have asked for an opportunity
14 to speak here, which I am unable to afford them today but
15 which we must provide some public forum, it seems to me, to
16 hear from the people of the city.

17 I don't know whether you have had an opportunity
18 to see the new statement for the American Institute of Archi-
19 tects from the Committee of One Hundred, from the ADA, from
20 the Federations of Citizens Associations, from the Federation
21 of Civic Associations, from the Democratic Central Committee,
22 to name only a few, and from the Arlintgon County Board.

23 Mr. Airis.

24 MR. AIRIS: Madam Chairman and Gentlemen: After
25 the discussion and preamble that took place, I don't think I

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1 need to talk in generalities and I will get into the details
2 of the PAC statement and the triparty agreement.

3 Now, Mr. Conrad was going to pass out complete
4 copies of the pertinent document and, if he will do so, why,
5 if there is any question on details, we can arrive at them.

6 (The Transmittal Letter and Statement of Agreement
7 of the Policy Advisory Committee Concerning Implementation
8 of the Freeway Portion of the Balanced Transportation System
9 in the District of Columbia read as follows: together with
10 General Duke's letter of May 20, 1966 and a Status of
11 District of Columbia Freeways Still in Planning or Design
12 Stage Report:)

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May 31, 1966

Mrs. James H. Rowe, Jr., Chairman
National Capital Planning Commission
1701 Pennsylvania Avenue, N. W.
Washington, D. C.

Dear Mrs. Rowe:

By letter of May 20, 1966, General Duke requested that an item, Approval of the Interstate System in the District of Columbia, be included on the agenda of the June 9th meeting of the Planning Commission.

On May 25, 1966, the Policy Advisory Committee endorsed an action program contained in an agreement between the National Park Service, the Virginia Highway Department, and the Engineer Commissioner. Copies of the agreement and the statement of the Policy Advisory Committee are enclosed.

The Commissioners, the same as you and so many others here in the District of Columbia, are especially concerned about the social impact that the construction of such vast items of public works have on our urban scene. Specifically, we are dedicated to relieving the impact on the families forced to move by insuring that they are quickly relocated in suitable housing. Concurrently, we share your very legitimate concern that these new projects be aesthetically pleasing and that they harmonize with the local landscape and not be permitted to detract from the dignity of the Nation's Capital.

The Commissioners note that in addition to providing a program of implementation of the Highway System for the District of Columbia in an orderly and logical manner, this new Statement by the Policy Advisory Committee pledges continuous and careful consideration of the impact of the program on the city's housing and aesthetic needs. We are confident that this program will provide a balanced transportation system, while at

Mrs. James H. Rowe, Jr.

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the same time retaining the essential viability of the city.

The Board of Commissioners, therefore, endorses the Policy Advisory Committee Statement and trusts that the National Capital Planning Commission will do likewise at its next meeting.

Sincerely,

President
Board of Commissioners

Attachments

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STATEMENT OF AGREEMENT OF THE POLICY ADVISORY COMMITTEE CONCERNING
IMPLEMENTATION OF THE FREEWAY PORTION OF THE BALANCED TRANSPORTATION
SYSTEM IN THE DISTRICT OF COLUMBIA

The Policy Advisory Committee's statement of March 31, 1966, reflected unanimous concern that social and aesthetic factors be given full consideration on the design of urban freeways. At the same time, the Policy Advisory Committee recognizes the community's urgent need for all forms of transportation improvements, the desire of the President and the Congress to provide these improvements as soon as possible, and the practical considerations of system planning, financing, programming and scheduling required to insure orderly and logical development and construction of transportation facilities.

Since March 31, 1966, a concept of joint housing and highway projects has been introduced which appears to have great potential in eliminating problems of relocation. This approach, plus the requirement of the Board of Commissioners that satisfactory relocation housing must be available prior to construction of major highway contracts, has greatly reduced the concern of the Policy Advisory Committee on the question of social impact.

The Agreement between the National Park Service, the District of Columbia and the Virginia Department of Highways, dated May 25, 1966, is a great step forward in insuring that aesthetic considerations, particularly as related to parks and open space, are being properly balanced with transportation requirements. With this Agreement and the understanding that the Commission of Fine Arts will play an expanded role in the architectural development of major highway

facilities, the concern of the Policy Advisory Committee on the question of aesthetic impact has also been greatly reduced.

In view of the foregoing, the Policy Advisory Committee endorses the action program contained in the Agreement between the National Park Service, the District of Columbia and the Virginia Department of Highways, recommends to the Board of Commissioners that it be submitted to the next monthly meeting of the National Capital Planning Commission, and urges the Commission's prompt concurrence.

Furthermore, the Policy Advisory Committee also agrees to meet on a continuing basis to insure the early implementation of the program.

STATEMENT OF AGREEMENT RELATIVE TO IMPLEMENTATION OF
FREEWAY PROGRAM IN DISTRICT OF COLUMBIA AND VIRGINIA

In recognition of the need for action in proceeding with the freeway program in the National Capital Region, the following is agreed to:

Specific Project Items

1. The National Park Service agrees to the proposed location of Interstate 95 as it relates to Fort Drive and Northwest Branch Park in the District of Columbia and Maryland. The National Park Service will support the D. C. Department of Highways and Traffic location of the North-Central Freeway.
2. The National Park Service agrees to the D. C. Department of Highways and Traffic plan for the location of the East Leg of the Inner Loop through Anacostia Park, on condition that access be provided therefrom for D. C. Stadium parking and that the alignment be consistent with the Rapid Transit alignment proposed in this vicinity.
3. The D. C. Department of Highways and Traffic agrees to provide the cost of a reflecting pool at Grant Memorial in connection with the construction of the Center Leg of the Inner Loop on the straightened alignment recently concurred in by the D. C. Department of Highways and Traffic, the National Park Service, and the Architect of the

Capitol. The design of the Center Leg of the Inner Loop will also provide for the elimination of 1st, 2nd, 3rd Streets between Louisiana Avenue and Canal Street across the Mall, except for a ceremonial 3rd Street (Louisiana Avenue extended).

4. The D. C. Department of Highways and Traffic agrees to the depression of Constitution Avenue at the Pennsylvania Avenue crossing. This is a proposal of the President's Council on Pennsylvania Avenue.
5. The D. C. Department of Highways and Traffic agrees to tunneling 4th and 7th Streets, under the Mall as a part of the approved Mall landscape plan.
6. The D. C. Department of Highways and Traffic agrees to the elimination of 15th and 17th Streets, crossing of the Mall in connection with the project for underpassing the Mall with 14th Street.
7. The D. C. Department of Highways and Traffic agrees to the tunneling of E Street from the vicinity of 17th Street to the vicinity of 13th Street through the Ellipse generally along the alignment of South Executive Avenue.
8. The D. C. Department of Highways and Traffic agrees to the tunneling of the South Leg of the Inner Loop between Constitution Avenue and 14th Street. Connections are to be provided between the South Leg and Independence Avenue in the vicinity of 14th Street.

9. The National Park Service agrees to a new four-lane river crossing of the Potomac in the 14th Street corridor. In connection therewith, the Virginia Highway Department will provide access ramp for westbound traffic from George Washington Memorial Parkway to Highway 1-95 southbound and access ramp for southbound traffic from 14th Street Bridge to George Washington Memorial Parkway southbound.
10. The Virginia Highway Department agrees to improve ramp access at the Jefferson Davis Highway and 14th Street Bridge approaches for eastbound traffic on Jefferson Davis to the northbound 14th Street loop. This involves primarily an improved and enlarged ramp connection.
11. The National Park Service agrees to temporary connections from the Inner Belt to Ohio Drive in the vicinity of the Lincoln Memorial pending completion of the tunneling project under the Tidal Basin.
12. The Virginia Highway Department agrees to provide access and exit connections between the Jefferson Davis Highway and the Theodore Roosevelt Bridge, and also to provide a connection between U. S. Highway 50 and the Jefferson Davis Highway in the vicinity of the Iwo Jima Memorial as a part of the Interstate System.
13. The D. C. Department of Highways and Traffic agrees to depress new eastbound lanes of Potomac River Freeway. D. C. Department

of Highways and Traffic also agrees to the eventual elimination of the Whitehurst Freeway and substitution of new depressed west-bound lanes for the Potomac River Freeway. Appropriate surface connections will be provided between Palisades Parkway and the Potomac River Freeway at the new Potomac River Bridge crossing to accommodate future Potomac River Freeway profile and alignment. Appropriate local street access from Georgetown to proposed waterfront park will also be provided. Accordingly, the D. C. Department of Highways and Traffic agrees to proceed with acquisition of easements and property for the general area bounded by River Front, K Street, 31st Street extended and Key Bridge.

14. The National Park Service agrees to a new Potomac Crossing between Virginia and the District of Columbia at Spout Run. The Virginia Highway Department agrees to re-evaluate the need for connections to the Parkway at Spout Run when the new crossing is completed. In regard to this matter, it is noted that traffic congestion on the Parkway occasioned by the Spout Run connections and the connections at Key Bridge is creating undesirable traffic difficulties even at the present time. As an interim measure,

the National Park Service agrees that it will build and maintain a third lane on the George Washington Memorial Parkway between Spout Run and the Theodore Roosevelt Bridge.

15. The National Park Service agrees to complete the Palisades Parkway between the D. C. Line and the new river crossing at Spout Run so as to provide east-west access between the Palisades Parkway and K Street, provided the District transfers the street space along this route.
16. It is agreed that a depressed K Street connection should be provided between the Potomac River Freeway and the Center Leg. At the same time, serious concern has been expressed with respect to certain elements involved in its construction. Unfortunately, sufficient detailed analysis has not been given this proposal to permit unqualified approval by the signatories. However, subject to confirmation of the following assumptions by future plans, the K Street alternate to the presently proposed North Leg should be accepted as the Interstate connection. These factors of concern that must be accommodated follow:

- (a) A detailed traffic analysis must support the use of the facility.
- (b) The available right-of-way must permit construction of six traffic lanes to Interstate standards acceptable to the U. S. Bureau of Public Roads.
- (c) Construction plans and procedures must be developed that permit the continued viability of the general area.

General Agreements:

- (1) It is agreed that National Park lands used for surface roadways in connection with the foregoing program will be replaced through payments in cash or in kind. This agreement will also apply conversely when street areas are converted to park areas. As a part of this general agreement, the District agrees to transfer to the National Park Service the road right-of-way it now owns in the Glover-Archbold Park.
- (2) It is agreed that the Theodore Roosevelt Bridge should be open to truck traffic and that the South Leg of the Inner Loop should be constructed to a height to accommodate the same.
- (3) It is agreed by all concerned that the new bridge crossings should achieve an architectural excellence that will make them distinctive contributions to the total conservation program now underway along the Potomac. To this end, the Commission of Fine Arts, in addition to the normal clearances, shall be consulted extensively

during the design stage.

- (4) The program outlined above involves close cooperation of the agencies concerned. It is agreed that each agency will schedule its work to facilitate the work of the other to the maximum extent and with a minimum of inconvenience to the using public.
- (5) It is agreed that - subject to the availability of funds - and each agency undertakes to obtain such funds as promptly as possible, the foregoing program shall be completed as rapidly as feasible, but not to exceed six years.

DATED
May 25, 1966

/s/ GEORGE B. HARTZOG
Director, National Park Service

/s/ DOUGLAS B. FUGATE
Commissioner, Virginia Department of
Highways
(Subject to Commission Approval)

/s/ C. M. DUKE
Engineer Commissioner, District of Columbia

May 20, 1966

Mrs. James H. Rowe, Jr. Chairman
National Capital Planning Commission
1701 Pennsylvania Avenue, N. W.
Washington, D. C.

Dear Libby:

As you know Policy Advisory Committee meetings are scheduled for May 25 and June 3, 1966. I feel confident that as a result of these meetings the Committee will be in a position to recommend an interstate freeway system for the District of Columbia to the Planning Commission.

I request, therefore, that the item, Approval of the Interstate System in the District of Columbia, be included on the agenda of the June 9th meeting of the Planning Commission.

With kind personal regards,

C. M. DUKE
Brigadier General, U. S. Army
Engineer Commissioner

THR:jm

STATUS OF DISTRICT OF COLUMBIA FREEWAYS STILL
IN PLANNING OR DESIGN STAGE

<u>Project</u>	<u>Commission Action Location/Design</u>	<u>Commission Action Budgetary</u>
1. Central Potomac Crossing (Three Sisters Bridge)	N.S.	Sept. 10, 1965 Defer FY 67
	July 19, 1962	Dec. 3, 1964 Defer FY 66
	May 10, 1962	Nov. 7, 1963 Defer FY 65
	July 13, 1961	Dec. 6, 1962 Defer FY 64
		Oct. 5, 1961 Approve FY 63 Nov. 3, 1960 Approve FY 62

N.S. - Current proposal not submitted.

July 19, 1962 - The Transportation Committee reported it felt it would be premature to bring before the Commission a definite resolution on those aspects of the Three Sisters Bridge that are technically currently before the Transportation Committee. Therefore, it was suggested that the matter be deferred.

May 10, 1962 - Design for interchange was presented and report of Transportation Committee tabling motion to approve was accepted whereupon General Clarke moved to approve the interchange design. The motion was defeated.

July 13, 1961 - Commission approved in principle the general alignment of the Three Sisters Bridge and the Potomac River Freeway downstream to Wisconsin Avenue as shown on NCPC Plan File No. 104.1-517, subject to approval by the National Park Service of details to assure a location causing minimum damage to the Glover-Archbold Parkway between Canal Road and Reservoir Road.

2. Potomac River Freeway	N.S.	Sept. 10, 1965 Defer FY 67
	July 13, 1961	Dec. 3, 1964 Defer FY 66

N.S. - Current PAC proposal for tunneled section not submitted.

July 13, 1961 - See Three Sisters Bridge Action above.

3. South Leg Inner Loop N.S. Dec. 3, 1964
Approve FY 66
Oct. 6, 1960
Mar. 2, 1956

N.S. - Current proposal for tunnel under Tidal Basin not submitted.

Oct. 6, 1960 - The Commission approved the General Development Plan and Underpass for the Lincoln Memorial and environs as shown on NCPC Plan Files Nos. 1.9-407 and 408.

Mar. 2, 1956 - Approved the Independence Avenue route for location of the Inner Loop between Lincoln Memorial and the Southwest Expressway as shown on NCPC Plan File No. 104.1-335.

4. Center Leg Inner Loop N.S. Sept. 10, 1965
Approve FY 67
July 10, 1965 Dec. 3, 1964
Approve FY 66
Nov. 7, 1963
Approve FY 65

N.S. - Current proposal for straight tunnel across the Mall between D Street S.W. and D Street N.W. not submitted. Section north of New York Avenue not submitted.

June 10, 1965 - Pursuant to Section 5 of the National Capital Planning Act of 1952, the Commission approves the alignment and concept of the portion of the Center Leg of the Inner Loop Freeway, Project (28-22), between D Street N.W. and New York Avenue, N.W. as shown on NCPC Plan File No. 43.15(1000)-24216. In the interest of developing the most acceptable final design, the staff of the Commission is available for such assistance as it may render to the District of Columbia Department of Highways and Traffic in the preparation of final plans.

5. Southeast Freeway July 24, 1964 Sept. 10, 1965
(Interchange C) Approve FY 67
April 6, 1961 Dec 3, 1964
Approve FY 66

July 24, 1964 - Approved the alignment and elevation of the following segments of the Inner Loop Freeway System as shown on NCPC Plan File No. 100.0(43.14)-23163:

- (1) Southeast Leg, from 6th Street, S.E. to 15th Street, S.E. including Interchange "C" and ramp connection thereto;
- (2) Southeast Leg, from 15th Street, S.E. to Barney Circle, including Barney Circle and ramp connections to the west thereof.

The approval does not constitute approval of an alignment for the Southeast and East Legs north and east of Barney Circle nor approval of the surface treatment of Barney Circle which will be included in the plans for the improvement of Pennsylvania Avenue, S.E. to be approved by the Commission.

The Commission, at its next meeting, will further review the design of the Southeast Leg and Interchange "C", prepared in accordance with the approval provided herein with particular reference to (1) heights of freeway structures, (2) ramp connections, (3) land contouring, (4) proximity to buildings, and (5) landscaping.

April 6, 1961 - See East Leg below.

6. East Leg Inner Loop N.S. Sept. 10, 1965
Approve FY 67
July 18, 1963 Nov. 7, 1963
Approve FY 65
April 6, 1961

N.S. - A recommended location and design has not been submitted. A draft report has been prepared which discusses several alignments on the west side of the Anacostia River.

July 18, 1963 - The Commission approved in principle, the use of the west bank of the Anacostia River for the East Leg of the Inner Loop Freeway subject to further review by the National Park Service and the District of Columbia Highway Department and approval by the Commission of the precise alignment, grades, connections, landscaping, and replacement of park land.

April 6, 1961 - The Commission approved (1) the general alignment of the Northeast Freeway and the East Leg of the Inner Loop Freeway, portions of Interstate Route 95, as shown on NCPC Plan File Nos. 104.1-513 and 104.1-514, except that portion of the alignment through Fort Drive between Emerson Street, N.E. and the District Line, which portion is to be further studied; and (2) the connection of the District segment and the Maryland segment of Interstate 95 within the area between 16th Street, N.E. and 14th Street, N.E. extended, along Eastern Avenue.

7. North Leg Inner Loop N.S. Sept. 10, 1965
Approve FY 67
Nov. 6, 1958 Dec. 3, 1964
Approve FY 66
Nov. 7, 1963
Defer FY 65

N.S. - Proposals for North Leg in tunnel under K Street, N.W. or any alignments farther north not submitted.

Nov. 6, 1958 - Approved the general concept of location and design of the West Leg of the Inner Loop from G Street on the south to Massachusetts Avenue on the north, and from 25th Street on the east to Wisconsin Avenue on the west, as shown on NCPC Plan File No. 104.1-427.

8. North Central Freeway N.S. Sept. 10, 1965
Approve FY 67
Dec. 3, 1964
Approve FY 66

N.S. - No proposed design has been submitted. D.C. Highway Department held hearings on a proposal in 1964 and is currently redesigning the route.

9. Northeast Freeway N.S. Sept. 10, 1965
Approve FY 67
(part of North Central
Freeway)
April 6, 1961 Nov. 7, 1963
Approve FY 65

N.S. - This freeway has been combined with the North Central Freeway so that the only remaining portion in the District would be between the District Line and the North Central Route in the vicinity of Fort Drive. There has been no submission of this proposal.

April 6, 1961 - See East Leg of Inner Loop. The alignment of the Northeast Freeway in this action is similar in some sections to recent location of the North Central Freeway.

10. 14th Street Bridge
Replacement

Nov. 5, 1964

Sept. 10, 1965
Approve FY 67
Dec. 3, 1964
Approve FY 66

Nov. 5, 1964 - Commission approved the general concept of a four-lane two-way bridge across the Potomac River between the existing George Mason and Rochambeau Bridge, provided that special consideration be given to the aesthetics of the location of the bridge and its approaches on both the Virginia and District of Columbia sides, particularly in the areas of the Jefferson Memorial and the George Washington Memorial Parkway, and that appropriate study models be developed to illustrate these features.

11. Palisades Parkway

N.S.

N.S.

N.S. - No proposals for the Palisades Parkway have been submitted.

bj/10
1 MR. AIRIS: The PAC statement endorses the triparty
2 action program. It sets forth certain guidelines to be fol-
3 lowed. It recommends the Board of Commissioners set the
4 action program for the National Capital Planning Commission
5 at its next meeting and it urges the Commission's prompt con-
6 currence.

