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MINUTES OF MEETING OF THE COMMISSION OF FINE ARTS

Held in Washington, D. C., September 17, 1943.

The first meeting of the Commission of Fine Arts during the fiscal year 1944 was held in its office in the Interior Department Building on Friday, September 17, 1943.

The following members were present:

- Mr. Clarke, Chairman,
- Mr. Lamb,
- Mr. Holabird,
- Mr. Poor,
- Mr. Stackpole,
- Mr. Finley,
- also H. P. Caemmerer,

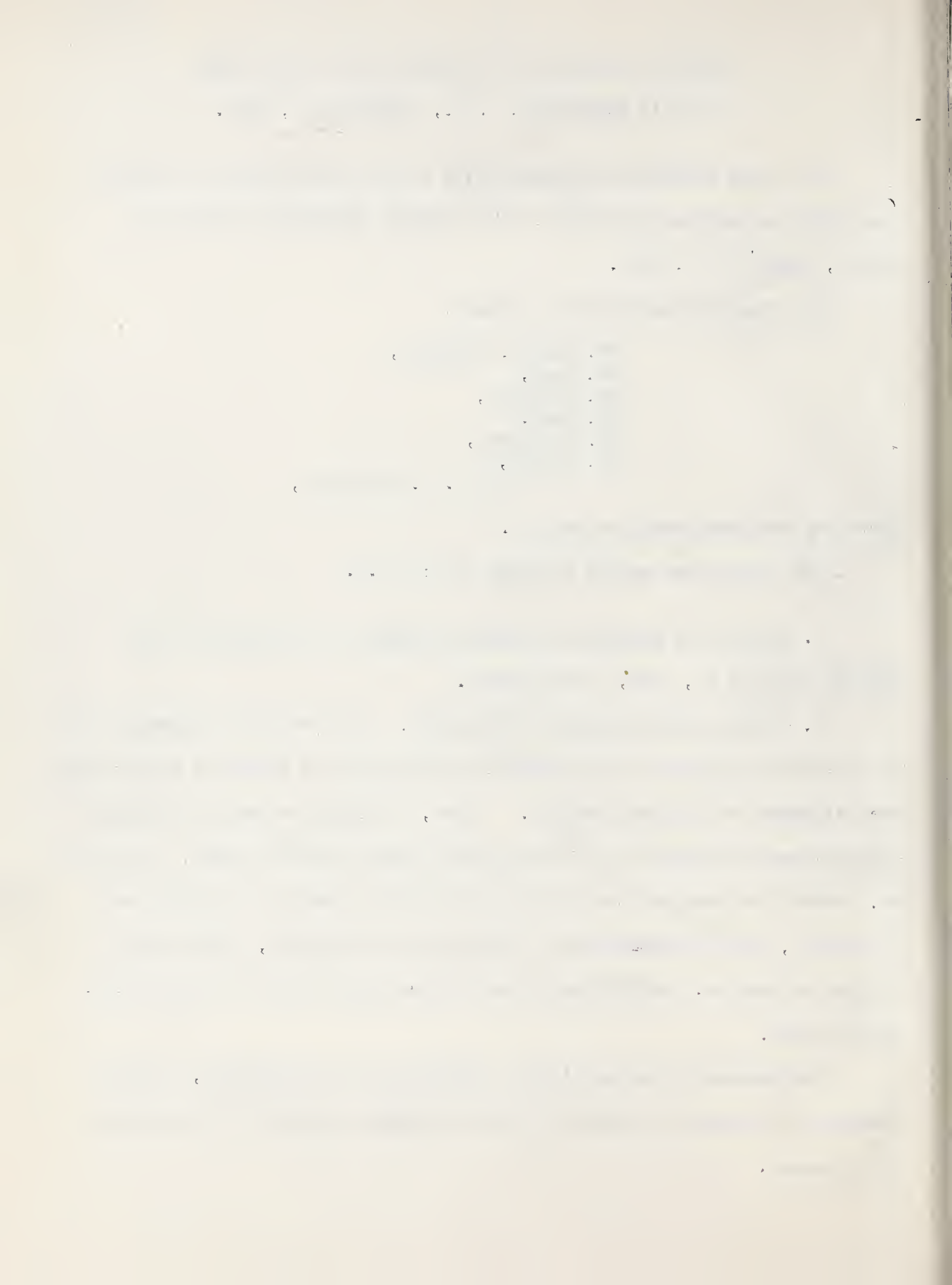
Secretary and Administrative Officer.

The meeting was called to order at 9:30 a.m.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the meeting held May 21, 1943, were approved.

2. UNITED STATES MERCHANT MARINE MEDAL: The secretary reported that since the last meeting of the Commission of Fine Arts a number of matters have been attended to by correspondence. Also, an urgent request was made by the Maritime Commission for a United States Merchant Marine Medal, and since Mr. Manship had designed the Distinguished Service Medal for the Maritime Commission, which the Commission of Fine Arts had approved, Admiral Land decided to have Mr. Manship design the Merchant Marine Medal without delay, which he did.

Photographs of the medal were inspected by the Commission, and the Commission ratified the action of Chairman Clarke in approving the design of the medal.



3. SCULPTURE FOR THE WAR DEPARTMENT BUILDING: The secretary presented a report by Mr. Stackpole concerning the models by Henry Kreis of soldier figures to flank the mural painting in the lobby of the War Department Building at Twenty-first Street and Virginia Avenue, Northwest, which was read:

"I regret to say I think the work wholly uninspired. The sculptor asks the observer to count the buttons on the uniform, see if the right number of containers is on the belt--that the laces on the leggings are neat and over the eyelets; that the wrinkles of the trousers are right. All may be correct but in the whole job the language of sculpture does not speak with authority or insistency.

The lobby in the War Department Building is off to a good start with an excellent mural and any added work should be equally good."

Also, photographs of the figures had been sent to Dr. Cret, who submitted the following report:

August 18, 1943

"There is no indication of the material in which the statuary is to be executed, marble, stone or bronze, and this makes quite a difference in the treatment of the models. As they are, they seem to be studied for execution in stone. The point could be ascertained before the Commission acts on the submission.

"The two models are very much alike, but for details of equipment and the use of a rifle on the left figure and an automatic rifle on the right side one.

"The left side figure is satisfactory, assuming that the soldier is not under command and at liberty, then, to hold his weapon with the left hand, and this seems to be the intention of the sculptor.

"The right side figure is a little "chesty" for a man at rest, with the result that the head seems small, like in pictures advertising tailor's wares in magazines. It may, however, be due in part to the photograph exaggerating the foreground at level of the feet."

The Commission discussed the subject and recalled that it had been suggested that Mr. Kreis use a group of figures that he had modeled for the exterior of the building (flanking an eagle); however, instead Mr. Kreis made a model of a soldier to flank the right and left ends of the mural painting, and this was the first time the Commission had an opportunity to see photographs of them.

The Commission thought that the models were poorly done. Mr. Poor said the soldiers look dead. Mr. Finley remarked that they probably would be out of date after 25 or 30 years. Mr. Clarke said that years hence people will think of them as we do of figures of Civil War soldiers today.

The Commission felt that the mural painting needs a piece of sculpture at each end, since the painting seems to lack an adequate frame.

The models were disapproved. It was thereupon suggested that Mr. Kreis consider making a group of figures. Mr. Stackpole was asked to prepare a Memorandum on the subject, which he did as follows:

"The Commission of Fine Arts have studied the photographs for the first time and feel that these proposed figures by Mr. Kreis will not add sufficiently to the decoration of the War Department lobby to warrant acceptance. The Commission appreciate Mr. Kreis's sincere effort, and desire that he continue the study. A group of two or three figures would solve better this particular problem. The Commission suggest that Mr. Kreis make an elevation drawing showing heights and mass of his proposed groups in relation to architecture and the existing mural painting."

The Memorandum was agreed to by the Commission and embodied in a report to Mr. Rowan (Exhibit A).

4. CROSS FOR THE WHITE HOUSE: The Chairman reported that several months ago the White House referred to the Commission a letter received from Mr. Henry Samuels, of Seattle, Washington, offering the gift of a cross artistically designed for the East Room of the White House and that he had referred the matter to the special Committee on White House Furnishings for consideration and report:

After bringing the matter to the attention of the members of the Committee, Mrs. Harold I. Pratt, Chairman, submitted an adverse report, as follows:

July 6, 1943.

"I have heard from all the members of the Sub-Committee of the Fine Arts Commission except Mrs. Benkard, and they agree with Major Clarke that a cross is inappropriate for the East Room of the White House or in fact for any of the public rooms.

"I feel very sure that Mrs. Benkard would feel as the other

members of the Sub-Committee do, so I am returning to you under separate cover the photograph of the cross and its description."

The Commission concurred in the report, stating that there is no chapel in the White House, and that the East Room would be ^{an} inappropriate place for a cross. A report was sent to Mr. Samuels accordingly (Exhibit B)

5. MODELS FOR THE THEATER OF OPERATIONS MEDALS: The secretary reported that during the past three months Messrs. Cecere, Weinman, and Amateis had given much time and attention to making a revised model for each of the three "Theater of Operations" in which American soldiers, sailors and marines are fighting, comprising the entire world, and that each of these sculptors had now submitted a model of a map made in accordance with instructions received by them, for their respective areas, as follows:

American Theater of Operations Medal, by Mr. Cecere;

European-African-Middle Eastern Theater of Operations Medal, by Mr. Weinman;

Asiatic-Pacific Theater of Operations Medal, by Mr. Amateis.

The Commission inspected the models and thought them well made. Attention was called to the model of the American eagle, designed by Mr. Weinman and approved several months ago and to be used for one side of each of these medals.

Colonel H. A. Cooney, Chief of the Miscellaneous Branch, General Staff, War Department, was present to inspect the models. The secretary stated that he had talked with Captain Patrick, representing the Decorations Committee of the Navy Department, inviting him to be present at this meeting to see the models, but he was prevented from coming.

Colonel Cooney was well pleased with the models. The Chairman stated that this matter had been before the Commission fully a year and that heretofore the sculptors had submitted models showing symbolism, but none could be fully agreed upon by the War and Navy Departments and the Commission of

Fine Arts. The idea of using a map for one side of the medal was therefore adopted.

A report was sent to the Secretary of War approving the models (Exhibit C).

6. WASHINGTON CHANNEL IMPROVEMENTS. Under date of August 26, 1943, the following letter was received from Colonel Clarence Renshaw, District Engineer, War Department, submitting designs for the further improvement of the Washington Channel:

"Reference is made to your letter of May 25, 1937, wherein approval was given to certain buildings which form part of the improvement project for the north side of the Washington Channel, D.C.

"In the interim conditions have changed and it is possible that structures for the waterfront interests may be constructed on a different scale than previously contemplated. In view of this there have been prepared new architectural sketches of the head house for the Norfolk and Washington Steamboat Company, the head house for the combined Harbor Police and Fire Departments, and a clubhouse for yachting interests. The Norfolk & Washington building will in a sense form the central part of the group with the Fire and Police wharf located about 375 feet downstream and the clubhouse about 1260 feet upstream.

"Accordingly, there are submitted for the approval of the Commission sketches of buildings and the general location plan as follows:

Drawing L: Two Story Club House for Yacht Basin No.3, Substituted for Drawing "D", approved May 25, 1937, hereby eliminated.

Drawing M: Two Story Head House For Pier No.2 (Freight and Passenger Pier). Substituted for Drawing "A", approved May 25, 1937, hereby eliminated.

Drawing N: Two Story Head House For Pier No.3 (D.C. Harbor Police and Fire Department Pier) Not previously submitted.

Drawing P: End Wall for Canopy On Pier No.4 (Excursion). Not previously submitted but would be used in conjunction with Head House design shown on Drawing E, approved May 25/37.

There are also inclosed a location plan File No. B32-291, showing the arrangement of the harbor and the relations of the several elements and drawing File No. B-32-292, showing the type of canopy which is to be constructed on the excursion pier."

Colonel Renshaw, Colonel Byrd, Mr. E. A. Schmitt, and Mr. Creen of the District Engineers Office were present to consider the plans with the Commission.

The changes in location in several of the buildings, as stated, were approved.

Earlier in the day the plans had been brought to the attention of Mr. Lamb and he had noted several desirable changes in matters of detail on the plans, particularly in the spacing of windows and simplifying doorways.

The Commission inspected the plans, and changes suggested by Mr. Lamb and Mr. Holabird were thereupon agreed to and marked on the plans. They recommended omitting the end wall for the canopy on Excursion Pier No. 4. Subject to these changes the plans were approved by the Commission and a report was sent to Colonel Renshaw accordingly (Exhibit D).

Mr. Schmitt, who explained the plans, stated that the buildings would all be built of brick, in the same style as the existing buildings, Georgian, but without limestone trim, and the Commission decided that this would be satisfactory. Existing new buildings consist of a Fish Market, built a number of years ago, and a Sales and Service Building, built recently.

7. JOINT SESSION WITH THE NATIONAL CAPITAL PARK AND PLANNING COMMISSION:

The Commission met with the National Capital Park and Planning Commission at 11:15 a.m. for a conference on the question of location of the proposed new Fourteenth Street Bridge, and a few other subjects.

(a) Highway Bridge Studies: The members of the Commission had been informed on the subject by a set of prints received from Mr. Nolen of the National Capital Park and Planning Commission, and Captain Whitehurst, Director of Highways of the District, as well as by a Memorandum received from Mr. Joseph A. Barnett, Senior Design Engineer of the Public Roads

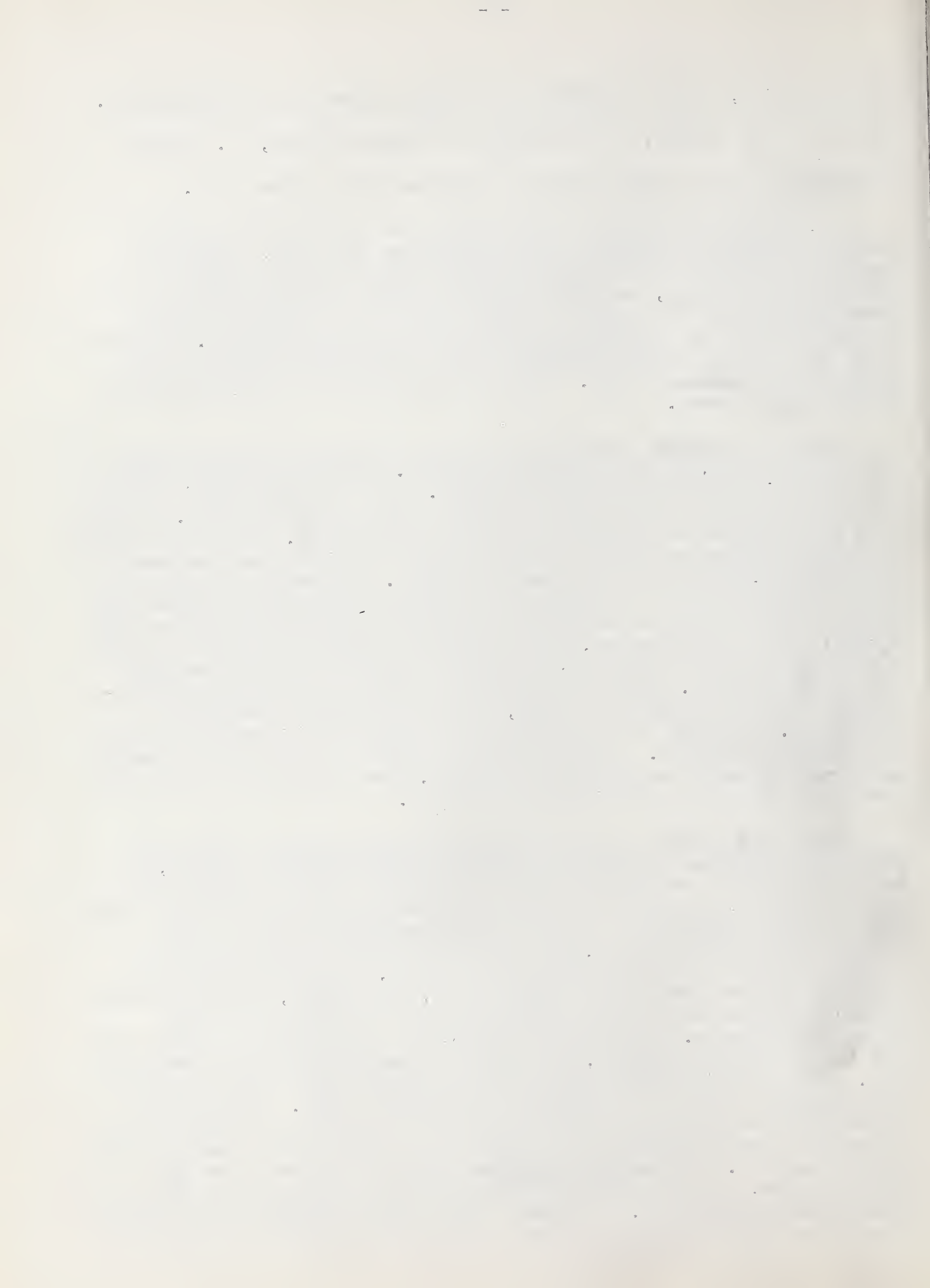
Administration, which recommended two bridges instead of one (Exhibit E).

