

Mr. Grant

GOVERNMENT OF THE DISTRICT OF COLUMBIA

BOARD OF COMMISSIONERS

IN THE MATTER OF:

RE: HIGHWAY IMPROVEMENTS IN THE DISTRICT OF COLUMBIA
SOUTH AND CENTER LEGS OF THE INNER LOOP

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BOARD OF COMMISSIONERS

DISTRICT OF COLUMBIA

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 RE: Highway Improvements in the District of Columbia :
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 South and Center Legs of the Inner Loop :
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Room 500
 District Building
 Washington, D. C.
 Tuesday, September 3, 1963

The above-entitled matter came on for hearing
 before the Board of Commissioners at 10:00 o'clock a.m.

BEFORE:

Commissioners Tobriner, Duncan and Duke.

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P R O C E E D I N G S

COMMISSIONER TOBRINER: Meeting will please come to order. Ladies and Gentlemen on behalf of the Commissioners, I wish to welcome you here this morning, and to express the Commissioners' appreciation for your coming here today to give them the benefit of your views on two important segments of the proposed freeway system in the District of Columbia; namely, the South Leg of the Inner Loop and a portion of the Center Leg of the Inner Loop. The statements presented here will be of great assistance to the Board of Commissioners in the consideration of the proposed projects.

In accordance with their customary practice, the Commissioners have made every effort to notify all persons and organizations believed to be interested in this hearing, so as to afford them an opportunity to express themselves on the matter. Copies of the notice, including press releases with attached maps, were mailed to several hundred persons and organizations, believed to have a possible interest in the proposed highway improvements. The notice, which I ask the Reporter to place in the record, was officially advertised in the Evening Star of August 15, 1963, in the Washington Post of August 22, 1963, and in the August 19, 1963 issue of the District of Columbia Register.

With respect to schools or other District-owned facilities in the line of these or other future highway construction

projects, it is the policy of the Commissioners that reasonable and equitable reimbursement for the replacement of such facilities shall be provided from highway funds and the Commissioners will seek legislative authority for this if necessary. In addition, the Commissioners will seek to obtain appropriate Federal participation in these costs by the Bureau of Public Roads.

I would like to state that the record of this hearing will be kept open for a period of two weeks from today to permit those who are not here today the opportunity, if they wish, to file statements, reports and other data on the proposed projects.

All persons who desire will be afforded an opportunity to present their views on the proposed improvements. We will first hear from those who have requested to be heard in the order in which their names appear on the list of witnesses, after which we will call upon any others who are not on the list but who wish to be heard. In the event the hearing continues beyond the morning, and I hope it does not, we will recess at 12:30 p.m. and reconvene at 2:00 p.m.

The first witness to be heard will be Mr. Harold L. Aitken, Director of the District of Columbia Department of Highways and Traffic.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
EXECUTIVE OFFICE
WASHINGTON, D.C.

August 13, 1963

NOTICE OF PUBLIC HEARING

Highway Improvements in D.C.

"Pursuant to the requirements of Title 23, U.S. Code, Section 128, the Commissioners of the District of Columbia will hold a PUBLIC HEARING in the Board Room (Room 500), District Building, 14th and E streets, N. W., Washington, D. C., on Tuesday, September 3rd, 1963, at 10:00 A.M., to afford interested parties an opportunity to appear and present their views with respect to the following highway improvements in the District of Columbia:

1. The South Leg of the Inner Loop from Constitution Avenue to a connection with the Southwest Freeway.
2. The Center Leg of the Inner Loop from New York Avenue, N. W. to a connection with the Southwest Freeway.

Information on the proposals, prior to the hearing, may be obtained from the Department of Highways and Traffic, Room 425, District Building, Washington, D.C. 20004, or call NA 8-6000, ext. 2221 or 2315.

Individuals and representatives of organizations wishing to be heard at this Public Hearing are requested to furnish their names, addresses, and telephone numbers, and the organization they represent, if any, in writing, to the Secretary, Board of Commissioners, D. C., not later than the close of business on Friday, August 30, 1963, so that their names may be placed on the list of witnesses. Others present at the

hearing whowish to be heard may do so after those on the witness list have been called and heard. Written statements, in lieu of personal appearance or oral presentation, may be submitted for inclusion in the record.

S/S

Secretary to the Board

Board of Commissioners, D. C.

(Officially published in the Star, August 15, 1963, and in the Post, August 22, 1963)."

COMMISSIONER TOBRINER: Mr. Aitken here?

H. L. AITKEN, Director

Department of Highways and Traffic, D. C.

MR. AITKEN: Mr. Commissioner, my name is Harold L. Aitken, and I am Director of the District of Columbia Department of Highways and Traffic. I appreciate the opportunity to appear before the Board of Commissioners during the course of this public hearing to explain to the Board and to the interested citizens of the District, my Department's general plan for the construction of two segments of the Inner Loop Freeway System; namely, the South Leg, from Constitution Avenue to a connection with the Southwest Freeway and Maine Avenue, and the Center Leg, from a connection with the Southwest Freeway near Second and D Streets, S. W. northward to New York Avenue, N. W.

It has been approximately two years since the Board last held a public hearing with reference to any portion of

our proposed freeway system here in the District of Columbia. During the interim, there has been much discussion with reference to selected portions of the proposed freeway system. While the process of firming up the future of the system has been slow, significant progress has been made, and is continuing to be made, on those portions of the freeway system which previously were cleared for design and construction. For example, since 1962, the Department has completed and opened to traffic the Washington Channel Bridge crossing and the 12th Street Expressway. More recently, on August 26, 1963, the Department opened to traffic a part of the Southwest Freeway from about 9th Street to Second and D Streets S.W., with a ramp connection to the South Capitol Street Bridge.

Even prior to the opening of this second section of the Southwest Freeway and before we have been able to provide a connecting freeway to the east, the Washington Channel Bridge crossing has been carrying in excess of 50,000 vehicles each workday. With the opening of this latter portion of the overall Southwest Freeway project, we anticipate that the volume of traffic using the Washington Channel crossing will continue to increase in the months ahead.

Furthermore, the two bridges crossing the Potomac River at the foot of 14th Street, S.W. continue to handle increasing volumes of traffic daily, and our latest traffic counts reveal that these two structures are carrying over 129,000

vehicles, thereby serving more than a quarter of a million people each workday.

A vast majority of the motoring public of our Nation today has had the experience and pleasure of using sections of freeways throughout the Nation. People in our particular area have recently been afforded the opportunity to use the new Cabin John Bridge, for example, and certain other limited sections of the Outer Belt which have been completed and opened to traffic. The Cabin John Bridge and related facilities is an excellent illustration of the substantial value of freeways in a metropolitan area where traffic volumes are heavy. Many people have found that by using such bridge and related facilities, the time required to move between northern Virginia and Maryland has been cut in half. The situation will continue to improve as more freeways are opened to traffic. Even more important is the fact that people are becoming increasingly aware of the value of freeways in moving large volumes of traffic expeditiously and safely. Freeways have great value in rural and suburban areas. Their value is even greater for the very heavy movements to and from downtown.

Almost every major metropolitan area that has undertaken the construction of modern freeways has found that the reliability of such freeways in terms of moving great volumes of highway traffic in a safe and efficient manner has encouraged significant redevelopment, reconstruction and building in the

vicinity of such freeways. This has already been exemplified in many States such as California, Missouri and Texas. We contend that there is already evidence that this is taking place in the District of Columbia, and we are confident that much of the redevelopment work in the District of Columbia is related to and dependent upon the completion of the freeway system. From an economic standpoint, we feel assured that the freeway system in this area will assist in removing many temporary and other undesirable structures which are not paying their way. It will encourage the construction of such buildings as the Peoples Life Insurance Building, the Howard Johnson Motor Lodge, the Columbia Plaza project, the Watergate Towne Development, all of which will materially increase the tax rolls of the District of Columbia.

We are confident that in addition to its first and obvious value with respect to moving traffic, the freeway system will contribute considerably to the general well-being of the District of Columbia. There have been recent indications that there exists at the present time a critical need for more employment opportunities, particularly in our metropolitan areas. There has been some discussion about the possibility of additional or more-or-less artificial work programs designed to create such jobs in metropolitan areas. To a large measure, the highway program is financed --the demand for better highways is overwhelming. Let's find a way to advance our much needed

highway program and at the same time provide these critically needed job opportunities.

The freeway system proposed for the District of Columbia will relieve traffic congestion by removing traffic from surface streets. It will accommodate traffic volumes anticipated in about the year 1980 and it will provide a more safe and efficient means of transporting people and goods in this metropolitan area. The proposed Inner Loop Freeway System in the District of Columbia is consistent with the recommendations of the Mass Transportation Survey completed by the National Capital Planning Commission and the National Capital Regional Planning Council in 1959. The recommendations of the National Capital Transportation Agency, released in November of 1962, also include the projects which are the subject of this hearing. Some funds have been appropriated by the Congress prior to Fiscal Year 1964 for the Center Leg. The House of Representatives has appropriated \$1,294,000 of D. C. funds for this project for Fiscal Year 1964. The Senate has not yet considered the 1964 budget requests of the District of Columbia.

Through this series of exposures, the citizens of the District of Columbia are assured that the work of the Department of Highways and Traffic, D.C., on every major project, is critically examined from the point of initial concept to the finished product, and I am happy to inform you gentlemen today, Mr. Wirth, Director of the National Park Service has kindly

indicated a willingness, and will explain in some detail, the South Leg of the proposed Freeway since it is largely located in the park lands. Now, Mr. Commissioner, with your permission I would like to ask Mr. Al Grant, Chief of the Office of Planning and Programming, Department of Highways and Traffic, to present the plan assimilated in more detail, with appropriate exhibits.

ALBERT A. GRANT, Chief Engineer

Office of Planning and Programming, Department
Highways and Traffic

MR. GRANT: I am Albert A. Grant, Chief Engineer, Office of Planning and Programming of the Department of Highways and Traffic, District of Columbia.

Mr. Commissioner, with your permission I would like to ask Mr. deGass to point to the facilities as I describe them.

It shall be my purpose before this public hearing to outline the general proposal for the Center Leg of the Inner Loop Freeway System in the District of Columbia, including, among other things, its characteristics and the social and economic effect of such freeway upon the sections of the city through which it will extend. The proposal presented is based upon preliminary studies and is subject to further study and revisions. It is not intended to represent a final plan. As detailed information is developed in the preparation of detailed design and right-of-way requirements, necessary refinements will, of

course, be incorporated.

The proposed Center Leg is a portion of the Interstate System of highways and is designated as Interstate Route 95. It will be constructed as an eight-lane divided freeway which will be developed in accordance with the design standards established for the National System of Interstate and Defense Highways in urban areas. The Center Leg will form a connection from the Southwest Freeway to a continuation of Interstate 95 into Maryland.

The two basic functions of this freeway are as follows:

First, to serve as a distributor for trips, both Interstate and local, that have origin and destination in the central area; and, secondly, to serve as a by-pass route for close-in trips with origin or destination in the important areas immediately north or south of the central area. It should be pointed out that this improvement is not required as a by-pass for trips with both origin and destination removed from the central area of the city. This latter function will be provided by the Capital Beltway and the Anacostia Freeway.

Recommended Route:

It is proposed that the Center Leg be generally located between 2nd and 3rd Streets, S.W. and N.W. The southern terminus is at a connection with the Southwest Freeway near 1st and D Streets, S.W. The Southwest Freeway was opened to traffic last week with temporary connections to the existing

street system. Traffic from the Southwest Freeway must now cross the Mall via 3rd Street. The construction of the proposed Center Leg would remove this traffic to a depressed roadway and cross under the Mall in a tunnel, thus leaving the Mall undisturbed by heavy volumes of traffic.

The Center Leg would then proceed northward from its connection with the Southwest Freeway, below the grade of the existing streets and pass west of the New House Office Building Ramps connecting to Independence Avenue and C Street would provide access to and from the Capitol grounds and the surrounding area.

As indicated previously, the Center Leg would pass under the Mall, and under Independence and Constitution Avenues in a tunnel section. Our initial thought is that this would be a "cut and cover" construction, with sufficient earth fill placed on top to support the landscaping plan, including shrubs and ornamental trees, and where feasible, some larger trees.

Up to Constitution Avenue, the Center Leg is located wholly within public-owned space.

After passing under Constitution Avenue, the Center Leg would continue northward between 2nd and 3rd Streets. Again, the freeway would be below the grade of the existing streets, with the east-west streets remaining essentially at their present grade passing over the freeway to preserve the local continuity.