7 The submission to the Planning Commission, Madam,
8 was accomplished by the Commissioners' letters of an earlier
9 date in May, I think the 20th and the 31st, and, unless
10 there is reason to proceed otherwise, I will review as
11 briefly as possible the individual items in the triparty
12 agreement. If anyone wishes to interrupt me, why, please do
13 so.

14 CHAIRMAN ROWE: Mr. Airis, if you would do it item
15 by item and, after you have presented each of the items, I
16 think we might call on Mr. Conrad to give us the historical
17 background before we -- and then the Commission can then
18 discuss each of these numbered items.

19 MR. AIRIS: We will do it that way, Madam.

20 And, to assist me or to assist you in following
21 the individual items and orienting them to the ground,
22 Mr. DeGast on my right will spot the locations of each item
23 number referred to on the chart and Mr. Platt, who is on my
24 left, has a few, not all, but a few of the exhibits that
25 mention specifics of the items that we are going to talk

bj/11

about.

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I will read over rapidly the item of the triparty agreement which is endorsed by the PAC statement.

The first item is the National Park Service agrees to the proposed location of Interstate 95 as it relates to Fort Drive and Northwest Branch Park in the District of Columbia and Maryland. The National Park Service will support the D. C. Department of Highways and Traffic location of the North-Central Freeway.

Len, point those out, please.

Now, as a background to this, and Mr. Conrad probably can supply additional details, there was a public hearing held in November, the 7th, in 1960 on the so-called Northeast Freeway that was close to the alignment of the B&O Railroad and it ran up as far as Emerson Street.

Point out Emerson Street there, would you, it's right close to Fort Drive.

Following that, on April 6, 1961, the National Capital Planning Commission approved the recommended location of the Northeast Freeway along this B&O right-of-way up to Emerson Street but subsequently the Highway Department decided, and I think with the Planning Commission concurrence, to try to combine the Northeast Freeway and the facilities that were contemplated for the western part of the District in a single facility and that was done in the last two years

under the Griner study.

Public hearing was held on the Griner study in 1965 and the main concerns at the hearing were the problems of need and the need was restudied with a Voorhees-Smith document.

Have you got a copy here? I presume that has been submitted to everyone concerned, and they generally supported the requirement of a facility in this corridor, although they found our estimates were somewhat high and, as a result, our thinking now is to reduce the facility from ten lanes to eight lanes with corresponding reductions in the individual items, connections on up to the north and the northeast.

Now, then, the other items of concern at the hearing were esthetics and displacement. Our restudy with the Griner Company, we have had a number of solutions proposed, none of which we find acceptable and ready to bring out for public review again, but we are going, when we do bring them out, to be sure that we are satisfied with both the displacement and the esthetic problem.

The Griner Company has retained the firm of Owings, Skidmore & Merrill to help on the esthetic end and we are doing extensive study on the displacement.

Incidentally, you might wish to take a look at our current estimates of displacement on the various legs of the freeway system in the District. I think it speaks for itself.

bj/13
1 I will not attempt to explain it, unless there are questions.

2 This finishes my presentation on this particular
3 item, Madam.

4 CHAIRMAN ROWE: Thank you. Mr. Conrad.

5 MR. CONRAD: I believe Mr. Airis has the history
6 fairly well tied down. This did originate from the mass
7 transportation survey proposal which showed a highway coming
8 between Rock Creek and the Old Soldiers Home through some of
9 the best residential areas of the District and also to the
10 east of Old Soldiers Home.

11 These two routes definitely disrupted the neighbor-
12 hood, they went through community facilities, they caused
13 maximum relocation and it was unacceptable to the staff of
14 the Commission as well as to the Commissioners and, as a
15 result, in the development of the National Capital Trans-
16 portation Agency plan, these routes were combined in what is
17 now known as the North-Central route which comes down along
18 the railroad which represents a transportation corridor at
19 the present time.

20 The Commission in subsequent actions on the North-
21 Central route through budgetary process has recommended
22 certain funds that the District Highway Department has been
23 seeking for acquisition of land along this route. I think,
24 however, that the major concern was the things that have
25 come through the newspapers mentioning that there may be a

bj/14
1 four- or five-story type of facility over the railroad
2 tracks, which would definitely not be acceptable to the
3 District of Columbia. We did not have any relocation fig-
4 ures or the effects on the either residential or industrial
5 establishments along this route and also I think one of the
6 major problems has been the terminus or the link between the
7 North-Central route and the North Leg of the Inner Loop.

8 Would you point that out, Len, please. It's between
9 16 and one on this map, which is a very vital section of the
10 -- you could either call it a continuation of the North Leg
11 or a south portion of the North-Central route. This is
12 where the major relocation occurs. We have seen no figures,
13 we have seen no details of how this is going to be accom-
14 plished.

15 So we feel that until such studies are shown,
16 until the Commission had -- and until it is submitted to the
17 Commission, it is rather difficult to go along with a route
18 without knowing the social implications as well as the physi-
19 cal implications of this route.

20 CHAIRMAN ROWE: Do you want to bring out the prob-
21 lem with the Stream Valley, Mr. Conrad?

22 MR. CONRAD: Yes, I would like to bring that out.
23 In the specific project item number one, it states that the
24 National Park Service agrees to the proposed location of
25 Interstate 95 as it relates to Fort Drive and Northwest

bj/15
1 Branch Park in the District of Columbia and Maryland.

2 These park sections have been acquired by the
3 Planning Commission through the Capper-Cramton Act and there-
4 fore would need its approval of the Planning Commission,
5 particularly in Maryland. The Park Service has nothing to
6 do with the Northwest Branch in Maryland. This is primarily
7 a relationship between the Planning Commission and the
8 Maryland jurisdiction and any use of the park land in this
9 area would have to be upon approval of the Planning Commis-
10 sion.

11 We have not seen how this route affects the park
12 areas.

13 MR. HARTZOG: By way of explanation, Madam Chair-
14 man, may I clarify one thing.

15 CHAIRMAN ROWE: Mr. Hartzog.

16 MR. HARTZOG: It is my understanding that from the
17 point of take-off at number one to the District boundary
18 this National Park land and I would like to make it clear --
19 I passed out a statement which I made at the Georgetown
20 Symposium earlier so as not to take up the time of the
21 Commission, which generally represents my statement on this
22 agreement and I encourage the membership to read it.

23 (The Remarks by George B. Hartzog, Jr., Director
24 of the National Park Service, United States Department of
25 the Interior, at the Meeting of the Georgetown Waterfront

b1/16

Symposium Held in Washington, D. C., June 2, 1966, reads as follows:)

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REMARKS BY GEORGE B. HARTZOG, JR., DIRECTOR OF THE NATIONAL PARK SERVICE, UNITED STATES DEPARTMENT OF THE INTERIOR, AT THE MEETING OF THE GEORGETOWN WATERFRONT SYMPOSIUM HELD IN WASHINGTON, D. C., JUNE 2, 1966

I appreciate very much the opportunity to participate in the second Georgetown Waterfront Symposium. My pleasure is not diminished by the fact that, when the invitation was extended, I was frankly advised that my presence was desired primarily for the purpose of discussing the recent agreement among the National Park Service, the District of Columbia Department of Highways and Traffic, and the Virginia Highway Department concerning the park and freeway proposals involving the District of Columbia and the State of Virginia.

Before addressing myself to this subject, however, I would like to pay tribute to one of my fellow panelists, Mrs. James H. Rowe, Jr. As Chairman of the National Capital Planning Commission, Mrs. Rowe is certainly the greatest supporter of parks that we have ever known on the Commission. Her interests and hard work have involved far more than parks, however. She has been deeply concerned with and about the people of the District of Columbia, the economic viability of our city, the dignity and the beauty of our Nation's Capital. She has been a tenacious fighter in the cause of a livable environment for this great metropolitan area. It is largely through her continuing questioning and criticism of the original freeway plans for the District of Columbia that the climate exists in which a creative solution to these freeway proposals is now possible.

As a frame of reference for my remarks, I think it is important to take a brief look at the record.

1. When I became Director of the National Park Service in January of 1964, there were more than 20 unresolved issues between our Service and the District of Columbia relating to parks and highways. Most of the problems involved the freeway proposals of the District of Columbia as they impinged on parks and park values.

These planned proposals, if implemented, would have emasculated many acres of prime national parklands in the heart of the city. This was a continuation of the historic trend of highway programs in the

District. For example, in the period between 1956 and 1966, 240 acres of parklands were surrendered for highway purposes and only 5 acres were replaced.

2. The planned freeway system, if implemented, would have knifed through the heart of our Nation's Capital leaving gaping wounds in its neighborhoods and business communities. For example, the 1964 freeway proposals which were then represented as the best obtainable displaced an estimated 5,860 dwelling units. These proposals represented a reduction from the 8,710 dwelling units that would have been displaced by the 1960 proposals, against which the citizens of the District of Columbia protested with such vigor and with considerable success.

3. The planned freeway system, if implemented, would have contributed little, if anything, to the conservation of our city's beauty. That portion of the freeway program which has already been executed has received considerable criticism for its remarkable lack of esthetic concern for our Nation's Capital. This is particularly true, as many have pointed out, of the towering walls overshadowing the District approaches of the Theodore Roosevelt Memorial Bridge.

President Johnson has challenged us to a new conservation--a conservation of innovation and restoration--a conservation that concerns itself with man and his total relationship to the world around him.

Today, almost 70 percent of our people live in urban communities. We add to our population each year a city the size of Philadelphia. It is predicted that our population will double within 40 years. In the meantime, we will rebuild all of our cities. The character of our Nation is going to be influenced largely by the way we carry out this task.

I believe that the greatest challenge to conservation today involves our cities and how we fit all of man's needs together harmoniously. A prime requisite in meeting this challenge is to place people--their needs and their amenities--at the center of our landscape and cityscape planning.

A great deal has been made recently of the fact that I switched in my position on the freeway proposals for the District of Columbia. Again, I suggest we look at the record.

1. The agreement that has been signed provides for the restoration of the great Mall as a superlative national parkland in the heart of our Nation's Capital. All of its cross-streets, except for a ceremonial avenue at Third Street, are to be tunneled under the Mall.

The south leg of the Inner Loop is to be tunneled. The "E" Street underpass of the Ellipse restores the great cross-axis of the Mall. The highway right-of-way through Glover-Archbold Park is to be transferred to the National Park Service, thus insuring the preservation of this significant parkland. And, all parklands taken for surface roadways are to be replaced either through payment in cash, or payment in kind. I ask you, who switched?

2. The agreement involves the displacement of an estimated 2,590 dwelling units, as compared to the 1964 planned displacement of 5,860 dwelling units. In the meantime, the District Highway Department has conceived, and consultants are now at work on, a brilliant new proposal which will not only replace, but actually increase, available dwelling units in the air rights over the freeway system to be built. It is estimated that the replacements will be in a ratio of at least 1.5 units for every unit removed. I ask you, who switched?

3. The north leg is to be depressed along K Street within the existing street right-of-way. The Palisades Parkway is to connect the roadway of George Washington Memorial Parkway in Montgomery County to the new Potomac Freeway. The eastbound lanes of the Potomac Freeway are to be depressed along the Georgetown Waterfront. The outdated Whitehurst Freeway, constructed for expediency prior to the Theodore Roosevelt Memorial Bridge, is to be removed. In connection with this construction, approximately six blocks of the Georgetown Waterfront are to be developed for park purposes. This water-oriented park will have shops, restaurants, and other facilities for the use and enjoyment of our growing urban population and our mounting millions of visitors. The new river crossing in the vicinity of Three Sisters Islands is no longer to be enmeshed in a sea of ramps to mar our Potomac Palisades.

Moreover, the entire system is to be designed under the watchful eye of Bill Walton and the Fine Arts Commission. Every detail shall be of the highest architectural excellence. Again, I ask you, who switched?

4. The agreement provides that the Theodore Roosevelt Memorial Bridge shall be open to truck traffic and the south leg of the Inner Loop will be constructed to accommodate this truck traffic. Under the agreement, Virginia also assumes the obligation to improve connections between Highway 50 and the Jefferson Davis Highway and to provide the necessary ramps to enable heavy commercial traffic on I-66 to have a logical choice of routing southward around the heart of the city rather than thrusting into it like a juggernaut. The agreement also provides that there will

be improved connections between the George Washington Memorial Parkway, the Theodore Roosevelt Memorial Bridge, and the Jefferson Davis Highway so as to facilitate the flow of commuter traffic in and out of the city. The agreement also resolves all of the remaining issues between the National Park Service and the District of Columbia Department of Highways and Traffic over highways and parklands in the District. And, I submit to you, this is a switch!

Now, this is simply an agreement. Its true merit will lie in the way it is implemented. Let me hasten to say that I have every confidence that the agreement will be implemented in a manner that will contribute to the total conservation of our city's environment. I have every confidence that in its implementation common sense will complement the computers.

I have said it before, and I repeat, that in Rex Whitton we have the most sensitive and talented administrator that the Bureau of Public Roads has ever known. He is thoroughly conscious of the historic values and the superlative beauty of our city.

In Doug Fugate and John Harwood of the Virginia Highway Department and General Duke and Tom Airis of the District of Columbia we have outstanding and dedicated men of great talent and unquestioned ability. I have no doubt that the proposals they submit for the implementation of this agreement are going to reflect the same creativity and imagination that they have demonstrated in negotiating this agreement.

The implementation of this agreement, of course, depends upon the availability of funds to be appropriated by the Congress and the legislature of the Commonwealth of Virginia.

But, much more than the implementation of this agreement is needed to have the kind of city we all seek. Some of these things will cost money and some will not.

For example, zoning adjustments are needed along Georgetown's Waterfront to insure the kind of residential-commercial complex that will contribute to--rather than detract from--the values of this great historic district. Other zoning changes in the District also should be considered and approved.

The new Riverfront Park must be designed and constructed in a manner that complements the new zoning and a restored C & O Canal. I have already asked our design staff to begin such a master plan.

Open space funds should be utilized to purchase property needed to restore green space and provide for recreation areas within the city.

The Bureau of Public Roads needs to re-evaluate its urban interstate standards:

We need rapid transit and we need it now.

I am sure that you know of many other things that need doing.

The important point, I think, is that this agreement is not a postscript--it is a preface.

It is a declaration that the National Park Service, the Virginia Department of Highways, and the District of Columbia Department of Highways and Traffic have joined hands to insure that for their part we shall work together to achieve the kind of city that is worthy of our great heritage.

bj/17
1 MR. HARTZOG: But I would like to say that, of
2 course, the National Park Service made no agreement with
3 respect to land that it does not have legal jurisdiction
4 over.

5 We do have exclusive and sole jurisdiction on that
6 land from number one to the District line and what we made
7 agreement on.

8 CHAIRMAN ROWE: On that question --

9 MR. HARTZOG: You will notice that the State of
10 Maryland is not a party to this agreement.

11 DR. EDWARDS: But the document says Maryland.

12 MR. HARTZOG: So we are not, in effect, saying
13 what happens to Maryland, in the State of Maryland.

14 CHAIRMAN ROWE: It says Virginia.

15 MR. THIRY: Madam Chairman, I wonder if there are
16 any development drawings on this proposal here showing the
17 location of interchanges and the nature of the highway
18 itself.

19 MR. AIRIS: I can answer that. There are not and
20 there will not be until we feel we have one that is accepta-
21 ble out of the Griner Company.

22 MR. THIRY: Don't you suppose that when Owings,
23 Skidmore & Merrill work on this that maybe the whole thing
24 might be different and that would be the time to bring it in?

25 MR. AIRIS: They have been working on it for the

b: 18
1 past six, seven months.

2 MR. THIRY: I inquired into that and I think maybe
3 you know more about it than I do but I haven't been able to
4 find any given results as yet as to what their recommenda-
5 tions were going to be.

6 MR. AIRIS: As I tried to point out, we had a
7 number of their proposals, none of which, I think, would --
8 we feel would be acceptable and they are back restudying
9 again.

10 MR. NORTON: Have you any idea of the time when
11 you might get a plan that we could consider, what date?

12 MR. AIRIS: I think our feeling is that it would
13 be a matter of months away.

14 MR. NORTON: In other words, would it be in time
15 for us to have it as an input to the Comprehensive Plan?

16 MR. AIRIS: I would think so, sir.

17 MR. NORTON: I would just like to point out,
18 because I have been reading the press, General, that the
19 feeling that has been hammered a little bit in the press on
20 this is that our Commission is holding back on making deci-
21 sions and I think we do sometimes probably because they are
22 not easy to make, but we cannot make decisions unless we
23 have a plan of this kind. These are concrete proposals
24 involving a lot of concrete and I just think that I would
25 like to make it clear that it is just a bit unfair to say

b:19
1 that we don't act when we haven't had the -- I am not saying
2 that they are late either. I am just saying that there are
3 some kinds of proposals that take a lot of time to work out
4 and I think everyone is working on them hard and the press
5 is a great whip but it smarts once in a while, even when you
6 are reading it in a chair in New York City.

7 DR. EDWARDS: I wonder if the General would like
8 to modify this for our consideration, in any case, since the
9 National Park Service has no control over park land in
10 Maryland and the document reads the District of Columbia and
11 Maryland. It is obvious that the document is in error.

12 I am addressing myself to Item 1, the very first
13 one.

14 MR. HARTZOG: I think, if I might clarify this
15 agreement on Item No. 1 pledges the National Park Service,
16 one, to provide rights-of-way to lands which it controls
17 and, secondly, to support the D. C. Highway Department in
18 its proposals through rights-of-way it does not control. So
19 that I don't think the agreement needs to be amended because
20 it is our firm intention to support the location of the
21 District of Columbia through this park area in the State of
22 Maryland.

23 MR. THIRY: Madam Chairman.

24 CHAIRMAN ROWE: Mr. Thiry.

25 MR. THIRY: Has it ever been determined that a

bj/20
1 single ten-lane freeway of this kind, I mean, is preferable
2 to smaller freeway systems and more definitive routing?

3 It seems to me that one of the big dangers of the
4 things that are happening in American cities is that we are
5 creating these monstrous freeways that are full of weaving
6 and dangerous problems. They create noise and smog and all
7 sorts of things and they have a tendency to funnel all of
8 the traffic and I can't help but see that this particular
9 leg here divides in half up here at the extremities and that
10 somehow or another there must be a parting of the ways for
11 certain people who are on that freeway and how many of them
12 go way out to the hinterland and how many of them stop before
13 they get to their division of the ways and all of that is
14 not clear from this presentation.

15 I am not at all sure that even the basic idea of
16 the multi-lane freeway makes sense in an urban community.

17 Then, too, I can't help but feel that we should
18 pay some attention to the laws of the community relative to
19 the L'Enfant Plan. I think it's very clearly written, at
20 least as I am given to understand, that the streets have a
21 minimum width of 60 feet and the boulevard system a maximum
22 width of 160 feet and all this sort of thing.

P12
23 These freeways just seem to defy every rule in the
24 book and superimposed on the top of a classic plan such as
25 Washington has I think that maybe we ought to think a little

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differently. When I see these things, it makes you kind of worry that this is just like Hoboken or Camden or Kansas City or, if you like, Seattle or Portland, and those things are there to be seen, especially in Seattle and Portland. So, just doodles on a map don't impress me anymore. I kind of like to see what's going on and, if there's nothing here to illustrate exactly what's being proposed or, at least, the type of thing, the points of interchange, why, then I think the whole thing is kind of, you know, redundant and beside the point and I don't see how we can act on a matter of this kind.

