

# STENOGRAPHIC TRANSCRIPT

GOVERNMENT OF THE DISTRICT OF COLUMBIA

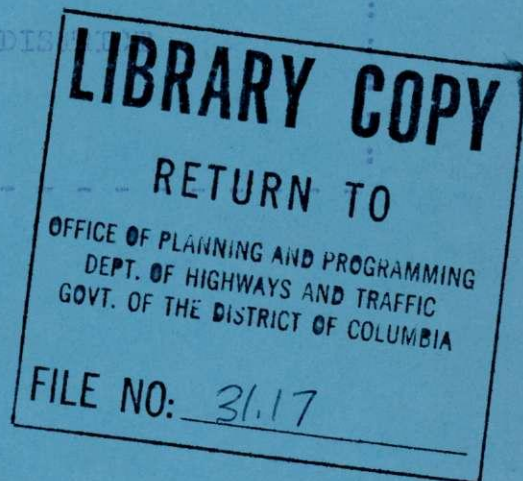
BOARD OF COMMISSIONERS

PUBLIC HEARING

PUBLIC HEARING ON PROPOSED HIGHWAY IMPROVEMENT

IN THE NORTHWEST SECTION OF THE DISTRICT

OF COLUMBIA,



DISTRICT BUILDING

WASHINGTON, D.C.

JANUARY 5, 1959

**ACE REPORTING COMPANY**

261 CONSTITUTION AVE., N. W.  
WASHINGTON 1, D. C.

**Official Reporters**

**MEtropolitan 8-4780**

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Government of the District of Columbia, Board of Commissioners,  
Public Hearing on Proposed Highway Improvement in the Northwest  
Section of the District of Columbia, Monday, January 5, 1959.

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District Department of Transportation  
55 M ST SE  
Washington D.C. 20003  
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GOVERNMENT OF THE DISTRICT OF COLUMBIA

BOARD OF COMMISSIONERS

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 PUBLIC HEARING ON PROPOSED HIGHWAY :  
 IMPROVEMENT IN THE NORTHWEST SECTION :  
 OF THE DISTRICT OF COLUMBIA. :  
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Board Room, District Building  
 14th and E Streets, Northwest  
 Washington, D. C.

Monday, January 5, 1959

The above-entitled matter came on for hearing, pursuant to notice, at 10:00 o'clock a.m.

BEFORE:

Robert E. McLaughlin, President, Board of  
 Commissioners.

A. C. Welling, Brigadier General, U. S. Army.

G. M. Thornett, Secretary.

PRESENT:

D. F. Antonelli, Jr., 1719 DeSales Street, N. W.,  
 Washington, D. C.

Harry R. Applegate, National Automobile Dealers  
 Association, 2000 K Street, N. W., Washington,  
 D. C.

J. Hampton Baumgartner, Jr., Wilkes & Artis, 500  
 Tower Building, Washington, D. C.



2ht

O. H. Beasley, Jr., Beasley & Beasley, Appraisers and Valuation Engineers, 1734 F Street, N. W., Washington, D. C.

Jack Berkman, NCHA, Lemon Building, Washington, D. C.

Leo W. Bernstein, 1369 Connecticut Avenue, Washington, D. C.

Mrs. Emer Ivan Blazo, 919 27th Street, N. W., Washington, D. C.

Lawrence N. Brandt, Brandt Investment Corporation, 3021 Orchard Lane, N. W., Washington, D. C.

Joseph A. Brown, 1250 24th Street, N. W., Washington, D. C.

Philip D. Brown, 1250 24th Street, N. W., Washington, D. C.

Charles A. Burmeister, Northwest Council of Citizens Associations, 4650 Broad Branch Road, N. W., Washington 8, D. C.

J. Godfrey Butler, D. C. Transit System, Inc., 3600 M Street, N. W., Washington, D. C.

Renah F. Camalier, Foggy Bottom Restoration Association, 1300 Connecticut Avenue, N. W., Washington, D. C.

Edmund O. Carl, Call Carl, Inc., 1250 24th Street, N. W., Washington, D. C.

Mrs. R. C. Cassell, Francis Junior High School, 24th and N Streets, N. W., Washington, D. C.

Samuel N. Catalano, 1440 Rhode Island Avenue, N. W., Washington, D. C.

Washington J. Cleveland, American Automobile Association (D. C. Division), 1712 G Street, N. W., Washington 6, D. C.

Samuel H. Cohen, Property at 930 26th Street, N. W., Washington, D. C., 1 Thomas Circle, N. W., Washington, D. C.

- A. S. Colclough, The George Washington University, Washington, D. C., 2003 G Street, N. W., Washington, D. C.
- G. Yates Cook, Federal City Council, 1404 New York Avenue, N. W., Washington, D. C.
- Arnold A. Dach, Sealtest Foods Division, Chestnut Farms Dairy, Mr. McCrae, Property Owner; 2535 Pennsylvania Avenue, N. W., Washington, D. C.
- Mrs. Alva Dawson, 2017 O Street, N. W., Washington, D. C.
- John D. Paul, representing John Clarkson, Consulting Engineer, 2000 P Street, N. W., Washington, D. C.
- Charles T. Duncan, Washington Urban League, 602 K Street, N. W., Washington, D. C.
- F. Wallace Driux, Potomac Plaza Corporation, 1832 M Street, N. W., Washington, D. C.
- Lois Northcott Floyd, Business and Professional Women's Foundation, 2012 Massachusetts Avenue, N. W., Washington 6, D. C.
- Edmund J. Flynn, Edmund J. Flynn Company, Washington Building, Washington, D. C.
- W. Edward Gallagher, Washington Gas Light Company, 1100 H Street, N. W., Washington, D. C.
- A. Gandy, Jr., Potomac Electric Power Co., 10th and E Streets, N. W., Washington, D. C.
- Henry Gichner, representing Fred S. Gichner, Fron Works, Inc., 1214 24th Street, N. W., Washington, D. C.
- I. B. Goad, D. C. Transit System, 3600 17th Street, N. W., Washington, D. C.
- Kingdon Gould, Jr., representing Mary T. Gould, Lloyd D. Yates, Self, and Parking Management, Inc., 1719 DeSales Street, N. W., Washington 6, D. C.



U. S. Grant, III, DuPont Circle Citizens Association, and the Cosmos Club, 1135 21st Street, N. W., Washington 6, D. C.

Harold Gray, Federation of Citizens Associations, 5050 Fulton Street, N. W., Washington, D. C.

Robert M. Gray, representing Mr. and Mrs. John D. Hartnett, 719 15th Street, N. W., Washington, D. C.

Carl F. Hansen, Public Schools, 13th and K Streets, N. W., Washington, D. C.

Rev. Vladimir E. Hartman, Council of Churches, National Capital Avenue, 1751 N Street, N. W., Washington, D. C.

Frances Powell Hill, Farms and Acreage, Inc., 1608 20th Street, N. W., Washington, D. C.

Charles H. Hillegeist, Tower Building, Washington, D. C.

Mrs. Harold B. Hinton, Progressive Citizens Association of Georgetown, 1425 34th Street, N. W., Washington, D. C.

Locke R. Humbert, Potomac Electric Power Company, 929 E. Street, N. W., Washington, D. C.

John R. Immer, Dupont Circle Citizens' Association, 1633 Connecticut Avenue, N. W., Washington, D. C.

E. R. Jacobsen, Jr., Sterling Laundry Company, 1021 27th Street, N. W., Washington, D. C.

George W. Johnson, Midway Civic Association, 1529 T Street, N. W., Washington, D. C.

Robert A. Kennedy, City Planning Committee, D. C. Federation of Citizens Associations, 3616 Bangor Street, S. E. Washington, D. C.

Arthur Keyes, Jr., AIA, Washington Building Congress, 1022 20th Street, N. W., Washington, D. C.

Edward F. Klavon, 809 22nd Street, N. W.,  
Washington, D. C.

W. M. Kline, The National Litho Company,  
1255 25th Street, N. W., Washington, D. C.

John D. Koontz, D. C. Public Schools, Franklin  
School, Washington, D. C.

William T. Leith, Peoples Life Insurance Company,  
601 New Hampshire Avenue, N. W., Washington,  
D. C.

John W. Lyon, Parking Management, Inc., Wash-  
ington Parking Association, 1719 DeSales  
Street, N. W., Washington, D. C.

Barrow Lyons, Capitol Hill Southeast Citizens  
Association, 130 Eleventh Street, S. E.,  
Washington, D. C.

L. P. McLachlen, McLachlen Banking Corporation,  
10th and G Streets, N. W., Washington, D. C.

Ernest L. Millai, Potomac Boat Club and the  
Washington Canoe Club, 4910 Westway Drive,  
Chevy Chase, Maryland.

Miss Anna S. Miller, Washington Housing Association,  
1129 Vermont Avenue, N. W., Washington, D. C.

Mrs. Earl H. Mitchell, 2029 Q Street, N. W.,  
Washington, D. C.

George D. Mock, Washington Gas Light Company,  
1100 H Street, N. W., Washington, D. C.

Estelle Morrison, 2029 P Street, N. W., Wash-  
ington, D. C.

Ruth Deve Neufeld, Civic Group of Avenue, 1133  
24th Street, N. W., Washington, D. C.

Charles L. Norris, Jr., Woodward & Norris,  
223 20th Street, N. W., Washington, D. C.

Armistead Peter, III, Progressive Citizens  
Association of Georgetown, 1644 31st Street,  
N. W., Washington, D. C.



Robert L. Plavnick, National Capital Planning  
Commission, 7013 Interior Building,  
Washington, D. C.

Samuel Rabat, 2616 Eye Street, N. W.,  
Washington 7, D. C.

Howard T. Randolph, 2137 K Street, N. W.,  
Washington, D. C.

J. M. Riecks, D. C. Board of Education,  
Washington, D. C.

James Ring, National Capital Housing Authority,  
1729 New York Avenue, N. W., Washington,  
D. C.

Charles M. Rodgers, Fort Dupont Civic Association  
Far Northeast Council, 3977 Ames Street, N. E.,  
Washington, D. C.

Nelson C. Roots, D. C. Federation of Civic  
Associations, 607 Irving Street, N. W.,  
Washington, D. C.

Miss Mary E. Ruddy, National Federation of  
Business and Professional Women's Clubs, Inc.,  
2012 Massachusetts Avenue, N. W., Wash-  
ington, D. C.

Lucius M. Sabb, Eastland Gardens Civic Association,  
4227 Lane Place, N. E., Washington, D. C.

J. E. Savestad, 2021 Massachusetts Avenue, N. W.,  
Washington, D. C.

Mrs. Walter A. Sellers, Cathedral Heights  
Cleveland Park Citizens Association,  
3939 Massachusetts Avenue, N. W.,  
Washington, D. C.

T. N. Sheehan, Cleveland Park Cathedral Heights  
Citizens Association, 3918 Macomb Street,  
N. W., Washington, D. C.

W. E. Shepherd, Georgetown Citizens Association,  
1511 33rd Street, N. W., Washington, D. C.

William G. Smith, Palisades Citizens Association,  
2315 Chain Bridge Road, N. W., Washington,  
D. C.

Herbert Socks, Foggy Bottom Restoration Association,  
2503 Eye Street, N. W., Washington, D. C.

William T. Sprague, Maryland State Roads Com-  
mission, 108 E. Lexington Street, Baltimore,  
Maryland.

Robert P. Sweeny, 8 W. Melrose Street, Chevy  
Chase 15, Maryland.

John H. Sweet, U. S. News Publishing Corporation,  
2300 N Street, N. W., Washington, D. C.

Dewey Thompson, Palmer & Baker, Engineers,  
Mobile, Alabama and Washington, D. C.

Sterling Tucker, Washington Urban League,  
602 K Street, N. W., Washington, D. C.

Royce F. Ward, Potomac Plaza Corporation,  
2415 Virginia Avenue, N. W., Washington,  
D. C.

Mrs. Margery T. Ware, Washington Urban League,  
602 U Street, N. W., Washington, D. C.

Fannie C. Warring, 1014 26th Street, N. W.,  
Washington, D. C.

Harry G. Weeden, 7315 Maple Avenue, Takoma Park,  
Maryland.

Christopher Weeks, Foggy Bottom Restoration  
Association, 2633 Eye Street, N. W.,  
Washington, D. C.

Edmund J. Whims, Washington Gas Light Company,  
11th and H Streets, N. W., Washington, D. C.

Robert Willis, Sheraton Park Hotel, Washington,  
D. C.

Jewel G. Wootton, J. F. Begg, Inc., 1630  
Connecticut Avenue, N. W., Washington, D. C.

H. Grady Gore, and H. Grady Gore, Jr.,  
Fairfax Hotel, 21st Street and Massachusetts  
Avenue, N. W., Washington, D. C.



P R O C E E D I N G S

COMMISSIONER MC LAUGHLIN: Will you come to order, please. So as not to penalize the people who got here on time I think we had better start.

This hearing has been called to afford interested persons and organizations an opportunity to express their views on three proposed highway improvements in the Northwest section of the District of Columbia. The statements presented here will be of considerable assistance to the Board of Commissioners in ascertaining what is best in the public interest. The proposed improvements are:

1. The West Leg of the Inner Loop, from K Street, N. W., to Massachusetts Avenue, N. W.
2. The Potomac River Freeway, from G Street, N. W., to the vicinity of Wisconsin Avenue, including ramp interchanges with K Street and the West Leg of the Inner Loop.
3. The Washington Circle Grade Separation and ramps, and the improvement of K Street, from 26th Street, N. W., to Connecticut Avenue, N. W.

Title 23, United States Code, Section 128, requires the holding of public hearings on proposed Federal-aid highway projects. In compliance with this requirement, a transcript of the record of the hearing will be submitted to the Secretary of Commerce.

Every effort has been made to advertise the time and place of the hearing. Notice of the hearing was advertised in the Evening Star on November 24 and December 1, 1958, and the

District of Columbia Register on December 1, 1958. Hearing notices were also distributed to persons and organizations known to be interested in the proposed highway improvements.

A copy of the notice will now be incorporated into the record of the hearing.

(The notice of hearing follows:)

GOVERNMENT OF THE DISTRICT OF COLUMBIA

EXECUTIVE OFFICES

WASHINGTON 4, D. C.

November 24, 1958

NOTICE

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., on Monday, January 5, 1959, at 10:00 A.M. to afford interested persons and organizations an opportunity to express their views on the following proposed highway improvements within the Northwest Section of the District of Columbia:

1. The West Leg of the Inner Loop, from K Street, N. W., to Massachusetts Avenue, N. W.
2. The Potomac River Freeway, from G Street, N. W., to the vicinity of Wisconsin Avenue, including ramp interchanges with K Street and the West Leg of the Inner Loop.
3. The Washington Circle Grade Separation and ramps, and the improvement of K Street, from 26th Street, N. W., to Connecticut Avenue, N. W.

The Public Hearing provides a forum whereby the



Commissioners can receive the opinions of individuals and groups. The general locations of proposed routes are indicated on the map appended hereto.

The Washington Circle Grade Separation and the improvement of K Street have been urgently needed for a number of years. A proposal was set forth as early as 1941 by the Department of Highways and Traffic of the District of Columbia to make these improvements.

The West Leg of the Inner Loop and the Potomac River Freeway are projects that involve the construction of limited access freeways to relatively high Interstate standards. Each of the improvements will serve trucks, buses, and passenger cars.

The Potomac River Freeway project provides for the modification of the Whitehurst Freeway as a one-way westbound traffic facility. It also provides for the erection of a new structure adjacent to the Whitehurst Freeway to serve eastbound traffic. On November 6, 1958, the National Capital Planning Commission approved the location of the Potomac River Freeway westwardly to Wisconsin Avenue. It is contemplated that a later hearing will cover the Potomac River Freeway westwardly of Wisconsin Avenue to a connection with the Glover Archbold Parkway.

The Freeway from K Street to 21st Street and Massachusetts Avenue is a segment of the proposed Inner Loop System of Freeways encircling the central area of the District. Another segment of the Inner Loop -- the Southwest Freeway -- has already been placed under construction. The portion of

the Inner Loop to be considered at the hearing has been the subject of intensive studies and investigations since 1954. Three alternative locations have been presented to the Board of Commissioners. Each of the proposals provides for roadways depressed below existing street grades to minimize the impact on adjacent areas.

In a report dated October 1955, DeLeuw Cather and Company, Consulting Engineers, recommends a route which begins at G Street between 23rd and 24th Streets, extends northward, and underpasses Washington Circle. From the Circle, it extends along the southeasterly side of New Hampshire Avenue to 21st Street, and thence along the east side of 21st Street to Massachusetts Avenue.

In a subsequent report dated June 1957, the Clarkson Engineering Company recommends a route which begins at G Street just west of 25th Street, and extends northward diverging into two roadways. The northbound roadway extends along the west side of 25th Street; the southbound roadway extends to the west side of 26th Street. The roadways rejoin in the vicinity of 24th and N Streets and follow an easterly course to 21st Street between O and P Streets, and thence northerly along the east side of 21st Street to Massachusetts Avenue.

During the past year, the Department of Highways and Traffic developed a third alternative route, which was approved by the National Capital Planning Commission on November 6, 1958. This route begins at G Street, near 25th Street, and the northbound and southbound roadways extend to K Street between 26th and 27th Streets. From this point, they



follow a course northerly and easterly to the vicinity of 22nd and N Streets. Both roadways then swing northward crossing Massachusetts Avenue on the east side of 21st Street.

Any further information needed may be obtained by application to the Department of Highways and Traffic, District Building, Washington, D. C. Addressees are requested to communicate the foregoing information to any persons known to be interested in this highway improvement and who not being known to this office did not receive a copy of this public notice.

Individuals and representatives of organizations intending to present a statement at the hearing are requested to furnish their names and addresses and telephone numbers to the Secretary, Board of Commissioners in writing not later than the close of business on December 31, 1958, so that the name of each person intending to make a statement may be placed on the list of speakers.

(Signed) G. M. Thornett

Secretary

Board of Commissioners, D. C.

**Inclosure\***

\*(District of Columbia map showing plan of various proposed routes for West Leg of Inner Loop, Potomac River Freeway and K St., N. W.)

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COMMISSIONER MC LAUGHLIN: I wish also to announce, at this time, that the record of this hearing will be kept open until the close of business on January 16, 1959, to

permit filing of additional briefs.

All persons who desire, will be afforded an opportunity to present their views on the proposed improvements -- and I might say as we used to when we held hearings on bus routes down at the Public Utilities Commission, don't just tell us where not to put it if you don't want it put someplace, tell us where to put it. We have to put these facilities someplace.

I will call upon the representatives of the Department of Highways and Traffic to kick off this morning and will you please come forward, Mr. J. N. Robertson, Director of the Department of Highways and Traffic.

STATEMENT OF J. N. ROBERTSON, DIRECTOR,  
DEPARTMENT OF HIGHWAYS AND TRAFFIC,  
DISTRICT OF COLUMBIA.

xxx

MR. ROBERTSON: Mr. Chairman, ladies and gentlemen, I am not going to take much time. We have studied this west end for two or three years. We have had three alternate plans. Mr. Aitken, my special assistant, Mr. Brinkley, the planning engineer, will describe in detail these plans.

I will say this, Mr. Chairman, that the Highway Department favors the plan to the west that will be shown, I think it is marked "C".

That is all I have to say at this time.

COMMISSIONER MC LAUGHLIN: Thank you, Jack.

Mr. Aitken?

This is Mr. Harold L. Aitken, Chief Engineer of the Office of Planning and Programming.



STATEMENT OF HAROLD L. AITKEN, CHIEF ENGINEER,  
OFFICE OF PLANNING AND PROGRAMMING, DISTRICT  
DEPARTMENT OF HIGHWAYS AND TRAFFIC.

xxx

MR. AITKEN: Mr. President and General Welling, this is an important public hearing. It pertains to proposed highway improvements that will have a significant effect upon the metropolitan area.