Earlier in the morning, at the request of Chairman Clarke, Mr. Barnett explained the Public Roads Scheme to the Commission of Fine Arts.

MR. NOLEN submitted for consideration five studies for a bridge to replace the existing Highway Bridge prepared by the staff. Study "A" proposes a bridge on the existing Highway Bridge location; Study "B" provides dual bridges, one on the existing bridge location and the other downstream; Study "C" provides a bridge north of the existing bridge; and Study "D" is for a bridge just south of the existing bridge. Study "E" calls for a single bridge downstream from the existing bridge and at an angle to the railroad bridge. The railroad bridge will be unaffected by any of these studies.

CAPTAIN WHITEHURST stated "The District Commissioners have not taken any action at all, but are looking for advice. We have set this project up for the preparation of working drawings. The existing bridge is in very bad condition and is the heaviest traveled bridge in the District. It has only a 40' roadway and carries very heavy truck traffic. Part of the bridge has a laminated wooden floor which is in very bad condition. The draw operating machinery is also in need of repairs. We feel that early replacement is important and it is desirable to complete preliminary studies and have working drawings in readiness to present immediately if the necessity occurs. It is our intention, after getting the location settled to employ consultants in the design of the structure as we have already completed all the survey work. We have made studies of the various schemes in connection with interchange of traffic, but so far we have expressed no preference. We think that the two-bridge scheme "B" has some merit from the traffic standpoint. We cannot move now until we can give the consultants an approximate location for the bridge. The question now before the Commission is that of location for the bridge."

MR. JOSEPH BARNETT, Principal Highway Design Engineer of the Public Roads Administration submitted his study providing for dual bridges, one on the line of the existing bridge for southbound traffic and the other parallel thereto and about 400 feet downstream for northbound traffic with the following explanation: the chief disadvantage of the dual bridge scheme is the increased cost, and this cost is further increased by the construction of additional facades and railings. The draw span would probably be of the double leaf bascule type, in any case, due to the width of decks required which would dictate the increased cost of separate operating machinery. The principal advantage of dual bridges is that they fit the traffic requirements, the principal reason for having a bridge at all. This plan fits the traffic pattern on the Virginia side of the river and important benefits are derived by direct left turns. The distance between the two bridges will permit the left turn for south bound traffic to be made directly instead of by means of the conventional loop and clover leaf separation. The traffic advantages appear to be greater on the Virginia side. The two bridges will also permit traffic to flow uninterruptedly during construction. It appears that provision should be made for at least three lanes of traffic in each direction and consideration might be



given to constructing each bridge with four lanes. A deck type of structure will lend itself to future widening without appreciable extra cost. The report of MR. BARNETT of the Public Roads Administration is attached as Appendix F.

MR. NOLEN discussed Study "E" and expressed the opinion that it has several decided advantages from a traffic standpoint in that it provides a direct approach on the District side on an easy curve and continues the separation of park and through traffic through the Jefferson Memorial area, and provides for a turn off to the left over the park roads to 17th and 23rd Streets. It also clears truck traffic from the foreground of the Jefferson Memorial and on the Virginia side the alignment of the approach is more satisfactory than on any of the other studies.

MAJOR CLARKE stated, "On behalf of the Commission of Fine Arts I might say that we sent prints of these studies to the members and had a brief discussion this morning and I rather expect that our position should be one more or less limited to matters of aesthetics, but on account of my own interest in traffic, I would like to hear that discussed. I think in the first place it would create a very unfortunate situation to provide a wide bridge exceeding 100' in width skewed at an angle to the railroad bridge, which in itself is a very dominant structure. That is a matter of aesthetics, and as long as the bridge is there and it will be there for a long time to come, we feel that it would be exceedingly unfortunate to have those at that angle. We have taken into consideration the flow of traffic. Speaking from my own experience I have been involved in a great many problems in the New York area and elsewhere, and most engineers are now of the opinion that, with respect to traffic, the clover leaf should be avoided wherever possible, and in the future we must arrange to take traffic in the direction in which it should go, straight through traffic. The largest volume of traffic there goes through. In New York they have constructed additional bridges in order to have the traffic go directly. It is also less expensive in connection with turn off on the left hand side of the bridge where you come south on the south-bound bridge and turn off to the Mt. Vernon Highway, I am not ready to admit that this is the way to do it on through outlying highways, but in the metropolitan regions they feel that there is no danger in left turn-offs for left turn moving traffic where traffic moves at a moderate rate of speed, which obtains in this area. The freedom with which that traffic would move would be more satisfactory than to turn right to go left as would be necessary on Scheme "E". If 28 percent of the traffic goes down the Mt. Vernon Highway and makes that turn, that would necessarily reduce the turn to one-lane of traffic because I do not see how you could get two lanes within that radius. Consideration should be given to the movement of traffic at the peak hour and familiarity with the system will make the flow of traffic easier. We also considered the matter of the design of the two bridges from the appearance standpoint and believe that they should be similar in character. We also assume that they will be two leaf spans; that the bridge will present a flat appearance, simply in design, so as not to compete with the Arlington Memorial Bridge; that it would be flat arch and continuous girder construction, graceful but extremely simple. The question of design is very important. I can say that the Fine Arts Commission unanimously recommends Scheme "B" (dual bridges) because we feel there is a good deal of charm about two bridges. The members feel strongly that two parallel bridges, parallel to the railroad bridge, would be much superior from the standpoint of appearance than to build one wider bridge skewed the railroad bridge and in considering traffic movement, we felt that Scheme B would better serve the flow of traffic as we

now understand it." Discussion included the question whether six or eight traffic lanes should be provided if a single bridge is built; that the proposed Alexandria Bridge should be given consideration in any bridge studies.

MR. NICHOLS suggested that the bridge provide at least six traffic lanes with the possibility of enlarging the bridge to eight lanes when the traffic requirements warrant this. He also stressed the importance of the proposed Alexandria Crossing as a traffic by-pass route. MAJOR CLARKE made these observations - that although it might be desirable to provide an eight lane bridge, the fourth lane would always be used as a turn-off for traffic making a left turn; that placing the bridge parallel to the railroad bridge will remove one of the principal objections of the Fine Arts Commission; and that in his opinion the clover leaf traffic arrangement is an outmoded method of handling traffic.

After each member had expressed his individual preference, the following action was taken:

(i.e. the National Capital Park and Planning Commission)

MOTION unanimously carried that the Commission/expresses preference for a single bridge to replace the existing Highway Bridge, provided an essentially efficient traffic arrangement on both sides of the river can be worked out and provided the proposed bridge can be parallel to the Railroad Bridge; and recommending that a further study based on this action be undertaken.

(See also Exhibits F & G).

(b) Proposed Peace Memorial:

MR. DEMARAY submitted the following prepared statement:

"After the War, it is almost certain some adequate form of memorial will be proposed for construction in Washington. It is believed that a site for such a memorial should be anticipated. If a site could be found in the Commission's East Capitol Street Plaza Plan, it might help to secure an earlier realization of that plan. The present Lincoln Park appears to offer such a site. The Lincoln Memorial is the outstanding memorial to Lincoln and a lesser memorial in the form of a small park seems inappropriate.

"This War is being fought to secure a permanent peace, hence a Peace Memorial appears to be an appropriate motif. The Peace Monument at the foot of the Capitol is inconspicuous and is nearly forgotten. A Peace Arch, comparable to the Arc de Triomphe in Paris occurs to me as an appropriate form. This architectural form is lacking in the outstanding memorials constructed in the Nation's Capital. The four corners of the Arch suggest the Four Freedoms and the four principal Allies; Great Britain, Russia, China and the United States. A decorative frieze depicting the Unity of the Americas would appear appropriate.

"MR. PARTRIDGE has made some interesting studies which he will explain."

The studies referred to are explained in Appendix G.

On the recommendation of MAJOR CLARKE the following action was unanimously approved:

MOTION unanimously carried that it be considered the view of both Commissions that an important Memorial of this nature might be located in Lincoln Square, deferring for the present a decision as to the exact type of memorial to be located there until further consideration and study can be given to the subject by the two Commissions. The two Commissions were of the joint opinion that if it is at all possible, the vistas of the main radiating avenues should be kept open to the center of the Square.

(c) Television Masts.

MR. NOLEN reported that an application has been submitted to the District Commissioners for permission to erect an aerial tower for television transmission on the roof of the Harrington Hotel at 11th and E Streets, N. W. The applicants state that if this permission is granted they would prefer to consider the Harrington Hotel as the permanent location, at least for the present, because they are uncertain that a transmitter located in the outlying sections would give the proper coverage to the city. If at a later date experience indicates that the tower could be removed and placed in a suburban site, they would be entirely agreeable to doing so. The overall height of 250 ft. would not exceed the height of the Post Office building tower at 11th and Pennsylvania Avenue. The broadcasting will be dependent on theatrical and political programs, and the hotel site is considered ideal from that standpoint. Some time ago the Commission approved the erection of this tower to the same height on the Gas Company building at 11th and H Sts., N. W. The tower as now proposed would be 142 ft. above the roof of the Hotel.

MAJOR CLARKE felt that granting this permission may result in the establishment of an undesirable precedent for other broadcasting stations to make similar demands.

MOTION unanimously carried that the two Commissions are of the opinion that no radio transmission masts should be erected in the central part of the city east of 15th Street and south of K Street, N. W.

Members of the Fine Arts Commission left the meeting at this time.

8. BRIDGES FOR THE SUITLAND PARKWAY: The Chairman reported that under date of August 31, 1943, he received the following letter from Mr. A. E. Demaray, Associate Director of the National Park Service:

"There are transmitted herewith two advance prints of the 'Underpass at Suitland-Silver Hill Road' - the first grade separation in a series of five major bridge structures being designed by the National Park Service for incorporation in plans for the Camp Springs Military Highway now being prepared by the Public Roads Administration.

"The enclosed prints are sent to you for the criticism and advice of the Commission of Fine Arts as arranged between you and Mr. Harry T. Thompson, Chief of Planning, National Capital Parks. One set of the enclosed prints should be returned to Mr. Thompson with the comments of the Commission added as notations, or in such form as you consider best.

"The original drawings are retained in the Office of National Capital Parks with the thought that the approval stamp of the Commission can be added in the event the design in its present stage is satisfactory.

"Arrangements will be made, as you suggest, to have Dr. Cret review the design of the No. 2 structure which is now in the drafting room in study form. We will present the drawings to Dr. Cret through Mr. Caemmerer, Secretary of the Commission of Fine Arts.

"I will be grateful if you can find time to review the enclosed drawings and return with your comments as suggested before leaving on your current trip to the West Coast."

The Chairman reported that he approved the design and made a few suggestions in matters of detail in a letter to Mr. Demaray of September 3:

"This is in acknowledgment of your letter of August 31st with advance prints of the 'Underpass at Suitland-Silver Hill Road.' The design is approved.

"I would suggest shortening the quoins at the abutment walls slightly since I think that this would help the scale of these stones somewhat. In fact, these granite quoins might be made a little narrower, which would help the relationship between the scale of the masonry and the scale of the granite. I also suggest that the coping be made a little thinner. The thickness of it is not mentioned but it looks to me to be excessive. I think six inches would be plenty thick enough for a bridge of this size. I would also suggest a lesser protection of the coping on the outside of the structure and that it be flush on the inside of the parapet.

The Commission concurred in the action of the Chairman in this matter.

Mr. Harry T. Thompson submitted designs for two additional bridges.

These received the particular attention of Mr. Clarke, Mr. Lamb, and Mr. Holabird.

Design for Bridge No. 2, Overpass at Branch Avenue, was approved, with the understanding that piers would be removed as indicated on the drawings.

Design for Bridge No. 3, Underpass at Alabama Avenue, was approved.

A report was sent to the National Park Service accordingly (Exhibit H).

9. MURAL PAINTINGS FOR THE RECORDER OF DEEDS BUILDING:

(a) Mr. Edward B. Rowan, Assistant Chief of the Section of Fine Arts, Public Buildings Administration, submitted sketches for mural paintings in the Recorders of Deeds Building, at Sixth and D Streets, N. W., with letter as follows:

September 15, 1943.

"Reference is made to my previous letter in connection with the designs chosen for the mural decoration of the Recorder of Deeds Building, Washington, D. C. That letter was accompanied by photographs of the successful entries. At the request of the Secretary of the Commission, I have asked the artists to return the original color sketches, five of whom have done so. I anticipate the remaining two prior to your meeting. They will be taken to the Commission immediately upon their receipt.

"The five which have been received are being sent to the Commission by messenger under this date. They can all be identified relative to subject, artist and location by referring to the photographs referred to above. Thanking the Commission for its comment and advice on this project, I am---"

The sketches received the particular attention of Mr. Poor. The Commission inspected them and agreed to the following statement by Mr. Poor:

"The Commission looks with favor on the sketches entitled, -Shaw at Fort Wagner, the Battle of New Orleans, and the Boston Massacre. The other four, which represent paintings by other artists, are not satisfactory and are disapproved. The Commission feel that on the basis of the work submitted for these four paintings, the jury should have arrived at a decision of "No award".

The Commission concurred in the above statement.

(b) Painting of an Easel Picture for the Recorder of Deeds Building:

Under date of September 2, 1943, Miss Grace G. Tully, Private Secretary to President Roosevelt, referred the following letter to the Commission of Fine Arts which Mr. Rowan had sent to Mrs. Roosevelt; Miss Tully having stated in her Memorandum, "The President has no objection to the painting referred to, if in your opinion, the painting justifies its use in this particular manner.":

August 12, 1943

Mrs. Franklin D. Roosevelt,
The White House,
Washington, D. C.

Dear Mrs. Roosevelt:

The Section of Fine Arts in cooperation with the Government of the District of Columbia, held a mural competition for the decoration of the Recorder of Deeds Building. Dr. Thompkins was particularly anxious that I call your attention to the successful designs all of which reflect a certain type of contribution of the colored race to the development of this country. You will be interested to know that one of the seven successful competitors is a woman and another is the well-known Negro painter, William Edouard Scott of Chicago.

In addition to the murals, the Recorder was anxious to have an easel painting in his office commemorating the dedication of the building at which the President was present. The Board of Commissioners of the District of Columbia feel that the approval of the President should be procured on this work before it reaches an advanced stage.

Enclosed is a copy of a letter addressed to this office by Mr. Guy Mason, Acting President, Board of Commissioners, D. C. It will be greatly appreciated if you can determine whether the President would have any objection to this painting. Thanking you for the many courtesies in the past and with warm personal regards, I am,

Cordially yours,
Ed. Rowan,
Assistant Chief,
Section of Fine Arts.

The Commission inspected the photograph of the easel painting which was submitted with the correspondence. The Commission unanimously concurred in the criticism as expressed by Mr. Finley that "The sketch is so incomplete that the Commission is unable to judge of its quality."

A report was sent to Mr. Rowan accordingly (Exhibit I); also to Miss Tully (I-1)

10. UNITED STATES TYPHUS COMMISSION MEDAL: The Chairman reported that during recent months Mr. Amateis had been working on models for the United States Typhus Commission Medal, in accordance with the designs agreed upon last spring, showing the figure of Hippocrates on the obverse and a microscope with appropriate lettering on the reverse. However, when photographs of the completed models were brought to the attention of Colonel S. Bayne-Jones, Director of the United States Typhus Commission, he was disappointed in them and sent a letter (Exhibit J) expressing his views concerning them.