In this section, the freeway would pass through the proposed Downtown Renewal Area. North of Massachusetts Avenue, the Freeway would be bounded on the east by Northwest Renewal Project No. 1. The plan for this renewal area is consistent with the freeway plan.

Near K Street, the alignment would curve slightly to utilize as much of the right-of-way of New Jersey Avenue as possible, while at the same time leaving that street as a useable facility. The northerly limit of the Center Leg, as presented at this hearing, is New York Avenue.

As can be seen on the Regional Map, the Center Leg will connect to the North Leg in the vicinity of New Jersey and Rhode Island Avenues. Two studies are currently underway which will affect the location of the proposed Center Leg north of New York Avenue. The first is the re-examination of the North Leg, the Potomac River Freeway and the Three Sisters Bridge, as requested by the President. This re-examination is being conducted by the Board of Commissioners, of the District of Columbia, with the aid of all Federal Agencies having responsibility for planning and transportation in the District of Columbia. The second study is that of the North-Central Freeway, being conducted jointly by the District of Columbia and Maryland. This study is intended to fix the location of the North Leg to the east. Whatever the outcome of these studies may be, the need for the Center Leg has been established. Fixing the northern terminus

at New York Avenue, for the purposes of this hearing, permits sufficient flexibility for a proper connection from this point on the freeway system to the north, and for coordinating the design of the Center Leg with the recommendations of these two studies.

Access:

As stated initially, a basic function of the Center Leg is to provide access to this vital core of the city. Ramps will be provided at convenient intervals.

In addition to those ramps south of the Mall, ramps are proposed in the vicinity of E and H Streets, which are key arteries in the plan for revitalization of the downtown area, and in the vicinity of K Street and New York Avenue. Cross streets will be carried over the Center Leg in conformity with the plan for the downtown area. This includes all major arteries and minor streets required for local circulation.

The preliminary studies provide for the acquisition of the block between 2nd and 3rd Streets. However, detailed studies will be made of the possibility of preserving certain buildings by the use of retaining walls, underpinning, tunneling, physically moving the building, or by other means.

Cost estimates have been developed on the basis of the preliminary studies. The proposed route as presented here today, between the Southwest Freeway and New York Avenue is estimated at approximately \$46,500,000. This facility will be

constructed as a Federal-aid Interstate Highway with 90 per cent of the cost paid from the Federal Highway Trust Fund and 10 per cent from the District of Columbia Highway Fund.

The present schedule calls for the design of the facility to begin as soon as possible. Funds for site acquisition have been requested in the 1964 Fiscal Year budget to enable the District of Columbia to acquire properties where hardships occur because of announced freeway construction, or where potential private construction is pending which, if undertaken, would materially increase the cost of site acquisition to the Government. It is intended that construction in the Mall area would begin in Fiscal Year 1965 and continue in succeeding years, with the facility opened to traffic in Fiscal Year 1968.

The facility as planned will assist in making the environment in this section of the city more attractive and pleasing. It will strengthen the downtown center of the city. It will widen the range of employment opportunities for residents in the area, and it will improve regional accessibility for the movement of people and goods.

The freeway will be designed to allow the best possible use of air space above the roadway. At selected sites, it will be possible to construct private or public multi-story structures above the freeway. The interest is to recreate approximately the same number of housing units displaced, but at the same time, the units will be of a better quality and

within the general economic level of the people affected. Before the air space can be used for private purposes, it is considered necessary that the District of Columbia will require legislation.

Traffic:

As has been the case in all proposed highway facilities, the basis for the need is to serve the ever increasing volumes of traffic brought about by the continuing growth of the region.

The current traffic forecast indicates that the Center Leg will be used by approximately 11,000 vehicles during the peak hour in the forecast year 1980. This forecast includes provision for a rapid transit system as proposed by the National Capital Transportation Agency and the estimated diversion of trips to that system.

Displacement:

The location of the Center Leg was selected to least disrupt existing downtown development and to fit into the proposed redevelopment programs. The 2nd to 3rd Street corridor is virtually the only logical place for a north-south freeway facility. To the east there is interference with the Capitol, Union Station, and many other large public and private buildings. To the west is the Municipal Center, the Judiciary Square and other important facilities.

The area through which the Center Leg passes is of

mixed use. One-fourth of the area is residential, one-fourth is used for parking, about one-fifth is commercial and the remainder of the area is tax exempt or unimproved. These figures do not include the area of the Mall.

The area between Constitution Avenue and New York Avenue is a highly-transient residential area. 1960 census figures reveal that nearly half of the occupants had lived in the area less than 27 months. Today, there are 630 housing units, within the area, with a total population of 1600. Residential use has been rapidly yielding to commercial and other functions. In 1960, there were 780 housing units, and today there are 630, representing a decline of 150. If this trend continues, there will be considerably fewer people living in the area by the time right-of-way acquisition is made. In addition, it should be pointed out that the affected area is east of the Downtown Progress Renewal Area which, when carried out, would involve residential displacement as well.

There are 105 properties devoted to commercial activities. The bulk are small commercial establishments. Only two major office buildings are affected.

Four major churches are in the proposed right-of-way taking lines of this project. Investigation is underway by the Redevelopment Land Agency to locate potential sites for churches within the Northwest Project No. 1 Urban Renewal Area.

I would like to submit a letter from Mr. Phil A. Doyle Executive Director, District of Columbia Redevelopment Land Agency, to Mr. Aitken, dated August 30, 1963 relative to the Bible Way Church.

COMMISSIONER TOBRINER: Without objection it will be included. You want to read that letter?

MR. GRANT: The letter reads as follows:

"Dear Mr. Aitken:

In reply to your letter dated August 29, 1963, regarding the possibility of acquisition by the Bible Way Church of a site in our Northwest Urban Renewal Project, this is to say that the Redevelopment Land Agency would be glad to sell the church some land provided agreement could be reached on a site which would be suitable from the standpoint of the church and the objectives of the Urban Renewal Plan for the project area, and provided the fair market value of the land was an amount satisfactory to the church".

"Inasmuch as the church will be displaced by construction of the Center Leg of the Inner Loop Freeway System, we want to do anything possible to assist the church in relocating."

There is one school in the area that will be affected, the Seaton Elementary School. We have discussed this matter with the Board of Education, and it is planned to have a new school facility in operation before the Seaton School property

is required for highway purposes.

The Board of Commissioners in the District of Columbia has established a relocation service agency to assist individuals and families affected by public works projects in finding replacement housing. It is the policy of the District of Columbia to notify all occupants affected at least six months prior to the time the property will be required. Individual and family relocation assistance may be obtained by contacting:

Landlord-Tenant Consulting Services
Room 101 - Municipal Court Building
4th and E Streets, N. W.
Washington, D. C. 20001

Assistance can be obtained (1) in searching for rental housing suitable to the family and income involved; (2) in referring qualified persons to public housing; (3) and assisting in the purchase of a home under a government approved mortgage plan.

Business relocation assistance may be obtained by contacting:

Washington Branch Office
Small Business Administration
Room 606, 726 Jackson Place, N. W.
Washington, D. C. 20006

Assistance can be given in providing regular and special loans that may be less than current interest rates with up to

twenty years to repay. Loans for a displaced business by the Small Business Administration may be for the purchase of equipment, increased rent, moving, purchase of inventory, remodeling, working capital and construction. A bill (H.R. 6351) has been introduced in Congress to permit relocation payments up to \$200 for families and up to \$3,000 for businesses.

Summary:

In summary, I wish to enumerate the major points set forth in this presentation:

First, the Center Leg is a vital link in the highway plan for the District of Columbia. The construction of this eight-lane facility is in accord with the comprehensive planning and transportation plans for the region and is consistent with the 1959 MTS Plan, the Year 2000 Plan, the Downtown Progress Plan and the November 1, 1962 Report of the National Capital Transportation Agency.

(2) Further considerations will be made of the socio-economic impact of this facility, including the comments presented by interested agencies and individuals in the determination of the final plans. As more precise data is developed in the preparation of these detailed plans, studies will be made of ways to minimize the right-of-way requirements wherever feasible within the overall design concept.

(3) While it is recognized that the relocation of displacees represents a major problem, the community should be

assured that the problem will be solved, and that the relocation will take place in an orderly and satisfactory manner. The Central Relocation Service Bill now before Congress will provide additional tools to help us solve the relocation needs.

Finally, this facility, when completed, will allow for further rebuilding in our vital downtown area that will be a long-term benefit to our community. Thank you.

COMMISSIONER TOBRINER: Thank you very much, Mr. Grant.

Next witness is Mr. Conrad L. Wirth, Director, National Park Service.

CONRAD L. WIRTH, Director

National Park Service

MR. WIRTH: Mr. Commissioner, my name is Conrad L. Wirth, Director of the National Park Service, Department of Interior. I am presenting this proposed plan for the South Leg of the Inner Loop at the request of the District Highway Department, since the location of this project so vitally affects the country's most significant memorial area, which is under the jurisdiction of the National Park Service,

The road project for which this public hearing is being held is a connecting link of the Inner Loop, Interstate 695, located in West Potomac Park and extends from 26th Street and Constitution Avenue to 14th Street and Maine Avenue.

It is most appropriate to explain the importance of

this freeway location within the Nation's Capital. It involves the real heart of the city, including the Lincoln Memorial, the Reflecting Pool, the Washington Monument, the Tidal Basin and the Jefferson Memorial and, of course, in close proximity to the ellipse and the White House.

I am sure the people not only in the United States, but around the world are slightly concerned in the preservation of this great monumental section of Washington and are concerned about how a major freeway can be located in this vital park area without materially sacrificing its outstanding esthetic character.

We believe the plan which has been worked out between the Bureau of the Budget, the National Park Service, the District of Columbia and the Bureau of Public Roads, can accomplish the necessary traffic needs and will, in fact, also enhance the traffic circulation for the park user and visitor to the Nation's Capital; but most important, perhaps, this plan will give the Nation a park area with esthetic qualities which in many respects does not exist at the present time.

The depressing of the section of the Inner Loop past the Tidal Basin will open up a full view to the visitors approaching from the north, the internationally famous cherry blossom trees, and the magnificent setting of the Jefferson Memorial. It will also have the effect from a land use standpoint, of merging two sections of West Potomac

Park now severed by Independence Avenue into a functional park area, somewhat along the lines conceived by our eminent predecessors who planned the National Capital. This development plan is, I feel, visible proof that when all concerned agree upon the primary objective of a facility and conscientiously work toward that end, it is possible to serve the requirements of several different objectives without any impairment of basic principles.

At this time an explanation should be made as to why this particular freeway project is located in the monumental section of Washington. First, it must be recognized any kind of planning--and this applies to highway and transportation planning as well as urban and park planning; that it is necessary to develop an over-all comprehensive plan and reach a firm agreement on the plan, before the relationship of its components can be intelligently assayed and implemented. When certain segments of an over-all plan are developed, without full agreement on the over-all, commitments are made which are impossible to change.

With the construction of the Theodore Roosevelt Bridge and the new 14th Street Bridges, and the construction of the Southwest Freeway, all of which are involved directly with the Inner Loop, it is obvious by simply looking at the exhibit map that there was little or no choice in the location of the South Leg of the freeway. These construction projects are

either complete or nearly completed and they must be connected in some manner.

For these reasons the National Park Service, three years ago, hired the New York firm of Singstad and Baillie to develop preliminary plans for the redevelopment of the Lincoln Memorial Area. These plans provide for an underpass 1400 feet long which will allow for the heavy passenger-carrying roadway to bypass this internationally renowned memorial.

As part of this redevelopment, the present roadway in front of the Lincoln Memorial will be removed and this area will become a broad pedestrian plaza overlooking the reflecting pool. Surface roadways will remain in back of the Memorial and extend along each side of the length of the reflecting pool with parking areas where temporary buildings now stand. This redevelopment plan of the Lincoln Memorial Area received the concurrence of the National Capital Planning Commission, The Commission of Fine Arts, and the responsible Highway Agencies concerned as well as many civic and professional groups.

Very early in the discussions in locating this section of the Inner Loop, it became obvious that extreme care must be taken to further preserve the character of the entire West Potomac Park and the Washington Monument Grounds. In studying the problem, it was determined that additional underground sections of the Inner Loop Link would be required to minimize the impact of this Interstate Roadway

on the adjacent park area. A separate and complete park road system for the entire Memorial Area would be the most desirable solution in order to avoid any conflict with the park visitor use and the through traffic involving Independence Avenue. To the extent feasible, this primary purpose has been accomplished as illustrated on the drawings displayed before you.