On the one hand we will furnish information and references intended to substantiate the proposed improvements as a logical solution to a part of the transportation requirements of Washington, D. C.

On the other hand, the construction will have an important bearing upon the areas through which it extends. While we do not yet have experience in this city to visibly demonstrate such an effect we will cite examples of modern freeway planning and construction in other cities and furnish evidence to support our forecast.

The proposed Potomac River Freeway and the West Leg are important components of a freeway system for Washington, D. C. It is hardly possible to divorce a consideration of these elements from the overall freeway system plan.

While the hearing today is limited in scope the following discussion will develop principles applicable to the entire freeway system in the District of Columbia.

There are three basic motivating factors which contribute to the need for planning, design and construction of the proposed freeway system.

The first of these is population. The population

in the metropolitan area in 1958 is estimated to be about 2,000,000. The demographers of the National Capital Regional Planning Council estimate that the population in the metropolitan area in 1980 will be between 2.75 and 3.25 million. The mass transit study is being prepared on the basis of an estimated population of three million. The number of vehicles is closely related to population and during the past several years the American citizen has progressively relied upon his personal automobile for more and more of his transportation requirements.

The mass transit study estimates that while the population will increase about 50 percent between now and 1980 the total number of trips in the metropolitan area will increase approximately 100 percent during the same interim.

Secondly, there has been an increase in the use of automobiles. Traffic volumes on the bridges spanning the Potomac River in the metropolitan area afford one good index of traffic volume trends in the metropolitan area.

In 1940 the average daily volume of traffic crossing all bridges in the area was about 105,000; in 1951 the total was approximately 200,000; and in August of 1958 the volume was approximately 260,000 vehicles per day. It has been estimated that this volume will be in the order of 415,000 in 1980.

A third important point is that in 1956 after months of hearings and deliberations Congress passed the Federal Aid Highway Act of 1956. That legislation authorizes apportionments totaling approximately \$25 billion and covering



a 13-year period for financing the federal share of the cost for the national system of interstate highways, authorized and designated in accordance with the Federal Aid Highway Act of 1944.

The legislation provides for an integrated freeway system throughout the several states, including the District of Columbia, and stipulates that it is the intent of Congress that the system should be completed as nearly as practical over a 13-year period.

The States of Maryland and Virginia are now in the process of planning and designing interstate highway routes which affect this metropolitan area. Specifically, the State of Virginia is planning an interstate route which will cross Arlington County and connect to the proposed Theodore Roosevelt Bridge. The route is being planned and designed to accommodate six free-flowing lanes of traffic as it approaches the Virginia-District of Columbia boundary.

This means that the route will serve six free-flowing lanes in addition to all highways which already exist in Virginia and will have a practical capacity to handle at least 4500 vehicles per hour in one direction. The proposed Theodore Roosevelt Bridge and the approaches of which most of the freeway here under discussion is a part, must be planned and designed with the same freeway principles if the system is to be in balance. One freeway lane can handle about 2-1/2 times as much traffic as one lane on a typical city street.

For twenty-five years the state highway departments have been collecting data with reference to traffic movements.

All of us know that traffic volumes increase substantially on our streets and highways as they approach the central business districts in Metropolitan areas. Summarily speaking, we have a need for more capacity on our Inner Loop Freeway System than on the routes approaching that system.

Thus far, the District of Columbia and the surrounding areas in Maryland and Virginia have been able to get away, to a certain extent, with independent planning, design, construction and operation of transportation facilities. It now seems quite apparent that the conditions which already exist and the prospect of a 50 percent growth in population and a 100 percent increase in trips within the next twenty years portends that time is rapidly running out during which the metropolitan area must seriously plan and undertake a more sufficient transportation system.

The Department of Highways and Traffic does not propose or contend that freeways and typical city arterials and streets can meet all of the city transportation requirements in the future. In fact, we hereby insert in the record a sheet entitled "Basic Freeway Plan", taken from Part I of Mass Transportation Survey undertaken by the National Capital Region and approved on November 7, 1958, by the National Capital Planning Commission and the National Capital Regional Planning Council. That sheet includes a map which shows the diagrammatical location of the freeway and parkway needs as determined by the Mass Transit Survey. It includes the proposed Inner Loop Freeway System, of which the section under consideration today is a part.

INSERT A

(The document referred to follows:)



MR. ROBERTSON: For those who recognize that the metropolitan area must do something about transportation, but who have some reservation as to the method which should be used to serve this need, attention is directed to the summary statements in the Mass Transit Study:

"The movement of people in metropolitan areas requires both private automobiles and public transit. In order to establish Washington's future transit requirements, both methods of moving people were analyzed.

"This Basic Freeway Plan shows the freeways and parkways which, together with the proposed improved transit system, will be necessary for the future transportation network of the National Capital Region."

Washington, D. C. does not yet have a freeways system, or with minor exceptions, any substantial length of freeway mileage in service. It is possible to estimate the dollar value of real estate and improvements thereon that may eventually be affected by the freeway system. Pending the availability of more experience, it is difficult to support a claim as to the ultimate effect of the freeway system on real property values and consequently, the tax structure in the District of Columbia.

Some cities and metropolitan areas have made more progress with reference to the planning and construction of their freeways and the experience in cities such as Boston, Cleveland, and Kansas City may indicate a trend in this

regard.

All of these cities and others have planned and have completed important segments of an inner belt freeway system. All of them already have experienced an increase in the construction of new office buildings and other substantial capital investments. In Boston, for example, the proposed Central Artery will be completed in about one year. The construction of the Central Artery destroyed about one million feet of antiquated office space, but it is expected that a larger amount of modern space will be installed. Three major commercial building projects, as well as a major building by the Travelers Insurance Company, are under construction near the Central Artery. These four projects represent about \$100 million in private construction, \$80 million in public buildings.

The above statements relate to the broad objectives of the Department of Highways and Traffic in carrying out its responsibilities in terms of service to the District of Columbia. The statements are intended to provide a broad frame of reference outlining the basic ingredients included in the establishment of the Inner Loop Freeway plan and intended to support the proposals for proceeding to carry it out.

It is the position of the Department that the plan is consistent with the intention of Congress by the enactment of the Federal Aid Highway Act of 1956, that the concept of an Inner Loop has been repeatedly reviewed since 1944, that the



National Capital Planning Commission, the National Capital Regional Planning Council, the findings of the Mass Transit Survey and a mass of data and statistics support the validity of the proposal.

The Department of Highways and Traffic requests that the plan be approved in principle, so that details with reference to the design of specific structures and roadways may be determined on the basis of engineering requirements which must be mutually agreed upon by the Department of Highways and Traffic and the Bureau of Public Roads. The Department sincerely regrets that the construction of important public works such as this freeway affects the property of our citizens. The Department recognizes that home owners and property owners may be inclined to oppose such improvements because of the effect upon their private holdings.

Every effort will be made to hold the taking of private property to a minimum area consistent with an adequate freeway system.

In addition, every effort will be made to treat our citizens fairly and equitably. Home owners that might be affected by the plan will be afforded every reasonable opportunity to have as much time as circumstances permit to reestablish their homes in other places. It is estimated that all of the major roadways in the Potomac Freeway and West Leg Freeway will serve in excess of 100,000 vehicles

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per day in 1980. It is our contention that the actual design and construction of this important facility should get underway.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Aitken.

Any questions?

I think we have Mr. Brinkley next.

Mr. D. S. Brinkley, Chief Planning Engineer, the office of Planning and Programming of the Department of Highways and Traffic.

MR. BRINKLEY: Thank you, Mr. President.

STATEMENT OF D. S. BRINKLEY, CHIEF PLANNING ENGINEER, OFFICE OF PLANNING AND PROGRAMMING, DEPARTMENT OF HIGHWAYS AND TRAFFIC.

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MR. BRINKLEY: I call your attention first to the map on your left. This shows the interstate system for the metropolitan area of Washington, and the small yellow target is the area which we are about to discuss this morning.

This is the West Leg of the inner loop and the Potomac River freeway. These being the District lines, you see this is a very important segment of the interstate highway system in this area.

Moving to your right in order to show these routes up and in a similar manner to the routes that were shown on the small maps that were distributed in general throughout the area and published in the paper, we have labeled these



routes also A, B, and C -- A, B, and C -- A indicating the initial proposal by the DeLeuw Cather Company in 1955 showing the West Leg of the inner loop starting generally in the vicinity of E Street and the approach system of the Constitution Avenue bridge proposed; moving up between 23rd and 24th Street, passing under Washington Circle, staying on the east side of New Hampshire Avenue and moving up on the easterly side of 21st Street.

In order to orient you on this map let me point out some of the controlling features of the map.

This is Virginia Avenue, this area in here is the approach system to the proposed Constitution Avenue or Theodore Roosevelt Bridge, Massachusetts Avenue is at the top of the map; New Hampshire Avenue here, 26th Street, 25th Street, 23rd Street running, of course, directly through the circle.

This road network in here is common to any of the plans.

To continue with Plan B this was proposed by the Clarkson Engineering Company just last year and shows the movement of the west leg of the inner loop to the westward, generally west to 25th Street, with one roadway almost bordering 25th Street on the westerly side and the other roadway west of 26th Street. There was a large area in between the separated roadway that we felt was objectionable.

Now, to begin with there was a reason for moving from this proposed alignment to this proposed by the Clarkson Engineering Company (indicating).

Basically, the reason was that for over ten years the Department of Highways has had a plan for underpassing Washington Circle. To put the west leg of the inner loop in this location also underpassing Washington Circle was not engineeringly acceptable. It would have put four levels of structure underground reaching a depth of almost 80 feet necessitating ramps to the lower structure of almost 2,000 feet in length. It is certainly very expensive and not acceptable to the Department.

To save space and so as not to confuse the picture before you we have not attempted on these two former routes to show the complete interchange of roadways that are necessary wherever the route may be placed. We have only shown that interchange of roadways to the approved plan, that approved by the Highway Department, Plan C.

Now, as I say, the reason for moving from this line to this line was in order to permit us to construct the Washington Circle underpass as we have long wanted to do and our objection to the Clarkson Plan was the separation of the roadways.

This plan shortly after it was conceived by the Clarkson firm was shown to the National Capital Planning



Commission and Mr. Bartholomew and other members of the Commission indicated that this land between the two roadways, this being the northbound and this the southbound, would not be of much value once the roadways were built. So, we put our efforts from that time to the present to shifting that roadway, condensing it a little bit more, bringing the roadways together, providing still the same service and still the same safety factors but getting it over into a position where it would do less damage, be less objectionable.

Now, I would like at this time to remove the overlay so that you would get a clearer picture of our Plan C.

COMMISSIONER MC LAUGHLIN: Mr. Brinkley, I wonder if we should make it clear to all those present that this Plan C, neither of these plans has been approved by the Board of Commissioners. That is, this is the hearing being conducted by the Board of Commissioners to hear from all you folks on your views on this matter as well as the Highway Department.

MR. BRINKLEY: Thank you, Mr. President.

Now, the area under discussion in this public hearing this morning begins at G Street, goes to Massachusetts Avenue, and along the Whitehurst Freeway to Wisconsin Avenue. This much of the plan that you see before you has been approved by the National Capital Planning Commission. It bears the endorsement of the Highway Department, Department of Highways

and Traffic, and it is recommended to the Commissioners of the District of Columbia.

In this plan we have shown in diagrammatic form all of the various connections to the different states, this being E Street, this is K Street, connections into the Whitehurst Freeway, connections into 22nd and 23rd Street, and then moving up and continuing north on Massachusetts Avenue.

It is our desire that upon receiving the approval of the District Commissioners we immediately retain a firm of consultants to draw the contract plans.

Now, we had anticipated doing this in several bites, not all in one set of plans, but in several.

The first one would start at G Street and be called the Potomac River Freeway, starting at G Street, moving out along the Whitehurst Freeway. This would be an eight-lane facility except between these two points and this would be six in here because we are dropping a lane here and adding a lane in here (indicating).

The Whitehurst Freeway on this map is the northerly of the two orange lines, that is the existing freeway; the center strip would be removed and it would be used as a four-lane highway. A companion structure to it would be built on the river side, on the south side of the existing structure, forming the interchange with the west leg of the



inner loop which would begin here and continue on to the north and east (indicating).

Now let me say something about costs, something about the number of dwelling units that might be affected by these three plans.

Plan A or the DeLeuw Cather plan was the most expensive of the three in both construction and right-of-way and would cost at today's market about \$45,100,000 and it would displace approximately 720 dwelling units. These are round figures.

Plan B or the Clarkson plan about \$4,200,000 cheaper, \$40,875,000, and it would displace the largest number of dwelling units, 990.

And Plan C, the Department of Highways and Traffic plan, the cheapest in both right-of-way and construction, a total cost of \$35,400,000, and would displace the fewest persons, 480 dwelling units.

This, therefore, is the plan that we recommend to the Board of Commissioners for acceptance.

Before closing I would like to show you just one portion of this route that has been studied for the purposes of providing an alternate, an acceptable alternate to this Department. It was proposed to us by certain property owners in this area, north of M Street and in the vicinity of the Francis School and on up to Massachusetts Avenue.

It was proposed that we study and plan for coming behind the school in the park area and then into the west leg at this point (indicating). I would like to have Mr. Degest put the overlay on so you can see exactly how that fits into this plan.

We had to call on the tallest man in the Department for this job. He is the only one that could reach this.

COMMISSIONER MC LAUGHLIN: While we are waiting I want to tell you ladies and gentlemen that Commissioner Karrick was unavoidably delayed out of town. I think he is up around Boston. It is probably colder and blowier than it is down here. He will, as I understand it, read the record and take part in the actions taken on these proposals.

MR. BRINKLEY: As you see, the alternative plan would start in the vicinity of Pennsylvania Avenue and M Street, and instead of coming in front of the Francis School generally across the intersection of 24th and N Streets, Northwest, this plan goes into the park area behind the school and then comes back into the original alignment in this location (indicating). The same connections are provided to the street system.

This is entirely acceptable to the Department of Highways. It will work, and as a matter of fact, it is slightly cheaper than our plan. We would save in the neighborhood of \$900,000 by building it in this fashion, and also of interest



there are fewer dwelling units affected by this plan. This, then, numbers instead of 480 that our plan called for here only 350 dwelling units to be disturbed by the entire route from G Street to Massachusetts Avenue.

Just one word about Washington Circle, the underpass and the cost. We have had the plans on the board for this grade separation for ten years. It was delayed for a number of reasons, one of them was construction of the East Capitol Street Bridge which was very necessary at the time but we are ready to start now and the cost of the grade separation proper from 21st Street to 25th Street, that would include all of the ramp approaches, just slightly over \$5,000,000.

Now the public hearing announced that the rest of K Street wouldn't be discussed this morning and included in this hearing and that calls for a widening of the existing K Street from where the ramps stop here at 21st all the way to Connecticut Avenue and this street will be improved in the same fashion that the rest of K Street is improved, namely, a 50 foot through-roadway and two service roadways, one on each side of the street, the same type of construction.

Just one final word and that has to do with when we would like to get started, when we can get started providing we have the approval of the Commissioners to do so.

The first section, as I described to you, beginning

G Street and moving on over to Wisconsin Avenue, including the interchange with K Street, we would start in fiscal 1960 and complete in fiscal 1963.

The second section, the west leg beginning at K Street and running through to these connections with 22nd or 23rd Street, only to this point (indicating) we would like to start in fiscal 1964 and would take us two years to complete.

The section beyond this connection with the street system on to Massachusetts Avenue would be somewhere beyond 1966, the exact date has not been determined.

With that explanation, gentlemen, I have finished.

COMMISSIONER MC LAUGHLIN: Are there any questions, gentlemen?

GENERAL WELLING: May I ask just one question?

COMMISSIONER MC LAUGHLIN: Sir, I am afraid if we get into questions from the people present here we will never get ahead. You see, we have I should say over a hundred people here. When you come up, however, I think you can ask any pertinent questions.

Our first scheduled witness is Mr. Robert A. Kennedy who is Chairman of the City Planning Committee of the Federation of Citizens Associations.

May I say as we move on to this testimony that there are many people waiting to testify and I ask that everyone



be as brief as possible and as the hearing progresses that there be as little duplication of previous testimony as possible.

Will you proceed, sir?

STATEMENT OF ROBERT A. KENNEDY, CHAIRMAN,  
CITY PLANNING COMMITTEE OF THE FEDERATION OF  
CITIZENS ASSOCIATIONS, DISTRICT OF COLUMBIA.

MR. KENNEDY: Mr. President, General Welling,

xxxx I am Robert A. Kennedy, Chairman, City Planning Committee of the Federation of Citizens Associations of the District of Columbia.

The City Planning Committee has considered the various factors involved in the three alternative routes outlined in the map attached to the December 1, 1958 issue of the District of Columbia Register.

Cost estimates on route A were not available to our committee. This presented somewhat of a handicap in making total cost comparisons of the three routes. It is our general impression, however, that overall costs for route A would exceed that of either B or C. Therefore, route A should not be adopted. Mr. Brinkley has already covered the cost to back up our impression there.

In making a comparative analysis of routes B and C, the City Planning Committee proceeded on information from authoritative sources that both of these routes would serve

essentially the same volume of traffic. With this assumption to go on, our committee ascertained the estimates for cost of construction and cost of right of way for each of the two routes B and C. These estimates indicate that route C would cost approximately \$5,000,000 less than route B, and would provide essentially the same degree of traffic efficiency. By that I mean traffic volume. Moreover, our committee has been reliably informed that a smaller tax loss would result if the proposed route C is adopted.

In view of these considerations and the fact that the National Capital Planning Commission has already approved route C, it is the opinion of the City Planning Committee that route C be approved without delay and that construction be started as soon as practicable.

Our committee endorses the plans made public to date, for the Potomac River Freeway and also the plans for the Washington Circle Grade Separation and K Street.

I would like to take this opportunity to express appreciation to the Planning Engineer for courtesies extended and to you, Honorable Commissioners, for the time to present the views and recommendations of our committee.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Kennedy.

Mr. Roots?

Mr. Nelson C. Roots, representing the Federation of Civic Associations.



STATEMENT OF NELSON C. ROOTS, ON BEHALF OF  
THE FEDERATION OF CIVIC ASSOCIATIONS.

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MR. ROOTS: Mr. Commissioners: One of the monographs prepared by the National Capital Park and Planning Commission in 1950 as part of its "Comprehensive Plan for the National Capital and Its Environs" was entitled "Moving People and Goods". This monograph was concerned primarily with a proposed thoroughfare plan for this area. It is therefore proper for the Federation of Civic Associations to appropriate a portion of the title of this monograph for use at this hearing on facilities designed to effectuate the Thoroughfare Plan.

The aspect of the instant proposed highway improvements that we are most concerned with is the fact that all three projects will be "moving people". We are most concerned that in each case many families will be uprooted; will be forced to leave their present place of abode and enter the housing market in search for other living quarters. The Federation, therefore, respectfully presents the following points to the Commissioners for consideration.

We feel that one of the most important considerations in determining the route of the west leg of the inner loop and the feasibility of the Potomac River and Washington Circle projects must be the "human element". In considering each of these proposals answers to each of the following

questions must be paramount in the Commissioners' deliberations: (1) how many families will be displaced by the proposal? (2) Is an adequate supply of decent, safe, and sanitary housing available to these families within their financial means? (3) How can their relocation to new quarters be facilitated with the least financial loss and personal discomfort to the displaced families?

The Federation feels that it is incumbent upon the Commissioners of the District of Columbia to be ever mindful of the effect these proposals will have upon residents who live in the path of these improvements. We feel that these great ribbons of steel and concrete are important assets to our city -- that they are vitally needed -- but at the same time we feel that our "human assets" are important also.