Mr. Clarke said he replied to the letter (Exhibit K), expressing surprise at such criticism after the sculptor had worked on the designs, which it was understood had the approval of the Typhus Commission; however, it was not intended that they should accept something they did not want. Accordingly arrangements were made to have Mr. Amateis come to Washington for a conference with members of the Typhus Commission. A satisfactory scheme was agreed to, showing the "profile portraits of Dr. Howard Taylor Ricketts, who discovered the germ of typhus fever, and Dr. Charles Nicolle, who discovered the transmission of typhus fever by the louse," for the obverse and the Aesculapian staff on the reverse, prints of which were submitted by Colonel Bayne-Jones with letter as follows:

29 August, 1943.

Dear Mr. Caemmerer:

On Saturday, 28 August, Mr. Edmond R. Amateis was good enough to come to this office for a consultation with me and Dr. R. E. Dyer relative to the design of the United States of America Typhus Commission Medal. We had a delightful and interesting meeting here and in a relatively short time agreed on basic ideas. Mr. Amateis made some preliminary sketches here, and developed these further after looking up material at the Army Medical Library. At the end of the day he brought back the sketches for the obverse and reverse, which I am inclosing with this letter. I have noted on these that they are approved as to general plan and design.

Mr. Amateis said that as soon as possible he would work up the design in clay and send me photographs. I doubt whether a finished model can be ready for submission to the Commission of Fine Arts by the time of the meeting on 17 September, but enough will be prepared, I am sure, to serve as a basis for opinion on the general plan.

We agreed at once to preserve the beautiful lettering designed by Mr. Amateis for the reverse. The main change is in the arrangement, bringing TYPHUS together as an undivided word.

Mr. Amateis was pleased to use the Aesculapian staff in place of the microscope. This gives the vertical line essential for the design. It seemed to us to be a highly appropriate medical symbol.

For the obverse we suggested profile portraits of Howard Taylor Ricketts, who discovered the germ of typhus fever, and Charles Nicolle, who discovered the transmission of typhus fever by the louse. So far as we know, these portraits have not been used on medals. To place them on this medal will give the design pointed significance and memorialize two great figures and the modern discoveries from which all the most important recent advances in the knowledge and control of typhus have been derived.

It is hoped that these ideas will commend themselves to the Commission.

We are trying to obtain better photographs of Dr. Ricketts and Dr. Nicolle. Dr. Ricketts died in 1910 and Dr. Nicolle in Algiers in 1938 (I am not sure of this date). If satisfactory photographs have not been published, I will write to members of Dr. Ricketts' family, and to investigators in this country who may have pictures of Dr. Nicolle.

The Commission inspected the revised designs and approved them in principle, pending the receipt of models of them. Colonel Bayne-Jones was informed accordingly (Exhibit L. See also L-1).

11. ARTICLE ON MEDALS FOR THE ARMY AND NAVY: The Secretary presented a copy of the October number of the National Geographic Magazine containing an article on the subject of Medals for the Army and the Navy, with illustrations of them, with names of the artists. It was noted that many of the designs had been made with the advice and approval of the Commission of Fine Arts. The result has been, as admitted by Army and Navy officials, that there has been a distinct improvement in recent years in the designs of medals.

12. EDWARD BRUCE MEMORIAL EXHIBITION: By letter of September 14th Mr. Rowan invited the members of the Commission of Fine Arts to attend the Edward Bruce Memorial Exhibition at the Corcoran Gallery of Art. The Exhibition consisted of about one hundred paintings contributed by artists, friends of Mr. Bruce, and given to the Hollywood (Florida) Memorial Hospital as a permanent collection.

The Commission visited the Exhibition about four o'clock in the afternoon. The Commission were well pleased with the paintings and felt it was an exceedingly fine tribute to Mr. Bruce.

A letter of appreciation was sent to Mrs. Bruce (Exhibit M), and a letter of thanks was sent to Mr. Rowan (Exhibit N).

The Commission adjourned at 4:30 p.m.

September 18, 1943.

Dear Mr. Rowan:

The Commission of Fine Arts, at their meeting on September 17, 1943, considered the photographs recently submitted by you of full-sized models by Mr. Henry Kreis, sculptor, to flank the mural painting in the lobby of the War Department Building at Twenty-first Street and Virginia Avenue, Northwest. The photographs were brought to the particular attention of Mr. Ralph Stackpole, sculptor member of the Commission.

The Commission of Fine Arts have studied the photographs for the first time and feel that these proposed figures by Mr. Kreis will not add sufficiently to the decoration of the War Department lobby to warrant acceptance. The Commission appreciate Mr. Kreis's sincere effort and desire that he continue the study. A group of two or three figures would solve better this particular problem. The Commission suggest that Mr. Kreis make an elevation drawing showing heights and mass of his proposed groups in relation to architecture and the existing mural painting.

For the Commission of Fine Arts:

Sincerely yours,

Mr. Edward B. Rowan, Assistant Chief,
Section of Fine Arts,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

Gilmore D. Clarke,
Chairman.

EXHIBIT A

Dear Mr. Brown:

The Commission of the Arts and Letters, established in 1941, conducted the program recently completed by you of this-
year which was held by Mr. Henry Jones, and which, to date, has been
held in the field of the Arts and Letters. The program was held to the
and Virginia Avenue, Baltimore. The program was held to the
and to the attention of the Arts and Letters Commission.

The Commission of the Arts and Letters has been established for the
purpose of providing a forum for the discussion of the Arts and Letters
and to the Commission of the Arts and Letters. The Commission
has been established for the purpose of providing a forum for the
discussion of the Arts and Letters. The Commission has been
established for the purpose of providing a forum for the discussion
of the Arts and Letters. The Commission has been established for
the purpose of providing a forum for the discussion of the Arts
and Letters. The Commission has been established for the purpose
of providing a forum for the discussion of the Arts and Letters.

Very truly yours,

Chairman

Miss E. C. Clark,
Chairman

Mr. Edward L. Brown, Secretary
Commission of the Arts
and Letters
Federal Building
Washington, D. C.

September 18, 1943.

Dear Mr. Samuels:

The Commission of Fine Arts, at their meeting on September 17, 1943, gave very careful consideration to your offer to present a cross for the East Room of the White House.

It is the unanimous opinion of the Commission that it would be inappropriate to place a cross in the White House since no chapel is there and hence there is no suitable location for it. The East Room, which you suggested, would not in the judgment of the Commission be a suitable place for a cross.

For the Commission of Fine Arts:

Yours very truly,

Gilmore D. Clarke,

Chairman

Mr. Henry C. Samuels,

P. O. Box 323,

Seattle, Washington.

EXHIBIT B

September 15, 1943.

Dear Mr. Boardman:

The Commission of the Senate, in their meeting on September 17, 1943, gave very careful consideration to your letter in regard to a case for the floor of the White House. It is the unanimous opinion of the Commission that it would be inappropriate to place a case in the White House since no change in laws and rules have in a suitable location for it. The fact that you suggested, as did not in the interest of the Commission to a suitable place for a report.

For the Commission of the Senate:

Very truly yours,

Charles E. Clark,

Chairman

Mr. Harry G. Bennett,

P. O. Box 208,

Seattle, Washington.

COPY

THE COMMISSION OF FINE ARTS

WASHINGTON

September 18, 1943.

My dear Mr. Secretary:

The Commission of Fine Arts, at their meeting on September 17, 1943, approved models submitted by the following sculptors for three Theater of Operations Medals, as follows, and of which photographs are enclosed:

Obverse:

American Theater of Operations Medal, by Mr. Gaetano Cecere, sculptor, Saint Louis School of Fine Arts, Washington University, St. Louis, Mo.

European-African-Middle Eastern Theater of Operations Medal, by Mr. A. A. Weinman, sculptor, 234 Greenway South, Forest Hills, Long Island, New York.

Asiatic-Pacific Theater of Operations Medal, by Mr. Edmond R. Amateis, sculptor, Brewster, New York.

Reverse:

Model of an Eagle, by Mr. A. A. Weinman, sculptor, above mentioned, for the reverse of each of the three medals.

The completed models are at this Office and will be delivered to your representative.

For the Commission of Fine Arts:

Sincerely yours,

Honorable Henry L. Stimson,
Secretary of War,
Washington, D. C.

GILMORE D. CLARKE,
Chairman

EXHIBIT C

THE UNIVERSITY OF THE STATE

EDUCATION

September 15, 1944

My dear Mr. [Name]:

The Commission on the [Subject] of [Institution] has
reported in its report, dated [Date], submitted to the following
[Name] for the [Subject] of [Institution] as follows,
and of which photographs are enclosed:

Subjects:

- [Name], [Address], [City], [State]
- [Name], [Address], [City], [State]
- [Name], [Address], [City], [State]

References:

[Name], [Address], [City], [State], [Date]

The enclosed [Subject] and [Subject] will be referred

to your representative.

On the Commission of the [Subject]

[Name], [Address]

[Name], [Address]

[Name]

[Name], [Address]

[Name], [Address]

[Name], [Address]

September 18, 1943.

Dear Colonel Renshaw:

The Commission of Fine Arts, at their meeting in Washington on September 17, 1943, approved in general the drawings submitted with your letters of August 26th and September 9th, as well as the locations decided upon for the further development of the Washington Channel. The Commission consider this to be a very desirable improvement project that should be completed at the earliest opportunity.

The Commission indicated a few changes in the drawings in matters of detail, which are herewith returned. In particular, the Commission recommend omitting the end wall for a canopy on Pier No. 4.

For the Commission of Fine Arts:

Sincerely yours,

Gilmore D. Clarke,
Chairman

EXHIBIT D

Colonel Clarence Renshaw,
Corps of Engineers,
District Engineer,
United States Engineer Office,
War Department,
Washington, D. C.

September 12, 1943.

Dear General MacArthur:

The Commission on the War Relocation Authority, at their meeting in Washington on September 12, 1943, approved in general the proposed studies with your interest of March 20th and September 29th, as well as the findings detailed upon for the further development of the Washington Council. The Commission considered this to be a very desirable improvement and that it should be completed at the earliest opportunity.

The Commission included a few changes in the proposals in matters of detail, which are attached herewith. In addition, the Commission recommended setting the end date for a survey on Form No. 4.

Very truly yours,

Walter D. Henshaw

Director, War Relocation Authority
Washington, D. C.

RECEIVED

Colonel Lawrence Henshaw,
Office of the Director,
War Relocation Authority,
United States War Relocation
Authority,
Washington, D. C.

PUBLIC ROADS ADMINISTRATION

INTEROFFICE MEMORANDUM

June 7, 1943

TO: Mr. C. E. Swain, District Engineer, Washington, D. C.

FROM: Joseph Barnett, Principal Highway Design Engineer

SUBJECT: District of Columbia Project No. AE-FAP-13-C (1)
Bridge across Potomac River to replace Highway Bridge.

In accordance with a verbal request from Captain Whitehurst we have prepared a plan for a proposed bridge across the Potomac River to replace existing Highway Bridge. It has been called a study and is numbered DC-ST-01. Several prints are attached.

In accordance with this study it is proposed to construct two one-way bridges instead of the customary one two-way bridge, one on the line of the old bridge for southbound traffic and the other parallel to it and about 400 feet downstream for northbound traffic. The disadvantages and advantages of this general scheme are discussed as follows:

Disadvantages

The chief disadvantage is increased cost. The foundations of piers and abutments will have to be constructed separately perhaps resulting in increased foundation costs, but this is a moot question. Traffic has to be maintained in any case, and if one two-way structure is constructed on the line of existing Highway Bridge, it is likely that about half the width of structure will be constructed initially and traffic diverted to it before demolishing the existing bridge and constructing the remaining half. Some additional cost might result if the designers decide that each bridge should have two sidewalks for aesthetic reasons. Additional cost also is involved in the construction of two additional fascias including railings.

Additional cost might be involved in the construction of the draw span, but this also is a moot question. The draw span probably would be of the double leaf bascule type and the width required for a two-way bridge would dictate the use of four leaves with separate operating machinery for each leaf.

Two one-way bridges would require two double leaf bascules, also four leaves in all, but there might be some additional first cost in such items as separate counterweight pits. In the matter of operation two one-way bridges probably would require two operators.

Advantages

The principal advantage of constructing two one-way bridges an appreciable distance apart is that it fits the requirements of traffic, the reason for having a bridge at all. The plan fits the traffic pattern on the Virginia side of the river exceedingly well. For example, at the present time about 40 percent of the southbound traffic during the peak morning hour turns left toward the airport and Alexandria via the George Washington Memorial Parkway. (Mr. Lovejoy is having 1941 turning data forwarded from Richmond.) While it cannot be expected that the percentage of turning vehicles will remain as high after the war, when the temporary buildings and other emergency services are expected to be discontinued, it is reasonable to assume that the above described left turn and its complement, the right turning northbound traffic from the parkway to the bridge, will constitute the important interchange traffic at the southern terminus of the bridge and the volumes will require that they be considered major traffic streams. The distance between the two one-way bridges will permit the left turn for southbound traffic to be made directly instead of by means of the conventional inner loop of a cloverleaf grade separation. It is believed that where dense and more or less continuous traffic streams are concerned it is easier for a driver to move over to another lane on the left than on the right. It is desirable, therefore, to provide exits from the main road on the left and entrances to the main road on the right. This is accomplished by dividing the two one-way roads appreciably and providing a direct path to the left. A more desirable right turn also is effected by this method since the elimination of the conventional inner loop in the southeast quadrant makes it possible to use the limited space between the parkway and the river for the right turn exclusively.

Two other important benefits are derived by direct left turns. One is the reduction in travel distance for all left turning vehicles. The other is the virtual elimination of cross weaving on the road approaching the bridge. Under the plan as shown left turning vehicles keep to the left and leave the main road on the left, natural maneuvers, through which vehicles keep right through on any lane and vehicles using the inner loop in the southwest quadrant to left turn to Washington from the parkway enter on the right and keep to the right. Of course, some left turning drivers will approach the bridge on the right lane and have to weave across, but this interference is minor compared to the alternative design of a full clover leaf where all left turning vehicles which will have to leave on the right will have to weave across all right turning vehicles entering the main road.

On the District shore the advantages of dividing the one-way bridges to fit the requirements of traffic are not as marked as on the Virginia shore but are real and may be appreciable, nevertheless. A left turn for northbound traffic now is not reached until Independence Avenue. A direct left turn at the river's edge with the future development of an improved road system to Lincoln Memorial and 23rd Street may be a good relief road if 14th Street becomes overloaded.

Dividing the one-way bridges is advantageous also in that traffic can be maintained on the existing structure until the northbound bridge and approaches are completed after which all traffic can be diverted to the new structure and the new southbound bridge constructed in the clear.

Several other minor advantages come to mind. The existing road systems on both shores are disturbed to no greater extent by constructing two one-way bridges than if one two-way bridge were built. With two one-way bridges the existing stone faced grade separation between U. S. 1 and the George Washington Memorial Parkway can remain intact as a one-way bridge and a new one constructed for northbound traffic whereas one two-way bridge will require that this structure be widened. It can be noted from the plan that several of the turning movements can be made over more than one path, a desirable feature for timid drivers and those who may pass the first turn. For example, a northbound driver who does not take the reverse curve to the right to reach the northbound bridge will find himself headed downstream on the parkway on which he will soon reach a loop turn which will lead him back to the bridge.

Width of Bridge

There is little doubt that provision should be made for at least three lanes of traffic in each direction. The average week-day traffic over Highway Bridge in 1941, before the construction of the Maine Avenue and Pentagon projects, was over 40,000 vehicles with a high percentage of trucks. No radical increase is required to approach the comfortable capacity of three lanes in each direction. The direct approach roads on both shores are three lanes wide in each direction.

Consideration might be given to constructing each bridge for four lanes of traffic. At least the design might be such that the door is not closed to widening to four lanes in the future if it is found necessary. A deck type of structure will lend itself to providing for widening without appreciable extra cost except in the draw spans. Four-lane bridges will balance the capacity of the approaches, particularly on the Virginia side where the approach roads

are three lanes in each direction and the George Washington Memorial Parkway has interchange directly at the bridgehead. As stated previously the parkway now takes about 40 percent of the peak hour cross river traffic and even if this rate decreases to 25 percent there will be a theoretical balance for four lanes. On the District side the balance also is favorable for southbound traffic since, in addition to three lanes on the Maine Avenue grade separation, appreciable traffic can develop on the service roads adjacent to the tidal basin and on the roads from the polo field area. For northbound traffic, however, traffic over and above the capacity of three lanes would have to be drawn off to the polo field area roads and there is little evidence at this time that such traffic would amount to an appreciable percentage of the river crossing traffic.