CHAIRMAN ROWE: I think that one of the great big problems is we haven't had the Griner report presented to us, we have not had the Voorhees report, we haven't had a chance to look at the work that is going on now. We haven't had a chance to examine the displacement figures or analyze them.

This part of the section that Mr. Conrad spoke to, as you leave the North-Central Freeway and go east and west, maybe these are the nagging problems that you were talking about. There are lots of people who live there. There are great big open questions and we haven't seen anything.

Unless there is more discussion on Item No. 1, we could go on to Item No. 2.

MR. NORTON: Except that, Madam Chairman, --

bj/22
1 CHAIRMAN ROWE: Yes, Mr. Norton.

2 MR. NORTON: -- I would like to say that we did
3 have this in our action last month and this paragraph is a
4 small step ahead because the park elements of it have now
5 been cleared up. We haven't hit the harder problems maybe
6 but I would just like to point out that this particular item
7 is in the memorandum that we approved last month and that
8 this is a bit of progress on it. I just don't want to leave
9 this on a negative note.

10 CHAIRMAN ROWE: This was for further study,
11 Mr. Norton.

12 MR. NORTON: Well, this is further study, isn't it?
13 In effect, this is something that brings it along about an
14 inch.

15 CHAIRMAN ROWE: I have hesitated too, but I think
16 I must say that I find it highly inappropriate for the
17 Virginia Highway Department and the Park Service determining
18 how the people in the northeastern section of the city are
19 going to live. That's what this document is. It's a tri-
20 partite agreement and I find it astonishing.

21 We could go on to Item No. 2.

22 MR. AIRIS: Item No. 2, the National Park Service
23 agrees to the D. C. Department of Highways and Traffic plan
24 for the location of the East Leg of the Inner Loop through
25 Anacostia Park, on condition that access be provided therefrom

for D. C. Stadium parking and that the alignment be consistent with the Rapid Transit alignment proposed in this vicinity.

I think you're all familiar with the proposed transit alignment that cuts across in this fashion and I understand there is some later thinking on it but that line was added to be sure that it was consistent and on my left here Mr. Platt has a detailed alignment. One of the proposed detailed alignments, the one that appears to have the greatest promise now as background information:

The East Leg facility was moved by the D. C. Commissioners from the previously approved route along 11th Street.

Indicate that, would you please, Len.

To the West Bank of the Anacostia River in order to reduce displacement and for other reasons. The Planning Commission approved this location in July of 1963. On that basis the Highway Department made some location studies with a consultant of a number of alternative routes along the West Bank. The preliminary draft of this report has been submitted some little time ago to the Planning Commission staff. The detailed location along the West Bank will be reviewed through the process of the Coordinating Committee prior to referral to the Planning Commission. Specific reference will be made to the treatment within the Stadium

/bjj/24
1 area which shows certain vacant lands now under the juris-
2 diction of the Park Service that are acquired for freeway
3 which could be replaced with other land that will ultimately
4 be available to the Park Service in the same general area.

5 Now, on the left here is the detailed alignment
6 that is in the preliminary report and it appears to show the
7 greatest promise. Barney Circle is up at this point and,
8 Matt, you might take just a moment and run down this with a
9 few words and give a word description of what we have got
10 there.

11 MR. PLATT: In this area --

12 CHAIRMAN ROWE: I think we ought to make it plain
13 that the Planning Commission has not see this before.

14 MR. AIRIS: No, I understand it is in the hands of
15 the staff now.

16 CHAIRMAN ROWE: It has not been presented.

17 GENERAL DUKE: This alignment is not before the
18 Commission either, Madam Chairman.

19 CHAIRMAN ROWE: No, but I just thought we should
20 make it clear that this is something we have not seen.

21 MR. PLATT: Basically, the alignment follows the
22 Anacostia River first paralleling the railroad and curving
23 along the river passing to the east of the D. C. General
24 Hospital, continuing along the river mostly on fill land,
25 coming underneath the East Capitol Street Bridge. Connections

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1 would be made to the Stadium area, the Stadium parking lot
2 area, the D. C. Stadium is right here, and connections would
3 be made to East Capitol Street Bridge.

4 The route would continue along the edge of the
5 river, again on partially filled land, passing between the
6 river, or Kingman Lake and the parking lot and continue
7 under Benning Road, with connections at Benning Road, pass-
8 ing east of the school complex, the Spingarn and the Brown
9 Junior High and so on, also respecting the proposed site for
10 the Spingarn stadium.

11 In doing that, in order to respect that site, we
12 get into the land of the golf course, the Langston Golf
13 Course. That facility would be replaced by the filling of
14 the Kingman Lake area.

15 The route then comes up, goes under Maryland
16 Avenue and runs along the edge of the Aboretum property. In
17 this particular plan, in order to reduce the displacement
18 along M Street, the facility actually is along the edge of
19 the Aboretum property over to Bladensburg Road.

20 It passes under Bladensburg Road and would enter
21 a tunnel and it would be tunneled under Mt. Olivet Road.
22 Mt. Olivet Road would be put back on the surface. In that
23 way we avoid any disturbance of the Ruth K. Webb School.
24 The alignment does show a slight encroachment on Mt. Olivet
25 Cemetery. We think that can be avoided when we get our

bj/26
1 detailed plans.

2 The road would come out of a tunnel near West
3 Virginia Avenue and cross over West Virginia Avenue and
4 would curve up to cross over the New York Avenue and rail-
5 road to the interchange with the North-Central Freeway.

6 MR. AIRIS: That's all we had on that, thank you.

7 CHAIRMAN ROWE: Perhaps Mr. Conrad could review
8 this one.

9 MR. CONRAD: Madam Chairman, you will recall that
10 the East Leg of the Inner Loop was originally located on
11 11th Street and we made many studies in cooperation with the
12 Highway Department in studying alternative locations.

13 You will recall that the original location went
14 through Philadelphia Row, which is a historic section of
15 East Capitol Street area, and so we moved it a little bit
16 further to the west, but this was still not acceptable. In
17 fact, the Highway Department made a model showing how this
18 could be depressed and the streets go over but this was not
19 acceptable.

20 The East Leg was then moved to 19th Street or in
21 the vicinity of 19th Street and I think that the Highway
22 Department received more letters concerning that location
23 than possibly you have on the interstate system to date, sir.

24 So, as a result of these studies and further
25 studying with the Highway Department and the Park Service,

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1 we studied the West Bank of the Anacostia. We must have had
2 a dozen studies to show how this might be accomplished.

3 Now, as a result of those studies, the Commission
4 took an action on July 18, 1963. There the Commission
5 approved in principle the use of the west bank of the
6 Anacostia River for the East Leg of the Inner Loop Freeway
7 subject to further review by the National Park Service and
8 the District of Columbia Highway Department and approval
9 by the Commission of the precise alignment, grades, con-
10 nections, landscaping and replacement of park lands.

11 At that time, the Park Service was opposed to the
12 use of this area for highway purposes because it usurped
13 park land and this was the reason for this type of a motion,
14 that it was subject to further review by the National Park
15 Service.

16 To date, no further plans have come in to the
17 Commission in regard to this alignment.

18 In the action taken by the Commission to include
19 as a part of the Comprehensive Plan the transportation
20 section of last month, we recommended that there be alterna-
21 tive studies, that we would study this location further and
22 we would also study the location as recommended by the
23 National Capital Transportation Agency in their report,
24 which I believe was published in 1962.

25 This was the alignment which would come down --

1 Len, I wonder if you would point to that. It would come
2 down Eastern Avenue and then come across the National Training
3 School for Boys Site and give access to that area, which it
4 sorely needs under any development of that area, across the
5 Anacostia and over and tie into the Kenilworth Freeway and
6 then back into the Southeast via the Barney Circle route.

7 So that this would also serve the function of
8 number two as shown on this map. Both routes would be
9 involved in park land, both routes would involve social
10 implications for relocation, both routes would involve
11 community facilities.

12 It was the idea that we would study these from
13 the traffic standpoint, social standpoint, community facili-
14 ties standpoint, park standpoint and find out which would
15 really be the best route.

16 So, at this point, we do not have the necessary
17 material to say that either number two or the alternative
18 that is being proposed is the route at this time. I think
19 it is a case where further study could be presented to the
20 Planning Commission.

21 CHAIRMAN ROWE: Thank you.

22 Are there any other questions?

23 MR. NORTON: Just to ask, the westerly end of this
24 picks up at Barney Circle, is that right?

25 MR. AIRIS: That's right.

1 MR. NORTON: This is where the Southeast Freeway
2 is now improved and in the works, is this right?

3 MR. AIRIS: That's correct.

4 MR. NORTON: In other words, this picks up from
5 that.

6 MR. AIRIS: That's correct.

7 MR. NORTON: And that is a project that is all set
8 to go.

9 MR. AIRIS: It's underway now, sir.

10 MR. NORTON: Is it being built now?

11 MR. AIRIS: Yes, sir.

12 CHAIRMAN ROWE: Where is it being built, Mr. Airis?

13 MR. AIRIS: At Interchange C there are two contracts
14 and we purchased a considerable amount of the right-of-way
15 east of Interchange C over towards Barney Circle.

16 I don't believe there is actually a contract in that
17 easterly section but there will be shortly.

18 CHAIRMAN ROWE: What about the westerly section?

19 MR. AIRIS: The westerly section is -- I think we
20 have got one contract underway in the westerly section.

21 CHAIRMAN ROWE: Because this has been approved by
22 the Planning Commission for some time.

23 MR. AIRIS: That's right.

24 CHAIRMAN ROWE: We are always accused of stopping
25 things. There has been no movement apparent from Sixth
Street for some time and many people say, Well, that's

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1 another one that the Planning Commission stopped.

2 MR. AIRIS: I am sure that criticism could not be
3 applied at that point. There are other reasons why it has
4 been a little slower coming, mainly the problem of displace-
5 ment and right-of-way acquisitions, to see that those items
6 are worked out. This was approved, I think, last year and,
7 of course, you've got to get --

8 CHAIRMAN ROWE: I think two years ago.

9 MR. AIRIS: Was it two years ago? I thought it
10 was this past year.

11 MR. THIRY: Madam Chairman, with reference to
12 Interchange C, did you say they were taking bids on that or
13 building it?

14 MR. AIRIS: Yes, sir.

15 MR. THIRY : This was a matter that we asked for
16 further study and revision of the plan before we would accept
17 it and I don't see how you could do that without coming back
18 to the Planning Commission and this was before us, I mean,
19 practically a year ag.

20 This thing was clotted full of all kinds of danger-
21 ous conditions and I think we should at least have an
22 opportunity to see it before it goes up for bids.

23 MR. AIRIS: My understanding, sir, is that we have
24 complied completely with your wishes on Interchange C and --

25 GENERAL DUKE: Was there a reservation on the

cg/31
1 approval of Interchange C by the Planning Commission?

2 MR. CONRAD: There were two items that the Com-
3 mission asked to review further on Interchange C.

4 One was the, one of the ramps that went north to
5 the, I guess it was, -- What street is that to the north? --
6 But it was in relationship to an existing building there
7 where it came too close and we would like to see that come
8 back to get the relationship between the ramp and the existing
9 land uses that would remain.

10 Two, was the elevations and the treatment underneath
11 some of the ramps in the center of the interchange, particu-
12 larly the one which went from the south and went over to the
13 west, as to whether it would be possible to bring it down a
14 little bit and perhaps the space underneath the interchange
15 could be used for off-street parking or other community
16 facilities rather than a fill.

17 If I can remember correctly, these were the two
18 points that were made by the Commission that they would like
19 to have further review on and, if my memory doesn't fail me,
20 these have not come back to the Commission since.

21 MR. AIRIS: That's where apparently, Charlie, you
22 and I have a little difference of opinion. I thought we
23 were completely covered and I will be glad to look at it
24 again --

25 MR. CONRAD: Sure.

g/32
1 MR. AIRIS: -- and we'll hurry up a quick review,
2 if it's needed.

3 MR. THIRY: It says here the approval does not
4 constitute approval of an alignment and also I would think that
5 that certainly should have come back.

6 There are a couple of off-ramps on the curve there
7 that I don't see how you are ever going to get to them with-
8 out committing suicide.

9 MR. CONRAD: This was north and east of Barney
10 Circle. The Commission did approve --

11 MR. THIRY: I'm talking about Interchange C.

12 MR. CONRAD: -- Interchange C, they did approve it,
13 and it was just the idea that they would like to have a
14 further look at the specific details. So there was approval
15 given by the Planning Commission for Interchange C.

16 MR. THIRY: For the further development and the
17 assignment of this job to consulting firms, I mean, for
18 further study; that's what we approved. It was not the
19 alignment of the road or the design of it.

20 I remember this very, very well.

21 MR. AIRIS: Sir, none of this work is beyond
22 Barney Circle.

23 CHAIRMAN ROWE: No, but Mr. Thiry is talking about
24 Interchange C where, during its approval, the Commission,
25 according to the document I have, said it will further review

3
1 the design of the Southeast Leg and Interchange C prepared
2 in accordance with the approval provided herein with particu-
3 lar reference to the height of the freeway structures, ramp
4 connections, land contouring and proximity to buildings.

5 MR. AIRIS: My memory seems to say to me that we
6 have come back on those details, that we have come back to
7 the Commission on those details.

8 GENERAL DUKE: I honestly thought that we had
9 cleared Interchange C myself, but I am not prepared right
10 now to indicate the facts because I don't know what they are.

11 MR. THIRY: There are a number of items that I
12 have been watching for and they just haven't come back. I
13 mean, we make recommendations and then that's it. Even on
14 this inner looping business, you know, I thought that was
15 coming back but I found out from reading the minutes that
16 maybe there was something tucked into this that wasn't quite
17 clear.

18 But this is one of the things that bothers me
19 about approving a freeway system. After all, when it is
20 said that we have nothing to do with design, but I am afraid
21 the design of the system is all-important for approval. Even
22 looking at this thing, you just kind of wonder whether im-
23 provements couldn't be made. In fact, I'm quite sure that
24 this could be simplified 100 per cent and made a lot safer
25 and a lot more acceptable from a visual standpoint.

g/34
1 MR. CONRAD: Madam Chairman, to clear the record,
2 I would like to read the motion taken by the Commission or
3 the action taken by the Commission on July 24, 1964:

4 Approve the alignment and elevation of the
5 following segments of the Inner Loop Freeway system as
6 shown on NC -- And so forth:

7 One - Southeast Leg, from Sixth Street, Southeast,
8 to 15th Street, Southeast, including Interchange C and ramp
9 connections thereto.

10 Two - Southeast Leg, from 15th Street, Southeast, to
11 Barney Circle, including Barney Circle and ramp connections
12 west thereof.

13 Then it states: Approval does not constitute
14 approval of an alignment for the Southeast and East Legs
15 north and east of Barney Circle, which is the East Leg, nor
16 approval of the surface treatment of Barney Circle, which we
17 worked hard and long on with the Highway Department to come
18 up with an adequate design for Barney Circle, which I think
19 is a gem of urban design which very few people know.

20 Then it says: The Commission at its next meeting
21 will further review the design of the Southeast Leg and
22 Interchange C prepared in accordance with the approval
23 provided herein with particular reference to, one, heights of
24 freeway, which is that major ramp I mentioned going across
25 from south to west, ramp connections, which is that ramp
connection that came close to that apartment building, land

g/35

1 contouring, because we felt that possibly certain sections
2 could be open underneath and have another use besides land
3 contouring; proximity to buildings and landscaping.

4 This was the specific action taken by the Commission.
5 To my knowledge, we have had no further review of Interchange
6 C in relationship to this action.

7 CHAIRMAN ROWE: Thank you, Mr. Conrad.

8 Are there any other questions on this?

9 (No response.)

10 Mr. Hartzog, how many acres have you estimated
11 would be used for highway purposes in Anacostia Park?

12 MR. HARTZOG: We have not evaluated this scheme,
13 because this is the first time we've seen this scheme in
14 relation to the transportation system.

15 CHAIRMAN ROWE: I think it might be of interest to
16 put in the record a report of the last ten years on the
17 amount of park land which has been taken over for other
18 public purposes, primarily highways, in the city, and I would
19 like to make it a part of the record.

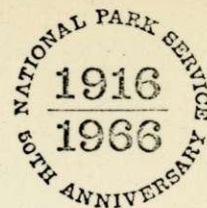
20 I have the report here.

21 (The figures referred to by Chairman Rowe on park
22 land read as follows:)

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE



IN REPLY REFER TO:

NATIONAL CAPITAL REGION
1100 OHIO DRIVE, S. W.
WASHINGTON, D. C. 20242

May 10, 1966

Memorandum

To: Director, National Capital Planning Commission

From: Associate Regional Director, National Capital Region

Subject: Park Areas in the District of Columbia Acquired and
Lost from 1956 to April 1966

In accordance with our discussion, there is transmitted herewith two copies of a three-page tabulation of "Park Areas in the District of Columbia Acquired and Lost, 1956-1966 (April)" including acquisitions in progress and transfers not yet processed on projects being constructed with permits.

You will note that for the entire park system in the District of Columbia, there has been a net loss of 167 acres during the ten year period, with the major items being 235 acres of net loss to the D. C. Highway Department and 156 acres acquired by the National Capital Planning Commission under the Capper-Cramton Act.

I would very much appreciate an opportunity to discuss with you the preparation of a summary of this information for use in the Parks and Playgrounds chapter of the 1985 Comprehensive Plan.

Robert C. Horne

Enclosures

UNITED STATES DEPARTMENT THE INTERIOR
 NATIONAL PARK SERVICE - NATIONAL CAPITAL REGION
 PARK AREAS IN THE DISTRICT OF COLUMBIA
 ACQUIRED AND LOST
 1956 - 1966 (APRIL)

ACQUIRED								
Year	D.C. Highways Channelization, Triangles and Center Medians	Street and Alley Closings	D. C. Schools	D. C. Agencies other than Highways and Schools	N.C.P.C. Capper-Cramton Program - NCPC Purchase and Streets and Alleys Closed Within Project Boundaries	N.C.P.C. Site for John F. Kennedy Center (other than Capper- Cramton Program)	Federal Agencies	Donations
1956	.56 ac.				21.31 ac.			
1957	.68 ac.				28.74 ac.		.70 ac.	
1958	.25 ac.				6.63 ac.			
1959	.01 ac.				8.25 ac.		40.17 ac.	
1960				2.56 ac.	13.44 ac.			
1961	.98 ac.				63.88 ac.			.01 ac.
1962	.39 ac.	.20 ac.			2.77 ac.			
1963	.16 ac.			1.98 ac.	6.99 ac.	.43 ac.	1.60 ac.	
1964	.22 ac.	.17 ac.					.08 ac.	4.10 ac.
1965	.04 ac.				3.15 ac.	.26 ac.	.74 ac.	8.07 ac.
1966 (January to April)	1.16 ac.	.44 ac.				1.22 ac.	.87 ac.	
SUBTOTALS	4.45 ac.	.81 ac.	.00 ac.	4.54 ac.	155.78 ac.	1.98 ac.	44.16 ac.	12.18 ac.
Acquisitions in progress			2.00 ac.		.65 ac.	.20 ac.		.41 ac.
Transfers not yet processed on projects constructed with permits	.16 ac.							
TOTALS	4.61 ac.	.81 ac.	2.00 ac.	4.54 ac.	156.43 ac.	2.18 ac.	44.16 ac.	12.59 ac.
TOTAL ACQUIRED	227.32 ac.							