Concern for the human assets should take more than the usual forms of public hearings, paying fair value for property condemned, and giving adequate time to acquire new quarters before vacation is required. The Federation is convinced that the District of Columbia Government has an obligation to guarantee to each person forced to move decent, safe, and sanitary housing that he can afford, whether on a rental or purchase basis. All the aspects of this forced move must be the sole problem of the people directly affected or of all the people, the District of Columbia Government. The Federation of Civic Associations which represents a large



segment of the citizens of the District of Columbia feels that this must be the concern of all the people.

We cannot adopt a "let them eat cake" attitude. These highway plans will serve all the people -- all the people must assist those persons who must move. The need for a central relocation service is apparent. The present referral system is totally inadequate. Other organizations today will no doubt testify further as to the vital need for such service.

But we in the Federation feel that this service would provide only part of the solution to the problems faced by displaced persons. The District of Columbia is just on the threshold of many new programs and developments which are vitally needed and which will displace many, many more families than those displaced in the Southwest.

Just to name a few: a greatly expanded highway program, an active urban renewal program including an expanded code enforcement program; increased construction for schools, recreation, libraries and other public facilities, and a revitalization of the downtown area.

The Federation supports most of these programs. They are needed. But we are mindful that each such program tends to reduce the number of housing units in the District of Columbia. Public housing is not the answer because there is a backlog of applicants for such units and many persons

displaced will not be eligible for public housing. Some families will be able to avail themselves of the new units in the suburbs, but many persons displaced are not welcome in the suburbs and they must crowd into the remaining dwindling housing supply which remains within the District.

We feel that the Commissioners must embark on a new, dynamic, and challenging program designed to add thousands of rental and purchase housing units to the housing supply within the District of Columbia to replace those removed by these many programs and plans.

What is needed is the development of a new concept in housing supply -- a program developed in concert with government, the financing agents, and developers to provide thousands of medium income housing within the city limits. Such a program is absolutely necessary if the great majority of the population of the District is not reduced largely to small income producers and public assistance users. Until such a new program is developed the Commissioners should curtail all activities which will result in the depletion of the housing supply without a companion program of increased housing supply.

We know that such a program will challenge the thinking and daring of all the citizens of the District of Columbia, but we feel that it is time this vexing problem is faced squarely and forthright. We pledge our complete support



in the development of the program.

Thank you.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Roots.

Admiral Colclough, of George Washington University.

STATEMENT OF ADMIRAL O. S. COLCLOUGH,

GEORGE WASHINGTON UNIVERSITY.

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ADMIRAL COLCLOUGH: Mr. President, General Welling:

I want first briefly to comment upon the University's interest in this important hearing. The George Washington University has been developing its facilities for higher education in the area bounded by 19th and 24th Streets and Pennsylvania Avenue and F Streets since its first purchase in that area in 1912.

In 1944 a long-range plan for the development of the University's facilities in these areas was put together by Frederick Law Olmstreet, General Ulysses S. Grant, III, and Dr. Marvin, the president of the university. It was approved by the National Capital Planning Committee and uniformly by the Commissioners, and under that plan over the years some 22 acres of land has been purchased by the University which now has an investment of land and facilities in the area of upwards of \$50,000,000.

More specifically with respect to the hearing as to the location of the western leg of the inner loop freeway is that of the medical center facilities of the George

Washington University which occupy the western portion of the area under consideration and in which we have an investment of some \$10,000,000.

In 1942 the purchase of land in Squares 40, 41, and 42 which are between 23rd and 24th Streets, Northwest, began. At that time, in the Forties, the National Capital Planning Commission approved and the University joined with the Federal Works Agency and the District of Columbia Health Department in entering into an agreement with the United States Government whereby our hospital at Washington Circle was built as the first unit of the Medical Center. Included in this Medical Center of the future is the expansion of outpatient clinic facilities, emergency facilities which I might add have become increasingly important with the movement of Emergency Hospital and the Episcopal Eye, Ear, Nose, and Throat Services to the Soldiers Home area. We are the one downtown hospital furnishing emergency services today.

We have acquired a nurses' home at 23rd and H Street. We plan to build a medical school in the area, a doctors' office building, medical research building, and so forth.

All this makes the location of this western leg of the inter loop freeway a matter of vital importance to the development of the educational facilities offered the greater Washington area by the George Washington University and



against that background of interest I appear this morning to say that the University supports the route recommended by the Highway Department. It supports it on two grounds: first of all, and one which I suppose is obvious, that the location recommended permits the University to proceed with its long projected land use plans to furnish educational facilities and a hospital center; and secondly, the University believes based on its awareness of the studies made which have been referred to by Mr. Brinkley, and of some of its own studies, that the proposed location, Route C, is not only feasible but that it is more in accord with sound city and mass traffic planning principles than the other two.

The University appreciates the opportunity to appear this morning and express its view on this vital matter.

Thank you, sir.

COMMISSIONER MC LAUGHLIN: Thank you, Admiral.

The Reverend T. Byron Collins, S.J.

Is there a representative here at this time for Georgetown University?

(No response.)

COMMISSIONER MC LAUGHLIN: The Foggy Bottom Restoration Association will be represented by the Honorable Renah Camalier, and with him the president of the Association,

Herbert Socks.

STATEMENT OF HONORABLE RENAH CAMALIER,  
ON BEHALF OF THE FOGGY BOTTOM RESTORATION  
ASSOCIATION, ACCOMPANIED BY HERBERT SOCKS,  
PRESIDENT OF THE ASSOCIATION.

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MR. CAMALIER: Mr. Chairman: Thank you for this opportunity to express the view of the many fine and wonderful people living in the city's Foggy Bottom area.

By your commendable action today, they are in position to comment on two of the three suggested routes for the west leg approach to the Theodore Roosevelt Bridge -- namely 23rd and 26th Streets. The Association endorses the former and opposes the latter.

The Foggy Bottom Restoration Association, on whose behalf I speak, represents the area bounded by Pennsylvania and Virginia Avenues, 23rd Street and the Potomac River.

The Foggy Bottom Restoration Association wishes, at this initial moment, to publicly commend the Highway Department of the District of Columbia for its splendid cooperation and sympathetic efforts on behalf of its people -- and through their foresight and understanding in working out the 26th Street route our residents would have been able to provide sufficient land areas in which to relocate, in their own locality, those of our members who will be displaced by the said 26th Street route. We were prepared to



cooperate in this effort by the Highway Department to meet our situation, and planned our steps accordingly.

Subsequently and suddenly, however, we were amazed to learn that certain zoning decisions had been reached to permit the use of those areas, necessary for such resettlement and relocation of our residents, whereby high density apartments were to be erected in neighborhoods in Foggy Bottom not heretofore permitted.

These decisions naturally threw us into confusion, resulting in action by our Association to urge upon the officials the injustice of said decisions, and asking that such actions be reversed, in order to reestablish the areas needed for relocation purposes. Such request to reverse, if you should approve, will enable the heretofore acceptance in principle of the 26th Street route to be re-referred to the Association for further consideration.

However, such request, if denied, forces reconsideration of other routes than the 26th Street route.

The Highway officials apparently are not able to push the line west of 27th Street, hence, this Association must ask your consideration of the suggested 23rd Street route as being the more logical of the two under discussion in view of all circumstances.

Among those factors which play a prominent role in the resolution to endorse the 23rd Street route are the

recent zoning decisions referred to, which have negated the planned efforts of the Association to relocate the displaced property owners, in the Foggy Bottom area, in the event the 26th Street route was finalized. The zoning decisions took the land away and these, with other reasons herein stated, place this Association of necessity squarely behind the 23rd Street route. A few facts.

In terms of cost to the community, the 23rd Street route would be far less costly, the area which this route would traverse is already in a blighted condition, and between Virginia Avenue and K Street there is a 2-1/2 block area where there is not a single improved building.

In the comparable area along the proposed 26th Street route there are numerous restored and newly built homes varying in price from \$25,000 to \$45,000. In addition, there is presently in the path of this route a multi-story apartment house under construction and also in the path of this route are several fine, old, colonial landmarks.

In terms of construction expense the 23rd Street route is far shorter than the circuitous route proposed for the 26th Street. The 23rd Street route would also eliminate the costly tunnel proposed under Virginia Avenue at 25th and 26th Streets. And it would follow almost a straight line from the bridge approaches at Constitution Avenue to the northern section of the inner loop.



Other factors of immediate consideration are the effect the 26th Street route proposal would have on the cultural center and the newly constructed Peoples Life Insurance Building, and from a purely aesthetic point of view. The effect of the plans for the development of the Potomac Plaza area should also be carefully weighed.

Needless to say, the extensive roadway construction in the immediate vicinity of the Potomac Plaza would inhibit and delay this development for many years to come. The loss of revenue to the District of Columbia by its utilization of high-income producing property for the 26th Street leg certainly cannot be overlooked. However, there are considerations other than those of purely aesthetic and economic values which must be weighed.

We fully realize that we cannot delay what is commonly called progress in this mid-twentieth century period. But is it consistent, we ask, with our District of Columbia principles to ruthlessly disrupt a tightly knit community that is presently undergoing a renovation of considerable proportions from a decayed and unsightly slum into one of the District's finest residential sections? People of Foggy Bottom do not think so.

At the present time in this small area approximately 500 homes have been newly built or restored at a cost of over \$8,000,000. Property improvements and new construction

have resulted in an increase of revenue estimated at approximately ten times that of previous tax revenues which the records will disclose.

During the last three to four years Foggy Bottom has experienced a renaissance unparalleled in any other area of the city. The residents of Foggy Bottom accomplished this through private initiative and the use of private capital. The Foggy Bottom area stands as a symbol of growth and the reversal of the movement towards suburbia.

Not to be overlooked is the worthy setting that this neighborhood provides for the new State Department building and other government structures. National magazines and periodicals, among them Fortune, Time, Life, the Washington Star, have cited this achievement as an example of what can be done by private enterprise to revitalize blighted areas of an inner city and at the same time stem the movement to the suburbs.

The need for a good, in town, adult, high income residential neighborhood as outlined in a recent issue of Fortune Magazine, has been established here in Foggy Bottom. The reduction in crime, police activities, in health and sanitation enforcement in this section of the city has, of course, greatly benefitted the economy of the District and the Foggy Bottom property values as a result within the past five years have increased from 2 to 2-1/2 a square



foot to an average of about \$35 to \$40 per square foot for restored property.

And to destroy a community that has been literally raised from the slums for a complicated system of roadways when this same network of roadways might easily and logically be placed in an undeveloped and blighted area is neither democratic nor economically wise. And we urge the Commissioners to use caution in the selection of their locations.

Finally, the Foggy Bottom Restoration Association requests that a decision on the locale of the roads be made as quickly as possible, that the Association wishes to advise its members as to what future course they might be enabled to pursue. Home owners and residents of this area find themselves in this awkward position, namely unable to sell their homes with any representation of permanence and in the equally untenable position of being unable to finance the restoration of their homes all due to prevailing uncertainties.

An equally discomfoting situation is the inaction with respect to the condemnation of substandard houses in the area which constitute a health as well as a social menace to the community at large, and we urge immediate action in this regard.

Thank you.

COMMISSIONER MC LAUGHLIN: Thank you, sir.

The Superintendent of Schools, Dr. Carl F. Hansen.

STATEMENT OF DR. CARL F. HANSEN,  
SUPERINTENDENT OF SCHOOLS, DISTRICT  
OF COLUMBIA.

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MR. HANSEN: I have copies of the report which I would like to present to you, Mr. Commissioner.

May I say at the outset that we appreciate the opportunity of being heard on this issue.

COMMISSIONER MC LAUGHLIN: Having read the newspaper I think I know what you are going to talk about.

Are you aware of this what I will call C-1 suggestion, that is, the loop be behind the school?

MR. HANSEN: I have some information on that plan.

COMMISSIONER MC LAUGHLIN: I don't know whether it cuts out -- does that cut out any recreational space through the school?

MR. ROBERTSON: Yes, it does, but we replace it.

COMMISSIONER MC LAUGHLIN: Some place in the vicinity of the school?

MR. ROBERTSON: Some place in the District of Columbia.

MR. HANSEN: I would like to proceed with perhaps an introductory comment to the effect that the school system does not want to be put in the position of obstructing progress, but we should certainly hope that progress is not made at the expense of children, And I should like to suggest,



too, that perhaps some improvement and coordination of planning might be advantageous for all concerned because in this particular instance we were not made party to the initial stages of planning and since we are affected we think that joint consideration of all of the aspects of the situation might be advantageous to the school system and to the Highway Department and to the city as a whole.

Now, this is all in addition to the outline which I have presented to you, Mr. President, which I should now like to go into as it is written here.

To the Board of Commissioners of the District of Columbia, District Building, Washington, D. C.

Gentlemen:

"This is with reference to the construction of the western leg of the Inner Loop as it affects the Francis Junior High School located at 24th and N Streets, N. W. The following facts should be noted in regard to the need for the continuation of the Francis Junior High School as a part of the public school system:

"1. The Francis Junior High School serves the geographical area bounded on the east by 16th Street (and its projection south of the White House), on the west by Rock Creek and Potomac Parks, on the north by Columbia Road and Kalorama Road, and on the south by the Potomac River.

"2. The present enrollment is 534 pupils.

Enrollments in the last five years have varied from a high of 745 in 1954 to a low of 480 in 1957.

"3. Our pupil enrollment projections for the Francis Junior High School through the school year 1963-64 indicate a minimum enrollment of 426 pupils. Actual experience shows these projections to be low.

"4. Junior high schools are just beginning to feel the effects of the increased numbers of births beginning in 1946 and junior high school enrollments are showing a corresponding increase.

"5. Adjacent junior high schools are either over capacity or nearly at capacity and their enrollments are expected to grow for the reason given in item 4 above.

"6. To replace this building will cost approximately \$2,750,000 plus not less than \$1,000,000 for a site.

"In view of the need for the existence of this school building it is necessary to oppose any highway planning that will adversely affect the use of this facility. The conditions necessary for adequate school use are outlined as follows:

"1. Safety.

"It is commonly understood that the first responsibility of the school management is to provide for the safety of pupils and teachers attending any given school. The routing of a highway to the front of the Francis Junior High



must be considered as a very serious hazard to the safety of pupils and others who use the building. Even with an overpass the safety factor will be sharply reduced. Such routing of the highway then would tend to make the building unusable from the safety point of view unless unusual measures are taken to protect the students against all access to the highway.

"2. Accessibility.

"The school by nature must be accessible to the pupils, teachers, and community using it. To isolate the Francis Junior High School from the area it serves by the routing of a highway on the street fronting the school" -- and I might add even perhaps to some extent by a route behind the school -- "would obviously sharply decrease the accessibility of the building. Overpasses would have to be constructed, but these would tend to reduce accessibility and also would increase the hazard to safety for motorists and pedestrians alike. It is certain that the usefulness of the school would be seriously impaired by the construction of a highway in front of it.

"3. Satisfactory conditions for teaching.

"Ideally a school should be separated from heavy commercial traffic not only for safety purposes but for preserving a condition which would make it possible for teachers to be effective in the classrooms. In those buildings

which are close to busy streets and industrial installations the conduct of the classroom is difficult because of the sound level. Teaching is obviously best done in a quiet setting. To route a major highway very nearly at the front door of a school would be to impair its usefulness as an instructional center by the fact that the noise itself, from the roar of traffic that is constant and heavy throughout the day, would reduce the efficiency of instruction that goes on in the building.

"The Superintendent and his staff suggest most earnestly that the Board of Commissioners seriously consider the foregoing objections to the routing of the Inner Loop adjacent to the Francis Junior High School. It will be difficult to understand why it is necessary in the planning of such a highway to impair the educational opportunity of many hundreds of boys and girls when possibly other more satisfactory solutions seem to be available."

This is the conclusion of my presentation, Mr. President.

COMMISSIONER MC LAUGHLIN: Thank you, sir.

Do you have any questions, General?

GENERAL WELLING: No.

COMMISSIONER MC LAUGHLIN: I see that you have a problem and we will certainly consider it very carefully.

MR. HANSEN: Thank you, sir.



COMMISSIONER MC LAUGHLIN: I think it is quite certain that we shall not be able to get beyond Item 20 in this morning's session, so those beyond this item may feel free to leave, or if we do get beyond there and pick up a few, those people who have gone will be picked up the first thing this afternoon.

I think the safest thing to say at this point is that we shall reconvene at 2:00 o'clock, so if there are some who are beyond Item 20 -- do you all have copies of this --

MR. THORNETT: We have them available if anybody wants them.

COMMISSIONER MC LAUGHLIN: Those that it appears that we will be able to hear are Colonel William E. Shepherd, the Progressive Citizens Association, the Washington Building Congress, the AAA--the Board of Trade and Gas Company have asked for the afternoon--the Washington Housing Association, the American Planning and Civic Association, the Civitan Club, Charles Trowbridge Tittman, Samuel N. Catalano, the Urban League, the Palisades Citizens Association, and Mr. Jack Rubin.

Now, we certainly want you to stay with us. I know your interest is pretty keen in this so we want you to stay if you feel like you can.

Colonel Shepherd?

Colonel William E. Shepherd, President of the  
Georgetown Citizens Association.

STATEMENT OF WILLIAM E. SHEPHERD, PRESIDENT,  
GEORGETOWN CITIZENS ASSOCIATION.

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COLONEL SHEPHERD: Mr. President and Members of the Board, fortunately the community life of Georgetown is but slightly affected by the first item on your agenda, the west leg of the inner loop, but the subject is of such great general interest that I would like, with your permission, to treat it last and somewhat fully.

Regarding the second item, the proposal to locate the Potomac River Freeway south of K Street in Georgetown was endorsed by the membership of my association November 25, 1957. Involved in this project is the construction of a new elevated structure which will of necessity eliminate several industrial buildings from the waterfront. A possible consequence of this change might be the relocation, over a period of years, of all the industry now established between K Street and the Potomac River, and the upgrading of the area from general industrial to residential and recreational use, thus providing Georgetown with a much needed opening to the river and play space now in short supply.

At this point I make reference to the pamphlet, Harold M. Lewis and George S. Gatter, "Land Use in the District of Columbia", June 1956. That was one of the studies that



were made in connection with the zoning regulations.

Coming back to your Item No. 1, the west leg of the inner loop, from K Street, Northwest, to Massachusetts Avenue, Northwest, should we be forced to choose between the three alternative locations labeled A, B, and C, we would vote in favor of C, as developed by the Department of Highways and Traffic and approved by the National Capital Planning Commission.

I would like to say at this point we were not aware of this alternate C that would go around the school, so I make no comment on that.

While we deplore the razing of dwellings to make room for freeways, and particularly the demolition of the old Peter House on K Street to accommodate route C, we feel nevertheless that this route would be less destructive of real estate values and community life than either route A or route B. But any limited access freeway constructed within a closely packed urban area gives rise to serious social and financial problems, and the proposed inner loop for Washington is no exception. May I therefore dwell now for a moment on some of these problems?

First, there is the loss of tax revenue, which for Washington is a very great loss, in view of the continually mounting exemptions conferred on real estate. Then, there is the parking problem, the problem of relocating displaced

families, particularly those with low incomes, and the related problem of the rebuilding at present prices, of schools which stand in the highway right-of-way.

Offsetting these liabilities are the theoretical gains computed by the consulting engineers to amount to an average of 4.16 cents per mile per vehicle, or \$20,000,000 annually by 1980. Who, I ask, are the operators who stand to gain by these savings, and why should we Washingtonians suffer our fair city to be slashed to pieces so that they may tear through it at 50 miles per hour?