One advantage of four lanes worth mentioning is the fact that for the year or so that it would take to construct the southbound bridge the northbound bridge would have to accommodate all traffic for which a pavement about 48 feet between curbs would provide excellent service. This would require that at least the northbound bridge be constructed initially with four lanes which is hardly justified by the foreseeable traffic of the next few years. One possible procedure which comes to mind is the initial construction of a four-lane bridge for northbound traffic, providing a narrow median strip and using the bridge for two way traffic, deferring the construction of the southbound bridge until such time as traffic justifies increased capacity.

Four-lane traffic in one direction has always been considered very inefficient. It has even been stated that a third lane has a capacity of only half that of each lane of a two-lane one-way road and that the addition of a fourth lane results in little or no added capacity. There was some justification for this viewpoint years ago and it may be true to some degree now, but there is increasing evidence that drivers in urban areas are training themselves to keep in line, particularly on higher speed, limited access highways. They can be aided in this tendency by proper striping. Some traffic measurements made on the Lake Shore Drive in Chicago about three years ago had striking results in this regard. Lake Shore Drive is an eight-lane divided highway with frequent crossings under signal control. The observed traffic on each of the four lanes in each direction varied between 1800 and 2000 vehicles per hour for over an hour. True, traffic is limited to passenger vehicles and such high capacities should not be assured for mixed traffic but the interesting angle of the observations was the fact that all four lanes operated to a maximum.

It is assumed that you will advise Captain Whitehurst of the plan and this discussion. If I can be of further assistance, please do not hesitate to advise.

September 20, 1943.

Captain H. C. Whitehurst
Director of Highways
Engineering Department
Government of the District of Columbia
Washington, D. C.

Dear Captain Whitehurst:

RE: PROPOSED NEW CROSSING OF
THE POTOMAC RIVER AT
14th STREET

The project involving the reconstruction of the old 14th Street Bridge across the Potomac River is a most important one, one in which The Commission of Fine Arts is vitally interested. While this interest is very largely based upon factors which relate to purely aesthetic considerations we are, nevertheless, conscious of the fact that the purely practical problems will control the general appearance of the structure. Thus, if we take a broad view of this situation we shall find that the aesthetic factors include all matters affecting three out of the five senses, sight, hearing and smell, as well as the factors of convenience, appropriateness and economy. I mention this because I am sure that the Commission of Fine Arts is thoroughly competent to consider every factor of this problem which has to do with the effect of the design upon the public, including the appearance of the structure (or structures) which it is your purpose to have designed. In fact, it is the Commission's duty to consider and to report upon all questions which in any manner affect the public use as that use relates to the outward appearance of the National Capital.

At the joint meeting last Friday I voiced the opinion of the Commission with respect to the merits of twin spans with a single span, adding that we unanimously approve of twin spans for this crossing.

It is not my intention to set forth those reasons, which have already been stated clearly by Mr. Joseph Barnett in his memorandum to Mr. C. E. Swain, and by you and by Mr. Barnett before the two official bodies in joint session. The Commission of Fine Arts have already voiced their full confidence in you and in Mr. Barnett, realizing the vast accumulation of experience you have each enjoyed in the field of engineering related particularly to the handling of traffic problems. The Commission of Fine Arts accept your recommendations to construct two bridges rather than one and, to reinforce what already has been written and stated, I shall add a few more pertinent reasons which may or may not have been recorded. Mr. Barnett has aptly stated that "the principal advantage of constructing two one-way bridges an appreciable distance apart is that they best fit the requirements of traffic." Modern highway design should aim to make driving as safe and as pleasant as possible, certainly that axiom cannot be denied. Therefore, it seems to the Commission of Fine Arts that a much safer scheme of traffic flow will obtain on dual structures rather than on a single structure, since the more than 25% of the passenger cars which turn to go south on Mt. Vernon Memorial Highway, turn left in the direction in which

they are found, without the necessity of moving in or of turning into the
 outside world and into the air, and other conventional vehicles are
 moving. It is a common fact that this energy, of which this bridge is a part,
 carries as well a percentage of conventional vehicles as the other bridge in
 the United States.

You may have wondered why I mentioned the cause of hearing and
 smell. It is one of the most important factors in the sense of hearing and
 smell, then the bridge will at least 50 feet of movement,
 a 4-foot movement, and two feet of movement, a total of about
 100 feet of movement. This of course is the distance on the
 bridge, and of course will be something less than the distance
 they are likely to be moved through the bridge in the case of heavy
 from the usual movement of loads and from the causes of water
 cars. The other cause is the fact that a crowded town like
 certainly not confined to the bridge, in fact, even an ordinary town
 existing for only a few days, and in the case of a bridge, it
 even during the nation's history. It is a matter of fact that the
 to the appearance and to the effect of the bridge and movement in
 American's movement.

These and many other factors have led to the formation of the
 rate to favor the construction of bridges to take the place of the old one
 at 14th Street and the River.

These factors are for the construction of generally new bridges
 based on the fact which are on the basis of the fact on bridges.
 to secure, to the formation of the new bridge, the fact on
 cooperate in every possible manner to the fact that this project may be
 essentially worthy of the city of Washington.

Very truly yours,

 William B. Boardman
 Chairman

Gen. J. E. Boardman
 Mr. J. E. Boardman
 Mr. Joseph Boardman

GOVERNMENT OF THE DISTRICT OF COLUMBIA

ENGINEER DEPARTMENT

DEPARTMENT OF HIGHWAYS

ADDRESS REPLY TO
DIRECTOR OF HIGHWAYS

September 23, 1943.

Mr. Gilmore D. Clarke, Chairman,
The Commission of Fine Arts,
Interior Department Building,
Washington, D. C.

My dear Mr. Clarke:-

Reference is made to your letter of September 20, 1943, relative to the proposed new crossing of the Potomac River at 14th Street.

I am very glad to have received your letter and assure you that your comments regarding this very important river crossing are appreciated. It is our intention to pursue this matter further and you may be assured that we shall keep you advised regarding all phases of this work.

Sincerely yours,

H. C. WHITEHURST,
Director of Highways, D. C.

EXHIBIT G



September 18, 1943.

Dear Mr. Demaray:

The Commission of Fine Arts, at their meeting on September 17, 1943, approved the designs submitted in your behalf by Mr. Harry T. Thompson of the National Park Service for the Underpass at Alabama Avenue on the Camp Springs Military Highway, and for the Overpass at Branch Avenue on this Highway.

For the Commission of Fine Arts:

Sincerely yours,

Gilmore D. Clarke

Mr. A. E. Demaray,
Associate Director,
National Park Service,
Department of the Interior,
Washington, D. C.

EXHIBIT H

September 12, 1944.

Dear Mr. Tolson:

The formation of the staff of their members in
September 17, 1944, approved the various matters in
your behalf by Mr. Harry I. Truman of the National Staff
Service for the Department of Justice based on the laws of the
United States, and for the purpose of securing service on
this subject.

For the Director of the Staff:

Sincerely yours,

Alfred W. ...

Mr. A. W. ...
Director of the Staff
Department of Justice
Washington, D. C.

...

September 18, 1943.

Dear Mr. Rowan:

The Commission of Fine Arts, at their meeting on September 17, 1943, considered the color sketches which you submitted with your letter of September 15th for the mural decoration of the Recorder of Deeds Building. The sketches were brought to the particular attention of Mr. Henry Varnum Poor, painter member of the Commission.

The Commission like very much the three sketches entitled Shaw at Fort Wagner, Battle of New Orleans, and the Boston Massacre and approve them. The other four which represent paintings by other artists are disapproved. The Commission feel that on the basis of the work submitted for these four paintings the jury should have arrived a decision of "No award".

With regard to the proposed easel painting, the sketch is so incomplete that the Commission is unable to judge of its quality.

The sketches are herewith returned.

For the Commission of Fine Arts:

Sincerely yours,

Mr. Edward B. Rowan, Assistant Chief,
Section of Fine Arts,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

Gilmore D. Clarke,
Chairman.

Exhibit I

September 18, 1943.

Dear Miss Tully:

The Commission of Fine Arts received your Memorandum of September 2nd, with its enclosure of a letter sent by Mr. Edward B. Rowan of the Section of Fine Arts to Mrs. Roosevelt, enclosing a photograph of a proposed easel painting commemorating the dedication of the Recorder of Deeds Building, at which the President was present.

The Commission considered this photograph at a meeting held yesterday, and decided unanimously that the sketch is so incomplete that the Commission is unable to judge of its quality.

For the Commission of Fine Arts:

Sincerely yours,

Gilmore D. Clarke,
Chairman

Miss Grace G. Tully,
Private Secretary to the President,
The White House.

EXHIBIT I-1

3011

War Department
Service of Supply
Office of the Surgeon General
Washington

August 12, 1943.

Mr. H. P. Caemmerer, Secretary,
The Commission of Fine Arts,
Interior Department Building,
Washington, D. C.

Dear Mr. Caemmerer:

Since I telephoned you to acknowledge the receipt of your letter of August 3rd, enclosing Mr. Clarke's letter of July 30th, and the photographs of the latest model of the United States of America Typhus Commission, I have shown the picture to the Director and the members of the Commission in Washington and to many others. I regret to have to report that the design is not acceptable to members of the U. S. A. Typhus Commission and beg to ask the Commission of Fine Arts to review the subject.

We believe that the reverse would be better without the microscope. As it is, the lettering is disordered by the instrument. Some letters are under the microscope others skip the microscope. The word "Typhus" is divided between two lines. The use of a schematic microscope is hackneyed and unimaginative.

The figure of Hippocrates on the obverse is the pose of a dancer. Unfortunately it suggests a Bovington pose. Furthermore, the hand with extended finger pointing downward has made people say "strike one", as this is the gesture of an umpire at a baseball game.

We do not care for the quotation "To know is science." Knowledge alone is not science. In this case, of course, all depends on the meaning given to the word "know."

We wonder if it would be possible to do something more modern and more directly related to typhus? I would like to suggest that I be permitted to have a talk with Mr. Amateis. If the Commission approves, will you kindly ask Mr. Amateis to let me know when it would be convenient for him to come to see me at the Office of the Surgeon General, U. S. Army, 1818 H Street, N. W., Washington, D. C.

These comments are submitted by medical people who are not artists, but who have an intense feeling for this subject. Please pardon any abruptness in my presentation of our ideas. I am sure that if Mr. Amateis could spend a while with us he would have material for a much more original and appropriate design.

For the United States of America Typhus Commission.

Copy: Gen. Fox,
Gen. Simmons,
Comdr. Carter, Dr. Dyer

S. Bayne-Jones,
Colonel, Medical Corps.

EXHIBIT J

COPY

THE COMMISSION OF FINE ARTS
WASHINGTON

August 16, 1943

Dear Colonel Bayne-Jones:

Mr. Caemmerer has shown me your letter of August 12 expressing the reactions of the members of the U. S. A. Typhus Commission to the designs which Mr. Edmond Amateis, sculptor, prepared for the obverse and reverse of a medal for the Commission.

At a meeting of the Commission of Fine Arts on March 19, 1943, at which you were present with Colonel Simmons, it is my impression that you both agreed with the members of this Commission that the design submitted for the reverse by sculptor Amateis was the most outstanding one submitted in the competition. The members of the Commission of Fine Arts were unanimous in expressing their opinion that the design for the reverse of the medal is a most outstanding and distinguished composition; in fact it represents, in my judgment, one of the most competent bits of medallic art which has been presented during the eleven years I have been a member of this Commission.

Do you suppose that you and your colleagues would be able to distinguish between a "hackneyed" and an "imaginative" design for a microscope when the medal is reduced to its final size of 1-7/16 inches in diameter? I doubt it.

The fact that the members of the Commission of Fine Arts unanimously approved of the design for the obverse with a measure of enthusiasm based particularly upon the significance of the Figure of Hippocrates to Medical Science and upon the dignified simplicity of the design is, of course, no reason why you should accept it. When you were at the meeting of March 19 you may recall that we decided to hold a second phase of the competition for the obverse of the medal. This was done and Mr. Amateis' design was the one selected, being the more outstanding. Inasmuch as you presented no specifications

EXHIBIT K

August 16, 1943

Colonel Bayne-Jones

or ideas to be embodied in the medal, we were all very naturally of the impression that your Commission was both willing and eager to leave the matter in our hands for, like you, we are specialists too, probably, however, more fallible in our spheres of endeavor than members of your profession are in yours.

My suggestion is that you take up the matter of the design for the medal directly with the sculptor, Mr. Amateis. It would be wise for him to keep his designs in pencil on paper until you have determined upon one which meets with the approval of your group. Then, will you please submit this design to the Commission of Fine Arts, as required by Executive Order of the President, so that we may in turn pass judgment on your choice.

Let me assure you that Mr. Amateis is a most competent sculptor and medalist; he is a Fellow of the American Academy in Rome, a member of the National Academy of Design, and President of the National Sculpture Society. I think that, in the circumstances, it is appropriate to consider him the winner of the competition and I trust sincerely that he may now be able to please both you and us, and subsequently the Quartermaster General and the Secretary of War.

Mr. Amateis may be addressed at Brewster, New York.

Sincerely yours,

For the Commission of Fine Arts

Gilmore D. Clarke

Chairman

Colonel S. Bayne-Jones, M. C.
United States of America Typhus Commission
Washington, D. C.

COPY
THE COMMISSION OF FINE ARTS
WASHINGTON

September 18, 1943.

My dear Colonel Bayne-Jones:

I have pleasure in informing you that at a meeting of the Commission of Fine Arts held in Washington on September 17, 1943, the Commission approved in principle the revised sketches by Mr. Edmond R. Amateis, sculptor, which you submitted with your letter of August 29th. The Commission will give prompt attention to the models when received.

For the Commission of Fine Arts:

Sincerely yours,

Gilmore D. Clarke,
Chairman

Colonel S. Bayne-Jones, Director,
United States of America Typhus Commission,
Washington, D. C.

c. c. Mr. Amateis

EXHIBIT L

Army Service Forces

23 September 1943.

Mr. Edmond Amateis
Brewster, New York

Dear Mr. Amateis:

It has given the members of the United States of America Typhus Commission great satisfaction to have the letter written to me on 18 September 1943, by Mr. Gilmore D. Clarke, Chairman of the Commission of Fine Arts, informing us that the commission approved in principle the revised sketches of your new design proposed for the U.S.A. Typhus Commission medal.

Since you were here I have been collecting pictures of Dr. Nicolle and Dr. Ricketts. The reproductions are inclosed herewith.

The best profile of Dr. Charles Nicolle which has been found is the small picture in the issue of "L'Illustration" for 7 March 1936. The facial expression shown in this profile seems to me, from what I have heard of Dr. Nicolle, to represent the sensitiveness and gentleness of the man. I think it illustrates the type of portrait which would be suitable for the medal. He was not as rugged and Teutonic as the sketch you made from the first pictures you saw when you were last in Washington.

From Dr. Henry T. Ricketts I have received three photographs of his father, Dr. Howard Taylor Ricketts, which he has loaned us for use in the constructing of a profile portrait. Dr. Henry Ricketts asked us to note that his father did not customarily wear the moustache as depicted in one of the pictures. I trust that you will find these pictures useful and that it will be convenient for you to develop the next stages of the design in the near future.

With regards and best wishes.

Sincerely yours,

P.S. Please return the photographs of Dr. Ricketts when you are through with them.

S. BAYNE-JONES
Colonel, Medical Corps
Director
U. S. A. Typhus Commission

Incls.

EXHIBIT L-1

September 17, 1943.

My dear Mrs. Bruce:

During a meeting of the Commission of Fine Arts held in Washington today, the Commission had the pleasure of visiting The Edward Bruce Memorial Collection at the Corcoran Gallery of Art. The Commission found it to be exceedingly interesting and appreciate very much the tribute to Mr. Bruce as expressed by the artists in the paintings of the exhibition.

Sincerely yours,

Gilmore D. Clarke,

Chairman.

Mrs. Edward Bruce,
Hollywood, Florida.

Exhibit M

September 18, 1943.