LOST

Year	D. C. Highway Channelization, Triangles, Center Medians and Widening	D. C. Highways Freeways	D. C. Schools	D. C. Agencies other than Highways and Schools	Armory Board	Site for John F. Kennedy Center for the Performing Arts	Federal Agencies	Sale
1956	1.26 ac.			N.C.H.A. .69 ac.				
1957	1.99 ac.		.26 ac.	.01 ac.				
1958	3.49 ac.							
1959	4.37 ac.							
1960	4.09 ac.							
1961	1.85 ac.			R.L.A. 1.87 ac.				.86 ac.
1962	2.55 ac.		1.17 ac.				.33 ac.	
1963	.54 ac.		.46 ac.				1.44 ac.	
1964				1.85 ac.			.38 ac.	
1965	.53 ac.			.01 ac.				
1966	.81 ac.	9.63 ac.	8.60 ac.					
SUBTOTALS	21.48 ac.	9.63 ac.	10.49 ac.	4.43 ac.	.00 ac.	.00 ac.	2.15 ac.	.86 ac.
Disposal in progress	.43 ac.		2.7 ac.			2.70 ac.		
Transfers not yet processed on projects constructed with permit	2.76 ac.	206.0 ac.						
Loss of park use					131.00 ac.			
TOTALS	24.67 ac.	215.63 ac.	13.19	4.43 ac.	131.00 ac.	2.70 ac.	2.15 ac.	.86 ac.
TOTAL LOST	394.63 ac.							

	Total in D. C.	By Agencies D. C. Highway Department	D. C. Schools	D. C. Other	N.C.P.C. Capper-Cramton	All Other
<u>RECAP</u>						
Acquired	227.32	5.42	2.0	4.54	156.43	58.93
Lost	394.63	240.30	13.19	4.43	-	136.71
<u>NET GAIN</u> or <u>LOSS</u>	167.31	234.88	11.19	0.11	156.43	77.78

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1 MR. HARTZOG: May I make a comment, Madam Chairman?

2 CHAIRMAN ROWE: Yes.

3 MR. HARTZOG: That is that this agreement provides
4 that, no matter how much it is, the park land will be
5 replaced in kind or in cash, which is the first time in the
6 history of parks and freeways and highways in the District of
7 Columbia that park lands have been agreed to be replaced.

8 I might say that the sum of those figures that I
9 think you have, is that in the last ten years we have lost a
10 net of 235 acres of park land, unreplaced, to highways in
11 the District of Columbia. So that no matter what the acreage
12 is, it is going to be replaced with cash or in kind.

13 MR. THIRY: Madam Chairman.

14 CHAIRMAN ROWE: Mr. Thiry.

15 MR. THIRY: You can also destroy the park land by
16 putting these freeways through them so that just the owner-
17 ship of the land doesn't constitute good park land. So that
18 this is something that no one takes into consideration and
19 also to get --

20 MR. HARTZOG: Mr. Thiry, this is one of the most
21 crucial points in our entire planning which is that we get
22 comparable park land.

23 MR. THIRY: Then also to get cash, you know, doesn't
24 give you park land necessarily. This just is cash.

25 (Laughter.)

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1 MR. HARTZOG: Generally, our problem in getting
2 park land has been the problem of getting cash and this has
3 been our experience throughout the country. If we've got
4 cash, we can get the park land.

5 CHAIRMAN ROWE: I believe I would have trouble
6 picking up 100 acres of park land in the City.

7 MR. CONRAD: Madam Chairman.

8 CHAIRMAN ROWE: Mr. Conrad.

9 MR. CONRAD: One of the things that we have been
10 pursuing is just this. From a planning standpoint, we felt
11 that if park land could be replaced by public works such as
12 highways that this would be a very desirable thing. So,
13 from the planning standpoint, this represents a real advance.

14 However, the thing that has always, if I may use
15 the word, bugged us is that the Public Roads heretofore
16 has not been able to spend 90/10 money and 50/50 money for
17 park purposes.

18 I was wondering, would this be carried out by
19 Public Roads? Have they changed their policy or do they have
20 a policy to use highway money for park purposes?

21 MR. HARTZOG: Mr. Conrad, I think Mr. Shear might
22 want to explore this with our attorneys, but the legal advice
23 that I have is that the acquisition of rights-of-way is the
24 responsibility of the local contracting agency and not the
25 Bureau of Public Roads and there is nothing in the Public

eg/38
1 Highway Act which prohibits payment for park land. It is a
2 policy of the Bureau of Public Roads and policies can be
3 changed.

4 MR. SHEAR: Madam Chairman, I would be delighted
5 to abide by any conclusion which the Bureau of Public Roads
6 and Park Service attorneys have reached to the effect that
7 this can be done. I'll buy any opinion they write to that
8 effect.

9 MR. HARTZOG: Thank you.

10 CHAIRMAN ROWE: This one, I think, is unanimous.

11 Did you want to speak to this, Mr. Whitton?

12 MR. WHITTON: No, I'd only say this. That this is
13 not the first case in my memory where we have bought park
14 land or compensated for park land. We did it in St. Louis,
15 George.

16 MR. HARTZOG: That's right.

17 MR. WHITTON: On Forest Park and it may be that
18 we never have before in Washington but I, particularly in
19 Washington, think that we ought to replace park land and,
20 hopefully, in kind. I am a great believer in parks and I
21 think that we ought to protect them and ought to, if it
22 becomes necessary to take some of them for highway rights,
23 why, then we ought to provide similar land to replace that
24 taken.

25 Now, that's a personal opinion.

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CHAIRMAN ROWE: Thank you, Mr. Whitton.

MR. WHITTON: And I can be quoted.

(Laughter.)

GENERAL DUKE: Shall we go on to the next one?

CHAIRMAN ROWE: Yes, shall we go on to the next, unless there are some more questions on number two, we will go on to number three.

(No questions raised.)

MR. AIRIS: Number three - The D.C. Department of Highways and Traffic agrees to provide the cost of a reflecting pool at the Grant Memorial in connection with the construction of the Center Leg of the Inner Loop on the straightened alignment recently concurred in by the D.C. Department of Highways and Traffic, the National Park Service, and the Architect of the Capitol. The design of the Center Leg of the Inner Loop will also provide for the elimination of First, Second, Third Streets between Louisiana Avenue and Canal Street across the Mall, except for a ceremonial Third Street, that's Louisiana Avenue extended.

I have no additional information to add or any history to it. I think the item is pretty much self-evident.

GENERAL DUKE: This, of course, is what is contemplated by the Pennsylvania Avenue Plan in that area.

CHAIRMAN ROWE: Mr. Conrad, do you want to speak to this?

5/40
1 MR. CONRAD: This is fine. I think that as far as
2 the reflecting pool, that speaks for itself. The underpasses
3 of the Mall have been a plan of the Planning Commission for as
4 long as I can remember. The original roads to underpass the
5 Mall were the 14th, 9th, and 7th Streets, and during the
6 initial phases of the Center Leg of the Inner Loop it was
7 worked out with the Highway Department to put that under-
8 ground.

9 The other roads which are mentioned here would be
10 in accordance with that type of a concept.

11 I would point out, however, that some of the pro-
12 posals that are involved in this document are referring to a
13 Mall Plan which has never been submitted to the Planning
14 Commission for review so that these things can be reviewed
15 in their context of a Mall Plan.

16 All that I am saying here is that the elements here
17 that are mentioned seem to be in keeping with long range
18 policies of the Commission but we have had no specific Mall
19 Plan before us for approval or review.

20 MR. THIRY: Madam Chairman.

21 CHAIRMAN ROWE: Mr. Thiry.

22 MR. THIRY: I was wondering if they have the access
23 to the underpass of the Mall, I mean, the system of roads that
24 lead into it? Do you have a design for that?

25 MR. AIRIS: I don't believe we brought that here,

cg/41
1 sir.

2 MR. THIRY: I'm just wondering how you propose to
3 handle the exodus of automobiles from the Rayburn Building
4 and from the two new garages that are being built on the
5 Hill right now.

6 I mean, I think the way this thing is laid out
7 right now, it's kind of on the assumption that everybody
8 wants to go on the freeway but, as I read the plan that I
9 have seen, at least, why, I mean, this thing is going to end
10 up in a real bottleneck of automobiles, I think, and we
11 haven't taken care of the abutting streets or the develop-
12 ment of those streets for traffic movement on the city streets
13 in any way, shape or form.

14 MR. AIRIS: You're absolutely right. We have a
15 complete ramp plan for that south end of the freeway and it
16 was before the Planning Commission, I can't tell you exactly
17 when, but it did come up before the Planning Commission.
18 Now, we still have to come back with a model of the details
19 on the Center Leg.

20 MR. THIRY: The traffic is pretty well dammed up
21 at that point and, as I understand it, there will be 4,000
22 cars to take care of at the change of office hours and so on
23 and this is only the beginning of extensive development on
24 the Hill.

25 So, this particular feature of this hasn't really

cg/42
1 been worked out satisfactorily, as far as I am concerned.

2 MR. AIRIS: Well, we went into it, sir, in some
3 great detail and we think we've got an acceptable solution
4 at that particular point. That's down at C Street.

5 MR. THIRY: I think it might be acceptable from a
6 freeway standpoint but then, after all, this is a part of a
7 city plan.

8 MR. AIRIS: That's right.

9 MR. THIRY: And you have to take care of the rest
10 of the problem too and as a --

11 MR. AIRIS: You are speaking of a traffic problem,
12 aren't you, sir?

13 MR. THIRY: I'm talking about the traffic problem
14 that is generated because of the closing off of streets and
15 the realignment of traffic and the fact that you can't get
16 rid of the automobiles that don't want to go on the freeway.

17 There are a lot of people who want to travel
18 locally around there and they have to go way out of their way
19 and then they get involved in the other off-ramps of the free-
20 way system. So I think before we could, you know, -- Well,
21 I'm all for this underpass and the development of the
22 Pennsylvania Avenue Plan, don't misunderstand me, I do think
23 that a lot of these approach ramps and so on need to be
24 coordinated with the city street pattern.

25 As I understand it, I mean, that comes within the

g/43
1 range of your duties also, I mean, to see to it that the
2 streets of the District of Columbia can receive and can
3 exhaust the traffic and I think this development of the
4 freeway system doesn't take into account the streets of the
5 District of Columbia. There are many situations that are
6 being developed that are creating a funneling of traffic
7 and really making invaluable certain pieces of property and
8 then putting no value whatsoever on other pieces.

9 I think we should really get into that particular
10 item too, I mean as a matter of approval.

11 MR. HARTZOG: Madam Chairman, may I ask a question?

12 It is our distinct recollection, although Mr.
13 Conrad indicates a Mall Plan has not been presented, that
14 this plan has been presented on two occasions and on the
15 latter occasion it was approved in principle and I am
16 wondering if you would instruct the staff to check the
17 record.

18 MR. CONRAD: I stand corrected.

19 MR. HARTZOG: So that this might be clear.

20 CHAIRMAN ROWE: Yes, but this was approved in
21 concept, I think, but there was only a part of it, and there
22 has been a good bit of change. I don't think that a Mall
23 Plan as extensive as the one that you are now considering
24 going all the way --

25 MR. SHEAR: The Webel Plan was approved in

g/44
1 principle.

2 CHAIRMAN ROWE: You see, you've got a new plan now.

3 MR. HARTZOG: I would like the record to be checked,
4 if you would instruct the staff, please, Madam Chairman,
5 because my recollection is that the Mall Plan that was
6 presented by Mr. Owings was the issue that precipitated the
7 motion which I made and Mr. Whitton seconded for a look at
8 the tunnel under the Mall, and, on that occasion, the
9 Commission approved the plan in principle. And there is
10 nothing in this agreement that is inconsistent with the plan
11 that was before the Commission at that time.

12 So, I would appreciate the record being checked
13 so that at this point in the proceedings the record might
14 be clarified in accordance with the facts.

15 GENERAL DUKE: I think the same principle applies
16 to the next item, Madam Chairman.

17 CHAIRMAN ROWE: Yes, these items are the ones, as
18 you know, and as Mr. Conrad pointed out, that have been
19 traditionally supported by the Planning Commission. We have
20 no quarrel but there are questions which Mr. Thiry has
21 raised on how it fits into the total plan.

22 GENERAL DUKE: Yes.

23 CHAIRMAN ROWE: And we will check the record, Mr.
24 Hartzog.

25 MR. AIRIS: Would you like to go down them item by

g/45
1 item, Madam Chairman, or shall we skip from four to seven?

2 CHAIRMAN ROWE: I think that we have some real
3 questions on six from our preliminary discussion of this,
4 although we accept the tunneling under the Mall in the broad
5 area to the east of the monument. There is a question in a
6 number of people's minds about burying 17th Street. We
7 haven't seen this part of any plan. Maybe it's a good idea
8 and maybe it isn't, but we haven't had a chance to review it
9 and I don't believe this has come to the staff at all.

10 Has it, Mr. Conrad?

11 MR. CONRAD: This is part of the plan that you are
12 referring to?

13 MR. HARTZOG: This is a part of the Mall Plan
14 which was before this Commission and my recollection is it
15 was before the Commission twice. Once it was presented by
16 Mr. Owings when I was not here and on the second occasion
17 it was presented by Mr. Owings when Mr. Whitton and I were
18 both here and, so far as I know, there is nothing in these
19 items that are inconsistent.

20 MR. SHEAR: I have only a recollection of approval
21 of a Webel plan, in principle.

22 MR. HARTZOG: This is why I asked for the record to
23 be checked.

24 MR. SHEAR: I don't have any specific recollection
25 of any other plan.

g/46
1 MR. HARTZOG: I may be in error but I just think
2 we ought to ascertain the facts for the record!

3 MR. THIRY: Have we ever seen how the underpassing
4 of 17th Street would affect the Corcoran Gallery and all of
5 the rest of the buildings along 17th?

6 MR. HEGNER: Sir?

7 MR. THIRY: I said, have we seen how the underpass-
8 ing of the Mall would affect 17th Street in the area of the
9 Corcoran Gallery and above?

10 MR. HARTZOG: Mr. Thiry, if my recollection is
11 correct, you have seen it. If my recollection is not correct,
12 then you have not seen it.

13 (Laughter.)

14 MR. CONRAD: Mr. Owings brought a plan in but
15 there was no tunnel involved. It was just a case of the
16 elimination of 15th and 17th Streets. As I recall, it was
17 not the proposal of either the Highway Department or the
18 Park Service to put 17th Street south of Constitution Avenue
19 in a tunnel.

20 So there would be no effect of this proposal on
21 17th Street, let's say, north of Constitution physically.
22 There may be from a traffic standpoint of access, let's say,
23 to these places, but there was no tunnel contemplated in
24 this area.

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25 MR. HARTZOG: As so far as I know, Mr. Owings has

cg/47
1 not changed the plan, but I could be in error on this also.

2 MR. AIRIS: Madam Chairman.

3 CHAIRMAN ROWE: Yes, Mr. Airis.

4 MR. AIRIS: I might just add that Mr. Conrad's
5 concept agrees with our information. I think that what is
6 intended here is a depressing of 14th Street with enough
7 capacity so that 15th and 17th can be eliminated, not under-
8 passed, but eliminated.

9 I think that's the intention of the Park Service.

10 MR. HARTZOG: That's right.

11 MR. AIRIS: Should I go on down and start on eight
12 or do you have something further?

13 GENERAL DUKE: Any questions about seven?

14 CHAIRMAN ROWE: It's part of the same thing we're
15 talking about.

16 MR. AIRIS: I think these are all just getting
17 traffic under the Mall, rather than having it traverse the
18 Mall and it is our best judgment with the Park Service on
19 certain ways to try to approach this.

20 I might add on this number six that we already have
21 14th Street in a six year public works plan. I think it has
22 been looked at insofar as your Commission and it is at least
23 that far. We have no detailed plans.

24 All right. Number eight. The D.C. Department of
25 Highways and Traffic agrees to the tunneling of the South Leg

g/48
1 of the Inner Loop between Constitution Avenue and 14th Street.
2 The connections are to be provided between the South Leg and
3 Independence Avenue in the vicinity of 14th Street.

4 Now, just very briefly, Madam, a public hearing
5 was held in September of 1963. The Park Service, the Bureau
6 of Public Roads and the D.C. Department of Highways and
7 Traffic approved the plan with Lincoln Memorial and Tidal
8 Basin tunnels. The remainder of the section was to be de-
9 pressed but those two sections were to be in tunnels.

10 The South Leg, however, is also part of the NPS
11 Mall Plan and it was reported on by the NPS Planning Com-
12 mission with the Commission stating a general policy that
13 the South Leg be tunneled to the maximum extent possible.

14 We were ready to advertise the former proposal
15 last year but it was cancelled due to this latter action that
16 I mentioned. Details are now being worked on jointly by the
17 Park Service and the D.C. Department of Highways and Traffic
18 and the Bureau of Public Roads with a view towards getting a
19 solution there that is acceptable and is in accordance with
20 this item number eight.

21 CHAIRMAN ROWE: Are there any questions on eight?

22 (No response.)

23 Mr. Conrad.

24 MR. CONRAD: On the South Leg of the Inner Loop as
25 early as 1956 the Planning Commission recommended that the

1 South Leg be along Independence Avenue rather than Ohio Drive
2 as was then being proposed.

3 Then in 1960 we approved a plan which was developed
4 by the Park Service and the Highway Department and our own
5 staff for partial tunneling of this facility and in the
6 action taken by the Commission in May, as a part of the
7 transportation proposal in the 1985 Plan, the South Leg of
8 the Inner Loop from the Lincoln Memorial to 14th Street with
9 as much in tunnel as is consistent with local service require-
10 ments was agreed to as a part of the recommendation of the
11 Commission.

12 So I think this is one that is just fine myself.

13 CHAIRMAN ROWE: The more tunneling the better, I
14 think.

15 MR. CONRAD: Yes.

16 MR. AIRIS: That makes it rough on the highway
17 people, Madam.

18 Nine. National Park Service agrees to a new four-
19 lane river crossing of the Potomac in the 14th Street
20 corridor. In connection therewith, the Virginia Highway
21 Department will provide access ramp for westbound traffic
22 from -- Show this, would you please, Len? The traffic from
23 George Washington Memorial Parkway westbound to highway I-95
24 southbound and access ramp for southbound traffic from 14th
25 Street Bridge to the George Washington Memorial Parkway

g/50.
1 southbound.

2 Now a public hearing was held in December of 1964.
3 The plan has been approved by the Planning Commission and I
4 think all other agencies that are involved and it is currently
5 under design.

6 The exhibit shows the treatment that Mr. Platt
7 has there, it shows the general treatment that is being
8 designed on both approaches, including the improved con-
9 nection between I-95 and the Jefferson Davis Highway.

10 In this latter regard, making that connection with
11 the Jeff Davis Highway will provide an alternate means of
12 getting traffic into the District, although it will not add
13 any more capacities.

14 Those are the facts. I think they generally agree
15 with what Mr. Conrad says.

16 CHAIRMAN ROWE: Yes, I think this is no problem. I
17 mean this is part of the --

18 MR. AIRIS: Is there any question on it?

19 (No response.)

20 Good. Number ten. The Virginia Highway Department
21 agrees to improve ramp access at the Jefferson Davis Highway
22 and the 14th Street Bridge approaches for eastbound traffic
23 on the Jefferson Davis to the northbound 14th Street Loop.
24 This involves primarily an improved and enlarged ramp con-
25 nection.

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I mentioned that just a little bit ago.