I sometimes wonder how many taxpayers in this city are aware of these problems, and how many know what the inner loop is intended to do, how much it will cost, and what it will look like when finished. In reality, this proposal is not for a single loop, but for a sort of figure eight, composed of an easterly ring around the Capitol, crossing the Mall at or near 4th Street West, and a larger westerly ring bounded on the north by Florida Avenue and U Street, on the west by the Foggy Bottom area, and on the south by West Potomac Park and F Street, Southwest. Within this last-mentioned ring are the White House, Washington Monument, Lincoln Memorial, the Federal Triangle, Smithsonian Institution, Department of Agriculture, Federal Reserve, Department of State, George Washington University campus, and the site chosen for the Cultural Center.



The proposed inner loop will be a completely grade-separated, high-speed, limited-access structure, for vehicles of all kinds, including trucks, which means that it will in certain parts be carried over existing streets, and in others depressed in open cuts or tunnels. In order to make room for the freeway and its ramps, block after block of existing buildings will have to be condemned, it will all be quite unsightly and enormously expensive, estimated in 1955 to cost upward of \$272,667,000 of taxpayers' money. I am not sure we are going to be satisfied with the loop after it is bought and paid for.

Early priority is assigned by the planners to the southwest and south routes of the inner loop freeway from K Street southward to Potomac Park, then turning to squeeze between the Lincoln Memorial and the river, and thence eastward toward the Jefferson Memorial and F Street, Southwest. The freeway is planned to pass west of the Lincoln Memorial as a six-lane depressed facility, open to the sky except for a tunnel approximately 600 feet long. I believe that the noise and fumes generated by traffic, particularly trucks, using this route, will be most objectionable.

From Foggy Bottom to the Southwest Development area, the route I have just described serves no important business or industry, nor does it connect with any major arteries until it reaches the General Rochambeau Bridge,

but it will harm irreparably Foggy Bottom, the quiet dignity of the Lincoln Memorial, and the natural beauty of Potomac Park.

You will note I have not mentioned the Memorial Bridge or the new Constitution Avenue Bridge because they are going to be limited as I understand it to passenger vehicles and, therefore, cannot be considered in these facilities.

In view of the foregoing, may I suggest that the following actions be taken:

1. Amend the priorities so that the south route, previously recommended as part of the first stage of construction of the inner loop freeway, be deferred until the last, and that a cautious approach be adopted with regard to the entire west route in order to expose hidden costs, such as loss of tax revenue, moving of displaced families, reconstruction of school buildings, and depreciation of real estate values.

2. Proceed at once with interim improvements of surface streets as follows:

- a. With relation to the Potomac River Freeway, for east-west traffic, improvement of K Street from Rock Creek to Connecticut Avenue.

- b. With relation to the Constitution Avenue Bridge, for east-west traffic, improvement of Constitution



Avenue and E Street, Northwest.

c. With relation to the Potomac River Freeway and the Constitution Avenue Bridge, for north-south traffic, improvement of 21st, 22nd and 23rd Streets, Northwest.

The above-mentioned streets should be improved through street widening, channelization, parking restrictions, service roads, suitable lighting, adequate traffic signal control, and grade separations where necessary.

3. With reference to the parking problem, it is recommended that the proposed underground parking area at the E Street Mall extended westward, be built without delay. This report, however, refrains from comment on the method of financing this improvement.

But let us not forget that in order to save the city from strangulation and bankruptcy, we must first encourage patronage of mass transportation and rapid transit if it comes, and the use of small rather than large cars. And we must also free ourselves from the erroneous concept that man and his automobile are inseparable.

Thank you very much.

COMMISSIONER MC LAUGHLIN: Some very wise observations, thank you.

Mr. Armistead Peter, III, and Mrs. Harold B. Hinton, representing the Progressive Citizens Association of Georgetown.

STATEMENT OF ARMISTEAD PETER, III, AND  
MRS. HAROLD B. HINTON, ON BEHALF OF THE  
PROGRESSIVE CITIZENS ASSOCIATION OF GEORGETOWN.

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MR. PETER: My name is Armistead Peter, III, and I represent the Progressive Citizens Association of Georgetown.

Under a resolution passed by our Association at our December meeting I have been asked to request that the interchange that we are now discussing be moved as far to the east as it is possible under the conditions. While the interchange is not in Georgetown we feel likely that it affects Georgetown through its complexity and the area that it covers and particularly that it will at present destroy two of the old houses which were built at the request of General Washington at the time when the new city was in its infancy.

I would like here to support Mr. Hansen's suggestion that there will be a more complete coordination between the planning of these highways and the various groups involved having to do with the historic landmarks, the schools and other agencies of that sort which are interesting to the population as a whole and which are vitally affected by the routing of these roadways.

These old houses which housed the British Minister in 1806 - 1809, David Montague Hurston, were built at a time when Washington was completely uninhabited and under the request of General Washington his associates were asked to



build houses in the Washington area along the new streets so as to give a starting point from which the new city might be formed.

The two roadways, the eastern roadway goes directly through those houses under the present plan, although in an earlier plan they were on an island between the two, and it would seem desirable that if a slight change could be made there and the houses be saved --

COMMISSIONER MC LAUGHLIN: What is the location?

MR. PETER: They are at 2618 and 2620 K Street. They have a bronze plaque which was put on them by the Daughters of the American Revolution stating these facts and if a slight change could be made it does seem desirable to have it done.

In the general location of the inner loop I think that I may say that we are also deeply doubtful of the utility of a road of that sort and the desirability of a facility of that sort as it is now located with the destruction of property values throughout the entire city. It seems that it would be wise to go very slowly in that direction, particularly in connection with some mass transportation facility that might be built in the future and which might make this construction unnecessary.

But granted that it is necessary, it seems that we could also support Mr. Hansen's contention that it comes too

close to the school and that the C-1 suggestion particularly would interfere with one of the important recreational areas in the park.

As we all know at that point of the curve, at the far right, a great many people use that for recreation, that slope running down to Rock Creek, and it seems unfortunate to build a road of that character through a park area.

Now, there is one other thing which affects Georgetown which I would like to speak of which is not shown on the map and that is the development of the addition of the Whitehurst Freeway on the western end. From my present information I believe that the approaches or at least the land to be taken for that will extend eastward far enough to include what is called the Forrest Marbury house.

Now, the Forrest Marbury house is hardly known by a great many people and probably is not being considered by the Highway Department in this case, but I do think it is one of the most important historical houses that is now standing in Georgetown. It is at the end of M Street near the Key Bridge. It is now standing quite stark and alone with a bar or tavern in the lower story, the lower floor, but it was in that house that Uriah Forrest had the dinner the night before the lands of Washington were formally turned over and created as the Washington City.

As you remember, General Washington was quite



disturbed about the availability of that land and the ability to have it turned over to the city on the terms that had been discussed for some time. And Colonel Forrest decided to have a dinner there of the 19 proprietors of the land the night, as it happened, before the final decision took place. General Washington was present and I think we may say that the final decision for the turning over of Washington as the federal city to the federal government was made at that dinner, in that house. It was later the residence of William Marbury who was the Marbury of Marbury versus Madison which was one of the most famous decisions certainly placing the Supreme Court in its dominant position as to the constitutionality of legislation passed by Congress. And he was also the first president of the Farmers Mechanics Bank.

I think that that house in particular ought to be very deeply considered in the location of any road. I don't think that there is any house in Georgetown that deserves preservation and placing in its original condition by the federal government, actually, than that house and I strongly recommend that it be considered and its preservation should be established in any road system which is going to be established in that area.

COMMISSIONER MC LAUGHLIN: That is up on N Street?

MR. PETER: M Street.

COMMISSIONER MC LAUGHLIN: M Street?

MR. PETER: Yes.

COMMISSIONER MC LAUGHLIN: Right at the --

MR. PETER: Just before you come to the Key Bridge.

Thank you very much.

GENERAL WELLING: Mr. Peter, if these projects are going to go ahead and if there is no practicable way to avoid some of these historic places which you mentioned, is there any merit to considering moving them brick by brick to some nearby location?

MR. PETER: Of course there is merit in that. I don't think that a house ever is as interesting in a new location as it is in its original one, but it is always more desirable to preserve a house in some way than it is to destroy it completely.

We have seen the moving of houses before but I do think that in cases of this sort it destroys the original character of the house and particularly the location at which its builders felt that it was desirable to build it. These houses point up the area which represents the birth place of Washington as a city. I think that should always be remembered in that connection. Moving them will preserve possibly a part of the house but it doesn't preserve the remembrance or the historical significance of their location where they now stand, and I think that should always be



considered very, very deeply in any consideration of that sort.

That street, M Street, was one of the early streets of Georgetown, although K Street was really basically the original street to the river and M Street was then Bridge Street and those houses where they stand were actually the focus of the life of Georgetown and of Washington, the early antecedant one might say of Washington City.

Considering that Washington City is the capital of the nation it does seem to me that some sacrifice should be made to keep thosi houses in being.

COMMISSIONER MC LAUGHLIN: Thank you very much, Mr. Peter.

Mrs. Hinton?

MRS. HINTON: I am Mrs. Harold B. Hinton, chairman of the Zoning Committee and Planning Committee of the Citizens Association of Georgetown.

I want to back up what Mr. Peter said. In fact, he has covered most everything I wanted to say.

I want to first thank Mr. Brinkley for saving Braddock Rock. And thank them that they are showing appreciation of things and hope they will be able to do some of the things that Mr. Peter indicated.

I would like to point out to General Welling about moving houses, what that does.

As you may not know, the Francis Scott Key house was destroyed for the approaches to the Key Bridge and at the time it was said that it would be reconstructed elsewhere, I believe in some part. The bricks and materials were put into storage. I don't know what happened, but it got nibbled away over about twenty years and finally I understand that the few remaining bricks in the Francis Scott Key house have been incorporated in the terrace of the Oak Stone house.

It costs money to take a house down, much more money to put it back. It is very hard to get up enthusiasm for that kind of thing because it really doesn't carry through with the history of the house.

As Mr. Peter said, the location is equally as important as the house itself.

Thank you very much.

COMMISSIONER MC LAUGHLIN: Thank you, Mrs. Hinton, Mr. Arthur H. Keyes, Jr., representing the Washington Building Congress, Inc.

STATEMENT OF ARTHUR H. KEYES, JR., ON BEHALF OF  
THE WASHINGTON BUILDING CONGRESS, INC.

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MR. KEYES: General Welling, members of the Board of Commissioners, ladies and gentlemen: This report was prepared by the City Planning Committee and approved by the Washington Building Congress. We appreciate this opportunity



to comment on the proposed inner loop. We think it is unfortunate, however, that attention is being concentrated on a small segment of the loop and that the hearings are being held before the extensive mass transportation survey has become available to the public.

It is rather difficult to arrive at an intelligent conclusion about one part without considering its relation to the whole. After studying the mass transportation survey we may want to restate our position, and we would welcome another hearing at that time for a public discussion of the survey and of the inner loop as a whole.

Our present conclusions about the three specific projects under discussion are as follows:

1. West leg of the inner loop from K Street to Massachusetts Avenue: We would prefer that this not be built. It is useless unless joined with the northern section of the inner loop and we believe that this whole northern section duplicates the facilities of east-west traffic available around the southern half. At the same time it improves very little the important north-south commuter traffic along numerous existing streets. There are no major freeways proposed from the north which could tie into the inner loop without congestion. Every effort to form an interchange with these many streets causes further constrictions on already limited rights of way and discharges

traffic into them which they are not capable of handling.

Furthermore, an eight-lane freeway is bound to depress real estate values in a residential area. If we are going to upgrade the Northwest and entice higher income groups back into this part of the District, the city should resist the temptation to allocate its share of funds for urban renewal in the form of a super highway, even though 90 percent of the funds are derived from a federal appropriation.

2. Potoma River Freeway from G Street to vicinity of Wisconsin Avenue, including ramp interchanges with K Street and west leg of inner loop: We favor alternate route C because it appears to do the least damage to existing property and to proper future land-use. Plans for new bridge and highway projects have now progressed to the point where this portion of the inner loop between the Northwest and Southwest approaches to the city is essential.

3. Washington Circle grade separation and ramp, and improvements of K Street from 26th Street to Connecticut Avenue: This project should have first priority, as it is the most useful in solving the traffic jams which already exist in the approaches to Whitehurst Freeway and Rock Creek Parkway. We doubt, however, that it can also handle future traffic from the proposed Potomac River Freeway.

As to the remainder of the inner loop, the



Washington Building Congress approves the southern and eastern portion provided the following five major planning programs are undertaken and coordinated with the inner loop planning:

1. Work on the outer loop, the circumferential highway, the Arizona Avenue bridge, and the Cabin John bridge, and so on, should all proceed concurrently or preferably ahead of the inner loop in order to divert through-traffic away from the central part of the city.

2. The flow of street traffic within the loop must be improved before additional traffic generated by the loop itself is discharged into the city. This involves widening of some streets, elimination of curb parking on many, synchronizing traffic lights, simplifying right and left turns, et cetera. This program should be scheduled ahead of the inner loop. Adequate access and discharge ramps from the loop into the existing street pattern must be devised to avoid bottlenecks and traffic tie-ups worse than exist at the present time.

3. Adequate off-street parking facilities must be made available to handle the increased number of automobiles encouraged to enter the city as well as those cars displaced by the elimination of curb parking on arterial streets. These downtown parking facilities should not be free but pay their own way, and taxes to the city as well, by reasonable charges to the car owner. Free education to all children

is a public responsibility but free parking for the commuter is not.

4. Imaginative design must be applied to minimize the visual impact of this great ditch through the central city, and to minimize the loss of taxable properties. Ingenuity is needed to blend with the street patterns as much as possible, avoiding architectural back sides and open sided alleys as the principal vistas of the neighborhood. Where open cuts are left the landscaping should be bold reforestation, not a perfunctory spotting of shrubs. Tax values can be recovered in part by re-using portions of the space above this 175 to 200 foot wide cut for office buildings, parking garages, or even public squares to enhance adjoining property values.

5. And perhaps the most important: A rapid transit system of sufficient convenience, comfort and speed to compete with the automobile should be seriously considered and perhaps given priority in construction over certain portions of the highway construction. The more we encourage automobiles to enter the central city, the more difficult it becomes to develop a rapid transit system which must be an important part of any future transportation complex. It is absolutely essential that some sort of rapid transit system be coordinated with our highway program for proper location of transit stations, rights of way, and fringe



parking facilities.

It is contemplated that the proposed inner loop will cost \$500,000,000 and we understand that another \$400,000,000 is recommended by the mass transportation study for approach and arterial street improvements. Since this is an estimate over a ten-year period the whole project may run well over a billion dollars. Higher taxes have already been proposed for this purpose. Is it any wonder we ask the question, "Is this a wise investment of public funds?". We are aware that it is probably too late to evaluate the inner loop in terms of cost.

An expenditure of a billion dollars on roads within the District would never have been considered before, but it becomes almost irresistible when 90 percent of the funds are provided by the federal government. It is difficult for one city to turn down such an offer even though the remaining 10 percent represents a severe strain on the local budget, when other state and local jurisdictions are seen scrambling for these federal funds. However, we are interested in knowing if it will become necessary to divert funds from our education, river pollution and sewage disposal problems, from needed social services, adequate police protection and a dozen other things in order to shave twenty minutes off the commuters' travel time.

If the offer of 90 percent federal funds is

irresistible let us at least see that these five essential planning programs which we have outlined are coordinated with the design of the inner loop, so that we get as much good as possible out of our tax dollars.

Thank you.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Keyes.

Have you any remarks?

GENERAL WELLING: No.

COMMISSIONER MC LAUGHLIN: Mr. Washington I.  
Cleveland, representing the American Automobile Association.

STATEMENT OF WASHINGTON I. CLEVELAND, ON BEHALF  
OF THE AMERICAN AUTOMOBILE ASSOCIATION.

MR. CLEVELAND: Mr. President and General Welling,  
your hearing here today takes place just one day prior to the monthly meeting of our board and we have not taken action on this project yet. However, our committee on Highways and Bridges has studied the subject, has prepared a report for submission tomorrow which will recommend the approval of your route C as recommended by the District authorities, and while I cannot guarantee that we will take final action tomorrow I will assure you that as soon as we do we will present our recommendation and make every effort to have it here by the 16th.

COMMISSIONER MC LAUGHLIN: Thank you very much.

Mr. Horsky, of the Washington Housing Association.



STATEMENT OF CHARLES A. HORSKY, PRESIDENT,  
WASHINGTON HOUSING ASSOCIATION, AS PRESENTED BY  
MISS ANNA S. MILLER, EXECUTIVE DIRECTOR, WHA.

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MISS MILLER: I am Miss Anna S. Miller. I am the Executive Director of the Washington Housing Association. I am reading the statement of Mr. Charles A. Horsky who regrets very much his inability to be here. He is in New York handling a court case and will be there through Wednesday. This is Mr. Horsky's statement.

"I am Charles A. Horsky, President of the Washington Housing Association. My comments pertain to the proposed west leg of the inner loop.

"The Board of Directors of the Association has authorized and requested that I appear today and bring to your attention one matter which has been given far less attention than it deserves -- the matter of the displacement of people whose homes must be removed so that the highway can be built, and the relocation of such people in homes elsewhere.

"This is a problem which is not dependent on answers to technical questions such as the specific route of the west leg, or whether the inner loop can or should become a reality without changes in mass transit systems and patterns. It is a problem which emerges wherever the route may be, since it is inevitable that it will displace people, indeed, many

people. And it is a problem which will grow in size, rather than shrink, as the highway program moves on.

"Indeed, up to now the very existence of the problem has been hidden by the fact that the Southwest freeway -- the only portion of the inner loop actually under construction -- has traversed an urban renewal area. Because of that circumstance, relocation assistance has been available to the people who were displaced -- through the Redevelopment Land Agency which performed the relocation service before the Highway Department became involved.

"Now, however, the District is faced for the first time with a major highway project which will traverse populated areas not in an urban renewal area. The relocation services of the Redevelopment Land Agency will not be available. Some, but not all, of the families to be displaced will be of low or middle income, for whom relocation will be anything but easy. And as we turn to the Southeast Freeway, and the Northwest Freeway, we will greatly increase the impact on those families least able to relocate themselves in a way appropriate for themselves and consistent with the welfare of the District. I have no hesitation in asserting that it is not too soon, now, to recognize the problem, and to take steps to meet it.

"Stated simply, the problem is this -- what should be the attitude of our government -- both local and federal,



for both are involved -- toward people forced to leave their homes by reason of highway improvements?

"There are three major considerations which we believe relevant.

"First: We believe government has a responsibility to alleviate the hardships suffered by the families who must move so the highways can be built. This does not demand officious intermeddling with families whose problems are well within their own capabilities, and whose voluntary relocation could not jeopardize the community.

"It does, however, require genuine assistance for low-income families in finding suitable housing at prices the families can afford. And, may I add, it requires more than can be afforded to such families by the District's Inter-Agency Referral System. The Association will have, and will present to the Commissioners in the near future, a further study of the need for a Central Relocation Service, patterned on that of Redevelopment Land Agency, which could do the job. In fact, only such a relocation agency can maintain an over-all understanding and appreciation of the scope of the problem, and of the actions which are necessary to meet it. It is significant that within the past few months the Board of Estimates in Baltimore has approved a plan of this sort for that city. And, I may add, it is equally significant that one of the two principal signers of

the Baltimore plan was the Director of Public Works" -- who by the way is in charge of the Department of Highways.

Incidentally, we just learned last Friday this plan is in effect in Baltimore. Relocation services will be offered to all families displaced by the Baltimore action. It is expected that within the next few months they will begin to handle families displaced by other than urban redevelopment.