Dear Mr. Rowan:

Thank you very much for the invitation to see the Edward Bruce Memorial Exhibition at the Corcoran Gallery of Art. During the meeting yesterday the members of the Commission of Fine Arts visited the Gallery and had a very pleasant time viewing the paintings. The members said, "Edward Bruce surely would have enjoyed seeing this."

We have expressed our appreciation of the Exhibition also in a brief letter to Mrs. Bruce.

Sincerely yours,

Gilmore D. Clarke,
Chairman

Mr. Edward B. Rowan, Assistant Chief,
Section of Fine Arts,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT N

CONTENTS
 MINUTES OF THE 187th MEETING
 of the
 NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 held on
 THURSDAY & FRIDAY, SEPTEMBER 16-17, 1943

<u>Page</u>	<u>Par.</u>	<u>Subject</u>
1	1	Minutes
1	2	Joint Meeting with D.C. Commissioners, Report on Reorganization of the Commission.
1	1- 13	Land Purchase (See Land Purchase Section).
2	14	Railroad Sidings - M Street and Virginia Ave. S.E.
2 - 3	15	Military Highway to Camp Springs-Meadows Air Base (Suitland Parkway)
4	16 - 18	Land Purchase (see Land Purchase Section)
4 - 5	19	Changes in Recreation System Plan
6	20	Future Swimming Pools
6	21	Progress on War Housing Program
8	22	Status of Legislation
8	23	Urban Redevelopment Bill
8	24	Scholarly Research Center on East Capitol Street
9	25	Klinge Road Bridge Studies
9 - 12	26	Joint Meeting with Commission of Fine Arts - Highway Bridge Studies
12	27	Land Purchase (See Land Purchase Section)
12	28	Highway Bridge Studies
12	29	Proposed Peace Memorial
13	30	Television Masts
13	31 - 33	Land Purchase (See Land Purchase Section).
15	34	Highway Bridge Studies
15	35	Dates of Future Meetings
15	36	Proposed Sale of Public Land
15	37	Land Transfers
16	38	Highway Changes and Street Closings
19	39	Additional Quarters for Waves and Spars

MINUTES OF THE 187th MEETING
of the
NATIONAL CAPITAL PARK AND PLANNING COMMISSION
held on
THURSDAY & FRIDAY, SEPTEMBER 16-17, 1943

The National Capital Park and Planning Commission met at 10:00 a.m., Thursday, September 16, and 10:00 a.m., Friday, September 17, 1943, in Room 7112, New Interior Building, 18th and C Streets, N. W., Washington, D. C.

(Succeeding ten previous meetings of the National Capital Park Commission).

PRESENT

MEMBERS: MAJ. GEN. U. S. GRANT, 3rd, Chairman.
BRIG. GEN. JOHN J. KINGMAN, representing the Chief of Engineers,
U. S. Army.
MR. A. F. DEMARAY, representing the Director, National Park Service.
MR. C. EDWARD BEHRE, representing the Chief, Forest Service.
MR. J. C. NICHOLS
MR. HENRY V. HUBBARD
MR. WILLIAM A. DELANO

STAFF: MR. JOHN NOLEN, JR., Director of Planning
MR. T. S. SETTLE, Secretary.
MR. NORMAN C. BROWN, Land Purchasing Officer and Appraiser.

1. Minutes.

MOTION unanimously carried approving minutes of meeting of the Commission held on July 9, 1943, subject to any corrections that may be called to the attention of the Secretary.

MR. NOLEN reported that Mr. Olmsted is preparing a supplementary statement to his report on the Potomac River Power Project, which will be sent out as an appendix to the minutes of that meeting.

2. Joint Meeting with D. C. Commissioners, Report on Reorganization of the Commission.

GENERAL GRANT stated that due to the pressure of other business, including hearings before Congressional Committees, the District Commissioners will be unable to take part in a joint meeting with this Commission, originally scheduled for this meeting but will now have to be held at a later date.

GENERAL GRANT also reported that the report on reorganization of the Commission being prepared by the Bureau of the Budget, has been completed although not yet approved by that Bureau. Two copies have been furnished to the Commission for preliminary examination and GENERAL GRANT recommended that one be furnished the District Commissioners for preliminary review and examination. The Commission concurred in this recommendation.

Paragraphs 3-13 (See Land Purchase Section).

14. Railroad Sidings - M Street and Virginia Avenue, S.E.

CAPTAIN WHITEHURST stated that the Pennsylvania Railroad Company has requested permission to lay new tracks and construct an approach driveway in and along the north side of Virginia Avenue and M Street, with new turn-outs for spur tracks to the gas plant. Unloading facilities are proposed along Virginia Avenue between 12th and 13th Streets for service to the Navy Yard. The Railroad Company states that if granted permission to use these public spaces, they are willing to pay for the permanent paving of Virginia Avenue from 11th to 14th Streets. The Coordinating Committee was of the opinion that Virginia Avenue should be paved to a width of at least 40 feet instead of only 20 feet. The Committee approved the plan with the understanding that the Railroad Company would proceed first with the improvements along M Street, leaving to the last the unloading facilities along Virginia Avenue. The new tracks would be located between 11th and 13th Street. MR. NOLEN stated that these plans will not interfere with the future extension of M Street as an approach into Anacostia Park.

MOTION unanimously carried approving plan bearing File No. 23-138 providing for railroad track installations in Virginia Avenue and M Street, S.E.

The Commission recessed for lunch from 12:40 to 1:15 P.M. The members present during the morning returned for the afternoon session.

15. Military Highway to Camp Springs-Meadows Airbase (Suitland Parkway).

MR. NOLEN introduced this subject by reading the following directive from the Acting Secretary of War:

"28 July 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY SERVICE FORCES.

1. It is desired that you initiate action promptly to construct a military highway to provide access from the Camp Springs Meadows Air Base by way of the Suitland Parkway route to Bolling Field. The location of this military highway will conform in general to that indicated on the Development Plan for the Suitland Parkway as prepared by the National Capital Park and Planning Commission, from South Capitol Street to the Camp Springs Meadows Air Base, including connection to the relocated Marlboro Road. It is desired that grading, drainage, and structures be completed for the ultimate four-lane divided highway, but that only one two-lane strip be paved at this time as a military road. It is contemplated that grade separations and access connections will be necessary at Nichols Avenue, Alabama Avenue, Branch Avenue, Suitland-Silver Hill Road, and the Camp Springs Air Base entrance. The number of grade separations to be provided at this time will be determined by the War Department in consultation with the National Capital Park and Planning Commission. To the extent practicable, structures will be built to conform to standards established for similar facilities in the Washington area.

2. Since construction of this military highway is essential to provide access to the Camp Springs Meadows Air Base, you are authorized to utilize for this purpose funds appropriated under Project 210, Engineer Service Army, 1942-44.

ROBERT P. PATTERSON,
Acting Secretary of War."

He then explained that the War Department had turned over supervision of the construction of this road to the District Engineer, COL. CLARENCE RENSHAW. COL. RENSHAW explained that his office had turned over the design and actual construction of the road to Public Roads Administration, acting as the agent for the War Department. He stated that it was planned to grade the entire roadway and pave one of the two 24' roads and that a \$400,000 contract had already been let for the section from Branch Avenue to Mayhew Road, in Maryland and that work on the plans for the other sections was well advanced. They expect to have most of the grading done this fall, and the paving completed by the fall of 1944. Probably some of the road will be in use by the summer of 1944. He stated further that Camp Springs Meadows Airport contained about 4,400 acres and it had cost to date approximately \$20,000,000, and that Camp Springs will probably have a garrison two to three times as large as Fort Myer. When asked the probable cost of the roadway, he stated that similar roadways around New York City including overpasses, underpasses, etc., had cost approximately \$1,000,000 per mile. COL. RENSHAW stated that he had taken up with the various Army officials and also with MR. MOLEN the question as to what grade separations should be constructed at this time. They were in agreement that the grade separations mentioned in the above directive should be constructed now and were agreed also that the grade separation at Mayhew Road should be added.

MOTION unanimously carried approving the inclusion of the Mayhew Road separation in addition to those mentioned in the directive.

MR. JEFFERS then submitted the Public Roads Administration contract plans for the construction of the two sections of roadway from Branch Avenue to Mayhew Road and Mayhew Road to Air Base entrance.

MOTION unanimously carried approving the plans as submitted from Branch Avenue to Mayhew Road.

MOTION unanimously carried approving plans as submitted from Mayhew Road to entrance of Air Base.

MR. JEFFERS then submitted plans for the overpass at Branch Avenue and underpasses at Alabama Avenue and Silver Hill Road. Although no formal action was taken, the plans were satisfactory to the Commission.

MR. JEFFERS then submitted a plat showing the proposed street closings for this Military Highway (Suitland Parkway) within the District of Columbia. This included the closing of Sheridan Road and other streets within the right of way. He explained that the physical closing of the streets would be coordinated with the construction of the new roadway, that they would not be physically closed until the new roadway is available.

MOTION unanimously carried approving closing of streets as shown on plat bearing File No. 43-143, and authorizing the Chairman to sign the plat when submitted (provided it agrees with the above plat submitted today).

MR. JEFFERS submitted also a plan showing change in taking lines for the Suitland Parkway involving the deletion from the taking of the part of the Fleishman property north of the Carrel property as shown on plan, File No. 43-44-B.

MOTION unanimously carried approving change in taking lines omitting the front of the Fleishman property as shown on Plan File No. 43-44-B.

MR. NOLEN explained that the War Department had filed condemnation proceedings and secured immediate taking to about 100 homes in the parkway and has advertised for their demolition in the month of September. The National Capital Housing Authority has been very cooperative in furnishing these families with other homes.

No action required.

Paragraphs 16-18 (See Land Purchase Section)

19. Changes in Recreation System Plan

MR. JEFFERS submitted a report and a letter, dated September 15, 1943, from the D. C. Recreation Board recommending the following revisions in the D. C. Recreation System Plan.

(a) That Pierce Mill Playground, Unit 4-B be dropped as a Unit. Although it will remain as a usable area with present equipment left in place, the Recreation Board recommends discontinuing the supervised program because of interference from picnicking parties.

MOTION unanimously carried that the Pierce Mill Playground be dropped as a unit in the Commission's Recreation System Plan.

(b) That Reservoir Playground, located on Conduit Road at Elliott Place, now be restored to the plan as Unit 5-G. The immediate neighborhood is cut off from ready access to the unit at Hardy School.

MOTION unanimously carried that the Reservoir Playground be restored to the Commission's Recreation System Plan as Unit 5-G.

(c) That Juniper Playground, instead of being supplementary to the Shepherd School, Unit 6-A, be made a separate unit and designated 6-J.

MOTION unanimously carried that the Juniper Playground be designated as a separate unit on the Commission's Recreation System Plan, and designated as Unit 6-J.

(d) Crestwood Playground - recommended that a small part of the upper land in Piney Branch Parkway be used as a small children's playground in lieu of acquiring a new site.

MOTION unanimously carried that the Crestwood Playground be shown on the Commission's Recreation System plan as a part of the Piney Branch Parkway as a Playground for small children, instead of acquiring a new site for this purpose.

(e) Central High School Recreation Center. Recommended that Recreation Center No. 9 be moved from Central High School to the Powell Recreation Center which is now the secondary center for this area. Central High School is being used more as a city wide center than as a neighborhood facility and Powell Recreation Center is serving the neighborhood needs.

MOTION unanimously carried that Recreation Center No. 9 be moved from Central High School to the Powell Recreation Center and that Central High School be dropped as a neighborhood unit on the plan.

(f) Parkside Playground. Recommended that this playground, formerly designated as unit 22-F for white children, be designated as colored playground unit 24-F. Recent housing developments in the Parkside area have been for colored.

MOTION unanimously carried that the Parkside Playground be changed from white to colored and designated as unit 24-F.

(g) Benning School Playground. Recommended that the Benning School area be added to the plan as a new unit for white children and designated 22-B.

MOTION unanimously carried that the Benning School area be added as a unit in the plan for white children and designated 22-B.

This will replace Parkside, which was heretofore intended for white children.

(h) That Unit 24-D at the Burville School be moved to the new colored school site on the Suburban Gardens area, which is much more adequate.

MOTION unanimously carried that unit 24-D be moved from Burville School to the new school site on Suburban Gardens Area.

(i) That Unit 26-E heretofore shown at the Potomac Playground, now the Chamberlain Vocational School be moved to the new Cranch-Tyler School.

MOTION unanimously carried that Unit 26-E be moved to the new Cranch-Tyler School.

(j) Action was postponed on the recommendation that the proposed Stanton Road School be made a unit of the recreation system plan.

20. Future Swimming Pools.

A report has been prepared by MR. JEFFERS in relation to the post-war program, which will be submitted at the next meeting.

21. Progress on War Housing Program.

(a) Progress on War Housing Programs:

MR. NOLEN made the following report - Since April 1940 approximately 55,000 additional dwelling units, exclusive of dormitories, have been made available in the Washington area. The population in that period has increased about 400,000. There has been a marked increase in the number of in-migrant war workers and studies indicate a possible shortage of approximately 3,000 family units for these workers. The demand for housing for white families has fallen off to such an extent that no new housing is being programmed for in-migrant white war workers, other than dormitories. However, 3,000 additional units will be undertaken for the colored population. Of an estimated 6,000 units that have not been started in the current program, about 2,000 may be deferred temporarily or permanently. Approximately 4,000 additional units will be under construction during the next six months. Of this program, about 3,200 units are temporary and the remainder are permanent units. In the new program 740 units have been allocated to the National Capital Housing Authority as public housing in the District of Columbia. The National Housing Agency proposes to recommend to the War Production Board that the construction of housing for white workers in the Washington area, both public and private, be drastically reduced, if not altogether withheld, until there is greater evidence of need. Studies by the staff indicate that in the area east of the Anacostia River there is sufficient vacant land in Negro neighborhoods to house 10,000 Negro families, or 40,000 persons, assuming a normal distribution of single and multi-family dwellings and low densities.

MR. NOLEN also read to the Commission a report of the Emergency Committee on Housing in the Metropolitan Area, dealing especially with the Negro problem. The report states that the current housing problems confronting Negroes in the metropolitan area are the result of: (1) condemnation and acquisition of land by government agencies for public buildings and roads; (2) lack of consideration of housing needs and dislocation of Negroes on the part of federal agencies responsible for programming and direct and indirect financing of public and private developments; and (3) purely economic considerations of private real estate re-development. The report also deals with displacement of Negro families in Arlington County by public condemnation of land for the Pentagon road network. The report recommends: (1) that immediate steps be taken to require condemnation proceedings exercised by public agencies for any purpose include fixed responsibility for relocation of displaced families; (2) that accommodations made available be at least as desirable as the location of displacement in proximity to employment, community service and public utilities, and that the area of relocation be in the general vicinity of the area of dislocation, and that relocation be provided within the area of their legal residence; (3) that public agencies responsible for programming public and private developments: -

(a) forbid approval of sites which displace a minority racial group and do not rehouse members of that same group, (b) develop a housing program to provide adequate housing to meet the needs of the several income groups in the Negro housing market of potential house purchasers and renters and (4) that the National Capital Park and Planning Commission exert its influence and authority to protect the living space of Negroes in the District of Columbia by assuring responsibility for requiring relocation in desirable and comparable localities of Negro families displaced by public improvements. The Committee also recommended that, with respect to Arlington County, the National Housing Agency provide housing for the families now occupying the trailer camps either by converting the George Pickett homes to Negro occupancy, or by the immediate development of other permanent housing in Arlington County.

MR. NOLEN stated that the staff is studying the displacement of colored families and areas available for colored housing sites. Preliminary examinations indicate that within the District there may be a greater scarcity of land suitable for white development than that available for Negroes.

Study of potential colored housing area:

At the request of the National Capital Housing Authority MR. WEHRLY has undertaken a study of potential colored housing areas in the District of Columbia (see report attached as Appendix D). This study so far has covered the Negro neighborhoods in the Anacostia area. The results so far, provide a direct answer to the contentions of the Emergency Committee on Colored Housing, and provide in part the answer to the problem of where future colored housing can be located. The boundaries of the areas studied were determined by including all squares within which colored dwelling units constituted ten per cent or more of the total, plus any intervening squares which were for the most part vacant. In addition certain contiguous areas were included, which by virtue of topography, street system and other physical relationships to the Negro areas appear to be earmarked for future Negro development.