Is there any question on that?

(No response.)

CHAIRMAN ROWE: Mr. Conrad.

MR. CONRAD: In the action taken by the Commission in May, they list as one of the first freeways to be included in the first stage, which is between 1966 and 1972, the Jeff Davis Highway improvement as an alternative route for I-66 traffic to reach downtown via the 14th Street Bridges and so this is entirely in keeping and it is one that we could support whole-heartedly.

MR. AIRIS: Number eleven?

CHAIRMAN ROWE: Yes.

MR. AIRIS: The National Park Service agrees to temporary connections from the Inner Belt to Ohio Drive in the vicinity of the Lincoln Memorial pending completion of the tunneling project under the Tidal Basin.

Now, all this is is a very small job but it is mainly in order to provide a relief on 23rd Street -- Indicate 23rd Street -- for traffic that goes across the river or comes on Ohio Drive farther to the east and it will also provide a connection up into the L Street - Pennsylvania Avenue - 26th Street area just off the map, with temporary connections and it is just an expedient in order to make use of the freeway section that is already completed in that area

1 and to relieve a hard pressed 23rd Street.

2 CHAIRMAN ROWE: This really is not part of an inter-
3 state freeway system.

4 MR. AIRIS: No.

5 CHAIRMAN ROWE: This is just temporary.

6 MR. AIRIS: That is correct.

7 MR. CONRAD: It's not part of the Comprehensive
8 Plan.

9 CHAIRMAN ROWE: It's not a part of the Comprehensive
10 Plan.

11 MR. CONRAD: It is a project that has come to the
12 Commission possibly for review and agreement but not as a
13 part of an overall plan.

14 MR. AIRIS: It was in the document and I thought
15 that we ought to just mention it.

16 CHAIRMAN ROWE: Yes, we're going over it item by
17 item.

18 MR. AIRIS: Number twelve. The Virginia Highway
19 Department agrees to provide access and exit connections
20 between the Jefferson Davis Highway and the Theodore
21 Roosevelt Bridge and also to provide a connection between
22 U.S. Highway 50 and the Jefferson Davis Highway in the
23 vicinity of the Iwo Jima Memorial as a part of the interstate
24 system.

25 I have no additional comment. There have been some

8/53
1 plans worked out. I do not have them with me. They tend --
2 It is possible to make these connections and build them and
3 this indicates an intent to do so.

4 CHAIRMAN ROWE: -Mr. Conrad, is there anything you
5 want to say about this item?

6 MR. CONRAD: No, this is fine. This is in con-
7 junction with the connection of I-66 along the Virginia
8 shoreline to tie into the Theodore Roosevelt Bridge as well
9 as tying into the 14th Street Bridge and this is in keeping
10 with what the Planning Commission has in the proposed trans-
11 portation section of the Comprehensive Plan.

12 CHAIRMAN ROWE: We will go on to thirteen.

13 MR. AIRIS: All right. Thirteen. The D.C.
14 Department of Highways and Traffic agrees to depress new
15 eastbound lanes of Potomac River Freeway. D.C. Department
16 of Highways and Traffic also agrees to the eventual elimina-
17 tion of the Whitehurst Freeway and substitution of new
18 depressed westbound lanes for the Potomac River Freeway.
19 Appropriate surface connections will be provided between
20 Palisades Parkway and the Potomac River Freeway at the new
21 Potomac River Bridge crossing to accommodate future Potomac
22 River Freeway profile and alignment. Appropriate local street
23 access from Georgetown to proposed waterfront park will also
24 be provided. Accordingly, the D.C. Department of Highways
25 and Traffic agrees to proceed with acquisition of easements

g/54
1 and property for the general area bounded by River Front,
2 K Street, 31st Street extended and Key Bridge.

3 Now, in this connection, I should point out that
4 the Potomac River Freeway public hearing, the first one was
5 held on November 22nd, 1961, a bridge public hearing was
6 held in November of 1964 and the item indicates an intention
7 of what is to be done in a general way in the particular
8 area.

9 We have, of course, studies that we have been
10 working on for quite some time.

11 CHAIRMAN ROWE: Did you want to speak to this,
12 General Duke?

13 GENERAL DUKE: Not particularly, other than to say
14 that this is an item of very, very deep interest on the part
15 of many citizens, particularly those in Georgetown and this,
16 I think, conforms generally with the plan, the long range
17 plan developed by Mr. Doxiadis, which was presented to the
18 public some while ago. We think, frankly, this will be a
19 great enhancement to this area and we look forward to its
20 coming.

21 MR. LOUCHHEIM: Might I ask one question on this?

22 CHAIRMAN ROWE: Mr. Louchheim.

23 MR. LOUCHHEIM: On one word which I don't think
24 appears elsewhere in this document and that is that you
25 agree to the "eventual" elimination, the word is "eventual"

g/55
1 of the Whitehurst Freeway. I would ask whether that "eventual",
2 how that affects the final five words of the document which
3 say that the projects would not exceed a six-year period.
4 Would eventual be within the six-year period?

5 GENERAL DUKE: No.

6 MR. LOUCHHEIM: Beyond that?

7 GENERAL DUKE: Beyond that.

8 MR. LOUCHHEIM: This would be beyond the six years.

9 MR. HARTZOG: I don't think it says will not
10 exceed six years in any event. We will try to accomplish it
11 within six years. There are a lot of these things that we
12 probably won't accomplish within six years. If the money is
13 available, I think that this ought to be done within a six
14 year period.

15 MR. NORTON: Is there any time when this plan might
16 get pinned down that you have in mind? I mean, is it a high
17 priority item? Will we get it in months or will this be
18 some time in six years?

19 MR. AIRIS: I'd try to answer that, sir. Since
20 every alternative that has ever been studied there requires
21 the acquisition of the particular property that is specified
22 by meets and bounds here, why, we would expect immediately
23 to go ahead with that.

24 Now, as to the second part on the depressing or
25 removal of the Whitehurst Freeway, it would be -- We don't

1 have a time frame on it. I presume it would be at the end
2 of its economical life.

3 MR. THIRY: What, a thousand years?

4 (Laughter.)

5 MR. HARTZOG: I might observe that it is already
6 obsolete. This is why --

7 CHAIRMAN ROWE: Have you convinced General Duke of
8 that?

9 MR. HARTZOG: Oh, I think General Duke agrees that
10 it is generally obsolete and some improvements have to be
11 made to it to keep it as it is.

12 GENERAL DUKE: Let me show you something, really,
13 that we are thinking about. This is something that has been
14 suggested to us, frankly, and as is mentioned other places in
15 the report we are working quite closely with the Fine Arts
16 Commission in trying to develop aesthetic treatment of this.

17 This is an area that has been of particular concern
18 to the Fine Arts Commission and to all of us. I don't mean
19 to say this, I don't mean to say this Commission. This
20 Commission is obviously quite concerned but I would like to
21 show you now a concept that has been expressed to us in
22 this connection, as a matter of fact, which has to do with
23 this particular stretch of the Waterfront.

24 I am not prepared to say that this is what we can
25 say is going to be built but I can say that this/
is a concept that

cg/57
1 has been developed and this is obviously going to be subject
2 to more refinement, wherever it is.

3 MR. AIRIS: General, if you will talk for just one
4 more second, I'll have it in here.

5 GENERAL DUKE: Okay.

6 (Laughter.)

7 CHAIRMAN ROWE: I'd like to ask a question while we
8 are delaying things. In --

9 GENERAL DUKE: I thought I was contributing, I didn't
10 mean to be delaying.

11 (Laughter.)

12 CHAIRMAN ROWE: I thought you were filibustering.
13 so that they could put something up. Excuse me.

14 (Production of model.)

15 But, I had understood that the concept that was
16 accepted by the PAC at its March meeting said tunneled not
17 depressed and I believe this is reflected in the May
18 document adopted by the Planning Commission.

19 This is covered depressed. Mr. Louchheim questioned
20 "eventual", I would question "depressed". Maybe you mean
21 underneath and then covered but it isn't -- Tunnel or tube is
22 a much more precise word.

23 MR. SHEAR: In that connection, Madam Chairman, if
24 I might add a second question which relates, the last sentence
25 of that item thirteen talks to the Highway Department pro-

cg/58
1 ceeding with the acquisition of easements and property.

2 Is that in connection with the new eastbound lanes
3 of the Potomac River Freeway?

4 GENERAL DUKE: Yes. What that contemplates is the
5 purchase of all of the property between 31st Street and Key
6 Bridge between the freeway and the river, as shown down here.

7 MR. SHEAR: Between the existing Whitehurst Freeway
8 and the river?

9 GENERAL DUKE: Yes, that's right.

10 MR. AIRIS: Would you like for me to show you.
11 31st Street is at this point and Key Bridge, of course, and the
12 river, and K Street.

13 Would you like to have me address myself to this?

14 GENERAL DUKE: Yes, go ahead.

15 MR. AIRIS: Just for a moment. The freeway, the
16 Potomac River Freeway, is built to this point and at this
17 point we would expect to continue for the time being this
18 Whitehurst Freeway which is shown here but begin to depress
19 it just to the east or downstream of Key Bridge and bring it
20 into a tunnel at about this point.

21 Now, the other section which is westbound would be
22 from 31st Street and would be depressed and would eventually
23 or would go into a tunnel at this point. Now, whether that
24 is kept a tunnel or whether it is continued depressed for a
25 way remains to be worked out.

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1 But the outlet of this tunnel and this tunnel
2 would be way over in this vicinity and M Street would be,
3 itself would be relocated to higher ground in order to clear
4 out and provide some park property, additional park property
5 in this area and not cross over the canal. It would, I
6 think, leave a cleaner -- Well, it's evident, I think, what
7 it will do. It would leave a nice clean approach view from
8 either the opposite shore or from almost any other point.

9 The bridge itself would be from the existing
10 Spout Run over at this point over to and pointed at the
11 intersection of Mac Arthur Boulevard and Foxhall Road at this
12 point. The connections are about as shown. It might be
13 worthy of mentioning that we would make a better connection
14 than the existing one now on the west edge of the Georgetown
15 property. That has been worked out with Father Collins, to
16 some extent. These two are the connections to the Palisades
17 Parkway and the next item in the agreement mentions that the
18 Park Service would take over Canal Road.

19 MR. THIRY: Is this the Three Sisters Bridge?

20 CHAIRMAN ROWE: Yes.

21 MR. AIRIS: This is Route 66, this is the Three
22 Sisters Island.

23 CHAIRMAN ROWE: You have moved it up a little bit.

24 MR. AIRIS: What?

25 CHAIRMAN ROWE: You have moved it up so it doesn't

3/60
1 face Glover-Archbold.

2 GENERAL DUKE: That's correct.

3 MR. THIRY: At one time I suggested --

4 MR. AIRIS: This is Glover-Archbold right here.

5 MR. THIRY: -- using a tube in there for a crossing.

6 It seems to me, if they are going to tunnel, why, this is
7 just ideal. You could just go right down under the river and
8 come out on the other side and you would eliminate a lot of
9 your problem and it would be cheaper than the tunneling.

10 MR. AIRIS: Your grades problem get really
11 terrific when you try to come up from the bottom of the river
12 and get anywhere near on the other side.

13 MR. THIRY: You don't come up from the bottom, though,
14 you just come from thirty feet down. You don't have to go
15 down to the bottom. With a tube you can float the thing in
16 the river.

17 MR. AIRIS: You have to go down quite a way, sir,
18 in order to make it safe there. We have really looked at
19 that quite thoroughly.

20 MR. THIRY: I think in main channels they consider
21 30 feet as being sufficient.

22 MR. AIRIS: That's, at least, just at the top.

23 GENERAL DUKE: I only brought this out, frankly,
24 Madam Chairman, because we were talking about item number
25 thirteen and your question having to do with the depressed

5/61
1 east and west sections of the Potomac River Freeway.

2 This shows the situation as contemplated generally
3 by this, I think, and it shows the Whitehurst Freeway in the
4 westbound direction staying up for a while but it does
5 indicate that eventually this elevated section of the
6 Whitehurst Freeway should be eliminated and it will be
7 depressed also to correspond with what we show there as the
8 eastbound lane.

9 This is a concept. This has been a matter of such
10 grave concern to so many people as to how the area between
11 the eastern edge of Georgetown and that bridge down there
12 would be treated because -- primarily over an aesthetic
13 situation -- the so-called ribbons of concrete, and I must
14 say that we asked Mr. Walton to assist us in this area some-
15 what and, although he is not here with us today, this is
16 something that I am confident to say that he strongly
17 recommends.

18 Whether we think that the eventual traffic service
19 of this balanced against the money that would obviously be
20 required to put this in will balance themselves out, this
21 remains to be seen, but at least we show this as a solution
22 to the problem and one that can be done to provide a pleasing
23 aesthetic environment.

24 MR. LOUCHHEIM: I think maybe we ought to put in
25 some kind of a disclaimer or caveat about this agreement that

g/62
1 the District has reached with the very active Father Collins,
2 which is something we haven't seen or ever given a blessing
3 to.

4 MR. AIRIS: It's a very small thing, actually.

5 MR. LOUCHHEIM: It is?

6 MR. AIRIS: On the corner of the property. You
7 will see that there is some connection up in that area.

8 CHAIRMAN ROWE: This is on the University property
9 and not in the park?

10 MR. AIRIS: Largely. It does, I think, cut in,
11 in a couple of places, into the park property, but only in a
12 very small way.

13 CHAIRMAN ROWE: And does it go through to
14 Reservoir Road?

15 MR. AIRIS: What?

16 CHAIRMAN ROWE: Does it go through to Reservoir
17 Road?

18 MR. AIRIS: Yes.

19 CHAIRMAN ROWE: It's the old road then which is
20 moved just a little bit to the east but it still is a road
21 in Glover-Archbold.

22 MR. AIRIS: It would be what, Madam?

23 CHAIRMAN ROWE: The old road that was planned
24 through Glover-Archbold was to the west of this.

25 MR. AIRIS: I wouldn't say that. The Glover-

cg/63

1 Archbold, if you recall the right-of-way and there is an item
2 in here a little further on, the right-of-way goes all the
3 way up close to the circle at American University; whereas,
4 all this does is to just provide local access up into Reservoir
5 Road and for the --

6 CHAIRMAN ROWE: But it does take some of the park
7 land? This was all I'm asking.

8 MR. AIRIS: Well, only so small it is infinitesimal.

9 MR. PLATT: Mr. Airis, that really isn't a part of
10 this proposal. You could connect this road up to the present
11 entrance to Georgetown.

12 MR. AIRIS: That you could do.

13 MR. PLATT: Without having that long climb, that
14 long curving climb up to the present entrance.

15 MR. AIRIS: That's correct. Actually, this could
16 be wiped off and not even talked about as a part of this plan
17 but it does offer a good way of getting a connection into
18 that area and we have shown it.

19 MR. HARTZOG: I think perhaps, Madam Chairman, if
20 I might make an observation, perhaps it should be left off
21 because we haven't agreed to give any connection, any
22 connection on park land at this point.

23 In Georgetown and at the last discussion that was
24 before this Commission was to the effect that the connection
25 would be wholly on Georgetown University property and that's
been the position of the Park Service and remains the position

g/64
1 of the Park Service at this point. So, if the connection is
2 to be made, it is to be made as it was outlined before this
3 Commission several months ago on Georgetown University
4 property.

5 GENERAL DUKE: I should also point out that another
6 advantage of this -- I mean one of the basic objectives of
7 this particular layout was to preserve the Chesapeake and
8 Ohio Canal, of course. So this is one reason for the
9 tunneling underneath there is to preserve this historic
10 canal.

11 CHAIRMAN ROWE: Are there any other questions on
12 number thirteen?

13 MR. CONRAD: The action of the Commission, so far
14 as the transportation plan, proposed transportation plan,
15 was to approve a Palisades Parkway of four lanes coming down
16 into this area and connecting to a Potomac River Expressway
17 which would be a tunnel in the Georgetown Waterfront.

18 So, basically, this would be in keeping and I think
19 the point is that this is a linkage, a very important linkage
20 in the whole system of the expressway system.

21 It involves the Three Sisters Bridge, it involves
22 I-66, it involves the Potomac River Expressway which then ties
23 into a K Street, which involves the North Leg of the Inner
24 Loop. So this whole thing is related as a unit. So the
25 capacity coming through this section would have to be related,

1 let's say, to a capacity of a Three Sisters Bridge. If the
2 Three Sisters Bridge does not provide, let's say, for access
3 north into Mac Arthur and Foxhall, it just might be that it
4 would be better as a four-lane bridge instead of as a six-
5 lane bridge; if it is going to provide inter-city function
6 as well as, let's say, an intermediate loop type of a
7 function then perhaps it would six lanes.

8 So all of these things are interrelated as to
9 how you design. I think this is a good step forward to show
10 us one way of accomplishing a Potomac River Expressway.

11 I think that what Mr. Hartzog has stated, what has
12 been before the Commission in the last few months about
13 Georgetown University, this is something that we should very
14 closely analyze as to what this does to their campus plan
15 and their campus boundaries as well as what it does to park
16 land.

17 I don't think that was the intent of this at this
18 time to go into that kind of detail. It was the intent to
19 show the general alignment, a general concept, which points
20 out the need for further deliberation and concentration on
21 this by all agencies concerned to make sure that all these
22 things are evaluated.

23 CHAIRMAN ROWE: Any other comments on thirteen?

24 (No response.)

25 We will go on then to fourteen.

g/66

1 MR. AIRIS: Item fourteen. The National Park
2 Service agrees to a new Potomac crossing between Virginia
3 and the District of Columbia at Spout Run. The Virginia
4 Highway Department agrees to re-evaluate the need for
5 connections to the Parkway at Spout Run when the new
6 crossing is completed. In regard to this matter, it is
7 noted that traffic congestion on the Parkway occasioned by
8 the Spout Run connections and the connections at Key Bridge
9 is creating undesirable traffic difficulties even at the
10 present time. As an interim measure, the National Park
11 Service agrees that it will build and maintain a third lane
12 on the George Washington Memorial Parkway between Spout Run
13 and the Theodore Roosevelt Bridge.

rn P18.
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14 I don't have any particular comment there. I
15 think this is pretty much self-evident.

16 CHAIRMAN ROWE: I imagine there will be some
17 questions on this one.

18 One of the very important things about this bridge
19 is that it has two ends. Mr. Conrad has mentioned the fact
20 that it will attach to a North Leg, it will have, if it is
21 put in place, and there must be a North Leg, what kind of
22 North Leg, Arlington our good neighbors across the river at
23 the other end of it.

24 I have a letter that was written to the President
25 by the Chairman of the County Board of Arlington, Virginia,

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1 which is unanimously opposed to this bridge. But I would
2 like to read one of the paragraphs of this letter.

3 "Such action is in direct contradiction of an
4 agreement with Arlington County signed on April 3, 1940, by
5 President Franklin D. Roosevelt concerning the acquisition
6 of land by the federal government in this area which states
7 in part 'The property shall be acquired only for park and
8 parkway purposes and that the United States will never use
9 the land so acquired for any other purpose, except with the
10 consent of the County of Arlington and the Commonwealth of
11 Virginia'".

12 The County of Arlington has not agreed. The
13 signatory of that agreement was Frederick Delano, who was
14 Chairman of the National Capital Park and Planning Commission.
15 This is a very important document and I think it should be
16 a part of the record.

17 I also want to ask Mr. Hartzog -- I have a letter
18 here to the Arlington County Board from Secretary Udall of
19 a year ago and I won't read the whole letter but I do want
20 to read you some parts of it.