"Second. We believe that not only does the government have this minimal responsibility to families which it uproots, but that it has an equal responsibility to the community at large. Massive displacing of families forced to move by highway construction accompanied by a lack of concern with where they go, will inevitably lead to the overcrowding of presently sound areas, will accentuate the spread of blight, will jeopardize many other costly urban renewal programs, and will make enforcement of the Housing Code far more difficult and far more expensive. And let me add again that while the west leg may affect a smaller proportion of families in whose proper relocation the community has a stake, the number of such families involved in the total highway program is very large indeed.

"Third. We believe that there can be no justification for the present discriminatory handling of families displaced by different government programs. The federal



government, which finances two-thirds of the costs of re-development and urban renewal, recognizes that it has a responsibility to assist those who are displaced by these programs. We find it difficult to understand why the federal government, which finances 90 percent of the interstate highway system, of which the inner loop is a part, has failed to recognize in that program the same degree of responsibility. We agree with the policy resolution of the National Association of Housing and Redevelopment Officials -- NAHRO -- adopted last October 15:

"families, individuals and businesses displaced by the highway program and other federally-aided programs are no less deserving of relocation assistance than displacees under the urban renewal program."

"In the light of these considerations, what should be done? We respectfully suggest that you consider several steps.

"1. The matter should be brought to the attention of the appropriate federal officials, and to Congress. As public officials who must deal with the problem on the local level, and who are in the best position to understand the effects of the inconsistent federal policies now in effect, you have full warrant for speaking. Indeed, because of the peculiar position of the District, in which interstate

highways will traverse almost exclusively urban areas, you are in a position to emphasize the seriousness of the problem. We understand that this month the American Municipal Association will consider a resolution requesting an allocation of highway funds for families displaced by the highway program.

"2. In addition, and particularly until Congress takes action, a Central Relocation Service should be established to deal with the relocation of all families displaced by government action in the District. I will not elaborate now on this suggestion, since the Association hopes to have an opportunity to develop our ideas in that respect more fully within a short time.

"3. Finally, and as a minimum, the Highway Department should be asked to develop the facts on displacement, and to make them publicly available. As of today" -- and I might say until we came here today we had no official information on the number of families who will have to move as a result of the construction of this leg of the inner loop. I realize that Mr. Brinkley told us that 480 dwelling units would have to be removed. These are the first facts that we have been given and we also know that dwelling units often contain more than one family per dwelling unit.

"Perhaps the figures will have to contain a margin of error, depending on the ultimate detailed engineering plans, but even an order of magnitude study would be useful.



Moreover, such a study should not be confined to mere numbers of families. As in the relocation studies of Redevelopment Land Agency, it should detail incomes, sizes of families, race, and other significant facts. Only in this way will the real dimensions of the problem become known to the community.

"We appreciate this opportunity to make our views known.

COMMISSIONER MC LAUGHLIN: Thank you very much, Miss Miller.

The American Planning and Civic Association.

Is there a representative here of the American Planning and Civic Association?

General Grant.

STATEMENT OF GENERAL U. S. GRANT, III, ON BEHALF OF THE AMERICAN PLANNING AND CIVIC ASSOCIATION.

GENERAL GRANT: I am U. S. Grant, III, representing the American Planning and Civic Association.

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The Association is very much concerned with the necessity for the inner loop and believes that this route C -- I might say, Mr. Commissioner, that we were not aware of the second proposal, the alternative proposal going through the parkway and that would have to be studied. We do feel that the route C is the best route of the three that has been suggested.

We realize that something has to be lost when you undertake such a great project and that someone is going to be inconvenienced.

We agree with the Housing Association that there should be provision made for taking care of the families that have to be moved as a result of such a project. Whether that is a federal or a District responsibility we are not ready to say, but we do feel that something of that sort should be considered required and that an appropriate relocation agency of some sort should be set up in the District to take care of all of these projects.

I think that beyond that I have nothing to say, sir. The problems are many and you have to solve them, but our Association is in favor of route C rather than any of the other routes with some modifications perhaps being made as further study is given to it.

We are very strongly for a proper and suitable mass transportation provision to be made along with this provision for automobile traffic.

COMMISSIONER MC LAUGHLIN: Thank you, sir.

The Civitan Club? Is there a representative here?

Mr. Tittman?

Mr. Catalano?



STATEMENT OF SAMUEL N. CATALANO, ON BEHALF OF  
THE CIVITAN CLUB.

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MR. CATALANO: Mr. President, I am here as a  
resident of the District --

COMMISSIONER MC LAUGHLIN: Would you give your  
address and full name?

MR. CATALANO: Samuel N. Catalano, 1440 Rhode Island  
Avenue.

My purpose of being here today is by reading the  
papers about the proposed parkways of the immense amount of  
money that will cost the taxpayers and also reading about  
the rapid transit system of half a million dollars.

Now, I feel that there is no need to have all the  
housing and to build this parkway right in the middle of  
the city streets, right in the center of the District. I  
believe that there should be less cars, less carbon monoxide  
and more freedom for people to walk in the city streets and  
not have all this tremendous traffic right in the middle of  
the city.

There are other ways, perhaps, that could be  
figured out because most of the traffic jams here in the  
District are caused by people who live in the outside suburbs  
of Washington. If there were a way to get the people from the  
suburbs to the place where they work and back again that would  
solve a great part of the traffic problems.

Now, I have read in papers where in Boston they spent \$33,000,000 a mile to build freeways right in the city streets in the downtown area. Well, in every city there are railroad tracks that have the best routes through the city; if there was such a way, for instance, from Silver Spring to Union Station, if they could build a skyway above the tracks in such a way there would be no houses to move, no streets to jam up or anything. But if there was a way to build a skyway above the tracks from Silver Spring to Union Station, a tunnel under Union Plaza and have a tunnel under the Washington Drive and Adams Drive on the Mall, and these tunnels wouldn't cost a lot of money because they would be just built right under the streets. They wouldn't be under the water or anything.

If there was such a way that we could have something new in the District of a clean transportation system and no moving of houses and no having a tremendous amount of cars and carbon monoxide and traffic jams, I think that would be a lot better, and also we should make more use of the railroads.

For example, if there was a place in Rockville, Maryland, where people could take the B&O Railroad and go to Union Station, if there were a local transit bus company right above the tracks of Union Station, the people going from Silver Spring or from Rockville could take the train



right to Union Station, walk on the platform, take a local bus to wherever they wanted to go.

Also, there is a tremendous amount of room above those tracks, there are several acres or dozen acres above the Union Station tracks. That could be used for parking and local bus transportation and all.

I think that the District here should go further in using those rights of way instead of spending a half a million dollars for a subway system that may not work too well in Washington, or to have many millions of dollars for local roads right in the city.

Thank you very much.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Catalano.

The representative of the Washington Urban League, Mr. Charles T. Duncan.

STATEMENT OF CHARLES T. DUNCAN, VICE PRESIDENT  
OF THE WASHINGTON URBAN LEAGUE.

XXX

MR. DUNCAN: Mr. McLaughlin, Mr. Commissioner Welling, my name is Charles T. Duncan. I am vice president of the Washington Urban League and am substituting this morning for its president, Mr. R. Frank Jones. My organization appreciates the opportunity to participate in this hearing on the western segments of the proposed superhighway system within the District of Columbia.

The District has in progress two multi-million

dollar development programs which will substantially change the physical layout of the city. One is the urban renewal program at a total cost of \$195,000,000, and the other is the local portion of the federal highway program at a total cost of \$361,000,000.

It appears that these two colossi, which are intended to improve specific conditions, may be in conflict with each other, each working to some extent against the objectives of the other. While the urban renewal efforts are designed to clear slums and create new property values in the city, the highway activities, in making physical improvements, are producing a condition which may be a primary cause of slum-development, namely, overcrowding of housing and of residential areas.

The Board of Commissioners makes every effort to coordinate the public works program with the urban renewal program in order to allow the former to contribute the maximum financial advantage toward the one-third required as the local contribution to the total cost of the latter. Yet it appears that little attention is being given to the negative effects of highway programs.

As thin as the District must stretch its dollars, it makes no sense to neglect steps to prevent dollar waste. The creation of new slums through government sponsored actions which promote overcrowding is the height of folly.



The Urban League is in no wise opposing the inner loop, nor any segment of it, nor do we take any position with respect to the particular route which the west leg may take.

The League's concern, however, is with the impact which the inner loop program, including the west leg, will have on persons it may displace.

Prior to this morning the Highway Department had given no indication of how many persons the highways under consideration at this hearing will displace nor where such families will be housed.

The National Capital Planning Commission has estimated that the whole inner loop will displace 6,800 families -- occupants of 5 percent of the total number of dwelling units in the District -- but apparently no one knows how many are in urban renewal areas and how many are not.

If relocation makes sense for families displaced by urban renewal, and Congress acknowledged that it did, then it also makes sense for families displaced by highways and highway development. While it is true that there is no legal requirement that local governments certify that it is possible to re-house families displaced by highways in standard dwelling units, it is a matter of municipal self-interest that this be done,

Relocation as a part of urban renewal was enacted

upon humanitarian considerations. However, it is now apparent that there are other equally compelling reasons for providing a relocation service for families displaced by highway development.

The present District referral "system" for those displaced by non-urban renewal forces is utterly inadequate; in fact, it is considered a sham. It is completely deficient upon two scores: It does not collect statistical information regarding the elements of the problem and even more important it provides little genuine assistance in rehousing displaced families.

The District government figures for the first nine months show that the whereabouts of nearly four-fifths of the families displaced by municipal action is unknown. By municipal action I refer to action by the Condemnation Board, General Administration and the Department of Licenses and Inspection.

This is alarming when the figures also show that close to 90 percent reported, actually reported, to the agency designated to assist them. Furthermore, it has been estimated that an average of more than 1,200 families will be displaced in the same way for each of the next three years. If displaced families continue to be "lost" at the same rate, some 3,300 families or approximately 10,000 or more persons will fall in this category.



The League urges the Commissioners to check, as this organization has done, into the actual referral process, that is, what each agency does for displaced families. The families in most instances get little more than general advice on an informal basis.

Some families to be displaced by the inner loop are in urban renewal project areas as well, but many are not. The former will receive aid in relocation, but the latter will not. The families in the path of the west leg and of the Southeast are not in project areas. The range of income of the families in the west leg area is probably from very low to very high, but the income of those in the Southeast are probably quite low.

It is undoubtedly true that the city has not yet felt the impact of displacement by highways and other governmental actions, because the Redevelopment Land Agency has relocated the families routed by the Southwest leg of the inner loop. It must be remembered, however, that displacement from all causes is cumulative.

The immediate need is twofold: for information about the total displacement load and a supply of suitable housing to meet the need, and also a relocation service. It is vital that adequate statistics and research data be secured to guide urban renewal and other governmental improvement programs.

There are numerous vital benefits to be gained from this type of program:

It would avoid contributing to the development of new slums. And to me this is most important and cannot be overlooked.

It would minimize the hardship to families forced to move for the general welfare by governmental action.

It would make the most of the opportunity to get families into standard housing in good neighborhoods where city expenses are lower and opportunities for family improvement are enhanced.

It would enable the Commissioners to keep abreast of the housing needs of the city in order to avoid a shortage of suitable housing.

It would permit the phasing of displacement with the availability of existing housing and the addition of new housing to the total supply.

In conclusion the Urban League makes three recommendations.

1. Before approving the proposed highways the Commissioners should ascertain, with some definiteness, statistical and other information about the families to be displaced and the availability of sufficient, decent, safe and sanitary housing for their relocation.

2. The League reiterates strongly the recommendation



it made three years ago that a Central Relocation Service be established. This central service should develop statistics and research data needed to phase displacement with relocation and to provide a rehousing service for displaced families.

3. The League also repeats its recommendaation that the Commissioners take steps to see that overall planning is done not merely for physical use of land, but for the housing needs of the whole city.

In this connection, I would like to refer to the editorial which appeared in the Post yesterday by Robert C. Albright which made the point that after all cities were planned for human beings in the final analysis.

The League concurs with the views of a housing group in another city:

"Unless displaced families can find satisfactory housing within their means, we shall have merely displaced the housing problem, not solved it. Successful relocation is therefore the key to successful urban renewal."

Thank you, Mr. Examiner.

COMMISSIONER MC LAUGHLIN: Thank you very much, Mr. Duncan.

Mr. Smith, Mr. William G. Smith, representing the Palisades Citizens Association.

STATEMENT OF WILLIAM G. SMITH, ON BEHALF OF  
THE PALISADES CITIZENS ASSOCIATION.

xxx

MR. SMITH: Mr. President, General Welling: My name is William G. Smith. I live at 2315 Chain Bridge Road, Northwest. I speak on behalf of the Palisades Citizens Association.

Our Association includes more than 2,000 members living from the river bank to Nebraska Avenue and Loughboro Road between Foxhall Road and the District line.

In presenting these views on the proposals before us I must emphasize that we speak as residents interested in the adequate development of our nation's capital. We hope that our views may help make this a better city and that we may at the same time help protect the interests of taxpayers.

As you know, we are not experts in these highway problems, but when a partial proposal is presented the cost of which exceeds the entire school budget for a year, then it is incumbent upon us that we study this matter carefully. Let me first direct a few comments to the three proposals and then talk about this hearing.

On the E Street widening and Washington Circle underpass: We agree with your announcement that this improvement has been urgently needed and we have only two questions.

1. Would it be possible to make any provisions



for controlling ice and snow on the 5 percent grades entering and leaving the underpass? We have had enough bad experience in the District with traffic jams during winter seasons to make it worth considering putting in heating elements to prevent traffic disruptions resulting from ice and snow conditions.

2. Once the underpass is completed it is practically impossible to revise it. Therefore, we urge that you consider carefully the possibility of widening either the underpass or the surface level roadways on either side of the underpass or the surface level roadways on either side of the underpass to accommodate the possible heavier surface traffic flow, such as traffic coming along K Street to use 22nd Street going north.

Now, on the inner loop: Without commenting on the merits of the inner loop as such, we have sympathy for the D. C. Highway Department proposal and possibly also for C-1, which was just mentioned this morning. However, the basic information essential to an informed opinion has not been available. The value and type of properties required seems important to such an opinion. The information this morning didn't go into that detail. We think it is essential. Furthermore, the costs of replacing the inaccessible grade schol should be evaluated as part of the total picture. We do have two questions concerning this proposal.

1. We note that the inner loop swings inland away from Rock Creek Parkway thus avoiding the Gas Company property, the grade school which we understand could no longer be used as a school, and the projected Cultural Center of music hall and theatre. They are described on the map as being prospective structures. These buildings are not in existence and by and large they represent a promise of something that may or may not be accomplished.

The consequence of this inland swing is that considerably more residential property must be condemned, and the route is longer. Is it not preferable to use vacant land for the loop and to leave future development of the type projected to alternate areas, many of which appear to be becoming available to the District from urban renewal programs.

2. Would not traffic flow be speeded on the four ramps at the interchange with the Whitehurst Freeway if provision were made for widening the access roads leading to and from the ramps so that through-traffic could move past the ramp interchange without slacking speed for ramp traffic. The detail of the maps there presented indicate in small type the number of ramps but they make no provision for widening the main roadways either right before the ramp or right after it enters or leaves the highway.

Also, we wonder about the wisdom of planning for



single lane ramps when we know so little about the traffic loads. Certainly it would be far more expensive at a later date to widen single lane ramps than to do it initially.

On the Whitehurst Freeway: We are in no position to appraise the wisdom of adding the second four lanes to end about 40 feet in the air above the southern terminus of Wisconsin Avenue. At our December meeting the Association again reaffirmed unanimously its opposition to any highway planning which is based on the eventual construction of an Arizona Avenue Bridge, because no traffic justification for such a bridge has ever been provided.

Last year Mr. Aiken told some of us that we had no need to be concerned about such a projected Arizona Avenue bridge because no highway plans, studies, or use analyses have been made for such a bridge; however, he believed one would eventually be built. Yet at the same time we have been told that the projected parkway along the river in the District will be a split level structure which would require the Arizona Avenue bridge. Now in connection with today's hearing we are told that the Whitehurst Freeway proposal stops at Wisconsin Avenue. I learned earlier the reason for the stop is that the necessary studies to justify its terminus at the Glover-Archbold Parkway have not been made. Now then can we evaluate this part of the whole and determine whether or not the projected expenditure of

District and federal funds will be necessary, will serve the public interest, and will not be a step toward this undesired bridge?

It is gratifying to be told that our analysis of a year ago, emphasizing that the Route 240 proposal along the river bank was not necessary to meet trucking needs, has been accepted by the Highway Department and that no change is being made in the traffic flow estimates prepared by Clarkeson because the projected riverside parkway will not carry trucks.

Inasmuch as this hearing is on this partial proposal we would like to ask two questions concerning the proposed route:

1. Would it not be much less expensive to move the new route over water all of the way rather than moving out into the river beyond the Wisconsin Avenue terminus? Since it is an elevated structure, it would appear that the only increase in cost would be the cost of the footings. On the other hand, moving this roadway over the river would eliminate the need to condemn many buildings and, disrupt the Georgetown industrial complex. A cost comparison of the river route proposed here should weigh the costs of condemnation and destruction of these businesses and the capitalized tax loss involved against the more costly footings.

We regard this industrial area as very important



to the District not only for the services we receive from the businesses located there, but also for the large taxes they pay which go far toward reducing the tax base on the residential areas of the District.

The disruption to these industries caused by the condemnation of all of the buildings involved would be substantial. Whether in the face of such condemnation the companies involved would attempt to continue in business at this location with considerably less land available or would relocate elsewhere either in or outside the District cannot be known in advance. However, certainly in calculating the costs some weight must be given to the prospect of losing these industries.

I would doubt if the freeway could go over these buildings because of their height, because many of the buildings might be adversely affected by the construction, and also because the Bureau of Public Roads might not permit the construction of the freeway over existing businesses. Also it is doubtful if the freeway could go over the switching yard at the foot of Wisconsin Avenue because of the height of the gantry crane essential to the operation of that yard.

While it is not clear what is the source of the proposed route, is it not possible that we are dealing here with another Clarkeson conclusion based on inadequate analysis of the facts and that the D. C. Highway Department

proposal may just be a continuation of Clarkeson's original suggestion? If so, we certainly urge a more careful look.

2. Would it be possible to construct this second freeway in such a manner that the completed eight-lane Whitehurst Freeway would be able to accommodate six lanes of traffic one way and two the other way during the rush hour periods?

These freeways are tremendously expensive to build, \$25,000,000 estimated for less than a mile. It has generally been recognized by Clarkeson, by the Highway Department, and others that the commuting work-day traffic cannot be adequately handled by the provision of only four lanes during the rush hour. At all other times the present freeway is more than adequate. If some way could be devised to provide for differential traffic loading, this tremendous expenditure could be used twice a day rather than only once a day and, therefore, would serve twice as much good. We urge that serious consideration be given to this possibility because of the apparent huge expenditures involved in the construction of this second freeway.

Now let me comment about today's hearing.

First, as suggested earlier in talking about the possible effects on an Arizona Avenue bridge, this hearing is held on small parts of a very large and expensive highway program, apparently in full confidence that the entire program will be completed. By themselves, the parts of the inner loop



and the freeway are meaningless. In each case they dead end, one 40 feet in the air and the other 20 feet below the surface. If either or both of these proposals is undertaken, then other much more expensive parts must be completed in order to use these proposed roads.

In inquiring about this freeway proposal we were advised that Wisconsin Avenue was selected as the terminus because that was covered by the November 1958 Planning Commission approval; and that the studies relating to the terminus with Glover-Archbold Parkway and the Palisades Parkway were not completed.