Discussion included: possibility that the National Capital Housing Authority may be forced to undertake housing on already subdivided lots because of scarcity of large undeveloped tracts; that the Assistant Superintendent in charge of colored schools would be an excellent contact in connection with colored housing problems; possibility of a great excess of cheaply constructed housing units for white families being converted to colored use following the end of the war; suggestion that the staff undertake also a study of vacant land available for white housing development.

The staff was instructed to submit MR. WEHRLY'S report to the National Capital Housing Authority. The report is not to be released to the public at this time. The staff also was directed to undertake a similar study of vacant land available for housing of white families.

The Chairman was of the opinion that MR. WEHRLY'S report might be discussed informally with members of Congressional Committees interested in this subject.

(b) Additional Sites for Negro Housing Projects -

The staff submitted site plans for three colored housing projects of the National Capital Housing Authority. One is located at 50th Street N. E. east of the Kelley-Miller Recreation Center which preliminary studies indicate to be satisfactory. It is apparent that because of the difficulties of land assemblage in this area, its development by private enterprise would be difficult as condemnation proceedings by a public agency would be the only means of obtaining a satisfactory site. The second site is located at Stanton Road and Bruce Place, S. E., embracing the site recommended by the staff for an elementary school. The third site is along Savannah Street south of the D. C. Rifle Range, S. E., and will provide 370 units. The three sites will provide the 740 units in the National Capital Housing Authority's quota of the program of 3,000. The staff recommends that consideration be given to the erection of an elementary school on part of the Stanton Road Site. Use of the Savannah Street site involves the question of locating a colored housing project in close proximity to a community predominantly white.

MOTION unanimously carried that the Commission approves the proposed colored housing project site at 50th Street N. E., and defers action on the Stanton Road site pending inspection of the site.

The Commission recessed at 5:30 P.M. and reconvened the following morning at 10 a.m. The members present during the preceding day were present for this session.

22. Status of legislation.

MR. SETTLE submitted report on status of legislation, attached as Appendix E.

23. Urban Redevelopment Bill.

MR. NOLEN reported that arrangements will be made to have the Legislative Committee confer with MR. ALFRED BETTMAN, some time prior to the October meeting and before the joint meeting with the District Commissioners. GENERAL GRANT suggested that a copy of MR. BETTMAN'S report be sent to each member for their preliminary study.

24. Scholarly Research Center, on East Capitol Street.

MR. DEMARAY reported that he attended a meeting in the office of the Librarian of Congress to consider the Library's post-war project to "construct a Center for Aid to Scholarly Research in the District of Columbia". Present at the meeting were Mr. Frederic A. Delano, the Archivist of the National Archives, the Director of the National Museum, the Director of the National Gallery of Art, the Architect of the Capitol, representatives of the State Department, the American Council of Learned Societies, the

Coordinator of Inter-American Affairs, and the Army Medical Museum. The Librarian summarized the project by suggesting the establishment of a scholarly research center, which would provide, in an architecture worthy of learning and the arts, such facilities as rooms for meetings of national societies, or groups of scholars engaged in work of national significance, offices for the great learned societies, etc. MR. DEMARAY submitted the Commission's study for East Capitol Street showing the relationship of the proposed study center to the East Capitol Street Plaza Center, the Holmes Memorial Garden, and the existing church facing East Capitol Street. MR. FREDERIC A. DELANO urged that the proposed study center plan be worthy of consideration in connection with the larger plan and felt that the existing church should not be allowed to stand in the way of a comprehensive plan. MR. McLEISH, who presided at the meeting, summarized the expressions of the members present as being of the consensus that at least two buildings should be planned in connection with the proposed study center and adjoining the Holmes Memorial Garden, and that both Squares 758 and 759 should be acquired.

Discussion by the Commission included the general features of the whole East Capitol Street plan, including the Holmes Memorial Garden; tentative plans of the Lutheran Church to erect a \$60,000 Sunday School building; and that the church property might be redesigned to harmonize with future surroundings.

MOTION carried by all present excepting MR. NICHOLS, who was recorded as not voting, that it is the opinion of the Commission that Squares 758 and 759 should be acquired in their entirety as a part of the general plan for East Capitol Street, and for the further reason that these areas will provide an adequate site for the Holmes Memorial Garden.

25. Klinglet Road Bridge Studies.

MR. NOLEN stated that studies made by MR. JEFFERS were referred by the Coordinating Commission to CAPTAIN WHITEHURST for preliminary consideration, and he has reported that the tentative plan is satisfactory. The existing bridge is entirely inadequate to handle the present traffic. Although no funds are available for the construction work at this time, money is available for plans and the District officials are anxious to proceed with working drawings, etc. A minor land acquisition will be necessary but this can be deferred until the work is in progress.

MOTION unanimously carried that the Commission approves in principle plan bearing File No. 3-6-133-C for a bridge across Rock Creek at Klinglet Road.

26. Joint Meeting with Commission of Fine Arts.

At this point the following members of the Commission of Fine Arts entered for a joint session with the Commission: MAJOR GILMORE D. CLARKE, Chairman and members WM. F. LAMB, JOHN A. HOLABIRD, DAVID E. FINLEY, RALPH S. STACKPOLE, and HENRY V. POORE. Secretary H. P. CAEMMERER was also present.

(a) Highway Bridge Studies (See also Par. 28)

MR. NOLEN submitted for consideration five studies for a bridge to replace the existing Highway Bridge prepared by the staff. Study "A" proposes a bridge on the existing Highway bridge location; Study "B" provides dual bridges, one on the existing bridge location and the other downstream; Study "C" provides a bridge north of the existing bridge; and Study "D" is for a bridge just south of the existing bridge. Study "E" calls for a single bridge downstream from the existing bridge and at an angle to the railroad bridge. The railroad bridge will be unaffected by any of these studies.

CAPTAIN WHITEHURST stated "The District Commissioners have not taken any action at all, but are looking for advice. We have set this project up for the preparation of working drawings. The existing bridge is in very bad condition and is the heaviest traveled bridge in the District. It has only a 40' roadway and carries very heavy truck traffic. Part of the bridge has a laminated wooden floor which is in very bad condition. The draw operating machinery is also in need of repairs. We feel that early replacement is important and it is desirable to complete preliminary studies and have working drawings in readiness to present immediately if the necessity occurs. It is our intention, after getting the location settled to employ consultants in the design of the structure, as we have already completed all the survey work. We have made studies of the various schemes in connection with interchange of traffic, but so far we have expressed no preference. We think that the two-bridge scheme "B" has some merit from the traffic standpoint. We cannot move now until we can give the consultants an approximate location for the bridge. The question now before the Commission is that of location for the bridge."

MR. JOSEPH BARNETT, Principal Highway Design Engineer of the Public Roads Administration submitted his study providing for dual bridges, one on the line of the existing bridge for southbound traffic and the other parallel thereto and about 400 feet downstream for northbound traffic with the following explanation: the chief disadvantage of the dual bridge scheme is the increased cost, and this cost is further increased by the construction of additional facades and railings. The draw span would probably be of the double leaf bascule type, in any case, due to the width of decks required which would dictate the increased cost of separate operating machinery. The principal advantage of dual bridges is that they fit the traffic requirements, the principal reason for having a bridge at all. This plan fits the traffic pattern on the Virginia side of the river and important benefits are derived by direct left turns. The distance between the two bridges will permit the left turn for south bound traffic to be made directly instead of by means of the conventional loop and clover leaf separation. The traffic advantages appear to be greater on the Virginia side. The two bridges will also permit traffic to flow uninterrupted during construction. It appears that provision should be made for at least three lanes of traffic in each direction and consideration might be given to constructing each bridge with four lanes. A deck type of structure will lend itself to future widening without appreciable extra cost. The report of MR. BARNETT of the Public Roads Administration is attached as Appendix F .

MR. NOLEN discussed Study "E" and expressed the opinion that it has several decided advantages from a traffic standpoint in that it provides a direct approach on the District side on an easy curve and continues the separation of park and through traffic through the Jefferson Memorial area, and provides for a turn off to the left over the park roads to 17th and 23rd Streets. It also clears truck traffic from the foreground of the Jefferson Memorial and on the Virginia side the alignment of the approach is more satisfactory than on any of the other studies.

MAJOR CLARKE stated, "On behalf of the Commission of Fine Arts I might say that we sent prints of these studies to the members and had a brief discussion this morning and I rather expect that our position should be one more or less limited to matters of aesthetics, but on account of my own interest in traffic, I would like to hear that discussed. I think in the first place it would create a very unfortunate situation to provide a wide bridge exceeding 100' in width skewed at an angle to the railroad bridge, which in itself is a very dominant structure. That is a matter of aesthetics, and as long as the bridge is there and it will be for a long time to come, we feel that it would be exceedingly unfortunate to have those at that angle. We have taken into consideration the flow of traffic. Speaking from my own experience I have been involved in a great many problems in the New York area and elsewhere, and most engineers are now of the opinion that, with respect to traffic, the clover leaf should be avoided wherever possible, and in the future we must arrange to take traffic in the direction in which it should go, straight through traffic. The largest volume of traffic there goes through. In New York they have constructed additional bridges in order to have the traffic go directly. It is also less expensive in connection with turn off on the left hand side of the bridge where you come south on the south-bound bridge and turn off to the Mt. Vernon Highway. I am not ready to admit that this is the way to do it on through outlying highways, but in the metropolitan regions they feel that there is no danger in left turnoffs for left turn moving traffic where traffic moves at a moderate rate of speed, which obtains in this area. The freedom with which that traffic would move would be more satisfactory than to turn right to go left as would be necessary on Scheme "E". If 28 percent of the traffic goes down the Mt. Vernon Highway and makes that turn, that would necessarily reduce the turn to one-lane of traffic because I do not see how you could get two lanes within that radius. Consideration should be given to the movement of traffic at the peak hour and familiarity with the system will make the flow of traffic easier. We also considered the matter of the design of the two bridges from the appearance standpoint and believe that they should be similar in character. We also assume that they will be two leaf spans; that the bridge will present a flat appearance, simply in design, so as not to compete with the Arlington Memorial Bridge; that it would be flat arch and continuous girder construction, graceful but extremely simple. The question of design is very important. I can say that the Fine Arts Commission unanimously recommends Scheme "B" (dual bridges) because we feel there is a good deal of charm about two bridges. The members feel strongly that two parallel bridges, parallel to the railroad bridge, would be much superior from the standpoint of appearance than to build one wider bridge skewed to the railroad bridge and in considering traffic movement, we felt that Scheme B would better serve the flow of traffic as we now understand it." Discussion included the question whether

six or eight traffic lanes should be provided if a single bridge is built; that the proposed Alexandria Bridge should be given consideration in any bridge studies.

The Commission recessed for lunch from 12:20 to 1:15 p.m. and then continued the joint meeting after consideration of the following subject.

27. See (Land Purchase Section).

28. Highway Bridge Studies - Continuation of meeting with Commission of Fine Arts.

MR. NICHOLS suggested that the bridge provide at least six traffic lanes, with the possibility of enlarging the bridge to eight lanes when the traffic requirements warrant this. He also stressed the importance of the proposed Alexandria Crossing as a traffic by-pass route. MAJOR CLARKE made these observations - that although it might be desirable to provide an eight lane bridge, the fourth lane would always be used as a turn-off for traffic making a left turn; that placing the bridge parallel to the railroad bridge will remove one of the principal objections of the Fine Arts Commission; and that in his opinion the clover leaf traffic arrangement is an outmoded method of handling traffic. (See paragraph 34).

29. Proposed Peace Memorial.

MR. DEMARAY submitted the following prepared statement:

"After the War, it is almost certain some adequate form of memorial will be proposed for construction in Washington. It is believed that a site for such a memorial should be anticipated. If a site could be found in the Commission's East Capitol Street Plaza Plan, it might help to secure an earlier realization of that plan. The present Lincoln Park appears to offer such a site. The Lincoln Memorial is the outstanding memorial to Lincoln and a lesser memorial in the form of a small park seems inappropriate.

"This War is being fought to secure a permanent peace, hence a Peace Memorial appears to be an appropriate motif. The Peace Monument at the foot of the Capitol is inconspicuous and is nearly forgotten. A Peace Arch, comparable to the Arc de Triomphe in Paris occurs to me as an appropriate form. This architectural form is lacking in the outstanding memorials constructed in the Nation's Capital. The four corners of the Arch suggest the Four Freedoms and the four principal Allies, Great Britain, Russia, China and the United States. A decorative frieze depicting the Unity of the Americas would appear appropriate.

"MR. PARTRIDGE has made some interesting studies which he will explain."

The studies referred to are explained in Appendix G.

On the recommendation of MAJOR CLARKE the following action was unanimously approved.

MOTION unanimously carried that it be considered the view of both Commissions that an important Memorial of this nature might be located in Lincoln Square, deferring for the present a decision as to the exact type of memorial to be located there until further consideration and study can be given to the subject by the two Commissions. The two Commissions were of the joint opinion that if it is at all possible, the vistas of the main radiating avenues should be kept open to the center of the Square.

30. Television Masts.

MR. NOLEN reported that an application has been submitted to the District Commissioners for permission to erect an aerial tower for television transmission on the roof of the Harrington Hotel at 11th and E Streets, N. W. The applicants state that if this permission is granted they would prefer to consider the Harrington Hotel as the permanent location, at least for the present, because they are uncertain that a transmitter located in the outlying sections would give the proper coverage to the city. If at a later date experience indicates that the tower could be removed and placed in a suburban site, they would be entirely agreeable to doing so. The overall height of 250 ft. would not exceed the height of the Post Office building tower at 11th and Pennsylvania Avenue. The broadcasting will be dependent on theatrical and political programs, and the hotel site is considered ideal from that standpoint. Some time ago the Commission approved the erection of this tower to the same height on the Bas Company building at 11th and H Sts. N. W. The tower as now proposed would be 142 ft. above the roof of the hotel.

MAJOR CLARKE felt that granting this permission may result in the establishment of an undesirable precedent for other broadcasting stations to make similar demands.

MOTION unanimously carried that the two Commissions are of the opinion that no radio transmission masts should be erected in the central part of the city east of 15th Street and south of K Street, N. W.

Members of the Fine Arts Commission left the meeting at this time.

31 - 33. (See Land Purchase Section)

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(Date) _____

34. Highway Bridge Studies (See also Par. 26 and 28)

After each member had expressed his individual preference, the following action was taken:

MOTION unanimously carried that the Commission expresses preference for a single bridge to replace the existing Highway Bridge, provided an essentially efficient traffic arrangement on both sides of the river can be worked out and provided the proposed bridge can be parallel to the Railroad Bridge; and recommending that a further study based on this action be undertaken.

35. Dates of Future Meetings.

The next meetings of the Commission will be held on October 21st and 22nd; November 18th and 19th and December 16 and 17th.

36. Proposed Sale of Public Land.

In accordance with provisions of Public Law No. 285 of the 76th Congress, the Commissioners of the District of Columbia have requested the approval of the Commission for the sale of the Georgetown Market, 3276 M Street N. W. (Lot 800 in Square 1186).

This sale was before the Commission several years ago and MR. FREDERIC A. DELANO, the former Chairman, urged that it be transferred to the National Park Service to provide parking space for users of the C. and O. Canal. Since that time another boathouse site has been selected by the Park Service and there is now no apparent need for this tract.

MOTION unanimously carried that whereas the Commission finds that Lot 800 in Square 1186 is no longer required for public purposes, it therefore approves the sale of said land by the Commissioners of the District of Columbia under provisions of Public No. 286 of the 76th Congress.

37. Land Transfers.

MR. JEFFERS submitted the following:

Pursuant to provisions of law, the Commissioners of the District of Columbia have transmitted to the Commission for its recommendation, the following proposed transfers of jurisdiction over public lands.

(a) Barry Farms Playground. An area now under the jurisdiction of the Park Service (part of Res. 474) for the site of a temporary school

now under construction.

The staff is of the opinion that the same purposes can be accomplished by a permit from the National Park Service, and therefore recommends the transfer be not made as recommended by the District of Columbia Commissioners.

MOTION unanimously carried that the Commission does not recommend the proposed transfer of jurisdiction over part of Res. 474 to the Commissioners of the District of Columbia, but recommends that use of said land be granted by permit from the National Park Service.