The park visitor, approaching this area, will have access to West Potomac Park with the least possible interruption or interference with persons who are just passing through. For example, the visitor approaching from the north along 17th Street will have direct access over the proposed tunnel section of the south leg to the Tidal Basin circulatory roads and the Jefferson Memorial. Likewise, he will be able to travel, without interruption, between the Lincoln Memorial and the Washington Monument along the Reflecting Pool Drives.

I believe it is clearly illustrated that both the vehicular and pedestrian traffic in this great park will be benefited, particularly during such internationally known events as the Cherry Blossom Festival and the Independence Day Celebration. At these times, literally, hundreds of thousands of cars and people traverse this park and there has long been an acute need for separating visitors from other traffic.

We have a chance here today to really come to grips with a serious problem which faces all major metropolitan areas

in the United States. Through coordinated and cooperative planning, and by recognizing the other fellow's responsibilities and point of view, it is possible to not only provide useful arteries of travel but to make them esthetically and economically acceptable, and at the same time not desecrate the very unique qualities that give character and identity to our cities. The importance of this kind of cooperation and understanding can hardly be overemphasized.

That is why the National Park Service is proud to have participated in preparing the plan before you today. It should be understood that the District Highway Department, the Bureau of Public Roads and the Bureau of the Budget are in full accord with the objectives of this plan and all have had a part in reaching the solution being presented.

However, there are, no doubt, some minor adjustments which, for technical reasons, may be required before the plan can be executed. The plan does not solve every problem of the area completely nor does it represent every viewpoint in the purest and most idealistic sense. What the plan does, is to allow the simultaneous use of the public's property for two widely different but very necessary public services. I commend the plan to you.

I would like also to extend my remarks as to just some other elements of the plan which I think are quite important which I did not put in my statement.

The first map that we had up here showed the existence or the condition of this particular Mall Section between the Lincoln Memorial and 14th Street which exists at the present time. You can see it is all full of temporary buildings, Independence Avenue has to go through there on the level, and there's no way for Independence Avenue to connect up with the Theodore Roosevelt Bridge. Also, you'll notice that 14th Street sort of zig-zags across the Washington Monument Grounds.

We have just recently taken the road out of the Monument Grounds that goes from 15th Street up and around the Monument, to keep traffic off; so we have eliminated that road entirely.

Now, if you will put the other one--show the other one; the other one shows what will happen to this Mall Section when it's completely developed. You will notice that the Lincoln Memorial, under the plaza, the inner loop comes underneath the plaza end. We have eliminated the road in front of the Lincoln Memorial and we have two drives going down the side of the Pool. Of course, that was going to require the removal of some temporary buildings, which as far as we are concerned we, certainly, have no objection. In fact, the Public Buildings Administration has promised to remove them within the next several months and we have funds in our 1954 money now to build the road around the south side of the Reflecting Pool and as soon as those buildings are out before next July, we will start construction, I assure you --

COMMISSIONER DUNCAN: Want to correct the record and say "1964"? You said "1954".

MR. WIRTH: '64. I stand corrected. I am a little ahead of my time. It should have been done in '54.

Thank you very much, sir.

Then, a part of the Tidal Basin, you will notice if filled in and the tunnel goes under that part of it and we extend 17th Street out to the present bridge that crosses there and that bridge--most likely, make some alterations to it, and make it sort of a palisade--not palisade, but --a rail and viewing point with the monuments and so forth, as a true entrance to the Tidal Basin Area.

There is an architect's sketch of how we expect it to look when it's completed. You will notice that we do not interfere with the traffic, through traffic, with the Inner Loop, or Independence Avenue traffic, nor do they interfere with the park use.

The main entrance through the park would be down 17th and through Rock Creek Park and several places along the Mall going towards the Capital. We eliminated 15th Street through the Washington Monument and with the District Highway Department, we propose to work up a design layout to put 14th Street under the Mall.

As you well know, the Department of Interior, National Park Service cooperated on the 12th Street by providing certain

funds as our part of that construction and we would do that on 14th Street. We would hope to do so with appropriations from our budget, to assist in getting 14th Street, so to increase the traffic of 14th --and eliminate the cross-traffic of the Mall. We think that we will have, here, one of the real -- we will actually put into effect, something that we have been planning on doing for years ever since over a hundred years now, when l'Enfant laid this thing out.

We have had many plans since then but we have never gone ahead and pushed this thing through.

I would say this, while I would rather not see the Inner Loop go through the Park at all, I think it has given us a lot of things we wouldn't have otherwise. I think it is a give and take proposition and that's what I'm trying to say in this closing statement. We are coming out, working together, realizing each other's problems and we are coming out with a real good center plan.

Our plan also envisions --and we are doing here some redesign of the platform on which the Washington Monument-- dressing up the area around the base of the Washington Monument, sort of a round circle. Of course, we want to talk with the Fine Arts Commission and others in connection with it. We haven't shown it here because we haven't got far enough along in our design. We have completed an understanding between the District Highway Department and ourselves and the Bureau of

Public Roads to carry this out and we most sincerely recommend, sir, the approval of the District Commissioners of our joint efforts.

I have no other statement to make, unless I might make a passing remark on the Center Leg which Hal Aitken asked me to make, if I felt like doing so. I would like to extend -- we just saw this plan here. We did get a small section sent over to us last week. The section of the Mall in which this goes through which was referred to as a "cut and cover" construction, with fill replaced in the landscape and to contain some very --we checked it over, over the weekend on the plans we had and Hal did give us a list of the trees and spotting there; but it does contain some of the real fine specimen trees in Washington that is the old section of the Capitol grounds.

It's right in front of the Grant Memorial and it goes right under Meade Memorial, so it's a composition there in which those trees play an awfully important part at the base of the Capitol at the end of the Mall.

We would like to --we do not want to lose those trees, naturally. We would like very much to have an opportunity to study further with the Highway Department, the possibility of shifting that highway further to the west --not necessarily when you get beyond the Mall, but certainly within the Mall Area. I think we can work something out if we go at it in the same

way we have gone at this.

I do want to go on record that we are able and willing and want to cooperate in working out a solution sofar as the Mall; but I do think we have to take cognizance of these other important values that are in that particular structure.

Unless there are some questions, that's all I have to say at this time.

COMMISSIONER TOBRINER: Do you have any questions?

COMMISSIONER DUNCAN: No.

COMMISSIONER DUKE: No.

COMMISSIONER TOBRINER: The next witness, Arthur E. Miller, Chairman, D. C. Advisory Board, American Automobile Association.

ARTHUR E. MILLER, Chairman

D.C. Advisory Board

American Automobile Association

MR. MILLER: Mr. President and members of the Board of Commissioners. My name is Arthur E. Miller, Chairman, D. C. Advisory Board of the American Automobile Association. I am authorized by the D. C. Advisory Board of the American Automobile Association, to present to you the views of our Board with reference to the South Leg of the Inner Loop from Constitution Avenue to a connection with the Southwest Freeway and Maine Avenue, and the Center Leg of the Inner Loop Freeway from a connection with the Southwest Freeway northward to New York

Avenue.

Starting with that portion of the South Leg under consideration, I would state that our Board is particularly concerned with the service which this South Leg might provide between Northwest Washington and the Southwest and Southeast areas of the City. Currently service is provided by means of Independence Avenue, Rock Creek Parkway and major arterial streets in Northwest Washington. It has been our understanding that in the future a combination of freeways and parkways would be developed to better serve today's traffic, and are absolutely required to accommodate anticipated increased traffic loads.

The Rock Creek and Potomac Parkway must continue to serve as a major traffic carrying facility, much as it does today, but as I understand, the plan of the South Leg presented at this hearing, no provision is made for service from Southwest and Southeast via Independence Avenue or the freeway route to the Rock Creek and Potomac Parkway. While the freeway itself will serve to improve traffic flows, no outlet is provided onto the Rock Creek Parkway northbound. The south-bound Rock Creek Parkway to the freeway system is shown on this plan, but it seems unreasonable to us that the complementary return movement is not allowed for. We, therefore, ask for assurance that this service be provided.

Turning now to the Center Leg, I would point out that the only opposition to the Center Leg that I know of is

from the Architect of the Capitol. We understand that efforts have been made for several years to iron out an agreement with Mr. Stewart as to an acceptable location for the Center Leg. We also understand that the D. C. Highway Department is prepared to do everything possible to eliminate or keep to an absolute minimum any adverse impact to the Capitol grounds as a result of this construction. Since it appears that practically all of the agencies and organizations involved, agree as to the need and the urgency for this route, it is imperative that no stones be left unturned in order to resolve differences with the Architect of the Capitol.

Both of these projects are portions of the Inner Loop. I cannot stress too strongly the importance of the Inner Loop and the need for its completion as a whole at the earliest possible date.

It has been pointed out over and over again that from 50 per cent to 70 per cent of the traffic within the Inner Loop has neither an origin nor a destination in that area. It is traffic that is passing through the central city because it has no other appropriate means of reaching its destination. When the Inner Loop is completed, this traffic will bypass the central city, leaving the streets of downtown Washington free for the use of traffic that has a destination there.

One has only to compare the traffic congestion in downtown Washington with the absence of such congestion in cities

like Detroit, where bypass routes have been constructed, to realize how urgent it is that this Inner Loop Freeway be given top priority.

Our Board wholeheartedly endorses the two projects before you; namely, the South Leg of the Inner Loop from Constitution Avenue to a connection with the Southwest Freeway and Maine Avenue, and the Center Leg of the Inner Loop Freeway from a connection with the Southwest Freeway northward to New York Avenue.

COMMISSIONER TOBRINER: Next witness, Robert H. Levi, Vice President, Downtown Progress.

ROBERT H. LEVI, Vice President

NATIONAL CAPITAL DOWNTOWN COMMITTEE, INC.

MR. LEVI: My name is Robert H. Levi. I am Vice President of the National Capital Downtown Committee, Inc., DOWNTOWN PROGRESS, and also Chairman of its Transportation and Services Committee. DOWNTOWN PROGRESS is a non-profit corporation formed and financed by Washington businessmen to prepare a plan for the revitalization of Downtown Washington and to support the plan to completion.

The hearing today on the Center Leg Freeway is of vital interest to Downtown Washington, and therefore it is of vital interest to the entire metropolitan area.

I should like to preface my comments with the observation that the Hecht Company, of which I am President, has several

suburban stores in the Washington region, with more to be constructed, in addition to our Downtown store. There is a need for good retail stores both in the central city and in the outlying areas. As members of the business and civic community of Washington, however, we are well aware of our responsibilities with respect to the heart of the Nation's Capital.

Downtown is the heart of every large city. This is even more true with the District of Columbia than it is with other cities. Washington, as the city of government, is unique in that it has 28 per cent of its employment in the central business area. This is twice the concentration of jobs that are found in other cities of comparable size. This fact is recognized by all transportation planners. The National Capital Transportation Agency plan, with its Downtown oriented transit system, recognizes this implicitly. The highway plan of the District of Columbia, a classic ring and radial concept, is also designed to give high accessibility to Downtown, and at the same time, diverting unnecessary traffic away from Downtown.

The importance of the Downtown business community to the entire region cannot be over emphasized. This vital area comprises less than two per cent of the District of Columbia, yet it pays more than 12 per cent of the property taxes, and furnishes substantial proportions of income and sales taxes for the use of the entire community. At the same time,

relatively little is required for such community expenses as schools, recreation and welfare. A healthy Downtown is essential to a healthy over-all community.

However, the health of Downtown has declined steadily for a number of years. Obsolescence, declining sales, reduced taxes, are manifestations of this illness. In other cities, with similar problems, some major stores have abandoned the central city and moved to the suburbs. Here in Washington, there is no idea to move. We are staying Downtown and will pull ourselves up by our own bootstraps. There has already been put up nearly a million dollars to do this job. If we are to accomplish our objectives, which have been set forth in the Action Plan for Downtown, we must increase the accessibility of our central city from all parts of the region, and we must reduce the congestion which now plagues the streets of our central business area.

The Center Leg Freeway is designed to help accomplish these objectives. This vital artery will be the most important part of the region's transportation system to Downtown. Its importance is emphasized by the fact that the planners of all agencies involved in developing transportation programs for the region --the National Capital Transportation Agency, the National Capital Planning Commission, and the District of Columbia Department of Highways and Traffic --have agreed on its need and its approximate alignment. Our professional studies have indicated

that the Center Leg Freeway can:

1. Provide a good by-pass for the 59 per cent of Downtown's traffic which is presently on our business streets only because there is no better route available.

2. Increase the development potential adjacent to the freeway and, by use of air rights, permit development above the freeway, thereby increasing the value of the area through which it passes.