21 "As you know, Director Hartzog of the National
22 Park Service was one of two members of the District Policy
23 Advisory Committee who voted against the planned three sites
24 for the bridge at the recent meeting. The position taken
25 was actually that of opposition to construction of any bridge

ck/2

1 There can be no doubt that any new highway crossing of the
2 river between Chain Bridge and Roosevelt Island will
3 seriously impair the scenic and recreational values along
4 this portion of the river. We think that before a site is
5 selected for any highway bridge in this area this impact
6 must be fairly weighed along with traffic forecast data,
7 economic considerations, design and construction funds. It
8 was with this view in mind that the compromise proposal was
9 made by Director Hartzog which would hopefully provide for
10 the traffic needs and traffic forecasts for a period of
11 perhaps from ten to 15 years without the intolerable loss
12 of the truly important scenic values that more and more
13 contribute substantial, though intangible benefits to the
14 modern and urban environment developing in the metropolitan
15 area."

16 Then the Secretary goes on and outlines the
17 compromise suggested by the Park Service, which includes the
18 widening of the existing George Washington Memorial Parkway
19 in the section from Spout Run to Theodore Roosevelt Bridge,
20 removing the restrictions on truck traffic on the Theodore
21 Roosevelt Bridge, permitting Washington-bound non-stop bus
22 use, constructing the necessary ramps on both ends of the
23 Theodore Roosevelt Bridge, reconstruction of the approaches
24 and the providing of additional capacity for Chain and Key
25 Bridges and providing appropriate connections between Highway

ck/3
1 50 and the Jefferson Davis Highway to facilitate the flow
2 of all traffic to the new 14th Street Bridge.

3 Most of these points are covered in this agreement.
4 They were looked upon a year ago as a compromise solution
5 so that no bridge would be built. They are now incorporated
6 as a part of this PAC agreement and the bridge is there too.

7 Subsequent to that I believe that the Park Service
8 employed a consultant to study the traffic problems and I
9 understand that one of his recommendations was that no
10 additional bridge across the Potomac River in the central
11 area be approved for construction. This was based upon the
12 lack of a conclusive demonstrated need for the year 1985.

13 We do know, of course, too what the A. D. Little
14 report said in relation to this bridge.

15 These are, as far as I know, the two outside
16 consultants who have reported to the Department of Interior
17 or to the District officials since this letter was written
18 by Secretary Udall a year ago.

19 MR. HARTZOG: I, assume the distinguished Chairman
20 made her statement with the thought in mind that perhaps we
21 could clarify the record at this point on these documents
22 and I would be pleased to because at that time I had the
23 happy opportunity of voting with her in opposition to a
24 bridge across the Potomac at Location number three which
25 would have, in my judgment, the disastrous impact of

ck/4
1 destroying any homes and likewise seriously impairing the
2 scenic qualities of the Palisades of the Potomac River.

3 She will recall that we have had continuing
4 dialogue about this river crossing and about the need for
5 a bridge as she has outlined in the Little report and the
6 Clarkson report and additional professional studies by the
7 District Highway Department particularly.

8 I think that in order to put this entire thing
9 in perspective we need to keep two objectives in mind and
10 one of them is that the sense of the PAC and the sense of
11 the Planning Commission, as I have understood it, on the
12 number of occasions that I have attended its meetings has
13 been a deep concern over parks, over esthetics and over
14 people.

15 Now, the location of this river crossing at this
16 location impairs the Potomac Palisades least of all, in the
17 judgment of the National Park Service, and others may dis-
18 agree with this. It discommodes the smallest number of
19 people, in the judgment of the National Park Service. It is
20 to be a distinguished architectural structure and, with this
21 in mind, this entire program is to be under the constant
22 supervision of the Fine Arts Commission.

23 The Clarkson report, to which our distinguished
24 Chairman referred, was an interim report, represented a
25 preliminary viewpoint and Mr. Clarkson himself said at the

k/5
1 time he submitted the report that in order to develop
2 definitive conclusions he would have to do additional detailed
3 work which, in view of the developing dialogue at that time
4 I did not feel that we wanted done and, therefore, therefore
5 we did not authorize the second phase of his contract to do
6 these definitive studies.

7 The essence of his conclusions that the third
8 crossing was not needed at that time or the crossing here was
9 not needed at that time related to the maximum capacities of
10 the laneage then across the river and I think all of us who
11 have occasion to cross the river know that seldom, if ever,
12 do the lanes across the river operate at their maximum
13 capacity.

14 So, therefore, the conclusion is really a very
15 fine argument, I think, to be advanced and I think it's one
16 of the arguments that persuaded some of the highway planners
17 that perhaps we had reached the point where compromise was
18 a possibility rather than just taking the action which the
19 distinguished Chairman and I voted against at the time that
20 Mr. Udall wrote that memorandum which she read.

21 The matter of the agreement with Arlington County,
22 it seems to me, can be put in the perspective of one step at
23 a time. The basic issues involved here are arguments at the
24 operating management level of the agency, between the Highway
25 Department of the District of Columbia, between the National

ck/6
1 Park Service and between the Virginia Highway Departments.

2 Now, there is very little need, as I see it, to
3 involve my Secretary officially, although certainly I have
4 kept him generally informed of what I was doing, to involve
5 him officially with a yes or no on any of these plans until
6 there was some general indication that these plans were
7 acceptable to the agencies that were involved with their
8 approval, and these are:

9 First - The Planning Commission, and this is why
10 we came to the Planning Commission following the PAC action.
11 If this Commission approves this concept, and I think that we
12 have every logical reason to hope that they would, because
13 one of the prime architectural objectives in our discussion
14 of this was to have had a tunnel from the Washington Circle
15 all the way in front of the Georgetown Waterfront and I
16 don't think there is anybody who would deny the desirability
17 of that, except that the historic pattern of highway building
18 in Washington has been to approve it and build it three
19 blocks at a time without any general concept of what the
20 next three blocks would look like or where they might go,
21 if they go any place.

22 Therefore, we have outlined a concept here and a
23 concept only and this agreement provides that the implementa-
24 tion must be done under very careful supervision of the
25 Fine Arts Commission to make sure that these objectives,

k/7
1 which we mentioned in the first place, are constantly kept
2 in mind in the design and the construction of this system.

3 My own view of the procedure is that following
4 the approval, if this Commission does approve it as a
5 concept, it then becomes a proposal of the Virginia Highway
6 Department and the D. C. Highway Department to submit it
7 to the Bureau of Public Roads for its approval. And, in
8 connection with submissions to the Bureau of Public Roads,
9 and I ask Dan Shear to verify my understanding or to insert
10 it in the record, if he can't do it now, that the Highway
11 Departments cannot submit proposals for highway construction
12 to the Bureau of Public Roads until they have, in fact,
13 gone through local hearing procedures on that particular
14 highway program.

15 At this point it would then be the duty of the
16 Director of the National Park Service, it seems to me, to
17 submit this agreement to the Secretary of the Interior and
18 to the Arlington County Board and to the Governor of the
19 State of Virginia for their consideration and their approval
20 because, first, one is my administrative responsibility and,
21 second, is my contractual responsibility with the State of
22 Virginia and Arlington County.

23 But it seems to me that before you can take off
24 and run by involving all agencies in an approval you have to
25 proceed one step at a time and this is what I think we are

ok/8
1 doing here today.

2 CHAIRMAN ROWE: Thank you, Mr. Hartzog.

3 General Duke, do you have any more comment?

4 GENERAL DUKE: No, I have nothing further.

5 CHAIRMAN ROWE: May I ask what acreage in Glover-
6 Archbold Park to provide the road which you are planning to
7 erase would be taken by the approaches.

8 MR. AIRIS: All there would be, Madam, and I don't
9 have the quantity. We haven't gotten to that point. All
10 that there would be would be this sliver on which M Street
11 relocated is placed, right here. This is the almost exact
12 intersection of MacArthur Boulevard and Foxhall Road right
13 now. This would merely tie up at that point and there would
14 be this little sliver right in here.

15 GENERAL DUKE: I might point out as a possible
16 matter of interest that although there undoubtedly would be
17 a very small, as Mr. Airis says, sliver of Glover-Archbold
18 Park taken there, that would, in a relative sense, be rather
19 inconsequential with respect to the amount of parkland that
20 is created as a result of this down along the water there.
21 So the net impact, I think, and, really, this is one of the
22 objects of this particular scheme, was to result in the
23 creation of a considerable excess of parkland, you see.

24 DR. EDWARDS: You have figures which show that
25 this bridge is necessary?

ck/9
1 MR. AIRIS: Yes, sir.

2 GENERAL DUKE: Yes, sir. This has been one of the
3 items that has been studied and studied and studied in
4 many degrees.

5 MR. NORTON: Do we have these figures?

6 GENERAL DUKE: You mean, with respect to the
7 traffic analysis of the bridge?

8 DR. EDWARDS: Of the crossings in general and
9 what the figures will look like.

10 GENERAL DUKE: I am certainly not prepared at
11 the moment to present such a thing and I express my apologies
12 to you.

13 MR. AIRIS: We went into rather exhaustive detail
14 at the hearing and we have those figures compiled. I doubt
15 if we have them right here, sir.

16 MR. NORTON: No, but I mean have they been made
17 available to our staff?

18 MR. AIRIS: Oh, yes.

19 DR. EDWARDS: What will the transportation system
20 when it is built for river crossings do to these figures?

21 GENERAL DUKE: I beg your pardon?

22 DR. EDWARDS: The rail rapid transit which will
23 cross the river, how much relief will be given by that?

24 GENERAL DUKE: So far as I know, Dr. Edwards, this
25 entire system has been planned in conjunction with the rapid

ck/10
1 transit system. It isn't really viewed as an either/or
2 situation at all. They are both components of an over-all
3 plan.

4 DR. EDWARDS: The 1962 report of the transit
5 system opposed the Three Sisters Bridge because it thought
6 then that with the development of the rapid transit system
7 the bridge wasn't needed.

8 Now, if there has been some subsequent change in
9 thinking, I am not aware of it but there was a serious
10 question about the building of this bridge at that time.

11 GENERAL DUKE: As I recall, Dr. Edwards, the
12 Policy Advisory Committee was originally formed to review
13 that particular problem in the fall of 1963 and the first
14 report of the Policy Advisory Committee indicated, as I
15 recall, that there should be a bridge crossing provided in
16 this area.

17 I don't have that particular report there but
18 that was the very first statement that emanated from the
19 Policy Advisory Committee.

20 CHAIRMAN ROWE: I think it was contingent on the
21 plan being accepted for a North Leg. I don't think, as I
22 remember --

23 GENERAL DUKE: I don't have the wording, frankly,
24 Madam Chairman.

25 MR. LOUCHHEIM: Let me ask so I can get the record

k/11
1 correct on this. I have never seen the report, I have seen
2 it referred to. This, of course, is known as the Little
3 Report which was a report made and paid for by the District
4 or to be paid for by the District.

5 GENERALDUKE: With our partner the Bureau of
6 Public Roads.

7 MR. LOUCHHEIM: With you jointly. And still they
8 recommend categorically and say that they find no necessity
9 for the bridge. So, since that, they must have had some
10 figures or other reasoning behind their recommendation and
11 what I was wondering is, is your figures and your conclusions,
12 do they rebut their figures? Is it a question of whose
13 figures are right or is it just a question of -- well, of
14 course, figures, we know, you can reach most any conclusion,
15 even opposite conclusions.

16 Do you accept their figures and rebut their
17 conclusions or do you not accept the figures that your
18 consultant presented to you?

19 GENERAL DUKE: I don't think we have any figures
20 from them, so far as I know.

21 MR. PLATT: General Duke, I believe you are
22 correct. The Little Report did not develop any figures
23 independently. No figures were involved in that report.
24 They examined the base for our figures and as I recall that
25 report it did not recommend against any specific project.

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MR. LOUCHHEIM: I haven't seen it.

MR. PLATT: But it did question the base of the work that had been done.

CHAIRMAN ROWE: It did not recommend the bridge.

MR. LOUCHHEIM: It did not recommend it.

MR. PLATT: I think it didn't recommend anything.

CHAIRMAN ROWE: Oh, it recommended quite a lot.

MR. AIRIS: Only what is under way.

CHAIRMAN ROWE: But I think that we probably, unless there are some more questions on the bridge, we might break for lunch and come back --

GENERAL DUKE: Madam Chairman, may I --

DR. EDWARDS: This is so closely connected --

GENERAL DUKE: I hate to bring this up but it will be impossible for me to come back after lunch. I have an appointment with the Secretary of Interior at two o'clock and, if there is any possibility of concluding this, I would strongly request this be done and I wouldn't be surprised but that a lot of others have --

MR. HARTZOG: Madam Chairman, I'm in the same position. I have a very serious dental problem which I have to have attended to before I leave town in the morning with the First Lady and I've got to get it done today.

(Laughter.)

CHAIRMAN ROWE: We can't get through. I mean,

nd

P21

ck/13
1 we've got to break for lunch.

2 DR. EDWARDS: Could we have one more item, though,
3 since this is so connected to the North Leg which appears
4 next?

5 MR. LOUCHHEIM: Yes.

6 DR. EDWARDS: I don't think we can discuss that
7 bridge without discussing the North Leg and, therefore, since
8 we have some equivocation on the K Street tunnel, I think
9 we may as well wrap this one up and talk about how we get
10 through, if we build this bridge.

11 GENERAL DUKE: Can't we possibly, as you say, Dr.
12 Edwards, wrap the document up itself, because, once we
13 finish with the next item, which is the K Street thing, then
14 there are only general statements from therein of an agree-
15 ment nature or policy nature which do not affect specific
16 segments of the system. So it would be my suggestion that
17 possibly in another 15 minutes we might --

18 CHAIRMAN ROWE: Let's do it for 15 minutes and,
19 if we are still at it -- I am not going anywhere tomorrow
20 but I have to have some lunch. I get tired.

21 GENERAL DUKE: With your cooperation, Madam Chair-
22 man, we can finish this in 15 minutes.

23 (Laughter.)

24 MR. THIRY: Maybe, if we stay on the subject, why
25 then, we can get done.

k/14
1 I was just wondering, though, you know every time
2 I brought up the idea of a tube instead of this bridge I
3 never had really an answer.

4 Is there an answer why the proposition of putting
5 a tube in there should not be studied and that the costs
6 and so on should not be prepared?

7 It's my understanding that the D. C. Highway
8 Department and the government have sufficient funds for
9 study and that you have, I mean, a sufficient amount of
10 money to make certain surveys. Do you have any results of
11 a floating tube under the river?

12 MR. AIRIS: We've studied that extensively, sir,
13 and we came to the definite conclusion that the grades make
14 the disruption on the Virginia side so bad and also on the
15 D. C., getting down there and getting back up that it becomes
16 an impossibility, both grade-wise and the amount of dis-
17 ruption on the shores.

18 MR. THIRY: I could, I think, dispute that
19 particular thing. I mean, it might be that your studies
20 have indicated that but I don't think that further study
21 would indicate that. I would think that there is a real
22 possibility of handling many of these problems in this way
23 more economically, really, than what you have proposed right
24 here.

25 There is such a thing as, aside from a tube in the

k/15
1 river, also having the approaches subterranean on both sides
2 and coming up in the rights-of-way rather than coming along
3 the shores.

4 I don't know, but it seems to me that if this
5 crossing is necessary, and I am not going to dispute the
6 necessity for it but I certainly think that it deserves the
7 kind of observation that I am making and that it deserves
8 a real careful study.

9 I think, General Duke, I gave you a brochure on
10 a similar problem that gave many cost figures and everything
11 else after extensive study and the possibility of doing it
12 here is really quite good. The think I like about a tube
13 is that you don't have to go straight across. You can
14 meander and you can do a lot of things with a tube that you
15 can never do with a bridge.

16 GENERAL DUKE: May I suggest, Mr. Thiry, that this
17 might well be the subject of a personal discussion between
18 us. I think it might be well for us to give you our complete
19 thinking and to exchange thoughts on this.

20 CHAIRMAN ROWE: I think it might come to the
21 Commission because each time we have raised the problem we
22 have been told categorically that engineering-wise this is not
23 feasible that it is much too difficult and much too costly.
24 So we might have it on the agenda.

25 GENERAL DUKE: Our conclusion is that this is the

ck/16
1 best solution to the over-all problem but I am confident
2 that, if we make available all of our information to Mr.
3 Thiry, I am hopeful that he will agree with us. But, at
4 any rate, there has been a great deal of study given it.
5 I want him to rest assured on that score and the fact that
6 we haven't given him the benefit of all of our thinking is
7 certainly due to our neglect.

8 MR. THIRY: Could we assume that the acceptance of
9 this proposal here would not preclude the further design of
10 the whole thing?

11 GENERAL DUKE: This, the acceptance of this
12 proposal would not preclude at all the coming back before
13 this Commission with specifically what we have in mind to
14 construct, as a matter of fact. This is a general statement
15 of --

16 MR. THIRY: I'm talking about the study of a tube.

17 MR. HARTZOG: There is nothing in this agreement,
18 Mr. Thiry, to commit you to a bridge. It just discusses
19 another crossing.

20 CHAIRMAN ROWE: It does say bridge, though, and
21 approaches.

22 MR. HARTZOG: Does it?

23 CHAIRMAN ROWE: As a part of the document.

24 MR. HARTZOG: I wasn't aware of that.

25 MR. McCARTER: I was wondering, Mr. Thiry, about

pk/17
1 the tunnel that you are talking about where you drop the
2 tunnel into the river. I asked our people why we didn't do
3 that and they said that the, I guess it was the Corps of
4 Engineers wouldn't allow coffer dams and the kind of things
5 that sometimes you need for you to do that. So we are
6 tunneling very deep just because apparently we can't drop
7 sections of tunnel into the river.

8 MR. THIRY: I don't know. The tube that has been
9 proposed in Seattle and has been designed crosses the main ship
10 canal that goes between the lakes and this is under the
11 jurisdiction of the Corps of Engineers.

12 MR. McCARTER: That's the way we built the subway
13 in Chicago was across the river by dropping it down.

14 MR. THIRY: I think your river crossing is the same
15 thing. It's a very successful way of handling the whole
16 problem.

17 GENERAL DUKE: May I suggest that we move on to
18 the K Street one?

19 CHAIRMAN ROWE: Yes.

20 MR. AIRIS: Item sixteen?

21 CHAIRMAN ROWE: Sixteen is the one. We're not
22 going to discuss the Palisades Parkway. We don't have any
23 model of it.

24 MR. AIRIS: That merely is -- That was touched on,
25 the two Palisades Parkway connections that go upstream to the

k/18
1 proposed 266 Bridge, one of them taking into account, as I
2 interpret it, this is my interpretation, taking into account
3 the fact that they will use the existing Canal Street right-
4 of-way which is turned over to the Park Service.

5 MR. HARTZOG: I think that is in accordance with
6 the long-standing approvals of this Commission that the
7 Palisades Parkway will be extended between the George
8 Washington Memorial Parkway and the Potomac Freeway at
9 whatever point these things happen --

10 MR. CONRAD: It is also a part of our action last
11 month, Mr. Hartzog. I think the idea is that we would like
12 to see the design and the plans for this particular facility,
13 the same as the other projects.