We are unable to understand how an approval can be given to these two segments without predetermining the ultimate reasonable terminus for these routes. Therefore, we suggest that these hearings are premature and that justification for those two proposals should be evaluated at a hearing only when the entire proposals can be reviewed. To authorize today the expenditure of \$70 million, when in fact the authorizations may involve five to ten times as much in order to complete the work started, may be ill advised.

Second: As suggested earlier the statistics and other essential information necessary for full evaluation of these proposals are either not available or are in questionable form. I am sure you will recall our testimony

of a year ago on the reliability and adequacy of statistics used by the Clarkeson Engineering Company in preparing its report on Route 240.

I have about 30 pages of last year's testimony which I won't incorporate in the record at this point.

Yet we find these statistics provide the basis for today's proposals. Bad as they were a year ago they are even more inadequate now because of highway programs that have been determined upon in the meantime, such as (1) the Virginia George Washington Memorial Parkway, (2) the Virginia Expressways, (3) the Constitution Avenue bridge (4) The White House decision on Route 240, and (5) the parkway system proposed for the western part of the District.

Furthermore, it is regrettable that no use can be made of the wealth of data being completed by the mass transit survey, which may be released within the next few months. This failure to have available the essential information is another reason for delaying a decision on these proposals.

Third: We are concerned about your attitude toward this hearing. Your announcement says it is ". . . to afford an opportunity to express views on the proposed highway improvements . . . (and that it). . . provides a forum whereby the Commissioners can receive the opinions of individuals and groups . . ."

In a letter written November 28, to a resident



affected by these proposals, a calendar is outlined which indicated that the decisions have been made. We protest that this hearing is not noblesse oblige, a favor granted by you to the voteless residents. You are required by law to have this hearing before reaching a decision.

The results of this hearing and the facts which should have been provided in advance for study by the residents are then reviewed by the Bureau of Public Roads before these proposals can result in approved projects. Your obligation in this hearing is to see that these facts were made available so that the necessary study of the proposals could have been meaningful. This failure to provide essential information is a terrible handicap for the entire proceedings.

In conclusion, let me suggest that bad government can be tolerated even if it is for good purposes. You Commissioners have a great responsibility to provide this city with good government because your residents cannot participate in municipal affairs.

Thank you very much for your kind attention and we take this opportunity again to wish you the patience of Job and the wisdom of Solomon in determining these tremendous expenditures.

COMMISSIONER MC LAUGHLIN: Thank you very much.

We will have one more witness, Mr. Jack Rubin.

STATEMENT OF JACK RUBIN, ON BEHALF OF  
LARIMER'S.

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MR. RUBIN: Mr. Commissioners, I want to take this opportunity to thank you for letting me come up here to express myself and I am here for the sole purpose of Larimer's. I don't know whether I am in order or not, but I understand the freeway is to come through the exact spot that we are located on Connecticut Avenue between R and S, is that correct?

COMMISSIONER MC LAUGHLIN: We don't get that far on this one, do we?

MR. RUBIN: This only goes to 21st and Q.

COMMISSIONER MC LAUGHLIN: Let's get the word from Mr. Aitken.

MR. AITKEN: This hearing does not go that far.

MR. RUBIN: Then I am out of order?

COMMISSIONER MC LAUGHLIN: I suppose what it connects to goes that far.

MR. RUBIN: That is what I understood.

COMMISSIONER MC LAUGHLIN: Do you know the location of Larimer's on Connecticut Avenue?

MR. AITKEN: I know approximately where it is.

MR. RUBIN: It is between R and S Streets.

COMMISSIONER MC LAUGHLIN: Does it pick up that location?



MR. AITKEN: The new line would cross Connecticut just about at that point, yes, sir, but that line has not been set as of now.

COMMISSIONER MC LAUGHLIN: I think if you have comments on this leg, these proposed legs which would connect with the location, this is the time to speak.

MR. RUBIN: Well, Mr. Commissioner, I have a comment to make only for the purpose where we are located. So I guess I probably will wait until other hearings when it is permanently proposed.

COMMISSIONER MC LAUGHLIN: Mr. Brinkley, when did you say there would be the extension beyond Connecticut?

MR. BRINKLEY: Beyond 1966 for the latter part of this, Mr. Commissioner. That is from the 21st-22nd Street area up to Massachusetts Avenue. That section of this present project will be beyond 1966. So the section that this gentleman is talking about is some time in the more distant future.

COMMISSIONER MC LAUGHLIN: If you have any general objections to this approach to your place of business I think we ought to hear them at this time.

MR. RUBIN: I haven't any.

Thank you, Mr. Commissioner.

COMMISSIONER MC LAUGHLIN: Thank you very much.

We will resume at 2:00 o'clock.

Thank you all for standing by.

(Thereupon, at 12:35 p.m., the meeting was recessed, to reconvene at 2:00 p.m., this same date.)



alc-1

AFTERNOON SESSION

(2:00 p.m.)

COMMISSIONER MCLAUGHLIN: Let's come to order, please.

Is Mr. Haskell Jacobs here? Mr. Jacobs?

(There was no response.)

COMMISSIONER MC LAUGHLIN: Is there anyone here whom we missed on the morning list? A representative of Georgetown University?

(There was no response.)

COMMISSIONER MC LAUGHLIN: Mr. LeComte.

MR. IMMER: I am speaking for him.

COMMISSIONER MC LAUGHLIN: Will you give your name and address, and you are representing the Dupont Circle Citizens Association.

STATEMENT OF JOHN R. IMMER, CHAIRMAN OF THE  
INNER LOOP COMMITTEE OF THE DU PONT CIRCLE  
CITIZENS ASSOCIATION.

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MR. IMMER: Correct. I am John R. Immer, Chairman of the Inner Loop Committee of the DuPont Circle Citizens Association. Our Association endorses plan C of west leg of the inner loop south of N Street, N. W.

We note that the present plan C north of N Street, N. W. takes a heavy toll of dwelling units and condemns considerable expensive property which will be removed from

the tax rolls and expensive embassy property, namely the imposing Indonesian Embassy. It bisects the residential part of our area and will adversely affect property values in the area.

We urge that strong consideration be given to another route which would run north on 22nd Street from N Street, N. W. and which would be covered from P Street to R Street and thence northwest across Connecticut Avenue below S Street substantially as presently planned. This roadway would cross under Massachusetts and Florida Avenues at this intersection. It would not require the condemnation of expensive embassy property or of other valuable property. It would remove a minimum of property from the tax rolls. It would utilize existing street rights-of-way and the space between N and P Streets lying immediately west of 22nd Street. It would involve minimum land acquisition costs.

Therefore, we urge that the firm approval of this section of the West Leg of the Inner Loop not exclude consideration of the 22nd Street route.

Thank you.

COMMISSIONER MC LAUGHLIN: Dr. Hartman, representative of the Council of Churches.

Mr. Bernstein, speaking for Freidlander and Melrod?

MR. BERNSTEIN: Speaking for myself.



STATEMENT OF LEO M. BERNSTEIN ON HIS OWN  
BEHALF.

MR. BERNSTEIN: I am Leo Bernstein and my address is 1369 Connecticut Avenue, and I am the owner of 2618 and 2620 K Street, Northwest.

You have already been told of the historic significance of these properties. It might be of interest if I could lend you this book of historic houses of Georgetown and Washington City in which seven or eight pages are devoted to --

COMMISSIONER MC LAUGHLIN: You may never get this back.

MR. BERNSTEIN: I'll make a gift of it to the Commissioners.

COMMISSIONER MC LAUGHLIN: We will read it. It is very interesting, and we will return it to you.

MR. BERNSTEIN: It might interest you to know that not only was it lived in by George Washington on his very last day in the city, 33 days before his death, but it was the first British legation and also, I think, the first Russian legation -- ironically for whatever that might mean.

In the event the roadway could be moved 50 or 60 feet to the east of its presently proposed location I would be willing -- and this is an offer -- to give this property to a foundation which has been formed and allow it to be used

as the Washington City Museum and we would maintain it and make it available for the showing of a collection of Washingtoniana that my family possesses. So that is an offer and I think it would be of great value to our city to maintain and preserve this property.

COMMISSIONER MC LAUGHLIN: That would be a removal of route C to the east. You mean the proposed west leg?

MR. BERNSTEIN: Yes. If it can miss this property by 50 or 60 feet and it can therefore be saved we will give it to the City of Washington through a foundation as a Washington City Museum, and this is a definite offer.

There are also two letters that I would like to leave with you. I think they are in the front part of the book. One is from the National Trust and I think you have a copy from the American Institute of Architects. I would like to leave this letter with you and I'm sure you have the copy from the American Institute of Architects.

COMMISSIONER MC LAUGHLIN: This will be inserted in the record.

(The letter is as follows.)

NATIONAL TRUST FOR HISTORIC PRESERVATION  
2000 K Street, N. W., Washington 6, D. C.

January 5, 1959

The Commissioners of the  
District of Columbia



District Building

Washington, D. C.

Gentlemen:

It has been brought to our attention that the plan for the west lane of the new Inner Loop Freeway indicates that Nos. 2618 and 2620 K Street, N. W., will be threatened with demolition.

As president of the National Trust for Historic Preservation, a nationwide private organization of citizens and historical societies, I ask if alternate routes have been studied carefully, so that these two structures may be preserved.

These structures are among the very few eighteenth-century buildings left in our capital, and have more than local interest. Washington stayed frequently in No. 2618 K Street, during the years when it was the Washington residence of his son-in-law, Thomas Peter. Both buildings have structural integrity and historical interest.

I hope that a thoughtful reconsideration may be given to plans for the roadway, and that a favorable alternate route will preserve those two buildings that add distinction to this part of our capital city, and are part of our heritage for the future.

Sincerely yours,

/s/ Richard H. Howland

President

MR. BERNSTEIN: Thank you very much.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Bernstein.

We might sew you up on that deal.

MR. BERNSTEIN: All right.

COMMISSIONER MC LAUGHLIN: Mr. and Mrs. Hartnett.

MR. GRAY: I am Robert Gray and I represent Mr. and Mrs. Hartnett.

COMMISSIONER MC LAUGHLIN: Would you give your address.

STATEMENT OF ROBERT M. GRAY ON BEHALF OF MR. AND MRS. JOHN D. HARTNETT.

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MR. GRAY: 719 - 15th Street.

COMMISSIONER MC LAUGHLIN: You may proceed in your own way.

MR. GRAY: Mr. President, General: We represent Mr. and Mrs. John D. Hartnett who are the owners and operators of a very substantial high class rooming and boarding house located in the vicinity of 21st and P and O Streets, Northwest, known as Hartnett Hall. This has been in existence some thirty-five years and at the present time accommodates 750 guests to whom it serves 1,500 meals a day. Most of these people are government employees, some are college students.

The administration building is located at the southwest corner of 21st and P Streets. Other buildings, consisting of apartment houses and residences converted to



rooming house use are situated on the south side of P Street between 21st and 22nd, on both sides of 21st street between O and P Streets, and on both sides of O Street between 20th and 22nd, so that you can see we are very much concerned with the northern end of this west leg as it approaches Massachusetts Avenue.

COMMISSIONER MC LAUGHLIN: Is this what was formerly called Wesley Hall?

MR. GRAY: Yes, it was formerly known as Wesley Hall.

The gross annual income from this business is approximately \$600,000; it employs approximately 100 persons and their payroll is \$160,000. They annually pay to the District of Columbia about \$15,000 in real estate, personal property and unincorporated business taxes.

This business is conducted in about 40 buildings of which 37 are owned by Mr. and Mrs. Hartnett and 3 are leased by them.

It lies directly in the path presently proposed for the west leg of the inner loop. Apparently the business would either be totally or substantially destroyed if the west leg be located as proposed on either of the plans on the plat attached to the notice of the hearing.

We wish to protest against the location of the west leg as proposed. Basically, of course, our own selfish

interest because of the destructive effect the proposed location would have upon this business and we feel also, secondly, that it is not in the best public interest to have it located as proposed at the northern end up there and although this objection may not be particularly valid, I think it is from such testimony as I have heard, the time is not ripe now as for a decision as to the location of this northern portion of the leg.

Now, if you will look at your map and look at Plan A you will see that under Plan A nearly half of the properties used in this operation would be taken and the remaining portion would be very seriously, if not fatally, affected. If Plan B or C were adopted an even greater portion of the real estate would be taken, including the administration building and the net effect would be a total destruction of this business.

Obviously our primary interest is our own self-interest but we realize you gentlemen have to take the public interest into consideration and we wish to make a suggestion that the west leg at the northern end up there be located west of 23rd Street rather than as presently proposed. An examination of the map or chart shows that two alternate routes might be used. One has been suggested by the Highway Department which would follow the route of Rock Creek and run to the west of Francis Junior High School; but our problem



is where does it go from there? And we suggest the possibility that a study be made to see whether it could cross P Street at the vicinity of 22nd and P Streets rather than as presently proposed and run on up to Florida Avenue. These proposals of alternate routes do have some merit in that as I understand them it would be less expensive in that less private property would be taken for this portion of the west leg in as much as a good portion of it would go through park or public property.

In the event our properties are taken and as I understand the time schedule as far as the northern part of this leg is concerned it would be somewhere in fiscal '66, it's probable that the cost of taking to the government would be in the nature of a million and a half dollars which is not an inconsiderable sum.

We further respectfully suggest the time is not yet ripe for making a decision as to the location of this portion of the west leg. I don't know whether the Highway Department has committed itself to the portion of the west leg which you, Mr. President, referred to as C-1 this morning running west of Francis, but at least it has had some study. We think in the public interest that further study should be made and consideration be given to having the northern end of this portion of the west leg cross P Street in the vicinity of 22nd Street rather than as presently proposed, running right

through our property. So, one suggestion is that no decision be made at this time as to where this should go until the Commissioners are in a position to make a comprehensive plan for the whole inner loop. It is quite possible that if you make a decision now as to the location of this portion of the west leg, not having made a decision as to where it goes beyond Massachusetts Avenue a later decision as to where it would go beyond Massachusetts Avenue might necessitate a change in any decision you make now.

In conclusion I would just say for the reasons pointed out we seriously protest the location of the northern portion of the west leg as proposed in either Plan A, B or C, and suggest that further study be made to the end that it may be moved west of 23rd Street.

Thank you.

COMMISSIONER MC LAUGHLIN: Thank you very much.

Mr. Houff, representative of the Admiral Hotel?

(There was no response.)

COMMISSIONER MC LAUGHLIN: Mr. Gore.

Mr. H. Grady Gore, Jr., speaking for the Fairfax Hotel.

STATEMENT OF H. GRADY GORE, JR., ON BEHALF OF THE FAIRFAX HOTEL, 21st AND MASSACHUSETTS AVENUE, N. W.

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MR. GORE: Mr. Chairman, I want to first read a letter which I have written under this date directed to your



Board.

I appear before this meeting representing myself and others as operators and Mrs. Jamie Gore as owner of the Fairfax Hotel located at 21st Street and Massachusetts Avenue, Northwest. Also, I represent Mrs. Jamie Gore as owner of 1516 - 21st Street, Northwest, and Gore Properties, Incorporated as owner of 2112 Massachusetts Avenue, Northwest.

The aforesaid property owners wish at this time to express their opposition to the three alternate routes for the west leg of the proposed inner loop expressway system. It is our belief that the construction of such a road system passing under Massachusetts Avenue at 21st Street, N. W. would be most undesirable to the residents and property owners of the nearby community. The tearing down of the Indonesian Embassy and other beautiful buildings in the path of the proposed west leg would be the beginning of a general deterioration of what is and has been one of the most desirable residential sections of our city.

We feel also as owner and operators of the Fairfax Hotel that the construction and eventual use of the west leg route as presently proposed would make less desirable the facilities offered by the hotel and would lessen the income producing value of the property.

Constructive comment after listening to the representative of the DuPont Circle Citizens Association: I

would say that the proposals made by the Association would have our endorsement and would thereby lessen somewhat the opposition that we would have to this proposed route at this time.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Gore.

Mr. Leon A. Thompson representing the Pleasant Plains Civic Association.

MR. THORNETT: Mr. Thompson left me a letter and requested that it be placed in the record. They asked for the central relocation agency to be established.

COMMISSIONER MC LAUGHLIN: We will insert that in the record at this point.

(The letter is as follows.)

PLEASANT PLAINS CIVIC ASSOCIATION

WASHINGTON, D. C.

January 5, 1959

The Board of Commissioners  
of the District of Columbia,  
Washington, D. C.

Honorable Sirs:

The following statement was authorized and approved by action of the Executive Committee of the Pleasant Plains Civic Association in a meeting held January 3, 1959.

Pleasant Plains Civic Association, a member of the D. C. Federation of Civic Associations, Inc., is fully

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cognizant of the contemplated freeway which will traverse a large portion of the Northwest and the Northeast residential sections of this city; and views with deep concern, the anticipated effect of this project upon many persons in its pathway, who must of necessity find living quarters elsewhere.

We of the Pleasant Plains Civic Association know too well that the proximity of our civic boundary to the proposed course of the inner loop freeway together with the type of residential housing in the area, will, in all probability, make our area the unwelcomed recipients of additional overcrowding which we are now trying to eliminate.

But of greater concern to the citizens of Civic Association, is the important realization that no legal or moral responsibility on the part of the Federal or the District Government to assist the thousands of families who must seek housing in the limited confines of the remaining residential sections of this city.

It is with these thoughts before us that we the citizens of the Pleasant Plains Civic Association join the District of Columbia Federation, and other organizations who are concerned over this problem, in urging the Commissioners to take the necessary steps to establish a Central Relocation Service Center where all persons who are affected by Federal or local governmental redevelopment or highway programs can avail themselves of those services if desired or needed.

Approved by the Executive Committee of the  
Pleasant Plains Civic Association in  
Special meeting for the body.

(Mrs.) Florence L. Toms, Chairman.

/s/ Nelson C. Roots

Nelson C. Roots, President

607 Irving St., N. W.

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COMMISSIONER MC LAUGHLIN: Mr. Sweeny?

MR. THORNETT: Mr. Sweeny has left and he is going  
to write in his views.

COMMISSIONER MC LAUGHLIN: Mr. Heller or a repre-  
sentative of Pamlac Company?

Mr. Millar? Mr. Ernest Millar, a representative  
of the Potomac or Washington Boat Clubs?

A representative of Esso Standard Oil?

Mr. Charles Norris?

STATEMENT OF CHARLES L. NORRIS ON BEHALF OF

WOODWARD AND NORRIS

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MR. NORRIS: Mr. President, General Welling: My  
name is Charles Norris, Jr., Secretary of Woodward and Norris,  
real estate firm rather closely identified with this area.  
Most of the items which I intended to comment on I think  
have been rather adequately covered by representatives of  
other organizations. There is only one point which I think



perhaps hasn't been properly emphasized. There have been a number of people testifying concerning the hardships upon individual home owners. It is a necessary evil in consideration of a plan of this scope that a number of properties are going to be considered for taking and then not taken. I think that is something that cannot be helped. However, along the path of the west leg of the inner loop there are going to be a number of very substantial commercial properties, sites assembled, with a planned use, some of these will, I suspect, have a value supportable in excess of a half a million dollars. I think it would be of extreme benefit both to the District and to the individual owners if a method of expediting the taking of these properties was found.

I have in mind at the moment a property which we are attempting to lease for an owner, it's impossible to do so with the impending taking involved in connection with the west leg of the inner loop. It is a property costing in excess or having a value in excess, I think, of a half a million dollars. I think anything the Commissioners or the Highway authorities can do to expedite the taking of such properties which seems to be ultimately inevitable would go a long way to lessen the hardship imposed on these owners.

I would like as some others have to express my own personal appreciation for the cooperation we have had in the entire Highway Department. That is without exception.