3. Provide the setting for high-rise apartment houses both to increase the available housing supply for residents of the District of Columbia and to attract new residents back into the central city.

4. Improve the appearance of the area through which it passes. Attractive sections, such as the Mall and Capitol Hill, will be unaffected by the roadway. Other areas, which are anything but attractive, will benefit from the park-like setting of the new freeway.

5. Promote the efficiency of government and private business operations by reducing travel time.

6. Make the Central Business District more accessible to more people in the National Capital Region.

With an improved environment, which is essential to the health of Downtown, there is a potential for \$500,000,000 worth of new construction in Downtown in the next seventeen years. No single public improvement, in and by itself, can provide

the environment to achieve this potential. The Center Leg Freeway, however, is probably one of the most important of these necessary public improvements, and will, in itself, stimulate substantial new growth and development for the heart of the National Capital Region.

Thank you very much.

COMMISSIONER TOBRINER: Rev. Joseph Spigolon, Pastor of the Holy Rosary Catholic Church.

REVEREND JOSEPH SPIGOLON, Pastor

Holy Rosary Catholic

Church

REV. SPIGOLON: I am Father Joseph Spigolon and I am representing the priests and parishioners of Holy Rosary Church. First, we wish to call to your attention that the proposed route of the Center Leg, as shown on maps, will necessitate the demolition of Holy Rosary Catholic Church, located on the northeast corner of Third and F Streets, N.W. Holy Rosary Church was established in 1913 as a national church for the Italian-speaking immigrant. Today, Holy Rosary Church excellently serves as a metropolitan center for the Italian community. The Church itself is extensively decorated in gold leaf, artictically furnished, and is an excellent example of Italian art. For instance, the Baptistry, pulpit, and stations of the Cross were made of Italian marble, of excellent design, and made permanent attachments to the Church. Over the main altar is a frescoe of

the Blessed Virgin Mary, an artistic work irreplaceable today.

The above items are mentioned to impress upon the Commissioners, the difficulty involved in considering the relocation of Holy Rosary Church. Replacement of the Church as it now is, is certainly impossible. It is the firm desire of the priests and the parishioners of Holy Rosary Church that the Church not be demolished. Hence, we ask the Commissioners that every consideration be given in the study design of the Inner Loop to permit the retention of Holy Rosary Church at its present site.

I wish to enter into the record at this time a letter addressed to the President of the Board of Commissioners from His Excellency, the Most Reverend Patrick A. O'Boyle, D.D., Archbishop of Washington.

I wish to thank the Board of Commissioners for this opportunity to testify.

COMMISSIONER TOBRINER: Thank you very much, Father.
Any questions?

(No response.)

COMMISSIONER TOBRINER: Thank you, sir. Without objection this letter will be made a part of the record.

ARCHDIOCESE OF WASHINGTON

Chancery Office

1721 Rhode Island Ave, N.W.

Washington, D.C. 20036

August 30, 1963

Honorable Walter N. Tobriner
Commissioner
District of Columbia Government
District Building
Washington, D. C.

Dear Commissioner Tobriner:

I have been informed that there is a possibility that the construction of a section of the Inner Loop Freeway threatens the condemnation and demolition of Holy Rosary Catholic Church located on the northeast corner of 3d and F Streets, N.W. It is my fervent hope and request that some means can be found to avoid the condemnation and demolition of the church.

Holy Rosary Church fulfills a special function for the Catholics of this whole area and its central location at 3d and F Streets is necessary for the fulfillment of this function. Holy Rosary Church serves as the parish for the Italian-speaking community of Washington and was established for this purpose in 1913. The Italian-speaking people of this whole area (the city of Washington as well as the five nearby counties of Maryland) are served by this parish and its removal from the central location which it now occupies would very seriously affect the fulfillment of its mission.

The church edifice embodies the contributions made by successive generations of Italian Catholics and thereby comprises

a shrine of great devotional value and interest to them. The church has been embellished by contributions of devout Italians through the years and its removal would destroy its special value to the Italian Catholics of this area.

In view of the many alternatives that have been proposed for the route of the Inner Loop Freeway, I earnestly urge that a route be adopted which will permit Holy Rosay Church to remain at its present location.

With all good wishes, I am

Sincerely yours,

S/S Patrick A. O'Boyle

Archbishop of Washington

COMMISSIONER TOBRINER: Next witness, Peter Glickert, Chairman, City Planning and Zoning Committee, Federation of Citizens' Associations.

PETER GLICKERT, Chairman

City Planning and Zoning Committee of the
Federation of Citizens' Associations

MR. GLICKERT: I am Peter Glickert, Chairman of the City Planning and Zoning Committee of the D. C. Federation of Citizens Associations. Both the proposed South Leg freeway and the Center Leg freeway are endorsed by the D. C. Federation; however, we have certain reservations about the exact Center Leg right-of-way now under consideration.

Since it is to be the main truck route through the

city, we believe the Center Leg to be a necessary freeway, and believe it should have a high priority --certainly a higher priority than those routes which are directed primarily to satisfy merely the "desires" of commuters.

The Executive Committee of the Federation endorses the Center Leg right-of-way shown on the hearing notice as far north as Pennsylvania Avenue and urges an early start to construction of this tunnel section. North of the Mall, however, the Commissioners ought to examine four factors before approving any right-of-way.

These four factors are: population displacement, best land utilization, the condition of the District's road and general fund revenues and esthetics.

We do not know to what extent each of these factors has already been considered in choosing the right-of-way between Second and Third Streets for the freeway. It appears to us that a right-of-way is available which might be better in all four respects. Such a right-of-way would lie between Third and Fourth Streets north of Indiana Avenue, and, south of Indiana Avenue, in the "slot" between the building lines of the U. S. Court and the Municipal Building on the one side and the Esso and McShain buildings on the other side. This "slot" presently contains Third Street itself, which is six lanes wide, and parking lots adjacent the U. S. Court House and the East Municipal Building which occupy at least as much space as Third Street,

We do not contemplate interfering in any way with the structures themselves, and the parking areas can be restored after freeway construction. We believe that the Commissioners ought to seriously consider such a right-of-way. We do not believe that a brief restudy will in any way delay this project. Indeed, it may mean a swifter completion of the north-south freeway route.

The block between Third and Fourth Streets is considerably narrower than the proposed right-of-way, and the original Inner Loop Freeway Plan calls for use of this block north of Massachusetts Avenue as the freeway right-of-way. Widening of the freeway and a belief that entire blocks should be taken for such uses has apparently led to the present right-of-way, but we believe that other factors may lead to choosing a right-of-way one block to the west, without compromising these criteria.

A route on a narrower right-of-way would obviously displace fewer people, cost less, and take less land from the tax-rolls. We believe, also, that the present Esso Building is more esthetically pleasing than a gaping hole would be and a better designed building than any present day architect would allow himself to create. Certainly some consideration should be given to preserving what must be the only monumental gas station in America.

We believe that the freeway planners need to be thrifty. It is well-known that highway revenues will not be sufficient to

pay the District's share of the planned freeway system. We also recognize that even shifting the burden of paying for the traffic police to the shoulders of the general taxpayer will not enable the highway fund, with a constant expected revenue decline, to meet the Highway Department's dreams. A cheaper right-of-way, therefore, means more assured completion of at least one north-south freeway route through the District.

Against this potential savings in the cost of the right-of-way, we recognize that the Commissioners need to balance the additional construction costs which will attend rebuilding part of the U. S. Court's automobile storage facilities and a narrowed 3rd Street, probably in cantilever fashion, over the freeway "slot".

The narrower right-of-way which we suggest will probably require straight-wall construction for the freeway, rather than the bucolic grassy slopes highway people like so much. Such construction is more expensive, but may be rapidly amortized by reduced landscaping maintenance expense.

The benefit of the narrower right-of-way to the District tax base is obvious. In seeking an increase, recently, in the Federal Payment to the District, the Commissioners reported that the expenses of the District rise five per cent a year, while tax revenues increase only three per cent. Of course, the constant removal of land from the tax rolls for roads is an important factor in causing this continual disparity between

expenses and income. If land must be taken from the tax rolls, let it be for housing and recreation; grassy freeway slopes cannot be used for either.

A suggestion has been made in conjunction with the "Action Plan for Downtown" that parking facilities be built in the air-space over the Center Leg. This is a suggestion which may or may not prove practical. Such construction is expensive in the extreme and even such high land-value cities as New York and Chicago have found it practical to put heavy construction in such air spaces only in unusual circumstances. However, if such construction is to be undertaken here, straight freeway walls, rather than grassy slopes, will make the projects more feasible.

The architecture profession, which for want of some other profession to do the job, has assumed the task of judging the esthetic effects of freeways, has concluded that the best way to urbanize the appearance of freeways is to conceal them as much as possible. Straight wall construction will help this effect, too.

The displacement of people and businesses from the right-of-way selected for freeways is in many ways the most important consideration in such selection. There presently is no provision for relocation of displacees from the right-of-way chosen. Although legislation has been introduced to provide relocation services and payments for highway displacees, no

action has been taken in Congress toward passage of this legislation. Even with such legislation, however, it should be recognized that the fewer the displacees, the quicker the right-of-way will become available.

We ask that no displacement from the Center Leg right-of-way take place until relocation assistance can be provided. Due to the uncertainty of the passage of special legislation it may be well, in order to provide these services and payments, for the Commissioners to begin to work immediately toward amending the Northwest Urban Renewal Plan to extend the boundaries of the plan west to the western edge of the freeway right-of-way, and south to Indiana Avenue. Simple humanity demands some action toward providing replacement homes for the residents of the freeway right-of-way.

We wish to point out that shifting the Center Leg right-of-way one block to the west is compatible with the Action Plan for Downtown, which clearly outlines this right-of-way with a relocated Fourth Street and which makes no sensible provision for intensive use of the blocks between Indiana Avenue and H Street, which will be left in a no-man's land between a tier of government buildings and the freeway, under present plans.

Along these same lines, we hope that H Street and M Street will be carried over the Center Leg, as called for in the original plan, rather than be dead-ended as called for

in the Action Plan for Downtown. Since the Downtown Progress study only extended to North Capitol Street, it overlooked the very real dilemma faced by residents of Northeast Washington who need to travel west. H Street and M Street underpass the railroad tracks and all the traffic which uses these streets to get Downtown will not fit onto K Street and Massachusetts Avenue, despite the wishful thinking of the Action Plan for Downtown.

To summarize --I would like to point out, since seeing this sketch, although a great deal of emphasis has been placed by highway people on the importance of bus transportation for commuting, most of the bus routes from the Northwest to the Northeast are cut by this plan, although D-2 and D-4 buses can go through D Street. 40, 42, 80 and all the H Street bus lines will take a much more extended period of time to get from there--the end of the route to downtown under the street organization plan shown on that map.

To summarize, the D. C. Federation of Citizens Associations recommends that the Commissioners approve the proposed South Leg and the proposed Center Leg as far north as Pennsylvania Avenue until the merits of a route slightly west of that proposed can be evaluated. It recommends that any property acquisition north of Indiana Avenue be delayed until relocation assistance can be provided for the displacees.

COMMISSIONER TOBRINER: Next witness Peter S. Craig,

Chairman, Roads Committee, Committee of One Hundred on the Federal City.

PETER S. CRAIG, Chairman

Roads Committee, Committee of One Hundred
on the Federal City

MR. CRAIG: Mr. Chairman, I want to apologize for not yet having a written statement produced. For your assistance and the assistance of the Reporter, they will be typed and delivered to you later in the day.

Admiral Neill Phillips, chairman of the Committee of 100, has requested that I present the views of this civic planning group --the oldest such group in Washington --on the proposed South and Center Legs of the Inner Loop. My name is Peter S. Craig, and I am chairman of the Roads Committee of the Committee of 100.

As its name implies, the Committee of 100 is deeply concerned about planning for the "Federal City" --that ten square miles in the heart of the Nation's Capital contained within the original L'Enfant plan. This area, bounded by Florida Avenue and the Potomac and Anacostia Rivers, is the symbol of Washington --its governmental activities, its Downtown, its monumental areas. It was also conceived by L'Enfant as an area for people --with homes, churches, schools, and play areas.