(b) A proposed transfer for public alley purposes from the National Park Service to the District of Columbia Commissioners, involving parts of Squares 4210 and 4216 in the Langdon Park Playground.

MOTION unanimously carried that the Commission approves a transfer of lands for public alley purposes from the National Park Service to the District of Columbia Commissioners, of parts of Squares 4210 and 4216, as shown on plat bearing file No. 34.2-38.

(c) A proposed transfer from the National Park Service to the District of Columbia Commissioners for street and highway purposes, involving Mayfair Terrace, Jay Street and Anacostia Avenue, N. E.

The staff recommends that the transfer be approved, but held in abeyance pending dedication of adjacent lands for park purposes by the Mayfair Corporation.

MOTION unanimously carried approving proposed transfer of public lands from the jurisdiction of the National Park Service to the District of Columbia Commissioners for the extension of Mayfair Terrace, Jay Street and Anacostia Avenue, N.E., but that the transfer be not actually consummated until the dedication of adjacent lands by Mayfair Corporation has been accomplished; the proposed transfer being shown on plat bearing file No. 10.20-27.

23. Highway Changes and Street Closings.

MR. NOLEN reported that the following changes in highway plan have been submitted to the Commission by the Commissioners of the District of Columbia.

(a) Change in highway plan providing for relocation of proposed Anacostia Avenue between Nash Street and the D. C. Line.

This change was submitted to the members for individual vote and is now submitted for confirmation of the full commission.

MOTION unanimously carried that the Commission, as a body, now approves the proposed change in highway plan providing for relocation of proposed Anacostia Avenue between Nash Street and the D. C. Line, as shown on plan bearing File No. H.C. 236.

(b) A proposed change in location of street extending south from W Street proposed, between Brentwood Road and 13th Street, N. E.

This change will eliminate the remaining portion of 12th Street between W Street and the terminal yards, made unnecessary by the construction of the 9th Street viaduct.

MOTION unanimously carried approving change in highway plan as aforesaid, and shown on plan bearing File No. H. C. 237.

(c) Proposed change covering area bounded by Atlantic Street, Livingston Road, Southern Avenue and 1st Street, S. E. and for elimination of other proposed streets through the Oxon Run Parkway.

MOTION unanimously carried approving proposed highway changes as aforesaid and shown on plan bearing File No. H. C. 238.

(d) Change in vicinity of 50th Street between Washington Plane and Grant Street, N. E.

The Commission deferred action on this proposal as adjacent property is being considered by the National Capital Housing Authority for acquisition as a public housing project and should this development be carried out it may be unnecessary to make the highway change.

MR. NOLEN submitted for action the following proposed street and alley closings on which public hearings will be held by the Commissioners on October 11. As yet the proposed closings have not been submitted to the Commission, but they have all been recommended for hearing by the Coordinating Committee.

(e) Alley closing between 2nd and 3rd Streets, Square 763. This is to correct an error of the Surveyor in 1856.

MOTION unanimously carried approving proposed alley closing in Square 763 as shown on plan bearing file No. 104.1-B-140.

(f) Closing part of Lamont Street N. W.

This change proposed to unify the recreation center.

MOTION unanimously carried approving closing the part of Lamont Street N. W. from alley in rear of 1654 to Hiatt Place shown on Plan bearing File No. 104.1-B-141.

(g) Closing streets and alleys in Res. 501 (Oxon Run Parkway) vicinity of Livingston Road, Atlantic Street and 1st Street.

MOTION unanimously carried approving the proposed street and highway closings as shown on plan bearing File No. 104.1-B-138.

(h) Closing streets and alleys in Popas Branch Parkway.

MOTION unanimously carried approving the closing of streets and alleys in the Popas Branch Parkway, as shown on Plan bearing File No. 104.1-B-142.

(i) Alley Closing in Square 5668. The opening and extension of 36th Street has obviated the need for this alley west of Alabama Ave. S.E.

No action was taken on this proposal pending the public hearing.

The Commission authorized the Chairman to fix his signature to the street closing plats above approved when formally submitted.

MESSRS. NOLEN and JEFFERS also submitted the following proposed highway changes on which hearings will be held on October 11.

(j) Highway changes in vicinity of Harewood Road, east of Soldiers Home. This change will reduce the width of Harewood Road to 90 ft. between Michigan Avenue and Taylor Streets because the Soldiers Home and Catholic University will not dedicate the 120 ft. width. The plan also proposes elimination of the proposed 120 ft. highway plan street along the Soldiers Home and National Cemetery.

MOTION unanimously carried deferring action on this change pending further study by the staff. Plan No. H. C. 239.

(k) Highway Change - New York Avenue, East of Bladensburg Road, to avoid condemnation of improved industrial property on the south side. The District proposed to shift the alignment 25 ft. northward.

MOTION unanimously carried approving change in highway plan involving alignment of New York Avenue east of Bladensburg Road, as shown on Plat bearing File No. H. C. 240.

(l) Highway change to eliminate 28th Street from Rittenhouse Street to Tennyson Street. This involves estate property which there is no immediate plan to subdivide.

MOTION unanimously carried approving highway change to eliminate 28th Street from Rittenhouse to Tennyson Streets, as shown on plan bearing File No. H. C. 241.

(m) Highway Change Vicinity of South Dakota Avenue South and east of Riggs Road. Sought by the District Government in connection with extension of South Dakota Avenue. These changes have been coordinated with plans of the Maryland Commission adjacent to District line.

MOTION unanimously carried approving highway change in vicinity of South Dakota Avenue south and east of Riggs Road, as shown on plan bearing File No. H. C. 242.

39. Additional Quarters for Waves and Spars.

(a) Building for Waves.

MR. DEMRAY reported that the Public Buildings Administration had requested the approval of the Department of the Interior to use part of East Potomac Park, which heretofore had been reserved for dormitory facilities for civilian personnel, to provide additional barracks for Waves. The Secretary of Interior has expressed his opposition to the use of East Potomac Park for this purpose because the area is needed greatly for recreation purposes.

In discussing this matter with MR. NOLEN he suggested consideration of the remainder of the Polo field parking area which is at present under the jurisdiction of the Navy Department and very sparingly used. A ten-wing building to accommodate about 1,000 Waves could be constructed on this site. The cafeteria and recreation building could be located on the western part of the field.

No action at this time.

(b) Barracks building for Spars.

MR. NOLEN reported that the Coast Guard has asked the Commission's advice as to a location for barracks building to house 600 Spars. These women will work at 13th and E Streets N. W. and it is desired to have the barracks within walking distance of their place of work. The staff suggested to Coast Guard officials that the problem be referred to the National Housing Administration, and that the Coast Guard also investigate the suitability of the vacant strip of public property on the south side of Independence Avenue between 7th and 10th Streets. The Coast Guard has indicated that if the Independence Avenue site is not suitable, they will probably make request for use of a portion of the Monument Grounds at 14th and Constitution Avenue.

No action taken at this time.

ADJOURNMENT - the Commission adjourned at 5:05 pm.

A. E. Demaray
Acting Executive Officer.

T. S. Settle, Secretary.



CONTENTS
 MINUTES OF THE 189th MEETING
 of the
 NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 held on
 THURSDAY AND FRIDAY, NOVEMBER 18-19, 1943.

<u>Page</u>	<u>Par.</u>	<u>Subject</u>
1	1	Approval of Minutes
1	2	Dates of Future Meetings
1	3	Great Falls Power Project
2	4 - 7	Land Purchase (See Land Purchase Sec.)
2	8	Typical Playground Shelter Plan
3	9	Acquisition of Emery Estate on Georgia Av
3	10	Renaming Congress Heights Playground
3	11	Suitland Parkway
5	12	Urban Redevelopment and National Capital Development Authority Bills
5	13	Cooperation with the Public Buildings Administration
9	14	Highway Bridge Studies
9	15	Changing Names of 15th and 17th Sts. N.W.
9	16	Status of Legislation
10	17	Changing Names of 15th and 17th Sts. N.W.
10	18	Centralized Land Acquisition Procedure
10	19	Urban Redevelopment Bill
11	20	Consideration of the 1945 Budget
11	21	Colored Housing Projects
13	22	Status of Legislation
13	23	Zoning of Property at 16th and Shepherd Streets, N.W.
13	24	Proposed Highway Bridge
15	25	Proposed Highway Bridge
18	26	Baltimore-Washington Parkway
19	27	Proposed Amendments to Zoning Regulations
20	28	Destruction of Trees
21	29	Dates of Meetings
21	30	Change in Highway Plan Involving 49th St.
21	31	Telephone and Electric Line Poles - Suitland Parkway
22	32	Barracks Building for Spars
22	33	16th and Shepherd Sts. Zoning Case

APPENDIX A - Report on Highway Bridge Studies
 APPENDIX B - Status of Legislation
 APPENDIX C - Report on Tree Destruction



MINUTES OF THE 189th MEETING
of the
NATIONAL CAPITAL PARK AND PLANNING COMMISSION
held on
THURSDAY and FRIDAY, NOVEMBER 18-19, 1943

The National Capital Park and Planning Commission met at 10:00 A.M., Thursday and Friday, November 18-19, 1943, in Room 7112, New Interior Building, 18th and C Streets, N.W., Washington, D. C.

(Succeeding ten previous meetings of the National Capital Park Commission)

PRESENT

MEMBERS: MAJ. GEN. U. S. GRANT, 3rd, Chairman.
BRIG. GEN. CHARLES W. KUTZ, Engineer Commissioner, D.C.
BRIG. GEN. JOHN J. KINGMAN, representing Chief of Engineers,
U. S. Army.
MR. A. E. DEMARAY, representing the National Park Service.
MR. EDWARD C. BEHRE, representing Chief of Forest Service.
MR. WILLIAM ADAMS DELANO
MR. HENRY V. HUBBARD
STAFF: The members of the staff were also present.

1. Approval of Minutes:

Approval of minutes of October meeting postponed until next meeting.

2. Dates of Future Meetings (See Par. 29)

3. Great Falls Power Project:

GENERAL KINGMAN read the following provision contained in Section 1A of the Capper-Cramton Act which in his opinion has an important bearing on any power development in the Potomac valley--"That the acquisition of any land in the Potomac River Valley for park purposes shall not debar or limit, or abridge its use for such works as Congress may in the future authorize for the improvement and extension of navigation, including the connecting of the upper Potomac River with the Ohio River, or for flood control or irrigation or drainage, or for the development of hydroelectric power." The General was of the opinion that Congress apparently contemplate that there would be further development of the river valley and this provision was presumably incorporated in the Act so that the Parkway would be so located as not to preclude the use of the river for other purposes. That provision should be kept in mind in connection with any plans affecting the river valley. COLONEL RENSHAW has asked GENERAL KINGMAN'S advice whether he should prepare and file his report on power development without any further reference to the Commission, or should an effort be made to develop a compromise plan.

GENERAL GRANT stated that the provision in the Capper-Cramton Act was included more as an assurance that Congress could at any time exercise the right to determine whether power development should be undertaken in the river valley. It was never construed or intended as a limitation on the

Commission in locating the parkway. MR. DEMARAY pointed out that the location of the parkway does not preclude power development in case Congress should see fit to authorize such development. MR. SETTLE pointed out that House Joint Resolution No. 307 passed May 29, 1928 provided that the Federal Power Commission shall issue no permit for power development in the river valley, until further action by Congress. MR. NOLEN felt that the intent of Congress, in connection with the parkway, was expressed in the preamble of the Act. GENERAL KINGMAN stated further that his office has been considering many flood control projects involving power development and felt that the need for power after the war will be greatly increased; that the natural resources of the country are rapidly being depleted on account of the war and the country can not afford to go on indefinitely using coal and oil to generate power; and that the development of hydro-electric power will be one of the major construction undertakings after the war.

GENERAL GRANT felt that one of the major weaknesses of a power project in the valley is the lack of need for this additional power especially in the Washington area at this time; that the power potentialities of other regional projects have not as yet been fully developed and utilized. GENERAL KINGMAN stated that the Potomac is one of the few remaining "power streams" of the East not yet developed and has excellent potentialities.

The Commission's primary objections to COLONEL RENSHAW'S plans were the height of dams, especially the one near Chain Bridge, which was proposed at a height of 64 ft.; the limited amount of water to be permitted to pass over the Falls; and the flooding of the lower valley, including part of the C. and O. Canal. GENERAL KINGMAN thought that a restudy of the project might take into consideration a reduction of this height around to 50 ft.

MR. DEMARAY reported that the National Park Service is now undertaking a study of the upper river basin with officials of the War Department, and a joint report of the conclusions will be submitted by March 1st.

The Commission unanimously agreed that GENERAL KINGMAN advise COLONEL RENSHAW that he is at liberty to submit to the Commission at its January meeting any alternative proposals for power development in the Potomac River Valley that he may believe to have sufficient merit to warrant consideration.

Paragraphs 4 - 7 (See Land Purchase Section)

8. Typical Playground Shelter Plan:

The National Park Service submitted floor plan and perspective of a proposed typical playground shelter building to be erected at the Sherwood, Congress Heights and Edgewood Playgrounds and Randle Recreation Center. The District Recreation Board has about \$20,000 which they are willing to allocate for 4 of these structures, each to cost about \$5,000. They will be of brick construction and will provide toilet facilities for boys and girls, a storage room and small office for the supervisor. MR. WILLIAM D'LANO suggested omitting the over-hanging wall next to the chimney.

MOTION unanimously carried approving the design for a typical playground shelter building, with the suggestion that the over-hanging wall adjacent to the chimney be omitted and that the location of toilet rooms for boys and girls be transposed so that those for the girls will not be next to the service room.

9. Acquisition of Emery Estate on Georgia Avenue:

MR. NOLEN submitted a communication from the Brightwood Citizens Association requesting that the Emery tract located on Georgia Avenue between Madison and Concord Avenue, N.W., be acquired by the Commission as a recreation center. The owners are willing to dispose of the property at a figure greatly reduced from the present commercial offers, provided, however that the sale would include stipulations for a recreation center. MR. JEFFERS suggested it might take the form of a memorial to the Emery family after it is acquired.

The staff has studied it in relation to the Commission's recreation system plan. The surrounding area is very densely populated. The staff believes that the matter warrants further careful study.

MOTION unanimously carried that the request of the Brightwood Citizens Association with respect to acquisition of the Emery property, is referred to the staff for study and recommendations. The Commission desired that the study include probable cost of the land.

10. Renaming Congress Heights Playground:

MR. NOLEN submitted a request of the Congress Heights Progressive Citizens Association that the Congress Heights playground at Randle Place and Alabama Avenue S.E. be named "Richardson Park" in honor of Dr. E. E. Richardson, who devoted a great deal of his time to securing the acquisition of this playground. As Dr. Richardson is still alive, the staff recommended that this be not done on account of the Commission's general policy not to name any area in honor of a living person.

MOTION unanimously carried that a letter be addressed to the Congress Heights Progressive Citizens Association stating that it is the policy of the Commission not to recommend the name of any park area for a living person.

11. Suitland Parkway:

(a) Highway change in Suitland Parkway area:

MR. NOLEN submitted a proposed change in highway plan including a change in taking recommended by the Public Roads Administration in the part of the Parkway extending from Alabama Avenue to the District Line. This change will adjust the highway plan to the taking lines and has been approved by the Coordinating Committee. The land affected by this change is now in process of condemnation and the change will offset claims for damages to the remainder of the tracts not being condemned by providing access to such land.

MOTION unanimously carried that the Commission approves the proposed change in highway plan in the area within and adjoining the Suitland Parkway between Alabama Avenue and the District Line, as shown on Plan # H.C.-243; and that the Commission commits itself to give its written approval thereto when it is formally submitted by the Commissioners after public hearing has been held.

(b) Change in Taking Lines:

The staff recommended approval of a change in the taking lines immediately east of Alabama Avenue necessary to provide access to the Parkway at this point and involving Parcels 222/55 and 222/59.

MOTION unanimously carried approving revision in the taking lines for the Suitland Parkway, the same being shown on plan bearing No. 43-13-D.

(c) Transfers of Border Street:

MR. NOLEN stated that this plan has been laid out in accordance with the usual policy of the Commission to have the agency having jurisdiction over the public land, contribute one-half of the border street. Recommendation is therefore made that the Commission approve the transfer of land for establishment of the border streets for this parkway extending from the center line to a point 6 ft. back of the proposed curb. MR. DEMERLY stated that generally has been the policy of the Commission and was so done on the Mt. Vernon Memorial Highway.