I think they have done everything they can to cooperate with the owners in the area to minimize the damage that is to be done, but I do feel that the only thing that may not have been sufficiently covered is the necessity for some haste and expediency rather than continued delay. This has been in the works, I guess, for four or five years as you know better than I. It has caused damage in some respects to properties that are not nailed to be taken, but I think for those who are going to lose their properties through this necessary highway program, I think the expediency of an early decision and the quickest possible approach to taking would be of benefit to everyone.

Thank you, sir.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Norris.

We have a very brief statement from General Prentiss.

Major General Louis W. Prentiss, USA Retired,  
as Chairman of the Transportation Committee, Washington Board  
of Trade:

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"I am Louis W. Prentiss, Chairman of the Transportation Committee of the Washington Board of Trade. This statement represents the views of the Board of Trade as adopted by its Board of Directors after considering recommendations developed and submitted by the Committee on Transportation.

"We recommend in principle that the Commissioners



of the District of Columbia select location 'C' for the west leg of the Inner Loop."

There is still no representative for Georgetown University?

The Civitan Club?

Charles Trowbridge Tittman?

Council of Churches?

MR. HARTMAN: Here.

COMMISSIONER MC LAUGHLIN: Will you come forward, please, if you wish to be heard.

Is this Dr. Hartman?

MR. HARTMAN: Yes, it is.

STATEMENT OF REV. VLADIMIR E. HARTMAN ON BEHALF  
OF THE COUNCIL OF CHURCHES, NATIONAL CAPITAL  
AREA.

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REV. HARTMAN: I am Vladimir Hartman, Director of Research and Church Planning, Council of Churches, National Capital Area.

On behalf of some twenty protestant denominations and their individual churches in the District of Columbia as well as the entire metropolitan area I want to express a concern for those persons who are being and will be displaced by any highway construction which is not a part of the urban renewal program.

While favoring the west leg of the inner loop as a

necessary part of our transportation system I would call attention to the need of a relocation service which is not now being provided. We do not know how many families will be displaced. When this information is secured the needs of these families should be studied and services should be provided helping them to relocate and to become integrated into their new neighborhoods. To provide a relocation service for persons in one area of the city displaced by a freeway and not to provide the same service in similar situations in other areas is discriminating and unjust.

I would plead for an extension of the type of relocation services provided by the Redevelopment Land Agency which would be equitable. In cooperation with the District, Federal and private agencies the Council of Churches is now providing the names of relocatees to the religious leaders of protestant, Roman Catholic Churches and Jewish Synagogues that they might provide services necessary for good community organization.

The Council of Churches and other public and private agencies can only provide this service as a relocation service is provided as the basic first step.

Thank you.

COMMISSIONER MC LAUGHLIN: Thank you, sir.

The Washington Gas Light Company? Is Mr. Gallagher here?



MR. GALLAGHER: Mr. President, I would like to defer if it would be all right with you until later in the program.

COMMISSIONER MC LAUGHLIN: Is there a representative now of the National Association of Social Workers?

Esso Standard?

Mr. Wells representing the United States News and World Report?

Mr. Dinwoodey?

Mr. Dean Dinwoodey representing the Bureau of National Affairs, Inc.

STATEMENT OF DEAN DINWOODEY, PRESIDENT, ON BEHALF OF THE BUREAU OF NATIONAL AFFAIRS, INC.,

1231 - 24th STREET, N. W.

MR. DINWOODEY: Mr. President, General Welling:

I have only a brief statement but in the interest of time I won't read even that.

We have our home office, we are employing about 250 people and publishing 20 reports on activities of the Federal Government on 24th Street just above the alley between M and N Streets and in premises leased from the United States News Publishing Corporation. We also own a piece of property on 25th Street just below where this highway C is scheduled to go. We have an interest in remaining in this locality. We think that it is not necessary to take tax

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paying properties in order to handle the highway at this point, but that it can be done by going west and north of the school which is now proposed as C Number 1. We think also that a glance at the map will indicate that it will certainly be of advantage to the school and will not be of deprivation to the area and park area.

COMMISSIONER MC LAUGHLIN: Thank you. We will insert your statement in the record.

(The complete statement is as follows.)

The Bureau of National Affairs, Inc., familiarly known in Washington and throughout the country by its initials BNA, is a private corporation engaged principally in publishing 20 daily and weekly information services and reports on the activities of the Federal Government which are sold by subscription and distributed throughout the United States and in several foreign countries.

The home office of BNA is located at 1231 - 24th Street, Northwest, where we occupy several wings of the most attractive two-story buildings in the neighborhood. These premises are leased from the United States News Publishing Corporation.

BNA is also the owner of land, now used as a parking lot for employees, at 1233 - 25th Street, Northwest (Lots 50-59, Square 24). At the time of our purchase of it, this land was occupied by 20 two-story slum-dwellings running



along an alleyway known as Phillips Court which housed about 75 persons on a land area of less than 9,000 square feet. After a year or so we undertook a small slum clearance project of our own and razed the structures instead of repairing and renovating them as was possible and was done with other slum-dwellings in the area.

We favor the inner loop and its west leg. Our concern is with the proposed location of the west leg between M and 25th or 26th Streets and O and 23rd Streets. We do not oppose the general location of the highway in that area, but we object to the unnecessary specific routing of the highway through taxpaying properties so as to intersect N Street at 24th Street. Instead of running between, and immediately adjacent to, the U. S. News Building and the Francis Junior High School, and so isolating the school, we think that the highway should be routed to the west and north of the school.

While BNA's quarters are a hundred or two hundred feet from the proposed location of the highway, the consequence of the noise and disruption of the blasting and construction upon the writing and preparation of our reports would be severe. We would be probably compelled to move because of the noise and disruption or because the U. S. News Publishing Corporation would need the space we occupy in place of that it would be required to give up. Our present location is an advantageous one and we object to

having to leave it when a reasonable alternative exists.

Instead of disrupting business operations long located in the area and possibly driving them outside the District of Columbia, it appears to us to be in the interest of the community that the highway be routed as we advocate and thus avoid the cost and disruption involved in the taking of private property.

We believe that it would be in everyone's best interest to route the west leg of the inner loop between M Street and 23rd Street to the west and north of the Francis Junior High School. We respectfully request the Board of Commissioners to so determine.

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COMMISSIONER MC LAUGHLIN: Is there a representative of the American Institute of Architects?

Who else wishes to be heard on this matter?

Will you come forward.

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STATEMENT OF BARROW LYONS, CAPITOL HILL SOUTHEAST CITIZENS ASSOCIATION.

MR. LYONS: My name is Barrow Lyons, 130 - 11th Street, Southeast. I wish to speak, however, upon the general plan of procedure of fixing any one part of the inner loop without considering the whole. A question which has been brought up by several of the speakers.

I wish to make only one point. My section of the



town is concerned primarily with the location of the east leg which will in turn be determined partly by the location of the third highway from Baltimore. The third highway from Baltimore will be part of Route 95 which will be the main artery of north-south truck traffic probably when it is completed.

The present parkway does not take trucks, the old route No. 1 is not a freeway, and the presumption is that the new route would carry the main stream of traffic north and south.

The question of where it comes in to the inner loop is important to this section and that is the reason I speak now, as well as to our section if that route is located to the west of its possible location it seems to me very likely that a very large part of the stream of north-south traffic will come over the west leg. That will mean that so long as that route is not saturated with traffic, if it does come to the west, that it will be the chosen route day and night for most of the large trucking in the trucking industry. That traffic is bound, of course, to perhaps double in another ten years so that if the leg from north to south, that is if the new route from Baltimore is located to the west, a large part of it will come here; if it is located further to the east it probably will come down 11th Street. But all sections that might receive that traffic are concerned. That has not

been brought out at the present hearings.

It seems to me, and I think to a number of our committee of the Capitol Hill Southeast Citizens Association, that by fixing sections of this large section of the freeway which are not involved in the particular sections that are set will have the stream of traffic determined for them also and it would seem to me that before any final determinations are made on any particular section of the freeway that the whole picture should be in view and reviewed.

Now, in that connection I think at this hearing today no general justification for the location of this route has been made. The considerations that have been brought up are primarily how it will affect the real estate property and other considerations, historical, and so forth, within this area, within this area alone, but by determining the route that will be taken here much of the rest that is not up for consideration today is also virtually determinable. I merely wish to make that point.

Thank you, sir.

COMMISSIONER MC LAUGHLIN: Thank you very much.

Mr. Baumgartner?

MR. BAUMGARTNER: Yes, sir.

COMMISSIONER MC LAUGHLIN: Mr. J. Hampton Baumgartner, Jr. Will you state whom you are representing.

MR. BAUMGARTNER: Yes, sir.



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STATEMENT OF J. HAMPTON BAUMGARTNER, JR., ON  
BEHALF OF CAPITOL CADILLAC COMPANY.

MR. BAUMGARTNER: I represent first off the Capitol Cadillac Company which wishes to put into the record this statement.

Mr. President and General Welling: The firm of Wilkes & Artis of which I am a member appear here today on behalf of Capitol Cadillac Co. of Washington, D. C., relative to the location of the west leg of the inner loop. The Capitol Cadillac Co. is particularly concerned with plans B and C which propose that this section of the inner loop highway be located generally along N Street between 22nd and 25th Streets, Northwest.

Capitol Cadillac Co. recognizes that highway improvements are vital to the orderly development of the Washington Metropolitan Area and it therefore has no desire to object to needed highway improvements. The company welcomes the opportunity to appear at this hearing to give its views as to the best location for the proposed highway, bearing in mind the needs of the city for this highway improvement and also the importance of keeping to a minimum destruction of important property values of the city which will contribute substantially to the future welfare of the city.

The Capitol Cadillac Company's interests in the general area of 22nd to 24th Streets, Northwest, south of

N Street, are shown on the attached plat. The land marked in green is either owned by Capitol Cadillac Co. or is under long-term lease to it. Most of the land is actually owned by them and is well in excess of two acres in those squares. This represents one of the largest ownerships in this section of the city. This program of land acquisition by Capitol Cadillac Co. has been accomplished over a period of many years and at very substantial cost. The benefits to the city as a whole, and to this section in particular, are very well-known in that the present use of the property is clean and orderly and represents the elimination of many sub-standard houses that suffered from extensive blight and serious deterioration. Other business interests in the area have likewise made substantial contributions to the general improvement of this important section of the city.

It is the position of Capitol Cadillac that every effort should be made by the District Commissioners to find another location in this area which will make unnecessary the costly condemnation and destruction of private properties along N Street between 22nd and 25th Streets.

We, therefore, recommend that the Commissioners adopt an alternate plan which would locate the inner loop highway in this area to the north and generally west of the Francis Junior High School.

In closing, we concur and heartily endorse the



statement presented by the U. S. News and World Report.

It just so happens that I got on ahead of them because they weren't in the room at the time you called for us.

Thank you.

COMMISSIONER MC LAUGHLIN: Are you saying that that alternate route would miss these establishments?

MR. BAUMGARTNER: Yes, sir; even Route C, Mr. McLaughlin, would not touch any of the properties actually owned by Capitol Cadillac. As you can see here, at the point where they own you have gone to the north side of N Street; it's over on this square where the United States News is located that you start to cut in and take one of their buildings. The buildings across the street would be taken. That's a row of houses. We suggest that you go into the park and in back of the school.

I have two others to present.

COMMISSIONER MC LAUGHLIN: You have some other clients?

MR. BAUMGARTNER: Yes.

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STATEMENT OF J. HAMPTON BAUMGARTNER, JR., ON  
BEHALF OF DR. JOHN F. KEAVENY, 4208 - 49th STREET,  
NORTHWEST.

MR. BAUMGARTNER: Mr. President and General Welling:  
on behalf of Dr. John F. Keaveny, 4208 - 49th Street, Northwest,  
owner of Lots 23, 69 and 70 in Square 72, improved by premises

2123, 2125 and 2143 L Street, Northwest, we desire to submit the following statement in response to your notice of November 24, 1958, concerning the proposed location of the west leg of the inner loop, the subject of the public hearing on January 5, 1959.

The owner wishes to be registered as opposing the adoption of the proposed plan indicated as "A", the Washington Circle Route, for the following reasons:

1. The adoption of the DeLeuw, Cather Company plan passing under Washington Circle and traveling north along the east side of 21st Street, Northwest, would be inordinately expensive. It would require the condemnation and destruction of many substantial structures in an area which are in the process of rehabilitation.

2. The proposal to have a double level underpass at Washington Circle would be a very expensive engineering feat and the need would not justify the cost involved.

The owner believes that routes "B" or "C" or some modification thereof should be adopted because that would do less damage to the area, would cost substantially less to acquire the existing properties and would be less costly to construct the new roadway.

For these reasons, Dr. John F. Keaveny requests the Commissioners to reject the proposed location "A" for the west leg of the inner loop.



I have one further one. This is the shortest of them.

STATEMENT OF J. HAMPTON BAUMGARTNER, JR., ON  
BEHALF OF THE POTOMAC PLAZA CORPORATION.

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MR. BAUMGARTNER: This statement is on behalf of the Potomac Plaza Corporation. I have no prepared statement for them because Mr. Royce Ward, the President of Hegeman-Harris was here this morning. Hegeman-Harris is one of the principals involved in the syndicate which is developing Potomac Plaza. He had planned to stay but he could not stay this afternoon to speak.

The Potomac Plaza has asked me to state on their behalf this very brief statement.

The highway system that has been carefully worked out to permit the orderly development of this area with minimum adverse effect upon property values in the area. The Potomac Plaza Corporation, therefore, recommends that prompt action be taken to adopt either Plans B or C as this will assist in future development of the area. They favor B or C and oppose Plan A.

Now, aside from that statement I would like to say to you gentlemen that we had two other clients present this morning both of whom own property that are directly -- one owns directly in the line and you are going to take every foot they have, and that gentleman decided to go home. He

has a very substantial laundry operation right in the line of this improvement. But the only comment that I want to make for him and for several other of our clients is that we urge that the Board of Commissioners make some decision and make it rather rapidly. We commend the Board and particularly General Welling for the action that was taken last year in the case of Route 240. The sooner decisions are made the property owners in the neighborhood know where they stand. They are either in the line of it, they are out of it, they can make decisions about getting out or rid of their property, and for that reason we ask that some decision be taken, of course after proper and adequate study.

Thank you.

COMMISSIONER MC LAUGHLIN: Thank you.

Mr. Gould?

Mr. Gould, a representative of D. F. Antonelli Associates.

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STATEMENT OF JOHN W. LYON ON BEHALF OF D. F. ANTONELLI, JR., AND KINGDON GOULD, JR.

MR. LYON: Mr. President, General Welling: My name is John W. Lyon, I am here on behalf of Mr. Kingdon Gould, Jr. and Mr. D. F. Antonelli, Jr., who are owners of considerable real estate in Square 33, 44, and 59. These gentlemen will be affected by the --

COMMISSIONER MC LAUGHLIN: Where are they located?



MR. LYON: Square 33, at the corner of-- I can show you on the map here, I believe.

23rd and E, that's Square 59. Square 59 and 33 --

MR. BRINKLEY: Both squares to the west.

MR. LYON: These two squares, plus this square here which is on 23rd and E Streets.

These gentlemen will be affected by the west leg as proposed under Plan C which is endorsed by the Highway Department. Even though they will lose considerable real estate with the realization of this freeway they feel that it is necessary and vital to the growth of the Metropolitan Area. These gentlemen heartily endorse Mr. Charles Norris' suggestion that a rapid decision be made by the Commissioners. The highway program coupled with the recent zoning changes that we have had in this area have had very definite ill effects on real estate and real estate transactions in this particular area.

The prompt decision, I think, on the part of the Commissioners to adopt the plan as proposed under Plan C would help a normal development of this area and I think free it up, as Mr. Norris suggested, so that people who are land owners and holders in the area and have plans projected in the future would be free to progress.

Thank you.

COMMISSIONER MC LAUGHLIN: Thank you very much,

Mr. Lyon.

Is there anyone else who wishes to be heard?

Will you come forward.

STATEMENT OF SAMUEL RABAT, 2616 EYE STREET,  
NORTHWEST.

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MR. RABAT: My name is Samuel Rabat and I am a homeowner at 26th and Eye Streets, Northwest. I became a resident of Foggy Bottom about five years ago. I was the original property purchaser on 26th and Eye which will be affected by the present highway program. I concur with Mr. Camalier who previously spoke for Foggy Bottom Restoration Association.

As to what I feel, a route which would have the least impact on the Foggy Bottom restored area, that is the original Route up 23rd Street, I may be a little hazy, am I right about 23rd Street? I think he recommended the 23rd Street route. Is that right?

GENERAL WELLING: Yes.

MR. RABAT: Previously the Planning Commissioner mentioned the number of dwellings that would be affected on all three plans. I think that a mention was made that something like 900 would be affected by one plan, 700 with the other and 492 with Plan C. No mention was made as to the relative cost of the property. I mean, whether it was new, old, dilapidated, condemned, and I feel that point should be



considered by the Commission, that where new property, especially restored property in the Foggy Bottom area is under consideration that the fact that there are only 492 dwellings are affected and quite a number of them, of course, would be practically new houses in the Foggy Bottom area, that the cost to the District Government would be considerably more.

Taking it on a cost bases, running a highway through the properties that are more costly -- take, for example, if 900 dwellings are affected and about one-tenth of them are new and ninety percent are old or dilapidated or condemned, you can't very well say, well, that would cost the government more. I mean, if out of the 492 houses that are seized in long plans of these lines, say about 300 or maybe 50 percent, 40 or 50 percent of the number of houses are new or restored at a considerable cost the cost basis there, of course, would be something to consider.

As I said, I feel that the Foggy Bottom Restoration Association has the right approach to the situation but if the Commission fails to see it in that light and Plan C is adopted I suggest these two alternative ways that the express way would continue on to the Whitehurst Freeway. That is as long as you are going to have a underpass under the Potomac Plaza Apartments I can't see why that underpass can't continue and not affect this beautiful restoration that has really gone on in Foggy Bottom. I have been a

resident there, as I said, for almost five years. When I originally moved into that area there were nothing but -- across the street from me and practically on either side of me -- ramshackles and condemned buildings. I have seen that particular block that is to be affected grow from these ramshackles to something splendid to look upon, and I can't conceive why, even though it would cost -- as long as this particular neighborhood has enhanced so in the last five years -- why an underpass can't continue to the Whitehurst Freeway, even if it does cost -- the amount of property in the particular path of the expressway runs into the millions. I mean, the cost of the property and the cost to the District. If it is at all feasible I feel that the expressway should continue under the Potomac Plaza and continue on to the juncture at 27th Street and Whitehurst Freeway.

The other suggestion that I have that if this alternate is not adopted why the expressway on reaching 26th and Virginia Avenue would take a circuitous route around I believe to the west of 27th Street which is an open area there and continue on to the Whitehurst Freeway juncture.

I offer you these suggestions and I hope you give them serious consideration.

COMMISSIONER MC LAUGHLIN: We shall. Thank you very much.

MR. RABAT: Thank you.



COMMISSIONER MC LAUGHLIN: U. S. News and World  
Report.

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STATEMENT OF JOHN SWEET, PRESIDENT, U. S. NEWS  
PUBLISHING CORPORATION.

MR. SWEET: My name is John Sweet and I am  
President of U. S. News Publishing Corporation.

Mr. President, General Welling: We are very much  
aware of the traffic problem which is now being faced by the  
City of Washington and are heartily in accord with all the  
efforts being made by the various agencies, especially the  
District Highway Department, to solve these problems. We  
know, of course, that the inner loop highway is a very  
important part of this solution.

We have made a complete and thorough study of the  
effects such plans would have on our own operations. The  
proposal which brings the highway into N Street at the corner  
of 24th Street -- that is the original "C" plan -- thereby  
eliminating that intersection -- and extends the highway  
down N Street past 23rd Street, would seriously interfere  
with our present operations. Also it would involve the  
lopping off of the northwest corner of our existing building  
at the southeast corner of 24th and N Streets, thereby  
eliminating the main entrances to the building.