The current issue of Harper's Magazine contains the

following timely warning by architectural critic Wolf Von Eckardt:

"The current plan for inner loop freeways will dispossess a large number of people, steal land from parks, and remove property from the tax rolls. True, this is happening all over. But in Washington there is an added catastrophe. The new freeways completely disregard the classic order of the city's original plan. L'Enfant's concepts grew out of the baroque reaction against the medieval walls which were choking Europe's expanding cities in his time. His wide avenues radiate out to invite air and life. The proposed loop would rebuild a medieval barrier. It would seal off the business section of the city and, repeating our railroad mistakes of a century ago, put it on the wrong side of the highway lanes, separated from its residential areas and customers." (Harper's, September 1963, "Washington's Chance for Splendor", p.64)

Von Eckardt does not stand alone. Virtually all of the leading architects and architectural critics of our time have deplored the excesses of District Highway Department freeway planning: these critics include such leaders as Lewis Mumford, Edward Durell Stone, Chloethiel Smith, and Victor Gruen, just to name a few. The Fine Arts Commission, the American Institute of Architects and the Committee of 100 have all sounded similar warnings.

In one sense, these warnings are too late. Having

already bulldozed the Southwest Freeway, the West Leg Freeway and the Theodore Roosevelt Bridge approaches into the Federal City, the Highway Department has prejudged your decision on the South Leg and Center Leg Freeways. As links between freeways already under construction or not in controversy, we recognize that you have no real choice but to approve them. In approving them, however, we urge --indeed, we implore--that you insist that the paramount interests of the Nation's Capital in sound, comprehensive urban and transportation planning be given priority over short-sighted concerns of the highway builders.

The two proposals now before you present a sharp contrast between good planning and bad. The South Leg proposal, sponsored by the Park Service, is expertly conceived; we enthusiastically support it. The Center Leg proposal, however, sponsored by your Highway Department, is a parody on planning. It should be junked in favor of new plans developed cooperatively with the National Capital Planning Commission, the National Capital Housing Authority, the National Capital Transportation Agency, the Capitol Architect and Downtown Progress.

South Leg

In the South Leg, National Capital Parks has had a most difficult assignment, linking the West Leg and Southwest freeways with a highway that would not be destructive of the L'Enfant plan and the monumental area of the Nation's Capitol. Its proposal, involving tunnels beneath the Lincoln

Memorial and the north side of the Tidal Basin, represents a notable planning achievement surmounting most difficult circumstances.

Center Leg

With respect to the Center Leg, however, almost nothing can be said in its favor. It is a shocking display of highway engineering running wild.

The Notice of Hearing says the Center Leg subject to this hearing extends between the Southwest Freeway and New York Avenue. This is not the entire Center Leg, however. The Highway Department proposes to extend it northward to a huge interchange (Interchange A) at 4th and Q streets to link with the North Leg Freeway that is supposedly under study.

Stopping the hearing at New York Avenue cannot mask the Highway Department's obvious intentions. In veering to the northwest, rather than to the northeast to link with the Northeast Freeway (Routes 95 and 70-S), it is evident that the Highway Department is attempting to prejudge the outcome of the North Leg restudy.

There is general community acceptance of a Center Leg Freeway and a freeway (for both 70-S and 95) from Maryland parallel to the B & O Railway. The N.C.T.A. has endorsed such highways. The obvious alignment for the Center Leg would therefore be to turn northeast in the area of New York Avenue rather than northwest. This could easily be done if it were

coordinated with plans for Northwest Urban Renewal Area No. 1.

As proposed by the Highway Department, the Center Leg would be an open ditch, 20 feet deep and one block wide, extending through the heart of the Federal City. Except for a tunnel beneath the Mall, it would be an ugly gash on the cityscape, acting as an impenetrable motor vehicle sewer between Downtown and Capitol Hill. It would sever most of the east-west streets in its path. Between the Mall and New York Avenue, the only east-west access streets would be Massachusetts Avenue, E Street and K Street. Closed to either vehicles or people would be C Street, Indiana Avenue, D Street, F Street, G Street, H Street, I Street and L Street. In attempting to meet one traffic problem the freeway will have created a massive new one, putting surface traffic circulation in a turmoil as it attempts to cross one of the few bridges over the Center Leg Moat.

We perceive of no sound planning reason for sealing off Downtown from Capitol Hill and the east. There certainly is no economic justification.

The proposed price of the Center Leg is horrifying -- not in dollars, but in human terms and its economic effects on our city.

According to Highway Department estimates, the Center Leg, 1.7 miles long, and between 150 and 250 feet wide for its right-of-way-- (1963 Whitener Committee hearings, p 324). To

To condemn the private land necessary for this freeway, the Highway Department estimates it will need \$19,250,000. (1964 Natcher Committee hearings, p. 708). This will remove property having an assessed value of \$7,239,000 from the District's tax rolls (Whitener Committee hearings, p. 94), causing the loss of a quarter of a million dollars in property taxes annually, not to speak of the income and sales taxes that would be lost.

Last year, the Highway Department estimated the entire Center Leg including the portion north of New York Avenue, would destroy 830 dwelling units (1963 Whitener Committee hearings). Because such Highway Department estimates are notoriously unreliable, a separate check has been made using block-by-block Census figures for 1960. They indicate that between Constitution Avenue and P Street where Interchange A would begin, 951 dwelling units housing 2,581 persons would be destroyed.

According to the 1960 census, two-thirds of these dwelling units were in sound condition. About two-thirds of them were occupied by non-whites.

The price in human terms is not to be understood solely by reference to figures, however. What is this strip through the middle of the Federal City that would be bulldozed by the Center Leg?

Even before the Highway Department conceived of a Center Leg Freeway, this was an area in transition. Walking

through the area today, one sees many reminiscences of this area as a primary residential area close to Capitol Hill and Downtown. In some places only the bricked sidewalks and shaded streets remain, but in other sections the streets are still lined with Federal and Victorian row houses, some of them obviously once fashionable town houses with walled gardens and carriage stables.

In the present century, lacking any coherent plan, these blocks have been subjected to differing pressures. At the southern end new office buildings have risen --the Standard Oil or Esso building on Constitution Avenue, the eight-story McShain Building between C and Indiana. Elsewhere in the blocks to be condemned, printers, trade unions, and newsreel studios have built new offices. Although the residential character of the area has changed and in many respects deteriorated, there are also many evidences of development for this use. On Massachusetts, between Second and Third Streets, stands an attractive high-rise apartment building, erected in the late 1920's. Churches abound in the area, including the new Bible Way Church between L and New York, built in 1946. Seaton Elementary School, between H and I Streets, is still very much in use, although built in 1871.

Whether or not the commercial and the residential would ultimately blend in this area will never be known, for now it is all to be wiped out. Already the area has suffered

from the ugly intrusions of the motor vehicle --asphalt parking lots and gasoline stations abound where once there were row houses. Further development came to a virtual halt seven years ago when the Highway Department announced its plan for a Center Leg Freeway in this location. The recent departure of the restaurant, the Place Where Louie Dwells, is symptomatic of the life and vitality being drained from this doomed stretch of the center city.

This Center Leg area offered the Highway Department a golden opportunity to demonstrate creativeness in its planning. After seven years of planning, however, it has produced a complete dud.

In the area between Constitution and New York Avenues, the Highway Department proposes to take the homes of almost 2,000 people, plus one school, five or six churches, several new office buildings, and numerous small shops and restaurants. It offers nothing in return except a deep ditch.

What happened to all of the rosy promises of the Highway Director? In the past, Mr. Aitken has insisted that his future plans should not be judged by such atrocities as the Whitehurst Freeway and Southwest Freeway. The public was promised that in the future the Highway Department would take a new approach, giving careful attention to economic, sociological and aesthetic considerations.

In 1961, Congress gave the Highway Department the

tools it needed in authorizing use of aerial rights over freeways. In November 1961, Rex Whitton, Administrator of the Public Roads, announced that this new authority would permit cities to use valuable air space over freeways for residential and commercial development, replenishing cities' losses of tax producing property. By May of 1962, implementing regulations had been issued by the Bureau of Public Roads. Secretary of Commerce Luther H. Hodges announced that the new regulations "could be a boon to cities plagued by urban sprawl and loss of property taxes from land taken for freeways." His press release (G 62-89, May 15, 1962) added that:

"Over-the-highway construction would allow urban planners to make full and free use of available land in congested city centers. Desirable population densities could be achieved, and adjacent land be freed for parks and other public facilities."

The regulations also permitted complete tunneling of freeways when adequate tunnel ventilation is provided.

Through a newspaper interview in May 1962, Mr. Aitken gave assurances that this tunneling authority would be a "significant part" of his planning for the remaining sections of the Inner Loop. ("Aitken Suggests Use of Tunnels for Inner Loop," Washington Post, May 20, 1962, page B-1.) In late July 1962, Victor J. Orsinger, owner of the Esso Building, advanced specific plans for such a tunnel beneath a proposed new office

building between Constitution Avenue and Indiana Avenue.

Now, after many months of waiting, what does the Highway Department propose in the way of tunneling and use of aerial rights to substitute for the residential and commercial property it is condemning? Absolutely nothing. The only aerial use it apparently has studied would be a monument to motor vehicles -- a bus terminal topped by five levels of parking for 4,000 automobiles. But for the homes, businesses, churches displaced, absolutely nothing.

The Center Leg proposal before you represents a shocking failure in highway planning. After years of promises, we find that such promises have meant nothing.

In highway planning, as in transit planning, Washington should be the leader. Instead, it is the foot-dragger. Particularly in the heart of the Federal City, much more is needed than the bulldozer. The Center Leg should be a forward step in city-building; instead, it is just one more example of city destruction.

Any suggestion by the NCTA that rail transit should be in open ditches in the Federal City would be laughed out of court. This should be the same fate of the Center Leg proposal before you. Fifty years ago planners hailed putting the railroad tracks underground from Union Station to Southwest Washington; common sense dictates that this be the solution for the Center Leg Freeway, too. San Francisco is planning a two-

mile tunnel freeway; certainly Washington can do as well.

We have the expert planners, and the Highway Department knows their telephone numbers. But it is up to you, as District Commissioners, to compel action and not accept promises.

Many agencies are, or should be, concerned with plans for the proper development of surface land use above the Center Leg Freeway. It cuts through the area in which Downtown Progress is concerned. It also borders Northwest Urban Renewal Area No. 1 as proposed by the Redevelopment Land Agency and the National Capital Planning Commission. Properly planned development of the land above the Center Leg should be carefully coordinated with both of these urban renewal efforts.

Thank you very much.

COMMISSIONER TOBRINER: Thank you.

Mr. Harold Wirth here? Mr. Wirth, the Transportation Committee, Washington Board of Trade.

HAROLD E. WIRTH

Metropolitan Washington Board of Trade

MR. WIRTH: Good morning Gentlemen. My name is Harold E. Wirth, and I am here representing the Metropolitan Washington Board of Trade. I have been authorized by the Board of Trade to strongly recommend to you the immediate release of proposals for contracts to complete all portions of both the South Leg and the Center Leg of the Inner Loop.

After months of serious study, the Metropolitan

Washington Board of Trade urges that all of those portions of the proposed freeway system which have been committed should proceed. It also hopes that an early determination be made as to the exact location of the proposed Inner Loop East Leg west of the Anacostia River, and strongly recommends the construction of the Three Sisters Bridge, the Potomac Freeway, and other connecting freeways.

The Urban Land Institute studies indicate that by 1980, 79 per cent of the population of the United States will be urban. Bureau of Public Roads figures show where urban motor travel has increased faster than urban population between 1950 and 1960. Urban population has increased by 18 per cent whereas urban motor vehicle miles per urban resident have increased 21 per cent in this period. The trend, of course, is expected to continue.

According to the Census Bureau, from 1960 to 1980, United States population will increase 39 per cent. In this same period, motor truck registrations will be 61 per cent greater than they were in 1960 and automobile registrations will increase 64 per cent. There will be an 85 per cent increase in motor vehicle travel miles which is even more significant. Three-fourths of this future growth in motor vehicle travel will be in urban areas, such as Washington. The last Metropolitan Transportation Studies in Washington were made in 1955. These studies indicated a population increase of 87 per cent by 1980,

but concurrently predicted a daily motor travel mileage increase in the same period of 177 per cent. The Board of Trade believes these estimates will be exceeded by a considerable margin.

Between 7:00 and 9:00 a.m. and between 4:00 and 6:30 p.m., the peak of this traffic volume will be passing through the downtown area of Washington to be served by the Inner Loop.

With such increases in traffic being forecast, it is essential that these two vital areas and the remaining sections of the Inner Loop be constructed immediately in order to divert traffic from streets now adjoining the Inner Loop freeway so as to avoid traffic chaos. The Chicago Area Transportation Study showed that six major streets parallel to the Oak Park Section of the Congress Street Expressway experienced a reduction in traffic of from 116,700 vehicles per day before construction to 64,400, lasting as long as three years after completion of the Expressway. The Los Angeles City Traffic Department has shown where major streets parallel to the Hollywood, San Bernardino, Santa Ana and Harbor Freeways showed a reduction of from 142,000 vehicles per day to 74,000 after completion of these freeways.