14 MR. AIRIS: With minimum disruption.

15 MR. CONRAD: Right. Let us say a minimum dis-
16 ruption and maximum enhancement, we don't know.

17 CHAIRMAN ROWE: Sixteen.

18 MR. AIRIS: Sixteen. It is agreed that that a
19 depressed K Street connection should be provided between the
20 Potomac River Freeway and the Center Leg. At the same time,
21 serious concern has been expressed with respect to certain
22 elements involved in its construction. Unfortunately,
23 sufficient detailed analysis has not been given this proposal
24 to permit unqualified approval by the signatories. However,
25 subject to confirmation of the following assumptions by

ck/19
1 future plans, the K Street alternate to the presently
2 proposed North Leg should be accepted as the Interstate
3 connection. These factors of concern that must be accommoda-
4 ted follow:

5 A - A detailed traffic analysis must support the
6 use of the facility.

7 B - The available right-of-way must permit
8 construction of six traffic lanes to Interstate standards
9 acceptable to the U. S. Bureau of Public Roads.

10 C - Construction plans and procedures must be
11 developed that permit the continued viability of the general
12 area.

13 On the layout that Mr. Degast is indicating shows
14 the general outline of the facility that is proposed by this
15 item sixteen and Mr. Platt has our current thinking on the
16 somewhat detailed outline of the facility where it ties in
17 on the east end to the already constructed interchange at
18 this point, goes under Washington Circle in the facility
19 that's already constructed and then proceeds in an easterly
20 fashion as indicated in orange and ties in with the Center
21 Leg at the easterly end.

22 CHAIRMAN ROWE: General Duke.

23 GENERAL DUKE: I would only like to supplement
24 that to this extent. There has been generally a feeling
25 that this report is advising projects that have not been

ck/20
1 studied in great detail with respect to the requirement and,
2 actually, so far as I can recall -- this may be too in-
3 clusive a statement, but I think, so far as I can recall,
4 the only project in here that has not been studied in detail
5 is this one. This offers -- this is a new project, in
6 other words, and it offers great prospects. As a matter of
7 fact, this report indicates that this is a very interesting
8 alternate to the most controversial North Leg and that this
9 is an alternate that we think should be constructed, if the
10 studies that all of us feel must be made, and have not been
11 made, confirm what we assume to be correct.

12 First off, we acknowledge that this facility
13 must provide six lanes, that any provision of less than six
14 lanes will really be such a narrow and limited facility from
15 the traffic standpoint that it should not be provided.

16 We are confident that our further engineering
17 studies will permit the construction of six lanes, frankly,
18 but we have not really made them in sufficient detail to say
19 this positively at the moment.

20 The right-of-way of K Street is wider than the
21 right-of-way of the Center Leg, and the Center Leg has this
22 number of lanes in it. So we are confident that this K
23 Street alternate will accommodate six lanes. We have not
24 really confirmed this from an engineering standpoint yet and,
25 therefore, we do not want to get into a situation where we

/ck/21
1 have to tunnel back underneath the stores along K Street
2 and shore up all of the buildings, if we have to do this to
3 provide six lanes. We are confident that we can do it with-
4 out that.

5 The other screen, the second screen, is that a
6 traffic study requirement will be made to indicate that the
7 traffic will actually use it. Now, the problem here is that
8 you enter the tunnel over at Rock Creek Park and you travel
9 for some -- what? Two miles? I don't know what the
10 distance is, frankly. At any rate, you go all the way over
11 to the Center Leg without coming up. So, in other words,
12 the traffic that wants to use the local area there will
13 obviously not use this facility because, once you go down,
14 you don't come up until you get to the Center Leg.

15 This poses an additional uncertainty in the design
16 of this which has not been studied from a computerized stand-
17 point. Now we are confident that the traffic study of this
18 will support the requirement, frankly, and I say this
19 sincerely.

20 We are confident that when we put this through
21 the computing machines with the entire system that the
22 traffic service will support this requirement. But we
23 haven't done it yet and we obviously have the responsibility
24 of making this check.

25 The third thing is developing a construction

k/22
1 technique along K Street which is a very, very congested
2 part of the city, that will permit the continued vitality
3 and viability, as it says here, of the neighborhood along
4 K Street.

5 Here again we are confident that this can be done.
6 Certainly, if Mr. McCarter can construct the subway up
7 Connecticut Avenue and permit the businesses to continue
8 along Connecticut Avenue, we should be able to construct
9 this along K Street. But this is something where the
10 technique has not been developed.

11 So I want to say that we are confident that there
12 will be no problem with respect to these but we feel that
13 these checks have to be made and, if they are made -- I mean,
14 when they are made, if they confirm what we anticipate will
15 be the case, then this is definitely what should be put in,
16 and this is what this paragraph is intended to say.

17 DR. EDWARDS: And, if they don't, then we go back
18 to the other?

19 GENERAL DUKE: We have no answer at the moment,
20 if these fail to materialize, what the solution to this
21 will be, Doctor.

22 DR. EDWARDS: May I ask Mr. McCarter does he have
23 any trouble with this route in terms of the subway?

24 MR. McCARTER: We think we will have trouble
25 crossing it. Now, we don't know their cross-section, how

ck/23
1 deep they are going to go. They may force us a lot deeper
2 or a lot higher, I don't know which.

3 Will you go under the subway or over it?

4 GENERAL DUKE: I don't know.

5 MR. McCARTER: This bothers me.

6 GENERAL DUKE: This is one of the problems.

7 MR. McCARTER: Yes. It bothers me, and it bothers
8 me because our engineering is almost to that point and so
9 we are going to have to know. Do we build it and assume
10 this won't be done or do we build it and assume this will
11 be done and do we go a lot deeper and make it more in-
12 convenient for the subway riders, or what do we do? I
13 don't know.

14 GENERAL DUKE: May I say, Dr. Edwards, that
15 although formerly this North Leg decision was intimately
16 tied into a decision on a crossing of the river here, as
17 you mentioned a while ago, such is no longer the case.
18 These two are separate parts of the system entirely and we
19 don't feel that a decision on one is necessarily binding on
20 the other.

21 They each can be studied with respect to its own
22 merit and the main change that this agreement has created
23 which will permit this separate analysis to take place is
24 the fact that the Theodore Roosevelt Bridge, according to
25 this agreement, will be open to truck traffic and the design

ck/24
1 of the South Leg of the Inner Loop will be made at 14-1/2
2 foot clearance which permits the trucks to travel underneath
3 the Tidal Basin and therefore all of the traffic that might
4 come to a stumbling halt if there is no North Leg constructed
5 here has a bypass route on the freeway system to accommodate
6 itself until this element is finally constructed.

7 DR. EDWARDS: It would be preferable, though, to
8 tie them in at some northern point rather than taking them
9 all the way down south.

10 GENERAL DUKE: Without question.

11 DR. EDWARDS: And my great concern is that, if
12 you go north at any point, you are going to run into re-
13 location figures which are far beyond what we see on this
14 board. So that I think these are somewhat unrealistic
15 figures in the total system. This is predicated, of course,
16 realistically on what we have before us. We shouldn't de-
17 ceive ourselves that this might be the magnitude of re-
18 location when this system is completed, especially if you
19 go north in order to tie the people who come across this
20 bridge into the system which goes north.

21 GENERAL DUKE: These relocations are based upon
22 the plan that is presented to you today, Dr. Edwards, and
23 does not contemplate any change in the North Leg.

24 DR. EDWARDS: You see, we've already shown that
25 if you tie in the North Central freeway to the South Leg,

k/25
1 I'm not sure we have relocation figures on those and those
2 figures would then jump. If we don't get through to K
3 Street, the relocation figures would jump.

4 I say this only because it looks beautiful in
5 the sense that we have now reduced what this system might
6 give us in terms of displacements but I think, you know,
7 any realistic assessment has got to indicate that perhaps
8 those figures will be higher than what we have on the board.

9 MR. AIRIS: Doctor, I don't mean to stand here and
10 have a debate but we think that they are entirely factual
11 and then I should mention in addition --

12 DR. EDWARDS: No, no, I buy it, if we take this
13 system.

14 MR. AIRIS: In addition, of course, we have quite
15 a bit of potential on the use of air rights. Now, many
16 places in the city are using air rights now and we think
17 that they could be utilized in this aspect, you see.

18 DR. EDWARDS: I don't think we need to go back to
19 that at this time.

20 MR. THIRY: I was wondering, why do you have to
21 have six lanes? I mean, wouldn't it be just as good to
22 maybe distribute the funneling of traffic over a wider area
23 and maybe have two systems of this kind of maybe four lanes
24 and by doing that they could either be one-way, but instead
25 of packing the whole problem into two intersections as it is

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P23

1 here and trying to pick up the whole business -- it seems
2 to me that in the City of Washington you have such wonderful
3 opportunities that are expressed at Dupont Circle, for
4 instance, and Washington Circle, where you go under and,
5 instead of coming back up again, I mean, there are many
6 opportunities to continue a depressed system and get your
7 traffic out to a beltway rather than try to load these
8 things with thousands of cars at given points.

9 It has been my observation in the bigger cities
10 where the traffic problem at all is taken care of that most
11 of them haven't really tried to take care of it this way.
12 But a wider distribution of traffic is essential and, instead
13 of bringing everybody to a given point and then starting off,
14 that they have more methods of getting into a total system
15 and you don't really start to accumulate these 12 lanes and
16 stuff until you are out on the outer belt.

17 MR. AIRIS: You are thinking of using one of the
18 other streets also in that direction?

19 MR. THIRY: That's right. And then this way, why,
20 it would simplify your problem. It could even be that you
21 could come up and over and let the subway go under at that
22 point.

23 GENERAL DUKE: Mr. Thiry, the reason this was put
24 in originally is that the Planning Commission recommended
25 this particular version.

ck/27
1 MR. CONRAD: This is why I would like to speak.

2 CHAIRMAN ROWE: Yes, Mr. Conrad. I think Mr.
3 Conrad might speak to this.

4 MR. CONRAD: There are two basic reasons why this
5 proposal was submitted by the Planning Commission. One was
6 in the study for a North Leg of the Inner Loop sometime ago
7 we tried to get the bypassing and distribution functions of
8 the Central area as close to the Central area as possible
9 but because of the geographics, the physical nature of the
10 L'Enfant Plan with the diagonals and the grid system and the
11 circles, it was impossible at that time, at least through
12 the studies that we had, to bring the North Leg any closer
13 to the Central area than along Florida Avenue, which is
14 shown here.

15 So, if the Outer Loop or the North Leg of the
16 Inner Loop goes back to its older location, you will have a
17 worse distribution than if it comes off here along K Street
18 because you have the long distance to get down to the Central
19 area. It goes through areas which do not have this traffic
20 going through it and so you face, really, a distribution
21 problem by having the North Leg of the Inner Loop along
22 Florida Avenue. It's also a long way to take traffic around
23 which wants to bypass and there is bypassing traffic.

24 The second proposal, which caused the Planning
25 Commission to recommend this particular solution, was the

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1 result of our 1985 Physical Development Policies and the
2 reaction that the citizens had to the highway portions of
3 this plan. So we tried to fit the expressway into an urban
4 fabric and design it to the city and we feel that this comes
5 very close to doing that.

6 . It may not be as good a traffic carrier, when you
7 add up the figures, as what you might have up here but from
8 the standpoint of function and use it is going to be much
9 better in a K Street location.

10 For instance, people coming from the West Leg or
11 from the west, if they are destined for this area and north,
12 can take the streets under K Street or the expressway. If
13 they want to distribute either to the north of K Street or
14 to the south of K Street, they can get off at this circle
15 by coming around, coming up on the ramps and distribute by
16 a boulevard type of facility which would be on the surface
17 of K Street, which gives maximum distribution north and south
18 to the area above the central business district as well as
19 south of the central business district.

20 MR. THIRY: I wasn't proposing this other thing.
21 I think this idea of K Street is correct. The only thing is
22 when General Duke says that there is a possibility that you
23 can't make it work and then the question of the subway comes
24 into it, it seems to me just for the sake of conversation
25 that you could use K and L and you could get the amount of

ck/29
1 traffic that you needed or you could use K and M. You could
2 do this sort of thing and still accomplish the same purpose.

3 MR. CONRAD: True, but the point here is that this
4 proposal anticipated sort of a minor boulevard which would
5 be in the vicinity of Florida Avenue, plus the E Street
6 expressway which would come through and serve the central
7 business district along with this. I think that any figures
8 of traffic should also consider these additions to access
9 into the Central area.

10 I would like to address myself to the four lanes.
11 I realize I am taking a little bit too much time here. The
12 original proposal of the Planning Commission was four lanes.
13 The reason for this was that if you cover over K Street you
14 will have eight surface lanes, plus four underneath, which
15 is 12 lanes of highway capacity going along K Street. Add
16 two more and you get 14.

17 The point is that between the curbs of K Street
18 where the red brick islands are, this is where the four lanes
19 would be, and we can see physically how this can be done.
20 If you add six lanes, you get into that island strip, the
21 service drives, you get into problems of how you cantilever,
22 you get into problems of the commercial uses on each side.
23 It may be possible, I don't know. The studies haven't gone
24 that far.

25 Also, from the standpoint of distribution, it might

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be that you might want a parking facility in the vicinity of Mount Vernon Square in conjunction with the proposition that was made here sometime back for a minor transportation center at this point. If you have six lanes, and you have to take off ramp connections, this gets into eight and ten lanes underneath; whereas, if you have four, you have more flexibility as to how you can get off of this route.

These are some of the things that went into our thinking of a four lane facility. We are not objecting at this point, as a staff, to six lanes. We feel there is going to be problems with a six lane facility.

This is approved by the Planning Commission as a part of the Comprehensive Plan that is going to go out to the citizens for review. It is something that we would back up 100 per cent. It was something that was suggested by the Planning Commission and we would work along with the District and await further studies from them.

MR. NORTON: General, might I ask, would it be possible to put a four-lane and a six-lane into your computer, so that we are not faced with the fact that you haven't made the run when you could do it so easily?

GENERAL DUKE: Yes, sure.

MR. NORTON: You plan to do it?

GENERAL DUKE: Yes, certainly. We can do that very rapidly.

ck/31
1 MR. NORTON: Because, otherwise, then we have to
2 have another month to get that.

3 GENERAL DUKE: Yes.

4 Madam Chairman, that concludes the specific part
5 of this. The other -- I hate to be taking over from you,
6 Tom. Excuse me. Do you have anything further?

7 MR. AIRIS: No, sir.

8 GENERAL DUKE: The other, the next is merely the
9 matter about replacement of parkland, the truck traffic on
10 the Theodore Roosevelt Bridge, architectural excellence on
11 bridge crossings, close cooperation of agencies and that
12 the object of this agreement is to implement it subject to
13 the availability of funds as rapidly as possible, not to
14 exceed six years, and that concludes the agreement.

15 Now, the other statement which is the formal
16 statement of the Policy Advisory Committee and its endorse-
17 ment of that agreement notes two other programs: one, the
18 Joint Housing and Highway Project programs which is under
19 study at the moment and which we don't have any specifics
20 on to present except as a desire and something that we feel
21 will have a great deal of potential merit, if we can make
22 it work. Certainly we have this in our heart and our desire.

23 The other is the attention that must be directed
24 by law towards relocation and which we all feel is probably
25 the most important element of the construction of such vast

1 public works and which our Board of Commissioners and this
2 Commission and all concerned are dedicated to minimizing.
3 With the qualification of those two things, the Policy
4 Advisory Committee endorsed the agreement of these agencies.

5 (Transcript continued on page 157.)
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1 As I mentioned when I started out, I really don't
2 feel that this document, as a document, constitutes any
3 specific section of any plan and really I really wanted to
4 offer the Planning Commission the opportunity of lending
5 its endorsement to a rather generalized agreement and
6 statement which has already been endorsed by so many people.

7 I think the Commission has a great opportunity here
8 to make a great step forward in this connection and I would
9 like to so move, Madam Chairman.

10 CHAIRMAN ROWE: Consider this within the context
11 of the Plan. Do you want this to go in as an alternative to
12 be published in the Plan along with the action that the
13 Commission took at its May meeting or do you want that
14 action rescinded and this substituted?

15 GENERAL DUKE: I don't plan either of those
16 actions, Madam Chairman. My proposal is that this Com-
17 mission -- My motion is that this Commission indicate its
18 general endorsement of this Policy Advisory Committee
19 statement, and that is the substance of my motion. Now,
20 beyond that, with respect to how the principles of this
21 agreement are worded in a plan or how it affects any previous
22 action of the Commission is something for the staff to work
23 out subsequently, as far as I am concerned, and present to
24 the Commission.

25 I think we review those elements of the plan in

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1 Executive Session, as a matter of fact, and this is another
2 step taken by the Commission in Open Session which makes its
3 contribution to the development of the plan along with the
4 many, many other actions of the Commission that we have taken
5 today and that we will take the next time the Commission
6 meets.

7 DR. EDWARDS: We couldn't endorse this, General
8 Duke, because it conflicts with what we have already adopted.
9 If we adopt this as a piece, then we rescind by that action
10 certain other things to which we have already given consent.
11 So we couldn't take this as a piece.

12 GENERAL DUKE: I am sure that there is a good deal
13 of this particular document that is in harmony with that.

14 DR. EDWARDS: But what about the conflicting
15 elements?

16 GENERAL DUKE: Oh, with the conflicting elements,
17 the sections will have to be reviewed by the staff and a
18 draft section prepared. I am just really not making any
19 specific recommendation with respect to any portion of the
20 Comprehensive Plan at this moment.

21 MR. NORTON: My difficulty is, General, that if we
22 give this a general endorsement then we are endorsing the
23 Three Sisters Bridge concept, which I don't think we are
24 ready to endorse until we see this added evidence that it's
25 really needed at this point and we haven't had time to talk

cg/3
1 here today about bringing trucks, that is, the compelling
2 reason.

3 What is the compelling reason of bringing trucks
4 over the Theodore Roosevelt Bridge? Could that be answered
5 in a moment? This has been an old issue and all of a sudden
6 it seems to have disappeared. It would have helped us a lot
7 in the old days if we had planned for this. Now, it seems
8 to be the thing which Connie Worth bled and died for and
9 suddenly now it disappears.

10 GENERAL DUKE: I think possibly, Mr. Norton, that
11 the main reason that that particular policy is recommended
12 is that under the previous concept of the South Leg Mr. Worth
13 was quite concerned over the visual impact of the truck
14 traffic through a depressed section of the South Leg and
15 now, since the concept of the South Leg is one entirely
16 in tunnel from north of the Lincoln Memorial clear to the
17 14th Street, current 14th Street area, then what passes
18 through the South Leg has no impact at all aesthetically
19 on the Tidal Basin park area.

20 MR. NORTON: There would be added ramps to get off
21 the bridge?

22 GENERAL DUKE: You mean, the Theodore Roosevelt
23 Bridge?

24 MR. NORTON: Yes.

25 GENERAL DUKE: No, the ramps that have been con-

cg/4
1 structed are the only ones that are contemplated.

2 MR. NORTON: So that, in other words, this all
3 going underground just resolves the problem. There won't be
4 any noise involved.

5 GENERAL DUKE: That's right. Previously there were
6 two short tunnels, as you recall, one at the Lincoln Memorial
7 and one under the northern part of the Tidal Basin, but in
8 between these tunnels was a depressed open section of freeway.
9 I think this is what concerned Mr. Worth.

10 Now that the concept is that the whole South Leg
11 will be in tunnel, its diameter, the diameter of the tunnel,
12 will be increased to permit the truck traffic.

13 MR. NORTON: You see, the thing that bothered us
14 was the reason we were pushed towards the bridge upstream was
15 the fact that you couldn't do this and now we're doing this
16 and it seems to resolve the first thing but we still have to
17 have that bridge.