The United States News Publishing Corporation, in  
its Washington offices located on 24th Street between M and

N Streets and running the complete block on the south side of N Street between 23rd and 24th Streets, employs approximately 300 people. Of these 300 people more than half are engaged in which might be termed "creative" work -- the writing, editing and production of a weekly news magazine which now enjoys more than 1,100,000 circulation. In order for these employees to give the necessary attention and concentration to their work it is necessary, of course, that they be furnished working conditions with the maximum of quiet and uninterrupted. To that end, we have recently completed a five-story reinforced concrete office building at a cost of something in excess of \$1,000,000. In the construction of this building every effort was made to insulate the offices as much as possible from all external noises. Although there are at times some complaints from the heavy traffic on 23rd Street, these complaints are comparatively few as they usually occur only on occasions of traffic tieups in the neighborhood.

A study of the proposed routes for the inner loop makes it very plain that it would be impossible for the United States News Publishing Corporation to continue its operations in its present location during the course of construction along the route which takes over N Street between 24th and 23rd Streets. Our own building experience in the neighborhood has shown that there is a strata of hard,



solid rock from five to six feet under the surface of this whole area. The necessary excavation and blasting to remove this rock in a project the size of the inner loop would involve heavy blasting over a period of time which would make it impossible for our people to work in our present buildings.

Although it is hard to determine the approximate time which it will take for these excavations and the completion of the roadway in the area bounded by 22nd Street, 26th Street, M Street and N Street, we have had some estimates which would indicate a minimum of 18 months to 24 months. To say nothing of the noise which such construction would involve, the disruption of traffic alone in this area would create a problem which would be very difficult for us to overcome.

In addition, The United States News Publishing Corporation has, within the past several years, purchased various properties in the neighborhood in order to furnish each of its employees with parking space. Also, it has recently purchased a building and arranged for the operation of a restaurant for employees, the cost of which is something in excess of \$100,000. The proposed route of the inner loop which would eliminate the intersection at 24th and N Streets would eliminate the restaurant and one of the parking lots referred to above. At the present time we are parking approximately 100 cars on this lot every day.

Already we have tentative plans and blueprints for further improvement of the area by additional office buildings and grounds for parking, all of which are being delayed pending determination of the route of the inner loop in this area.

Taking all these matters into consideration, it is our feeling that should the proposed route mentioned above be adopted, the original C, it would be absolutely necessary for The United States News Publishing Corporation not only to drop its plans for expansion, but also to move out of the area, at least during the period of construction of the highway and, depending upon the amount and type of traffic and the noise which would be created by such traffic, maybe permanently.

Assuming that it would be necessary for us to move our operations during the period of construction and based on a construction period of roughly two years, it would be necessary for us to find adequate office space to accommodate the 300 employees now engaged in our Washington offices. Such space would have to be leased over a period of at least three years and even if available, which is doubtful, our best estimates as to the cost would be approximately \$300,000 a year rental for quarters similar to those we now occupy. Thus, it would involve a rental cost of something over \$900,000 for the period in which we would have to vacate our present quarters plus the cost of moving and the disruption



of our operations during the course of the moves.

Under the circumstances, therefore, it is the opinion of our Board that in all probability The United States News Publishing Corporation would be forced to obtain adequate permanent office space in some other area. To obtain the amount of land needed for buildings and parking purposes would probably require our removal to the suburbs because of the prohibitive cost of assembling sufficient land within the District for our operations.

This in turn would mean that The United States News Publishing Corporation with its 300 employees and a payroll of something over \$3,500,000 a year would be forced to leave the District permanently. This move would also deprive the District of many thousands of dollars of real estate and other tax revenues which it now receives from our operations.

The properties now owned by The United States News Publishing Corporation through its wholly-owned subsidiary, The Madana Realty Company, have been acquired over a period of the last fifteen years at a cost of several million dollars. It is estimated by our building experts that to move our operation to another area, purchasing necessary land and erecting the necessary building would involve a cost of two to two and one-half times our present investment in the District in Real estate and buildings. In addition to the operation of the United States News Publishing Corporation,

The Bureau of National Affairs with approximately 250 employees and the McArdle Printing Company with approximately 300 employees, would also be affected by this inner loop highway. Both companies are tenants in our buildings and although completely separate and apart from The United States News Publishing Corporation, the operations of these two companies are similar in many respects to those of our company. I understand that their own representatives have already stated their position on the location of the new highway. We do know, however, that the disruption of traffic referred to above would be a serious handicap to both companies as well as our own.

As can be seen from the above, The United States News Publishing Corporation feels that it has a very vital stake in the location of the inner loop and we hope that every possible consideration will be given to the alternative location which would place the highway to the west and north of the Francis Junior High School near the northwest corner of 24th and N Streets. Aside from our own vital interest in the matter, it is our feeling and belief that studies of this new proposed location will indicate that it is not only the most logical, but probably the most economical route of any that has been proposed to date.

May we conclude by again stating that it is not the desire of our company to stand in the way of progress in



solving the traffic problems of the District of Columbia, but that we do hope these problems can be solved in a way that does not force this Corporation to remove its operations from the District to some suburban area.

We will, of course, be glad to answer to the best of our ability any questions the Commissioners may have with respect to this statement.

COMMISSIONER MC LAUGHLIN: Thank you very much, Mr. Sweet.

Is there any representative for the American Institute of Architects present?

(There was no response.)

COMMISSIONER MC LAUGHLIN: Is there anyone else I have missed in going over the agenda?

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STATEMENT OF ERNEST F. HENDRICK ON BEHALF OF  
RALPH S. SCOTT.

MR. HENDRICK: Mr. President and General Welling: My name is Ernest F. Hendrick, I am an attorney, I represent Ralph S. Scott and his family. Mr. Scott would have liked to have been here but he has just commenced a three month absence from the country and could not be here on your scheduled date. He would wish to express certain opinions which I think have not as yet been expressed in addition to which he would like to confirm and support the statements that have been made on behalf of the Hartnett family who now

operate what was formerly known as Wesley Hall.

The Scott family, Mr. Scott would point out, for over thirty years gradually assembled some fifty-odd properties in this neighborhood, most of which would now be affected adversely by the plans that have been proposed. In fact, all of the various alternate plans for that portion of the inner loop north of K Street, and particularly where it nears 21st and Massachusetts.

He would like to point out that in that vast experience that he has had wherein he created an up-graded neighborhood from what was then starting to be a very slumish neighborhood, he and other people in the neighborhood such as Mr. Bernstein and other property owners have up-graded that neighborhood and he did create what is now known as the Admiral Hotel which was formerly known as Scott's Hotel.

He would like to point out in addition to what has been said that his vision of the inner loop after all that experience has been that it would take the form that is now at the last minute, just before this hearing started, as I believe is known as C-1 which is the one that would take it around north of the Francis Junior High, and I think if he had heard the testimony here today he would concur in what apparently is rather unanimous opinion of everybody now that the best of all the routes that have been proposed is the C-1. However, most of the proponents of that and other plans



and the objectors to other plans have confined their testimony and their opinions to properties that include the junior high and properties south thereof except for the Hartnetts and one or two others. Mr. Scott would point out that now that you have your Highway Department and your engineering experts admitting that they could go down in to the park lower level and that that would not be unfeasible, once you are there he would point out that you could continue your loop without that big bend towards 21st Street which simply gets you up into an area which is troublesome at 21st and Massachusetts and instead you could go up between 22nd and 23rd or approximately 23rd and certainly 22nd, thereby missing a tremendous adjunct of taxpaying properties and you could go up and connect with Florida Avenue in what amounts to a circle, somewhat of a circle instead of that loop that sweeps in there and destroys considerable private taxpaying property.

I am looking at your map now and I see that vast network just south of the O Street area which could be eliminated. Things that go under streets and go under intersections which could be completely eliminated from an engineering standpoint.

Mr. Scott would emphasize that he has studied this area and he would have testified as I am stating here today, perhaps much more eloquently and much more directly, but from

a real estate taxbearing standpoint, Mr. Scott's opinion is a valid one, I submit, because Mr. Scott has been a very successful businessman, he's made of that area something which is useful and the Hartnett Hall accommodates as many people as it does and Admiral Hotel, they are utilizing an area to its best and finest use. I submit from a social standpoint, an economic standpoint of the little people, that to destroy that you would destroy a real institution not from the standpoint of the Hartnetts who would be hard put to find another location to go into, but from the people they serve, that is the most convenient area for those people to live in downtown and it's all ready made for a lot of those little people. Mr. Scott was trying to take care of them when he envisioned this whole set-up and supported it and he would like you to have your highway and engineering experts do one more job.

As is demonstrated here they started out with Route A. They wandered over to Route B. Then they got to Route C. Then they got to Route C-1. Certainly their imagination and engineering skill would devise a system whereby the line would be shorter, therefore less costly, and less injurious to the public interest.

I know Mr. Scott appreciates this opportunity to express those opinions.

Thank you, sir.

COMMISSIONER MC LAUGHLIN: Thank you, sir.



STATEMENT OF WALTER L. GREEN, PRESIDENT,  
ADMIRAL HOTEL CORPORATION.

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MR. GREEN: Mr. Chairman, General Welling: I am Walter L. Green. I am President of the Admiral Hotel Corporation. We purchased this property from Mr. Scott. At the present time we are operating the Admiral Hotel which is in the 2100 block of O Street. Your plans as they are laid out here in your Plan C or C-1 contemplates the missing of the Admiral Hotel but it puts it in a very noisy situation. But it so happens that we also own and operate 13 other houses in the same block on either side of the street. They are rooming houses and they are occupied by Government workers and students and so on that would be very hard put to find other quarters. We operate a food business and also a rooming house business in that area.

Now, I want to support the position of Mr. Scott as expressed by Mr. Hendrick that we hope that there will be some further plans made whereby it will not be necessary to incorporate the bend into O Street and over into the Massachusetts Avenue area but that you can go on up Florida Avenue and up 22nd Street and up through the park in order to get the traffic north where it will flow into 22nd Street.

We hope that it will be possible to do that and without going into a lot of repetition I just want to say

that I do support and subscribe to the position expressed by Mr. Hendrick.

I would like to say two other things here.

I heard the statement made by Mr. Peter with reference to the old Marbury House over on M Street. I hope that somehow you will arrange to miss that. It will be a very fine tourist attraction. Those people that are in the hotel business here in Washington will, I am certain, appreciate that and we know we will all profit from it.

One other thing is I think that Mr. Samuel Catalano's suggestion today that we ought to do something to plan to get some people downtown is timely and I hope that some serious consideration will be given to using the present rail facilities that we have to get people into the City of Washington. Nothing was said about the Prince Georges County viewpoint of that but it so happens that I have been practicing law in Prince Georges County for nearly thirty years and the people out there that have to come into the District of Columbia would rather come by train or public transportation, and I will take issue with one gentleman who testified here that man and his automobile are inseparable, but I think in this instance that rather than park it and a lot of people would prefer to come downtown by adequate public transportation and we hope that you will devise an adequate plan to use the present rail facilities and get those



people downtown. Automobiles don't trade downtown but people do and I think the problem is to get the people and not the automobiles downtown.

Thank you very much.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Green.

Who else wishes to be heard?

STATEMENT OF RUTH D. NEUFELD, 1133 - 24th STREET.

MISS NEUFELD: I am Ruth D. Neufeld, 1133 - 24th Street, and I come here to listen and to learn. I am not going to comment about each person whom I heard this morning but I would like to state that there has been very little attention given to the mass transportation survey whose results we are also anxiously awaiting. Therefore, I would like to second the suggestion of Mr. Keyes of the Building Congress that we not merely think in terms of immediate property values.

I am privileged to be a full time citizen because I live on the results of funds I didn't earn and therefore I am not unaware of the anxieties and the difficulties of people who have money invested in the area. I live now in a slicked up slum built a hundred years ago close to Washington Circle, so I'm very much aware of the needs of the people there.

My two points that I feel privileged to be able to make are that you think in terms not only of the people whose

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living is affected and that means so definitely the need for such a relocation service as RLA handles so well for them but that you do consider the community in which we all pay taxes and hope to watch prosper. Not merely in terms of immediate interest but the long term Washington as the center of the metropolitan area.

COMMISSIONER MC LAUGHLIN: Thank you.

Who else wishes to be heard? Will you come forward, please.

STATEMENT OF MRS. LOUISE D. SIMEAR, EXECUTIVE SECRETARY, NATIONAL ASSOCIATION OF SOCIAL WORKERS.

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MRS. SIMEAR: I came for Mr. Jacobs of the National Association of Social Workers who was called out of town because of the illness of his mother. I am sorry I was late but I thought I wouldn't be called on until about 3:00 o'clock so I didn't come until then.

My name is Mrs. Louise D. Simear, Executive Secretary of the Metropolitan Washington Chapter of the National Association of Social Workers.

The National Association of Social Workers is a professional organization of 22,000 qualified social workers, 625 of which are in the Washington Chapter. We are pleased to have the opportunity of appearing today to state our beliefs in regard to the need for a relocation service for



those families which will be displaced by the west leg of the inner loop highway in the section of the city known as Foggy Bottom.

Our members are all employed in a wide variety of endeavors to relieve human suffering and to aid people in trouble. Our primary interest is human welfare, the preservation of the family, and the assistance of those in need.

We have long advocated public housing projects, slum clearance, conservation and prevention of slums by overcrowding, and rehabilitation of blighted areas. We believe that the only successful attack is a concerted attack. Clearing up one section and evicting families so that they move into other areas which then become slums because of overcrowding and lack of enough available housing at their income levels does not solve the problem.

In order to prevent the creation of new slums, a relocation service is essential for displaced families who cannot make a satisfactory plan on their own behalf, because of illness, low income, lack of furniture, or many other reasons.

I am particularly interested in the Washington Circle area as I live at 2116 F Street and am familiar with this section. At present it is a combination of newly built, high income apartments, a few reconditioned row houses like

those in Georgetown and many houses of low rental. In fact, there are many which have been condemned and are vacated. We are not concerned with those families whose incomes make it easy for them to find other housing. We are concerned about those families which will be forced to move but whose low incomes will force them to make undesirable plans for themselves. They will no doubt increase housing code violations, by overcrowding, and by moving into buildings already in bad repair.

The District will be forced to employ more housing inspectors to check on violations. Why not give these families relocation and assistance in the first place and avoid trouble in the future.

If families displaced by public housing projects are entitled to a relocation service we cannot understand why this service is not considered essential to low income families displaced because of highways or public buildings.

We wish to endorse the stand of the Washington Housing Association which has regularly testified to support funds for housing code inspectors, slum clearance and a centralized relocation service.

No housing or highway program can succeed if it ignores the human needs of the families affected by it. Washington families need and deserve a central relocation service which will serve as a necessary corollary to the



whole approach to slum clearance, highway construction and urban improvement.

COMMISSIONER MC LAUGHLIN: Thank you very much.

Mr. Millar.

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STATEMENT OF ERNEST L. MILLAR ON BEHALF OF THE  
POTOMAC BOAT CLUB AND THE WASHINGTON CANOE CLUB.

MR. MILLAR: Mr. President and those present: I represent the Potomac Boat Club and Washington Canoe Club. My name is Ernest L. Millar. I am a resident of the City.

The officers and members of these organizations express their appreciation for your invitation to attend this hearing and that consideration be given to further planning of the highway system so as not to obstruct our facilities and destroy the present beauty and use of the upper Potomac River.

Both clubs are long established landmarks of the city having stood the test of time and pressure bores and changing times for over fifty years. Many national and olympic champions have been developed bringing honors to the city. Recreation and entertainment has been furnished to the public by these non-profit organizations through their efforts in staging local and national water sports events.

We believe if wise planning and consideration are given to the natural scenic beauty of the upper Potomac and

the opportunity to preserve a spot within the metropolitan area by boating, swimming and fishing are enjoyed this is an asset which cannot be manufactured but can be very easily destroyed.

Please give thought to this preservation.

COMMISSIONER MC LAUGHLIN: Thank you, Mr. Millar.

MR. MILLAR: Thank you.

COMMISSIONER MC LAUGHLIN: Who else wishes to be heard before we close?

Will you come forward, please.

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STATEMENT OF FRANCIS D. LETHBRIDGE, CHAIRMAN,  
GOVERNMENT RELATIONS COMMITTEE, WASHINGTON-  
METROPOLITAN CHAPTER, THE AMERICAN INSTITUTE OF  
ARCHITECTS.

MR. LETHBRIDGE: I am Francis D. Lethbridge and I am Chairman of the Government Relations Committee of the Washington-Metropolitan Chapter of the American Institute of Architects.

The following report on the proposed construction of the western leg of the inner loop freeway was prepared by a joint committee composed of members of the Government Relations and Planning Committees of the Washington-Metropolitan Chapter of The American Institute of Architects. This report was endorsed by the Executive Committee of the Chapter at its meeting January 2, 1959, and the Committee



was instructed to present this report at the Public Hearing on January 5, 1959.

The Washington-Metropolitan Chapter of The American Institute of Architects favors the construction of the much needed improvements to K Street, from the Whitehurst Freeway to Connecticut Avenue, and favors the completion of the southern section of the inner loop highway system, plans for which have already reached an advanced stage. We are not in favor, however, of the construction of the proposed northern section of the inner loop highway at this time. We seriously question whether the inner loop, in its entirety, will relieve traffic conditions sufficiently to justify its enormous cost -- a cost which must be measured not only in the dollar cost of the project itself, but in the loss which it will inflict on the city by reason of a substantial reduction of taxable real estate and in the more intangible, but none the less real, loss resulting from the disfigurement of the city.

That portion of the inner loop which is south of K Street will receive the concentrated traffic from the Potomac and Anacostia River bridges as well as from the Whitehurst Freeway. In contrast to the constricting effect of the northern leg of the loop upon all north-south traffic, it is planned in a manner to receive and discharge traffic effectively through a system of high speed traffic interchanges or cloverleaves. It will afford a continuous link between the

western, southern, and eastern portions of the city. This portion of the inner loop has proceeded so far that it should now be completed as quickly as possible.

We believe, however, that no start should be made on the construction of that portion of the inner loop north of K Street until several far more urgently needed steps have been taken to relieve traffic in downtown Washington. We would list these steps, in order of their importance, as follows:

1. The construction of a rapid transit system which will successfully compete with the convenience and cost of operation of private automobiles. Such a system will probably be more, rather than less, extensive than the rumored proposals of the Mass Transportation Survey.

2. The improvement of the means for handling traffic on, and for discharging traffic from, arterial streets and highways into the downtown area.

This will involve partial street widening, channelization, bus-loading bays, dead-ending some secondary cross streets, easing of right-hand turns and making suitable provisions for left-hand turns without interrupting traffic.

3. Provision of sufficient off-street parking to permit using the full width of the more important



downtown streets for moving rather than storing cars.

There is no point in encouraging the increased use of automobiles by building additional freeways within the city until we have successfully coped with the volume of traffic which existing arterial streets and freeways already pour in upon us.

A good rapid transit system is what we need most if we are to solve the basic transportation problems of the city. Until this has been planned and constructed, there exists a serious doubt whether further construction of a freeway and inner loop system within the city will result in anything more than the further complication of an already difficult situation.

COMMISSIONER MC LAUGHLIN: We are studying that all day tomorrow.

Who else wishes to be heard?

(There was no response.)

COMMISSIONER MC LAUGHLIN: There appears to be no one else who wishes to be heard at this time.

The record will be closed at the end of business on the 16th of January and I declare this public hearing finished.

(Thereupon, at 3:30 o'clock p.m., the hearing was closed.)