Construction of the Center and South Legs and eventually the complete Inner Loop permits more efficient peak hour driving.

As population increases in urban areas, a greater percentage of daily automobile trips are destined for non-downtown areas. The completion of the Center and South Legs of the Inner Loop will make it possible for traffic with destinations other

than the downtown shopping area to proceed over these freeway routes preventing interference with traffic destined specifically for the shopping areas. By making it easier for the motorist to shop downtown by car, general business in the central shopping area should be considerably improved since many people in the suburban areas refuse to come into congested central shopping areas for their requirements.

Since Washington belongs to the Nation as a whole we have an obligation to the thousands of visitors to their Nation's Capitol who come here each year. The Center Leg of the Inner Loop will be particularly advantageous to these citizens who wish to visit the Capitol Building, the Supreme Court, the Congressional and Shakespearian Libraries and to see their Senators and Representatives.

It will be of very special assistance to members of Congress who wish to drive to their offices from their homes in the Metropolitan area, or directly to or from their constituencies.

The Congressional attitude is reflected in the House of Representatives Report #499 accompanying H. R. 7431, 88th Congress, 1st Session which states as follows, and I quote:

"In order to meet the tremendous day-to-day growth of traffic in Washington, we must carry the highway program along..... The Highway program in the District of Columbia, with emphasis on the interstate system, is one of the major long-established activities of the District Government. Congress has followed a

deliberate and positive course with reference to the interstate system. A procedure for designation of the system was established first in the enactment of legislation in 1944; and after years of painstaking analyses of trends of engineering and economic facts, it enacted the Federal Highway Act and the Highway Revenue Act of 1956, which authorized appropriations and levied taxes to construct the interstate system. From time to time various amendments have been added to the basic legislation but Congress has insisted on its original policy that this nation including the District of Columbia shall have an interstate system. In order to have such a system it must be continuous and to be acceptable under the law it must be properly designated. The interstate highway system will prove to be one of the most substantial and meritorious public works programs ever undertaken by this country. This program is equally important to the District of Columbia."

Backing up this statement, the Committee on Appropriations recommended capital outlay funds of \$3,547,000 to the 88th Congress including \$1,294,000 for the Center Leg,

The Center Leg must be under contract immediately in order to offset other building applications which naturally occur in growing communities such as Washington and which could possibly effect devastating delays to our entire planned freeway system. This is also essential to the implementation of the Action Plan prepared by the National Capital Downtown

Committee.

All urban transportation studies made in recent years have strengthened the conclusion that the modern urban freeway is the logical and economical response to changing patterns of Metropolitan travel, and to the desire of our people for increasing personal mobility in both their work-travel and their leisure-time travel.

The Center Leg of the Inner Loop is a multi-purpose roadway. It effectively serves the needs of the increasing automobile, motor truck and bus trips within our expanding Metropolitan Area. Both the Center and South Legs provide a basis for a highly flexible system of express-bus public transit.

It is our recommendation that proposals leading to contracts for the immediate construction of these two vital Legs of the Inner Loop be issued without further delay.

Gentlemen I should like to add a personal note to my prepared remarks if I may. Is that agreeable?

COMMISSIONER TOBRINER: Yes.

MR. WIRTH: I would like to compliment the Director of the Park Service for his forthright planning and his suggestion that you approve the South Leg. I do believe, though, that in the interest of National defense that the National Park service will wish to take into consideration the fact that their bridge heights should be at least equal to those recommended by the Bureau of Public Roads for the interstate system. Whether they

want to use --let trucks use the South Leg or not is a moot question. I have no conflict with their attitude there, but from a standpoint of what might one day be a battle of Washington, and in effect, a battle of democracy in the United States; military equipment must get through in the easiest and quickest way possible. I am certain the National Park Service would not want to be responsible for military equipment not being able to get through and many pieces of military equipment cannot pass under their present bridge heights.

Thank you, gentlemen.

COMMISSIONER TOBRINER: Thank you.

Mr. Jack Kogok, of Kem Builders.

MR. KOGOK: Sir, I think in the interest of time, what I was going to say has already been taken up.

COMMISSIONER TOBRINER: Very well.

MR. KOGOK: Thank you very much for the opportunity.

COMMISSIONER DUNCAN: You favor the proposal?

MR. KOGOK: I favor the proposal.

COMMISSIONER TOBRINER: Mr. Joseph Amato, the Mid-Town Businessmen's Association.

MR. BASS: Mr. Amato was unable to attend. He signed that statement; however he asked me to substitute for him.

COMMISSIONER TOBRINER: Very well, if you care to read it, otherwise we will incorporate it in the record.

DAVID BASS

Mid-Town Businessmen's Association

MR. BASS: My name is David Bass of the Mid-Town Businessmen's Association.

D. C. Commissioners, District of Columbia; our association, The Midtown Business Association covers the area bounded by North Capitol Street, on the East, Fourteenth Street on the West, Massachusetts Avenue on the South and Florida Avenue on the North.

Our association would like to express opposition to the building of all freeways within the city limits of the District of Columbia as we feel it is too disruptive to the business and residential community causing untold relocation hardships on business and residents.

These freeways are also reflected in the city's economy. The city of Washington must be ever mindful of its own economy and must guard against removing not only taxable real estate forever from its rolls, but residents and business as well.

We need only point to what has occurred, the flight to the Suburbs by local business and residents, since Southwest has been redeveloped. Many uprooted southwest businesses when confronted with a relocation decision found it advantageous to relocate outside of Washington. This type of decision now may be even moreso with the development of the Beltway.

This resulted in losses to the city in Taxes, such as

truck and car licensing fees, excise or sales taxes on cars and trucks when purchased, business income taxes, D.C. U.C. Tax, personal property taxes, et cetera.

Washington, a city surrounded by two states, stands to lose, economically speaking, whenever freeways are built within its boundaries. This will enable commuters to easily commute back and forth to work, but we think Washington businessmen will be hurt considerably by less business through isolation.

In conclusion, we feel that a system of rapid transit and subways, if properly developed, would accomplish much more and disturb much less.

Thank you.

COMMISSIONER TOBRINER: Thank you, Mr. Bass.

We have one more statement. Mr. John H. Baumgartner hear.

JOHN H. BAUMGARTNER, Attorney

MR. BAUMGARTNER: Mr. President, members of the Board of Commissioners, my name is J. Hampton Baumgartner of the firm of Wilkes and Ardis in the Tower Building. I appear here representing two clients. The first is the Third and E Joint Venture on the east side of Third Street between E and F Streets. I can give you the lots and squares, but that is not important. The second is John McShain, Inc.

We may at a later date, wish to put in, as you have suggested, a statement on behalf of Mr. McShain who arrived back

in the country today.

We are not appearing in attempt to hold back progress. Generally, we favor highway programs, particularly if there is a place for both them and the rapid transit program. We are not in a position, either, asking you put this project on someone else's property. We just want to call to your attention, certain points we believe have not been considered in the program with regard to the Center Leg.

We are not going to speak at all about the South Leg. We will give a few suggestions of how we believe that can be cured.

First, I wish to take up the problems of the Third and E Joint Venture. The Third and E Joint Venture is a group of local businessmen who have gone so far with plans for their building they cannot turn back. They have made base decisions to go ahead and build a ten-story office building.

I have here with me here today, Mr. Lee Rubenstein and we will show you, briefly, what is planned.

COMMISSIONER TOBRINER: Speak louder.

MR. BAUMGARTNER: They have planned a ten-story apartment house building which will cost \$2,800,000.00 They have working drawings. They have filed their plans with the District. They have their excavation permit. They have-- nearly ready to take their building plans out of the District. They have their financing which they will settle for, this

week. They have spent in the neighborhood of fifty to sixty thousand dollars on their plans and their drawings in their efforts to day. After all of this had been done, they received a letter from Mr. Aitken telling them they were in the path of the proposed Center Leg and urging them to delay building.

They have reached the point where they could not stop and they wish to let the District Commissioners know it is their plan to go ahead and build their apartment house in this area midway between E and F on the east side of Third Street.

They had inquired some six or eight months ago and were told there were not funds yet for the District to plan this Center Leg Highway.

Now, I have made a certain preliminary survey of this area and the cost of acquisition. In 1955 the Deleuw Catler Survey recommended two alternate routes to avoid the problem I am here discussing with you today. We realize the area between the United States Courthouse and the Esso Standard Oil Building is very narrow. Deleuw Catler suggested one alternate by curving the building to the east and go around in the area which has now been blocked by the erection of the Monumental Carpenter's Building at Louisiana and Constitution Avenue. But he also in both plans suggested that you avoid the McShain Building.

We would suggest that if the plan were--for the Center Leg, were to go up in the block between Second and Third Street as suggested by the Highway Department the cost of acquisition

of the major abnormally large properties that occur in that area; we estimate at \$15,155,000.00 above the cost of just acquisition of normal land or land with parking lots or houses upon it, or one-story, two-story buildings. This estimate is arrived at very conservatively from two and a half times the assessment of the abnormal, large buildings that exist in that area, assessed alone at \$6,057,000.00.

Now, I know from my experience in condemnation work, which I do most of my work in, that the cost of acquisition is normally somewhere between two and three times the assessed valuation. I could not get all these properties appraised, so I hit upon two and a half times the assessment as a figure to give to you here today. If you go up on the other side of the street, then it's between Third and Fourth Street --there are not nearly as many large structures to be condemned and the cost of acquisition of those structures is \$2,305,000.00 based on assessed valuation of \$925,000.00.

Therefore, if the plan were shifted to the west, the District would save acquisition costs, approximately \$12,850,000.

Now the argument the Highway Department staff gives me is that they need this extra wide strip to offset the costs of the ramps and access roadways and that the cost of construction would be more costly on the west side and would offset this additional cost of acquisition.

I do not believe that that is true. I do not also

think that the church groups and other groups that own these larger buildings particularly know what is planned and what is going to happen.

The special purpose buildings such as churches are just too expensive to condemn. They are carried as tax exempt and the tax assessment on them just for record purposes is very low. There are instances two or three churches here, such as the Bible Way Church, even on the figures I have there, the entire plant there is assessed at \$200,000.00. I have put it down at a half a million. That couldn't possibly be acquired for that half a million dollars.

There is another one over on the other side I have to take off that. Ofcourse the Trinity Lutheran Church recently rebuilt their plant. That is carried at \$30,000.00 and two and a half times that is \$75,000.00. It's much too large to condemn. It's a very, large plant.

Turning to the problem of John McShain. John McShain, Inc. has the largest single structure in the route --the line of this proposed right-of-way; Indiana Avenue, Third Street and C Street.

It was completed about twelve years ago and rented in its entirety to the United States Government now and has been ever since it is constructed. It is an eight-story building with basement, penthouse and contains 133,000 gross floor area space--

presently assessed at \$1,626,000.00. If they recovered only two and a half times that building it will cost the District alone to acquire his property, \$4,065,000.00. More, probably it is going to cost about six million dollars to acquire his building.

As I mentioned before Deleuw Catler recommended you avoid that building in both instances in his two alternate plans for this area.

Now, the building of Mr. Orsinger, the Standard Oil Esso Building and McShain Building, alone, will run the District between six and three quarters and eight and a half million dollars. So, what do we suggest to get around this?

I don't come here without some suggestion. I suggest that through that area and up until you reach the Holy Rosary Church, this roadway, the Center Leg --we can't basically oppose progress --that it be kept in the bed of Third Street to clear these buildings..

With the --outer loop highway, Anacostia Freeway, and so forth, the trucks will no longer need this particular road.

Now, many cities have put these major highways, interstate highways in the bed of existing streets. In this area you have a distance of 240 feet, building line to building line, to work that highway between those two buildings and that would allow you, I believe, the eight-lane highway you have discussed, with probably some type of surface road on either side such as you have on DuPont Circle, Washington Circle, and

so forth. This way you would avoid McShain Building, the Esso Building, Third and E Joint Venture, Dairyman's Union, Catholic Church and that alone would save the District of Columbia eleven million dollars in the cost of construction of this project using two and a half times the assessment.

Now, the roadway has to be depressed anyway to pass under Indiana Avenue and under several of those other streets; Constitution Avenue, and we do not see why it could not go in the existing roadway.

I can't furnish you details of all the value of all these various buildings that run up through that area. In giving these figures I have given you only the larger and major buildings, standing in the path of this particular freeway.