18 This is one of the things that bothers me a little
19 bit. It has to be six lanes and this is one thing that I am
20 not very keen to vote for in this whole package.

21 I would be glad to approve those things that progress
22 what we did last month, which I think is about 80 per cent of
23 it, but I don't like to break new ground so fast on a big
24 policy like the general approval of something that will be
25 picked out of this whole day's work as being the one thing

g/5
1 that we have done today.

2 GENERAL DUKE: I don't know whether it would help
3 you in your mental battle that you are going through on that
4 issue right now or not but I certainly can tell you that I
5 have not made any specific submission of an act of Congress
6 with relation to this bridge but I can certainly say that we
7 have in mind referring the problem of this bridge to the
8 Congress.

9 This is an unusual thing because we have already
10 had the funds appropriated for this bridge but there is so
11 much controversy that centers around the construction of this
12 facility that it has been suggested to me and I think,
13 frankly, off the top of my head it makes a lot of sense, to
14 ask the Congress to review this problem and to express its
15 renewed and up-to-date judgment on this matter. Certainly
16 it would give all of the citizens, both of Virginia and the
17 District of Columbia and all over, an excellent forum to
18 express their views in a completely objective, unbiased
19 atmosphere.

20 So, as I say, I am taking this right off the top
21 of my head and I don't -- I can't make any specific commit-
22 ments on it but this is the way that we are thinking right
23 now and I think this offers a lot of merit.

24 If this helps you in your thinking at all, I pass
25 it on to you for that.

cg/6
1 MR. NORTON: I'd be willing to vote for a motion
2 that approved the elements of this statement which progress
3 the policies which we adopted last month.

4 MR. THIRY: Madam Chairman, you don't have a motion,
5 do you?

6 CHAIRMAN ROWE: No, it hasn't been seconded, Mr.
7 Thiry.

8 MR. THIRY: It seems to me, --

9 MR. HARTZOG: I haven't heard it made, if I might --

10 CHAIRMAN ROWE: I have recognized Mr. Thiry.

11 MR. THIRY: It seems to me that, you know, there
12 is so much good in all of this that we certainly would be
13 stupid not to take a good look at the whole thing.

14 On the other hand, it is just potted full of little
15 inconsistencies and things that need to be worked out. In
16 my personal opinion, I am just kind of surprised that they go
17 ahead with the C Street, you know, the C Interchange there
18 without coming back to the Commission and rather than delay
19 this matter further I think it should be considered in the
20 context of the Comprehensive Plan, and I would like to move
21 that we refer this whole matter to the proper committee
22 for study of its relationship to the Comprehensive Plan, and
23 I so move.

24 CHAIRMAN ROWE: Is there a second?

25 DR. EDWARDS: I second.

CHAIRMAN ROWE: Seconded by Dr. Edwards.

GENERAL DUKE: Madam Chairman, didn't I offer a motion a while ago? I'm not sure what the parliamentary situation is.

CHAIRMAN ROWE: I believe you did but --

GENERAL DUKE: I think Mr. Whitton seconded it.

MR. SHEAR: I have a motion offered. I have no second.

MR. THIRY: I would like to offer that as an amendment.

CHAIRMAN ROWE: I didn't recognize a seconder.

GENERAL DUKE: I see.

CHAIRMAN ROWE: Are you ready for the question on Mr. Thiry's motion that we refer this to the Executive Committee or to --

MR. THIRY: To the appropriate committee.

CHAIRMAN ROWE: Or to the Transportation Committee

MR. HARTZOG: Madam Chairman, may I ask a question?

CHAIRMAN ROWE: What?

MR. HARTZOG: May I ask a question?

CHAIRMAN ROWE: I don't know whether I -- Should I?

(Laughter.)

I'm terribly tired. We'd better do something.

What?

MR. HARTZOG: Well, if General Duke offered a motion

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1 that failed because of a second, is it possible to offer that
2 motion now as an amendment to this motion?

3 GENERAL DUKE: Absolutely, I think. Madam Chairman
4 I would like to offer an amended motion.

5 MR. SHEAR: I thought there was a parliamentary
6 inquiry to the Chair. I don't know --

7 CHAIRMAN ROWE: I think I recognized you by mistake
8 (Laughter.)

9 MR. HARTZOG: Madam Chairman, I still would like an
10 answer to my inquiry.

11 MR. SHEAR: The pending motion, which was made by
12 Mr. Thiry and seconded by Dr. Edwards, was to refer the PAC
13 Agreement to the Transportation Committee. An amendment to
14 that motion which would do something else would be in order.

15 GENERAL DUKE: Madam Chairman, may I offer an
16 amended motion and my amended motion is the substance of the
17 motion I made a while ago: That the Planning Commission
18 express its general endorsement of the statement of the
19 Policy Advisory Committee which it rendered following its
20 May 25, 1966 meeting.

21 MR. HARTZOG: I second the amended motion.

22 CHAIRMAN ROWE: All right. This time it's
23 seconded. I am advised by the counsel that this is not a
24 possibility. You have the alternative --

25 GENERAL DUKE: Madam Chairman, I respectfully

1 appeal your decision on that.

2 MR. LOUCHHEIM: Let me --

3 CHAIRMAN ROWE: Mr. Louchheim.

4 MR. LOUCHHEIM: I think General Duke --

5 MR. SHEAR: Pardon me, Mr. Louchheim.

6 MR. LOUCHHEIM: What?

7 MR. SHEAR: A motion to appeal has been made.

8 MR. LOUCHHEIM: Oh, that has to be acted on first?

9 MR. SHEAR: It has to be seconded.

10 MR. HARTZOG: I second it.

11 MR. SHEAR: Then the appeal is before the body. It
12 is debatable. One member, each member is entitled to speak
13 once on the appeal.

14 MR. LOUCHHEIM: It is debatable, then.

15 MR. SHEAR: Since the motion which the Chair ruled is
16 out of order is debatable, then the appeal is debatable.
17 Each member of the Commission is entitled to speak once, the
18 Chairman is entitled to speak at the conclusion and a vote
19 is taken on the appeal.

20 CHAIRMAN ROWE: And after this we are going to
21 adjourn for lunch, no matter, because this long enough.

22 This is on how this can be considered. This is the
23 question before us.

24 MR. LOUCHHEIM: May I speak to that? I'm not sure
25 whether what I was going to say is entirely relevant to the

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1 appeal to the ruling but as an individual member I feel that
2 there are, as other individual members feel, that there are
3 items in this agreement that we would like to endorse.

4 On the other hand, I think we don't feel that we
5 can endorse the whole agreement. Firstly, it has so many
6 qualifications that we are endorsing the qualifications or
7 the reservations with the rest of it.

8 It's a complex document. The motion to have it
9 endorsed involves us in a situation where we have to vote
10 one way or the other and on some of the things we would like
11 to support and other things we would like to reserve on.

12 So I would be prepared to vote on specifics, item
13 by item, and I would ask, if it is still in order, to have
14 the motion divided, because it is a complex motion, into
15 specific paragraphs.

16 MR. SHEAR: The only pending matter which must be
17 disposed of is the appeal on the ruling of the Chair.

18 CHAIRMAN ROWE: Mr. Edwards:

19 DR. EDWARDS: I can be ruled out of order, if I
20 am out of order, but I would like to remind General Duke that
21 when we took the vote on the suggested plan for what is now
22 the Commission's Plan that you vigorously opposed a vote on
23 that at that time and even though we gave the staff instruc-
24 tions to go back and work some more before we sent it out to
25 the public it was your idea that the staff should not even do

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1 any further work, that we should immediately pass this to the
2 public, and you vigorously supported that position.

3 I want to ask, Why do you now ask us to support this,
4 endorse this without any sort of public discussion at all?

5 MR. SHEAR: Madam Chairman, I am reluctant to do
6 this but that's not on the appeal.

7 CHAIRMAN ROWE: Does anybody want to speak on this
8 appeal to the ruling of the Chair that to vote in this con-
9 text would be out of order? General Duke has the opportunity
10 to put it in as an alternative to the Plan or to ask for a
11 rescinding of the previous action of the Commission and
12 substitute it that way but in its general context I am
13 advised that it is not in order.

14 I would like to recognize anyone who would like to
15 be heard.

16 (No response.)

17 Then you are ready for the vote on this.

18 MR. LOUCHHEIM: If we rule that it is in order,
19 then it is before us and then we could ask for a division.

20 MR. SHEAR: May we do this by roll call, Madam
21 Chairman, I think it would facilitate it.

22 CHAIRMAN ROWE: Yes, and the ayes would support,
23 would say that the Chair's ruling is wrong?

24 MR. SHEAR: No.

25 CHAIRMAN ROWE: Oh.

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1 MR. SHEAR: A vote "yes" is to support the ruling
2 of the Chair and a vote "no" is against the ruling of the
3 Chair.

4 MR. THIRY: Madam Chairman, could I ask General
5 Duke to explain just what is meant by the endorsement of this
6 thing? I mean, what are the implications as far as the
7 Planning Commission is concerned?

8 MR. SHEAR: I'm afraid that's --

9 CHAIRMAN ROWE: I'm afraid that --

10 MR. THIRY: I mean, in order to, in order to
11 discuss the appeal intelligently you have to know what the
12 purpose of the motion is and what its objective is.

13 CHAIRMAN ROWE: Mr. Thiry, I hate to rule my
14 best friends out of order but I --

15 (Laughter.)

16 -- I must.

17 GENERAL DUKE: Would you explain the vote again,
18 please, just what the vote means?

19 MR. SHEAR: The pending question is General Duke's
20 motion, seconded by Mr. Hartzog, to appeal the ruling of the
21 Chair, that General Duke's motion, seconded by Mr. Hartzog,
22 to amend Mr. Thiry's motion to substitute a general endorse-
23 ment of the PAC statement is out of order by reason of the
24 fact that it would constitute adoption of a portion of the
25 Comprehensive Plan without compliance with the statutory

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1 requirement for official agency review.

2 GENERAL DUKE: In other words, if you vote "yes"
3 you are voting what?

4 MR. SHEAR: If you vote "yes", you are voting to
5 sustain the Chair. If you vote "yes", you are voting to
6 sustain the ruling of the Chair. If you vote "no", you are
7 voting against the ruling of the Chair.

8 CHAIRMAN ROWE: I call on the Vice Chairman. Would
9 you vote? He asked for a roll call.

10 MR. LOUCHHEIM: I vote yes.

11 CHAIRMAN ROWE: Mr. Edwards.

12 MR. SHEAR: Dr. Edwards.

13 DR. EDWARDS: Yes.

14 MR. SHEAR: Mr. Norton.

15 MR. NORTON: Yes.

16 MR. SHEAR: Mr. Thiry.

17 MR. THIRY: Yes.

18 MR. SHEAR: General Duke.

19 GENERAL DUKE: No.

20 MR. SHEAR: Mr. Hartzog.

21 MR. HARTZOG: No.

22 MR. SHEAR: Mr. McCarter.

23 MR. McCARTER: No.

24 MR. SHEAR: Mr. Hegner.

25 MR. HEGNER: No.

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1 MR. SHEAR: Colonel Sheffield.

2 COLONEL SHEFFIELD: No.

3 MR. SHEAR: Mr. Whitton.

4 MR. WHITTON: No.

5 MR. SHEAR: Mrs. Rowe.

6 CHAIRMAN ROWE: Yes.

7 MR. SHEAR: The Chair has been overruled six to
8 five. The pending question is General Duke's motion to
9 amend Mr. Thiry's motion to substitute a general endorsement
10 of the PAC statement.

11 MR. THIRY: Madam Chairman, is a question in order?

12 CHAIRMAN ROWE: Yes.

13 MR. THIRY: Could I ask General Duke to just
14 explain what he thinks an endorsement would entail? I mean,
15 in what way are we committing ourselves, if we endorse this
16 Advisory Committee report.

17 GENERAL DUKE: I should say, Mr. Thiry, that the
18 Planning Commission is not by this action forfeiting any of
19 its normal prerogatives that it would regularly enjoy. It
20 is merely giving a pat on the back to this document which has
21 been worked out after so much labor and supporting the
22 principles that are contained therein.

23 With respect to the specifics of the projects
24 contained here, these projects will be duly submitted to
25 the regular agencies to which these projects are normally

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25.
1 submitted and the Commission, the Fine Arts Commission, and
2 the other commissions in the city that are involved in this
3 will exercise their normal responsibilities completely aside
4 from the wording of this document.

5 MR. THIRY: It seems to me that we have kind of
6 given up the authority of the Commission when we endorse
7 this and that then we leave it to the vagaries of any other
8 agency that might want to depart from this.

9 For instance, if you found that K Street wasn't
10 acceptable to the Bureau of Public Roads, why, then you
11 wouldn't go with it but the Planning Commission would have
12 endorsed it. You might then start to introduce a new subject
13 for a new North Loop or you might do all kinds of things
14 because the agency wouldn't go along with the specific items.
15 But the Planning Commission would be rendered helpless to
16 do anything about it, having endorsed the whole thing, and
17 this is what bothers me.

18 It seems to me that if the thing is going to be
19 referred to the Committee that it could be incorporated, that
20 is, the best parts of this could be incorporated as a part
21 of the Comprehensive Plan and that the Comprehensive Plan
22 could maybe in our July meeting be approved in its totality
23 and then we would have a working instrument that could go to
24 the public for hearing and whatever is necessary.

25 I can't help but read here on page 2 of this letter

cg 5 ✓ 1 that Mr. Tobriner addressed to the President that the
2 Board assures you and the community that such future project
3 plans will be reviewed and presented to the regularly
4 established agencies for their approval in due course.

5 What I propose is that this matter be referred to
6 the Committee so that this matter can be properly prepared,
7 so that it can be introduced into the Comprehensive Plan and
8 that we follow the protocol and follow the procedures. I
9 think this opens the door for the complete disruption of our
10 whole planning system and this is why I am opposed to it.

11 It isn't that I am opposed to so many of these
12 items in their detail, because many of them I approve, but
13 I just feel that we are just relieving ourselves of an
14 obligation here and we are being forced into it because of a
15 majority vote presumably. I just don't think that we should
16 be put in this position and I certainly ask the members of
17 this Commission to consider that if every matter that we
18 have before us is subject to this kind of outside recommenda-
19 tion in total endorsement, why, we might just as well give up
20 as a Commission.

21 DR. EDWARDS: May I ask the General why does he
22 insist on our adopting this as a total package?

23 MR. LOUCHHEIM: Madam Chairman, may I say along
24 that line, this is a parliamentary inquiry and I think the
25 Parliamentarian or yourself might answer it. I, as an

1 individual member, would like to express views on this. It's
2 a very complex motion and I think the right of a member of
3 the body is to ask for a division of a complex motion and
4 I would like to ask that it be divided and that we vote on
5 the specific paragraphs, if that is my right, as I understand
6 it.

7 MR. SHEAR: The PAC statement consists of sixteen
8 specific -- or the agreement refers to sixteen specific items
9 and five general items and, in our opinion, therefore, it is
10 entitled to be divided upon the request of any member of the
11 Commission.

12 MR. LOUCHHEIM: Then I would ask for that. I don't
13 think I have to do more than ask for it.

14 DR. EDWARDS: I'll second that.

15 CHAIRMAN ROWE: Dr. Edwards wishes to second it.

16 MR. SHEAR: There is no second required, Madam
17 Chairman.

18 CHAIRMAN ROWE: Oh.

19 MR. SHEAR: It merely requires the request on the
20 part of any member of the Commission --

21 CHAIRMAN ROWE: To divide.

22 MR. SHEAR: -- that a complex motion be divided.

23 CHAIRMAN ROWE: All right. Then I think when we
24 come back after lunch we can vote on it section by section.
25 We can't do that before lunch.

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1 MR. THIRY: Madam Chairman, I think, first, let's
2 hash out this idea of referring it to the Committee.

3 Now, as I understand it, this whole thing kind of
4 came up in a hurry and we were asked to refer it to the
5 Transportation Committee more or less on short order and the
6 Committee didn't feel that it had sufficient time in order
7 to make the proper study. But, on the other hand, if this
8 were referred to the Transportation Committee and we had
9 until the 21st of July, or the next meeting, to make the
10 necessary observations and recommendations on the detail of
11 this, I think there would be a much more intelligent approach,
12 and I think it would accomplish General Duke's idea here in
13 a much more rational way. I am sure that this whole thing
14 can be carried out in a much more orderly and a quicker
15 way, if we would just take our regular processes and work it
16 out.

17 The next thing, of course, is to put an urgency on
18 the matter to see to it that we do act on it and I think this
19 is what he is concerned with, as I read between the lines.
20 I personally feel that there is an urgency. I think there
21 are many projects here that could be approved.

22 I think it has been pointed out there are many
23 projects that we have approved that haven't gone ahead. So
24 I don't think that we can take all of the responsibility but
25 I would hope that General Duke would see the merits of letting

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1 this thing go through the proper process.

2 MR. LOUCHHEIM: If he does, then he should withdraw
3 his motion.

4 CHAIRMAN ROWE: Then, General Duke, would you like
5 to second Mr. Thiry?

6 GENERAL DUKE: I can only recall to Mr. Thiry's
7 mind the fact that I did try to offer this to the Transporta-
8 tion Committee on Monday and the Committee wouldn't entertain
9 it and so, really, we tried to go through this regular
10 process that you have.

11 CHAIRMAN ROWE: Is there a second to Mr. Thiry's
12 motion?

13 MR. SHEAR: The pending motion, Madam Chairman, is
14 General Duke's motion to amend Mr. Thiry's motion by sub-
15 stituting for the referral a general endorsement of the PAC
16 statement.

17 GENERAL DUKE: May we have the question, please,
18 Madam Chairman.

19 MR. SHEAR: Mr. Louchheim has requested a division
20 on the vote and when the pending question is reached and is
21 voted upon, each item will be voted on individually.

22 CHAIRMAN ROWE: You mean -- You will have to explain
23 it to me.

24 If we vote on General Duke's motion with the
25 division in and the motion is carried then we --

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1 MR. LOUCHHEIM: You vote on each item.

2 MR. SHEAR: Then you will vote on each paragraph of
3 the PAC agreement.

4 CHAIRMAN ROWE: Then we will have to do that after
5 lunch. I'm sorry, General Duke, but I can't preside any
6 longer.

7 GENERAL DUKE: Madam Chairman, the motion is before
8 the House and, if we just vote on my motion, I think it will
9 resolve the issue.

10 MR. LOUCHHEIM: I think I have the right to ask and
11 I think any member has the right to ask the division of a
12 very complex motion, which I'm sure you will agree this is,
13 and, as I said, we would like to vote maybe one way on
14 some paragraphs and another way on another and the Parlia-
15 mentarian has advised us that any member has a right to ask
16 for that division.

17 MR. SHEAR: I would advise the Chair that the
18 subject matter of the motion contains more than one item
19 and consequently is subject to division upon the request of
20 an individual member of the Commission.

21 CHAIRMAN ROWE: We've done this often before,
22 General Duke. So I think we will --

23 MR. NORTON: We vote sixteen times is what it
24 amounts to. We just go down through and then we can get
25 ourselves squarely on the record as to what we want to do

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with these things that some of us don't want to give general endorsement to here and I'll be glad to do it now. I've got the stamina.

CHAIRMAN ROWE: I haven't. So we'll adjourn until an hour.

MR. SHEAR: Two forty-five?

CHAIRMAN ROWE: A quarter of three.

(The meeting adjourned at 1:43 o'clock p.m. to reconvene at 2:45 o'clock p.m. this same day.)