You realize you cannot take down the Municipal Center or Courthouse to get through there, but we suggest that through that area you travel in the bed of Indiana Avenue--rather, of Third Street.

COMMISSIONER TOBRINER: You may submit any additional data you desire. Thank you very much.

Now, is Bishop Smallwood Williams here?

We will hear from him because he has an engagement.

Go right ahead.

BISHOP SMALLWOOD E. WILLIAMS

Bible Way Church

BISHOP WILLIAMS : Mr. Chairman and Members of the

Board of Commissioners, I am Bishop Smallwood E. Williams, presiding Bishop of the Bible Way Church of Our Lord Jesus Christ World Wide. In my official capacity as chairman of the board of eight Bishops and three hundred or more churches, I have been requested to appear before you to strongly insist upon the two following recommendations:

1. I wish to call your attention to the fact that we believe it is in the highest public interest that the present location of the Bible Way Church, 1130 New Jersey Avenue, N.W. shall remain undisturbed between L and New York Avenue, N. W.

About thirty-seven years ago, we pitched a tent, without adequate funds, on a weed covered vacant lot, littered with tin cans, broken bottles, and debris; and from this humble beginning, founded the Bible Way Church in a depressed neighborhood among underprivileged people. From this tent, this church has progressed to a temple of worship and service, not only to this community and city, but to the world. We have invested in excess of a million dollars in an area in the second precinct, where it was and is most urgently needed. This church is considered one of the greatest spiritual and moral assets of the community. Its value cannot be estimated. As a deterrent to crime and juvenile delinquency, as inspiration to social stability of the homes and families of this area, the unduplicated facilities of this church are needed so urgently that it would be a moral tragedy to destroy them,

We have a membership of over five thousand; more than six thousand worship at Bible Way Church each Sunday and hundreds each week, as our church is an every-day institution. Our church supports a social service program of emergency relief including a social service store, the Golden Rule Shop, 1541-1539 Seventh Street Northwest, a fifty-acre summer camp at Deale, Maryland, an air-conditioned day care nursery to accomodate fifty children for working mothers, a large gymnasium for our youth recreation, ten religious education rooms, reading library of more than 500 volumes, lounge and dining room, close circuit television for over-flow crowds, sanctuary seating approximately 2,000, including the balcony, and six church offices.

About four months ago we dedicated our new addition costing approximately four hundred thousand dollars. The entire building is air conditioned. In addition, at the corner of Third and L Streets in the same block, we have the Bible Way Training School for the purpose of training young preachers and Sunday School Workers, and social missionaries, and at 1132 New Jersey Avenue, Northwest next door to the church is the headquarter executive offices for the denominations. Therefore, we believe these facilities are in the public interest and should not be disturbed.

In addition to the public interest, there is another interest that is of the highest spiritual value. The Bible Way Church, 1130 New Jersey Avenue, is a shrine of national interest. Bishops of our denomination are consecrated here and

our clergy ordained in this sanctuary. It is the mother church of our denomination. We, therefore, request and respectfully demand for it, the same consideration and appreciation that has been granted to others notably, the St. Dominic in Southwest and St. Marys on Fifth Street Northwest, as classic examples.

We therefore, more strongly and strenuously urge that the D. C. Highway Department develop plans and route of the North Leg of the Inner Loop so that the Bible Way Church and its usefulness be not destroyed to this community and city.

Now, Mr. Chairman, in the interests of time, I wish to say, in reference to the second matter, that we highly recommend that this Board will see to it that adequate housing will be provided before one bulldozer or steam shovel demolishes any houses in this area.

We challenge the figures that the Highway Commissioner-- Highway Department has furnished as to the number of residents and homes in this area. We believe that there are more, and since this Board hasn't as yet issued under your discrimination, a housing order, I feel like it's most imperative you will rise to the same heights that you did some time ago in consideration of the homes of the people in Northeast Washington.

As long as incidents such as happened in Pennsylvania-- and I regretfully submit, Mr. Chairman, that it could happen in our suburbs--because they are still closed to our people, for homes. They look upon the bulldozers as the people in Europe

looked upon the Panser Tanks demolishing their homes and, therefore, Mr. Chairman, we thank you very much for your consideration and I do hope that you will find it possible to comply with our request.

COMMISSIONER TOBRINER: Thank you very much.

JOSEPH L. ROWE, JR.

MR. ROWE: Mr. Chairman, Members of the Board of Commissioners, my name is Joseph L. Rowe, Jr. I appear here today in support of Bishop Williams' plea that his church not be demolished as a part of this project.

Before stating my feelings on this subject, I would like to put it a little bit this way. First, I'd like to congratulate the Commissioners on the magnificent job the District of Columbia did last week over the march on Washington. I think that of all the things I have seen in my time in Washington, the march was the greatest and the Commissioners contributed to this in a magnificent fashion. I would most respectfully urge that the same spirit of--we can do the job--be applied to the very difficult day to day problem of road building and when I heard Mr. Craig, an admitted expert, call the Center Leg a parody on planning, I became very concerned about the fact that it does seem to me that the District of Columbia Government can rise to the occasion but that very often --and I believe in this instance, it has failed to do so.

Now, I have been in the pulpit of the Bible Way Church

and it is a most beautiful and wonderful church, and the thought that this should be torn down if there is any possible alternative is a very saddening thought and my authority for the fact that there is an alternative is a man named Aitken.

I have in my hand a clipping from the Washington Post dated September 24, 1960, when Mr. Aitken said that his preference for the Center Leg was a corridor between Third and Fourth Streets which would fully protect the Bible Way Church and a number of the other edifices about which there was testimony this morning.

I don't know whether this is really a parody on planning as Mr. Craig has said, but if you look at the map the Commissioners have sent out with the notice, at least, you can say the whole Center Leg looks as though it is aimed at the heart of the Bible Way Church. It looks like there is a gun being shot at the Bible Way Church.

Now, it's not only Mr. Aitken who says there is an alternative, but the National Capital Transit Agency has said there is an alternative. The NCTA has an alternative route which does protect the Bible Way Church.

Between Mr. Aitken's previous views on this subject and the NCTA's point of view, we would most strongly and respectfully hope we can avoid this terrible destruction.

I would also like to mention the fact that last year Bishop Williams and I met with General Clark. I believe it was in Commissioner Duncan's office. I am not certain of this,

but that is a recollection of mine. We tried to get General Clark to tell us whether this was what was going to happen here. We couldn't get a commitment any way out of General Clark, whether this road was going there or whether it wasn't.

As a result Bishop Williams asked me what I would do in his shoes under these circumstances. I said the thing I would do is go ahead and build and fight it and I admire him for both of the things he is doing here.

He has built. They have a magnificent new addition on their church and he is now determined to battle against this.

If there were no alternatives, then one might have to argue against the whole thing. Where there are alternatives, where Mr. Aitken had a different view before, where the NCTA has a different view; we most respectfully urge you not turn out this --- out of this wonderful religious institution doing so much with the youth of this underprivileged area --out of their home.

COMMISSIONER TOBRINER: Mr. Emil A. Press here?

EMIL A. PRESS

Department of Sanitary Engineering

District of Columbia

MR. PRESS: I am Emil A. Press, from the Department of Sanitary Engineering of the District of Columbia Government. I just want to call attention to our interest in the portion of the Inner Loop in the neighborhood of the Lincoln Memorial.

Several years ago, the District started work on what

we call Project "C" which is the big sewer program to clean up the pollution in the Potomac River. It is scheduled to go in operation in 1966.

At the rate we have been getting money from Congress we are on schedule. However, to complete the loop --to put it in service, we have to have the entire line completed and while there is agreement among the Park people, the Highway people and Sanitary engineering, that the sewer should go in the same contract as the underpass in the Lincoln Memorial area, that agreement was reached approximately two or two and a half years ago and we haven't moved since.

So, we are urging that something be done to get that underway so that we can get the sewer started and finished by the scheduled date of '66.

COMMISSIONER TOBRINER: Thank you very much.

Are there any other speakers who desire to be heard?

MRS. CLEGG: Mr. Commissioner --

COMMISSIONER TOBRINER: Yes, be seated. Give your name, please.

MRS. CLEGG: Thank you.

MRS. CHARLES M. CLEGG

MRS. CLEGG: My name is Mrs. Charles M. Clegg, 1412 27th Street, Northwest. I am a legal resident of the District of Columbia and have for many years taken an active part in zoning and preservation activities of volunteer, non-profit

citizen associations. I am Chairman of a newly formed Committee on Historic Monuments in the Federation of Citizens Associations of D. C. where for the fourth year I represent the Georgetown Citizens Association.

I am here today in opposition to the plan disguised as the Center Leg of the Inner Loop which is really a plan to bring the Maine to Florida coastal highway Route 95 through the historic beautiful heart of Washington between Massachusetts Avenue and Independence Avenue and between Second and Fourth Streets, Northwest.

I have a personal responsibility to submit to you evidence I have gathered last week indicating the Trucking Industry will be the principal and perhaps only beneficiary of the plan to make the Center Leg of the Inner Loop an integral, participating part of the interstate highway system. No amount of money from the Federal gas tax could possibly compensate the Nation's Capital for the loss inflicted upon the setting of the Capitol Building, Judiciary Square, and the unsurpassed vista along the Mall which has been so carefully and expensively developed, should the Mall which has been so carefully and expensively developed, should this nefarious, selfish plan be effected.

The highway commercial users' argument that Route 95 must run West of the Capitol between Second and Fourth Streets Northwest and Massachusetts and Independence Avenues is based on dishonest, selfish, arrogant reasoning.

Interstate trucks delivering food or merchandise to Washington can be routed to their warehouses or distributing points via the radial streets and avenues from the Capital Beltway. There are no such discharge points in the vicinity of the Mall either East or West of the Capitol.

The Yellow Pages of the metropolitan telephone book issued May 1963 illustrate the use the trucking industry will make of Route 95 in direct competition with rail carriers and with normal family travel by automobile, typified by the ad line: "Serving the Atlantic Coast from Maine to Florida."

The proposal to make the Center Leg of the Inner Loop an integral part of the interstate highway system is a proposal directed against the comfort and ease of family and business automobile travel. Nothing is more annoying and frustrating than driving an automobile on a road infested with trucks. The mounting toll of accidents and deaths on the highways shared by trucks and automobiles suggests a contributing cause may be this frustration which briefly or for long periods weakens the automobile driver's concentration and slows his reflexes and warps his judgment.

Nevertheless, the trucking industry estimates a fifty per cent increase in total truck traffic by 1975 from 1963 as a direct result of the completion of Route 95 and the other so-called "Defense" highways, I was told by a statistician at the District of Columbia Trucking Association.

The Trucking Association statistician said he could not give out figures on the amount or the type of tonnage discharged in Washington. However, he said there are presently 13,000,000 trucks operating on interstate highways, of which number about 1,000,000 are the largest type. The largest trucks, he said, have a tonnage of 36 tons and are fifty feet long and 12½ feet high.

The Trucking Association statistician said all types of trucks will use Route 95, including, if it is built, the section between Massachusetts and Independence Avenues and Second and Fourth Streets Northwest. He also told me the Trucking Industry pays approximately one-third of the total Federal highway users' taxes.

It is your decision whether this gas tax paid gives the Trucking Industry the right to destroy the beauty and dignity of the Nation's Capital. I urge you to reject the plan to make the Center Leg of the Inner Loop part of the interstate highway system. Thank you.

COMMISSIONER TOBRINER: Two more witnesses, then we have to conclude.

PHIL A DOYLE, Executive Director
Redevelopment Land Agency, D.C.

MR. DOYLE: Mr. Chairman, members of the Board of Commissioners, as a relatively minor matter, I would like to bring to your attention, we haven't had time to confer with

the Highway Department to find out whether this would be in the public interest, but two of our sites would be adversely affected by some ramps which are not shown, I guess, on the maps, before you.

One is the very important site which we call the Portal Site which Mr. Driver can point out to you on the map, there providing a ramp Fourteenth Street around the railroad giving access to the Northwest. Another one is at Ninth and Maine just west of the Robinson Junior Highschool. That site as I understand it, would be virtually totally destroyed by a couple of roadways through it. This would involve, if it's approved in this form, a change in the Redevelopment Plan for Area C and would cause considerable difficulty for us in carrying out this project since our plans are well advanced for both of these sites.

Now, I'm not commenting, because I haven't had time to study it or find out really whether it is in the public interest to disturb this project, but I do know it would. Thank you.

COMMISSIONER TOBRINER: The gentleman back there.

ALLAN HENRY

MR. HENRY: Gentlemen, Mr. Commissioner, my name is Allan Henry. I live over in Arlington. I don't mean to be butting in here on the D.C. matter. I came mainly to listen.

However, in view of the fact I see here the Federal

City Council has filed a letter to be filed and statement made by the Washington Board of Trade representative a little while ago including mention of the Three Sisters Bridge; I would like to file for the record, statements that Arlingtonians for Preservation of the Palisades --I am an officer of that organization --has filed with the Appropriation Committees to the Senators and House of Representatives.

If I may do that I would appreciate it.

I would like to say I am a native Washingtonian living in D. C. forty years and working with Charles H. Tompkins Co. I am now co-executive of the Riggs Bank on the Estates of Mr. Charles H. Tompkins and his wife Lida. Those estates, among their assets are many real estate holdings of the District of Columbia and in Arlington County; so my personal position is, I have personal interest in both areas.

Thank you very much.

COMMISSIONER: Thank you very much. This statement will be made part of the record.

ARLINGTONIANS FOR PRESERVATION OF THE PALISADES

Post Office Box 335

Arlington 10, Virginia 22210

TO MEMBERS OF THE APPROPRIATIONS COMMITTEES

OF THE SENATE AND HOUSE OF REPRESENTATIVES

Opposition to Three Sisters Bridge

Highway officials apparently have paid little or

no attention to the intent of Congress, which set up the National Capital Transportation Agency after rejecting the District's Mass Transportation Survey Plan of 1959. In establishing the NCTA, Congress stated:

'It is becoming increasingly evident that any attempt to meet the area's transportation needs by highways and private automobiles alone will wreck the city; it will demolish residential neighborhoods, violate parks and playgrounds, desecrate the monumental portions of the Nation's Capital, and remove much valuable property from the tax rolls.'

"Yet the District Highway Department has redoubled its efforts in pressing for its accelerated 1959 plan, to which has been added a THREE SISTERS BRIDGE project as a key segment. As reported by the Whitener Subcommittee:

'The reasons given by the District Government for the acceleration of these projects are unimpressive in the light of the heretofore expressed intent of the Congress in enacting the NCTA legislation. Basically, they boil down to the fact that when additional Federal funds were unexpectedly made available, the District Commissioners decided to accelerate their highway program, upon the basis of questionable traffic projections, without the least consultation or coordination with, much less approval by, the National Capital Transportation Agency, or consideration of its plans, and in the belief --at least of the Highway Department --in an all-highway solution

to the transportation problems of the Nation's Capital, despite the fact that such a solution has been heretofore expressly rejected by the Congress.....'

"Even before the report of the National Capital Transportation Agency, we had long believed the Three Sisters Project to be unnecessary. The report of that Agency, as well as the report of the Committee of 100 on the Federal City (the oldest planning agency in the Nation's Capital), and the Special Subcommittee on Traffic, Streets, and Highways (87th Congress, 2nd Session), chaired by Congressman Basil L. Whitener, which outlines a coordinated and balanced highway-mass rapid transit system, all go to prove that our opposition has merit and that the bridge is unnecessary. If the old 14th Street Bridge were restored as provided for in bills (H.R. 6744) introduced by Congressman Joel T. Broyhill of Virginia, and (S. 1748) introduced by Senator Randolph of West Virginia, an additional river crossing for all types of motor vehicles would be provided for the Interstate System at minimum cost to the taxpayers. There is already the nearly completed Theodore Roosevelt Bridge, and there are other alternatives for a truck crossing over the Potomac River, among them being the remodelling of Key Bridge.

What Price to Arlington?

District Highway Officials have shown no concern whatsoever for the disastrous effects of a Three Sisters Bridge on

the Arlington Community. These officials have not considered:

1. The desecration of many acres of parklands; the ruination of the most beautiful portion of the Potomac gorge; the scarring of fine residential areas. We quote the opinion expressed by the Whitener subcommittee:

'Unfortunately, and sadly, it must be admitted, little or no heed has been paid to the adverse aesthetic effect of this whole highway program, gouging as it does into the beauty of our lovely Capital, nor to the attendant loss of parks and recreational areas in the Nation's first city.'

2. The removal of valuable land and homes from the tax rolls of Arlington County.

3. The downgrading of fine residential sections on either side of Lorcom Lane from Spout Run to Old Dominion Drive. It is inevitable that the residential cross streets of this area will become traffic feeders to Lorcom Lane, which cannot help but become a high-speed thoroughfare.

4. The cost to the state for land acquisition.

5. The cost of construction of a mammoth interchange at Spout Run and Lorcom Lane.

6. The cost of Interstate Route 266. In public testimony at the official hearing for the proposed Spur Route 266, the State Highway Engineer estimated the cost of the Route at \$3,670,000. As this Spur parallels, and therefore duplicates, the main Route 66, it can be readily understood

that the cost of \$3,670,000 becomes doubled. Presumably this cost does not recognize the cost of taking up, and therefore destroying, the value of the present Spout Run Corridor which is now being used by motorists.

When the additional costs of Items 4, 5, and 6 above are added by the District Highway Department to its estimated cost of the Three Sisters Bridge, we are bold enough to state that the total cost could come close to equalling the District's estimate of \$5,500,000 for the Bridge alone, or a total of near \$10,000,000 for the completed project.

We cannot attempt to place a DOLLAR SIGN on Items 1, 2, and 3, as these items are not susceptible to such a cold evaluation--the losses there being of the heart and mind in the taking of homes and the destroying of communities.

The Arlington County Board has unanimously endorsed the President's position that further commitments for Three Sisters Bridge should be deferred pending "a careful reexamination of the highway program ..."

We believe any appropriation for a Three Sisters Bridge before Congress has had an opportunity to evaluate the NCTA program, and the study recommended by the President has been completed and evaluated, would be premature; and, also as taxpayers, we oppose the unnecessary cost of this project. Therefore we urge the Appropriations Committees of the Senate and House of Representatives to continue to hold in abeyance

any project or use of funds respecting the proposed Three Sisters Bridge.

Respectfully submitted,

S/S Leslie Logan

President

STATEMENTS SUBMITTED TO BE MADE PART OF THE RECORD

August 21, 1963

Brig. Gen. Charles M. Duke

Engineer Commissioner

District Building

14th & E Streets N. W.

Dear General Duke:

With reference to the hearing scheduled by the District Commissioners for September 3 concerning the Center Leg of the proposed highway system, the Federal City Council decided at a meeting of its Steering Committee yesterday to urge that all available steps be taken to secure an immediate start on the Center Leg of the Inner Loop.

I know that you are familiar with the contents of our study and report on a balanced mass transportation system for the National Capital Region, as well as some of the Council's subsequent statements supporting a start on the proposed mass transit system and moving ahead with those elements of the highway program on which there is substantial agreement.

The Council is convinced that construction of the

Center Leg will be a key factor in the success of current, ambitious efforts to revitalize downtown Washington. The brief resolution adopted by the Council yesterday was as follows:

WHEREAS, the Council -- in its Transportation Study--has pointed out the vital urgency of the Center Leg to the success of Downtown revitalization, and recommended its construction along with other elements of the proposed highway system;

NOW, THEREFORE BE IT RESOLVED, that the Federal City Council endorses and wholeheartedly supports efforts to make an immediate start on the Center Leg, thereby tying Downtown directly into the interstate highway system, and further assuring its successful rejuvenation to full economic health.

We are hopeful that the hearing you plan to hold on September 3, will result in activities geared toward making a start on this exceptionally vital element of the District's highway system. If there is any way in which the Council can be helpful in furthering this matter, we would appreciate being advised.

Sincerely,

S/S Gordon Gray

President

* * *

SUPERINTENDENT OF SCHOOLS
Franklin Administration Building
Thirteenth & K Sts.N.W.
Washington, 5, D.C.

August 22, 1963

Mr. G. M. Thornett
Secretary
Board of Commissioners,D. C.
District Building
Washington, D. C.

Dear Mr. Thornett:

Reference is made to the announcement of a Public Hearing on portions of the Inner Loop.

The D. C. Public Schools are directly concerned with the portion of the Center Leg from New York Avenue, N. W. to the Southwest Freeway. As proposed, the Center-Leg right-of-way will take the entire site of the existing Seaton Elementary School. The Highway Department appropriation for the Center Leg should carry an item for the replacement of the school site and funds to replace the existing twelve (12) classrooms in the Seaton School.

We have asked for the Seaton Replacement construction and equipment funds in FY66. This will permit the completion of the Seaton Replacement in the fall of 1966. The Highway Department will be ready to demolish the present Seaton School

in the early months of 1967. Thus the FY66 timing for Seaton Replacement construction funds is correct and necessary.

Your interest in this matter is appreciated.

Sincerely yours,

S/S Carl F. Hansen

Superintendent of Schools

* * *

WASHINGTON GAS LIGHT COMPANY

1100 H Street, Northwest - Washington 5, D.C.

August 29 , 1963

Board of Commissioners
of the District of Columbia
District Building
14th and E Streets, N.W.
Washington 4, D.C.

Attention: Mr. G. M. Thornett, Secretary

Dear Sirs:

We refer to your Notice of August 13, 1963, of a Public Hearing to be held on September 3, 1963, at 10:00 A.m., to afford interested parties an opportunity to present their views with respect to the following highway improvements in the District of Columbia:

1. The South Leg of the Inner Loop from Constitution Avenue to a connection with the Southwest Freeway; and
2. The Center Leg of the Inner Loop from New York Avenue, N.W., to a connection with the Southwest Freeway.

We are particularly concerned over the construction of Item 2 above, as it will seriously disrupt our distribution facilities, including certain major facilities traversing the area. Presently, there are no provisions to reimburse utilities for costs of relocations and abandonments of facilities to accommodate Federal-Aid System Construction.

Congress recognized the predicament of public utilities and made provisions in the Federal-Aid Highway Act of 1956 for reimbursement to states (including the District of Columbia) which pay for utility facility closings out of the Highway Program.

The impact of the vast road construction in the District of Columbia is so extensive that the local utilities and ultimately the rate payers should not, in simple fairness, be required to bear the cost of the resulting relocations of utility properties.

Moreover, such adjustments are the result of highway improvement designed to facilitate vehicular movements. They are not changes designed for improvements of utility service, nor do they result from deterioration or ordinary obsolescence. Consequently, the cost of the necessary utility modifications are properly the cost of the Federal Aid Highway Improvement Program -- as recognized by Congress -- and should be borne by all those who benefit from them, not solely by utility users. This is particularly true with respect to expenditures for

utility modifications resulting from extensions of the Federal-Aid Systems in the District of Columbia, financed in the main by Federal taxes of which the citizens of the District of Columbia contribute their share. Yet, at present, the local utilities bear these costs and pass them along to such citizens in the rates charged for utility service, although, the same citizens will contribute to defrayment of utility adjustments in other states where participation in Federal-Aid Funds is taken advantage of.

As part of their business, utilities incur and accept the expected risk that their facilities may become inadequate, either through technological advances or normal depreciation or growth. They also accept the ordinary risk incident to their occupancy of public space, namely, that facilities located in streets and public ways may have to be relocated or otherwise adjusted within such streets to accommodate routine improvements or maintenance. This is not the case, however, when utilities are deprived of their use of a street in which their property is located and are told they must move out of it.

We sincerely believe that the construction of major highway facilities is of an extraordinary nature and cannot be considered as routine improvements. Rates authorized by regulatory agencies for utility service are determined with consideration for the normal risks of the business. The extensive changes being brought about by the Federal-Aid System Projects, of

which the above proposed project is one, are decidedly abnormal and extraordinary.

From time to time, we have expressed our convictions to the Board of Commissioners that when redevelopment or major highway construction necessitates the abandonment or the relocation of utility facilities, the cost of such relocation and abandonment and the depreciated value of an abandoned facility should be included as a part of the cost of the project and that the utility be reimbursed for such costs. To burden the customers with these costs, from which they receive no benefit, is unconscionable and we cannot, therefore, continue to do so.

This Company, Chesapeake and Potomac Telephone Company, and Potomac Electric Power Company submitted a bill to amend local statutes on 4/12/62, to the District of Columbia Committee, U. S. House of Representatives, to permit such payments. The Public Utilities Commission indicated its support of the bill. No action was taken, however. In the circumstances, we may have to submit our problem to the courts.

We respectfully request that this letter be accepted as a statement of the Company's position with respect to the proposed highway improvements in the District of Columbia and that it be made a part of the record of the above Hearing.

Very truly yours,

S/S W. Edward Gallagher

Attorney.

COMMISSIONER: Gentlemen, this will conclude the hearing at this time.

(Whereupon at 12:15 P.M. the hearing was concluded.)