MOTION unanimously carried that the Commission approves, as a basis for establishment of border streets for the Suitland Parkway within the District of Columbia, the transfer of the part of such proposed border streets extending from the center line to a point 6 ft. back of the proposed curb on the park side of such streets.

(d) Electric and Telephone Wires and Poles:

The Potomac Electric Power Company and the Telephone Company have requested permission to erect and re-locate poles, string wires, place conduits and to install anchors on the right of way of the Parkway between the District of Columbia and the Camp Springs Airbase.

The Coordinating Committee felt that in view of the possibility that the proposed Military Highway would be further developed as a Parkway after the war, any wire installations should be underground, but that temporarily because this would require critical materials, there would be no objection to overhead crossings, provided conduits are installed for future use under the improved roadway sections and where they pass through structures. The Committee also recommended that provision be made for lighting this road, particularly within the District, when it is ultimately developed.

Detail plans of the installations have not been submitted, but will be available on the following day. Action was therefore postponed pending examination of the plans. (See Par. 31).

LUNCH: The Commission lunched from 12:05 to 1 p.m. and then reconvened.

The Commission reconvened at 1:00 PM. and those attending the morning session were present.

12. Urban Redevelopment and National Capital Development Authority Bills:

The Commission discussed the Public Buildings Administration's objections to the National Capital Development Authority bill, in that it may be in conflict with the authority of the Public Buildings Administration to acquire land for public building sites. The Commission felt that this objection could be overcome by a provision that the Commissioner of Public Buildings be an officer or member of the Board of Directors of the proposed Authority. GENERAL GRANT expressed the opinion that Congress generally is of the opinion that no land for public buildings should be acquired until an actual need for building exists.

In regard to the Urban Redevelopment Bill, MR. NOLIN reported that the suggestion was made to MR. BETTMAN that he consider rewriting the bill to provide that instead of the Committees of Congress, the District Commissioners be the approving authority of the project area plans after public hearing. (For further discussion see Par. 19).

13. Cooperation with the Public Buildings Administration:

MR. WILLIAM E. REYNOLDS joined the meeting at this point.

GENERAL GRANT stated that MR. REYNOLDS was invited to come to the meeting to express his views on a number of problems the Commission and his office are interested in, especially the problem of providing sites for future public buildings. The War emergency has created a great concentration of employees in certain areas which is straining the street and transportation systems, and the Commission is hopeful that after the war emergency permanent locations for buildings will be found which will relieve much of the existing congestion.

MR. REYNOLDS stated that the success of any public building program depends to a large extent on what acceptance is obtained from Congress. His office has assembled data on the space and personnel situation in the District and adjoining areas and it is found that the permanent Government-owned space during the period from 1926 to 1943 increased from 5,684,522 to 21,275,029 sq. ft. net floor space; during the same period temporary Government-owned space increased from 2,590,683 to 5,975,676 sq. ft., and the total Government owned building space during that period increased from 8,275,205 to 27,250,705 sq. ft. The total leased space between 1926 and 1943 increased from 1,600,466 to 6,785,725 sq. ft. and the total Government owned and leased space increased from 9,875,671 sq. ft. to 34,036,430 sq. ft. net floor space. The personnel increased from 50,187 in 1926 to 256,213 in June 1943. MR. REYNOLD'S office has also made a space and personnel analysis and forecast for the period December 1942 to December 1950 and it is estimated that an increase of 2,125,000 sq. ft. net permanent floor space will be needed during this period; that the temporary Government-owned space will decrease by about 6,000,000 sq. ft.; and that there will be a decrease of approximately 3,875,000 sq. ft. of floor space in total government owned building space.

It is estimated that the leased space will decrease about 4,000,000 sq. ft. and that the total Government owned and leased floor space will decrease about 7,875,000 sq. ft. During the period from 1942 to 1950 it is estimated that the personnel will decrease by about 90,000.

MR. REYNOLDS stated further "the 6,000,000 sq. ft. of temporary space includes the Navy and Munitions Buildings. By 1950 we estimate (and this figure must be taken with some caution because it involves file space, etc.) total government owned and leased space required will be about 26,400,000 sq. ft. If Congress appropriated to us ten million dollars a year to provide space in Federal buildings in the District, for a period of say 4 to 7 years, we can increase the present Government owned space by 2,125,000 sq. ft. Then, if we abandon within that same length of time all temporary buildings, and we have a directive to do that as rapidly as possible, it still would leave 3,000,000 sq. ft. of leased space in the District. We are not over built in the District, but on the contrary very much under. The wooden temporary buildings should come down as quickly as possible and I think there is general agreement that the Munitions and Navy Buildings should be removed as soon as possible, because they are more or less an eye-sore on account of the Mall. I am hopeful that Congress will give us more money than they have indicated. There should certainly be a substantial amount appropriated to permit the acquisition of land on a large scale. These figures indicate that this thing generally must be done on a pretty broad scale and the acquisition of property for all this development should be undertaken as quickly after the War as we can induce Congress to do so. The only places you have on which to build are those previously outlined - out on East Capitol Street and completion of the Southwest and Northwest building areas. We recently purchased the Capitol Hotel for recreation purposes and we did that because we found we could buy that building at a bargain and have a salvage value and when it is all finished we will have made quite a saving for the Government. I told General Flerng that I was interested in the purchase of that because that land all along there should be in Government ownership, and second because we had a real bargain there. My views are that all the land extending from North Capitol Street west to the Municipal Center and north to Massachusetts Avenue should be in Government ownership. From the station westward would form a perfect Mall development. We have prepared plans for the General Accounting Office building for the upper-most block. I have to say to you that will be about half big enough for them after the war and we expect to get more money so as to build a complete plant for them and the only place I know of is to expand to the east of their first building. Certainly all the land along East Capitol Street shown on that map (the Commission's East Capitol Street plan) should be purchased and the remainder in the Southwest and Northwest areas. I am inclined to think that all of the area west of the North Interior Building to F Street should be purchased although it does involve large apartments and the area to the river southwest of Virginia Avenue should be purchased. I don't know that we should stop development of the city because of the gas plant in the area southwest of Virginia Avenue because that may have to be moved out. This additional land will provide a proper setting for the Navy Building which will be larger than originally proposed, and give good landscaping and proper

setting. I think most people feel that the Pennsylvania Avenue triangle development is too intense. There are a good many places where buildings are proposed that I would recommend parking areas instead of buildings. We would not go into the George Washington University area. F Street would be the north boundary to Virginia Avenue and then Virginia Avenue to the river. We have a very fine development out at Suitland which is going to have very fine traffic possibilities when the Parkway is finished and our plan is to put a lot of files and that kind of thing in those areas. That will provide much cheaper building space than that now occupied with the same thing in the Library of Congress and the Archives building. A building at Suitland could be used for the storage of films and it is away from everything else. When the Pentagon building was built my view was that it would make a good files and records building. Our figures on the post-war period, of course, are all approximate because we do not know the future size of the Army and Navy. 160,000 employees would go with that 26,000,000 sq. ft. of space. I believe that the East Capital Street plan does not provide enough space to meet the problem. The properties west of the North Interior building could be used for parking and over-flow structures, but I believe that area should be in Government ownership before it is all built up with apartment houses. We have been paying some large rental bills because the land had not been purchased. We may have to work out some kind of an arrangement whereby those properties would pay taxes until they are used".

GENERAL GRANT outlined the purposes of the National Capital Development Authority bill which would provide for the acquisition of sites for public buildings, and held by that agency until needed for public buildings. This would merely authorize assembling the land. MR. REYNOLDS stated "We need some help and guidance. It may be that we are thinking of too much land - I don't know. The broader you make the picture the better chance of getting something out of it. I think the Budget Bureau is fully cognizant of what is happening and I have talked with them many times."

At this point the construction of subways entered the discussions and MR. REYNOLDS emphasized the desirability of constructing depressed highways for both transit and fast moving traffic, but opposed subways.

Extension of Arlington National Cemetery

MR. NOLEN explained the scope of the bill being proposed by the Commission to enlarge the cemetery boundaries to provide additional burial space. MR. REYNOLDS stated "that expansion is the perfectly logical thing to do."

Savings by Advance Land Acquisitions

GENERAL GRANT stated that the Commission has been making a study of the savings effected through advanced land acquisitions in 32 of the Commission's projects. This study shows a saving of about nine million dollars by having acquired the lands in advance of their development and rise in value. He stated further "I think we can support your case with our own experience on the question of advance land acquisition, and the question is how to accomplish it." MR. REYNOLDS stated "it does not make any difference how it is done just so it is done soon."

Removal of Temporary Buildings

MR. REYNOLDS stated that the President personally has directed that they shall be removed as quickly as possible, and he desires the "Navy" and "Munitions" Buildings removed after the war. There is also unanimity of opinion among members of Congress that the temporary buildings should be removed immediately after the war. MR. REYNOLDS feels so strongly about the removal of the Navy and Munitions buildings that he would favor their removal even if it meant putting the employees in other temporary buildings.

Population Trends of Washington

MR. REYNOLDS stated that he always considers the Capitol as the center of population. For many years the trend of development and growth has been to the northwest. GENERAL GRANT stated that for many years the Commission has directed its efforts to swing this trend to the east. The construction of permanent Government buildings along East Capitol Street should go far to develop and redevelop the eastern part of the city. MR. REYNOLDS felt that building in the Northwest Rectangle should be confined to completion of the War Department, Navy Department and expansion of the Interior Department and none other; that the number of square feet of net office space that could be developed under the East Capitol Street plan is limited. MR. REYNOLDS stated further that an office building housing from 4 to 5 thousand employees is a good operating unit, but any structure over or under that size is uneconomical and difficult to manage.

General discussion included these phases and factors - that the Pentagon building is too large a unit for normal operation; that the East Capitol Street plan should be given a high priority by the Public Buildings Administration; that consideration should be given to the development of the triangle southwest of the Capitol; that an analysis of the buildings permits shows a great increase in population east of the Anacostia River; that the development of the Northwest rectangle for expansion of the Navy and War Departments has already been given a high priority by the Public Buildings Administration; that the area surrounding the proposed General Accounting Office has recently been rezoned from residential to commercial and any Government development of this area should make due allowance for commercial expansion.

In answer to a question of what projects of the Public Buildings Administration the Commission should give emphasis to, MR. REYNOLDS stated "The thing that is worrying me is the rising price of land, but I do not mean that we should build right away, but buy the land and hold it and I would like to have the Commission give consideration to completion of those boundaries of the authorized building areas. As to the Southwest triangle, I think there is too high a concentration of building in the present plan. I do think that development of the southwest and southeast areas will definitely influence the development of the city to the east. In the southwest there are excellent apartment house sites. I will take any boundary lines the Commission settles on. In the Northwest Rectangle I recommend the three blocks

north to F Street and the triangle southwest of Virginia Avenue all the way to the river. We have been studying this problem a long time now. I believe the Pennsylvania Avenue Triangle is much too dense now. It might not be so if we could work out a better means of transportation. I will be glad to come over at any time and go over these things. If you want any help on any legislation I will be glad to help out".

The Chairman thanked MR. REYNOLDS for his visit and expression of views.

14. Highway Bridge Studies (see also pars. 24 and 25).

MR. NOLEN stated that during the afternoon the Commission will visit both the District and Virginia approaches to the proposed bridge. MR. OLMSTED, who has been engaged by the National Park Service to study this matter, will submit his report tomorrow. (See also par. 24).

The Commission recessed temporarily for inspection of the Highway Bridge site.

15. Changing Names of 15th and 17th Streets N.W.:

GEN. GRANT stated that considerable opposition has developed to Hon. Frederic A. Delano's proposal to change the names of 15th and 17th Streets to Connecticut and Vermont Avenues, respectively. MR. DELANO has modified his original recommendation and now recommends continuing the name of Connecticut Avenue to Constitution Avenue, but not necessarily beyond and not urging continuing the name of 17th Street beyond H Street; and allowing Jackson Place and West Executive Avenue to retain their present names. In regard to 15th Street, MR. DELANO suggests that his original proposal be adopted but do not continue it beyond H Street; and retain the name of Madison Place between H Street and Pennsylvania Avenue. With respect to Vermont Avenue, he suggests that it be carried only from K Street to Pennsylvania Avenue and let the present names south of Pennsylvania continue as at present.

GENERAL GRANT read a letter from the President of the Board of Commissioners of the D. C. expressing strong opposition to changing the names of these streets. The Commissioners feel that the confusion caused by upsetting the present system would be far greater than any possible benefit which might be obtained by the change. (For further discussion see Par. 17).

16. Status of Legislation:

MR. SETTLE distributed report on status of legislation, attached as Appendix A. He called particular attention to a bill introduced in the Senate on the recommendation of the Comptroller General, that all powers and duties pertaining to the acquisition of land, including titling, recording and disposition of land, be imposed upon the Commissioner of the General Land Office. He recommended that the Commission oppose any attempt to withdraw from the Commission its authority to acquire lands for park purposes. MR. DEMARAY stated that the National Park Service has submitted an adverse report on the bill, but has no objections to the recording of all land records in a central office.

The Commission saw no objection to recording all Government land acquisition data in a central office. (See also Par. 19).

17. Changing Names of 15th and 17th Streets: (See also Par. 15).

A committee composed of the following business men appeared before the Commission in opposition to the proposal to change the names of 15th and 17th Streets: Mr. A. Scott Offutt, President of the D. C. Bankers' Association; Mr. Chas. M. Upham, Chairman of the Highways Committee of the Board of Trade; Mr. Clarence A. Arata, Executive Secretary of the Board of Trade; Mr. Ord Preston, President of the Union Trust Company; Mr. Frederic P. H. Siddons, American Security and Trust Company; Mr. Bruce Baird, President of the National Savings and Trust Company; Mr. Lewis T. Breuninger, business leader and real estate operator; Mr. Elmer Spahr, Treasurer of the Bricklayers, Masons and Plasters' Union; and Mr. Barnum L. Colton, National Savings and Trust Company. Mr. Baird spoke on behalf of the Committee and submitted a formal joint protest of the Board of Trade, D. C. Bankers' Association and business interests on 15th and 17th Streets. Their formal protests have been placed among the files of the Commission.

MOTION unanimously carried that in view of the opposition expressed, the Commission take no further action in the matter, and therefore withdraws its recommendation as a basis for proposed legislation.

18. Centralized Land Acquisition Procedure (see also Par. 16).

After brief discussion the following motion was unanimously approved - That the Commission sees no objection to the provision of Senate Bill 1463 to centralize the recording of land ownership records, but is opposed to any language or provision of the bill which would transfer to the General Land Office the land acquisition authority of this Commission.

19. Urban Redevelopment Bill: (See also Par. 12)

MR. NOLEN recommended that the Commission re-consider the proposed method of giving official status to a redevelopment plan. GENERAL KUTZ felt that there are two different objectives to be considered - one is slum clearance and the other urban redevelopment, such as East Capitol Street. The District Commissioners are of the opinion that slum clearance work is far more important than urban redevelopment.

GENERAL GRANT stated that the Commission has asked MR. BETTMAN to put the bill in final shape for submission to the District Commissioners for their comments.

MOTION unanimously carried that MR. BETTMAN be advised that the Urban Redevelopment Bill be rewritten to provide that the Commissioners of the District of Columbia shall be the approving authority of the project area plans.

20. Consideration of the 1945 Budget:

The Commission went into executive session to discuss a recent communication from the Bureau of the Budget regarding the Commission's request for an appropriation for the fiscal year 1945.

The Commission recessed after the close of the Executive session and reconvened the following morning at 10 A.M.

The following were present during the morning session:

GENERAL GRANT - Chairman
 MR. DEMARAY (MR. ROOT represented him during part of the meeting)
 GENERAL KUTZ - Engineer Commissioner
 GENERAL KINGMAN - representing Chief of Engineers, U. S. Army
 MR. HUBBARD
 MR. WILLIAM DELANO
 MR. BEHRE (representing Chief of the Forest Service)
 COL. ARTHUR

21. Colored Housing Projects:

(a) Savannah Street Site -

CHAIRMAN GRANT explained that at the last meeting the Commission approved a proposal of the National Capital Housing Authority for a colored housing project on a site adjacent to Alabama Avenue. Due to concerted opposition of citizens and some members of Congress, the Executive Committee, after hearing the protests and reviewing their merits decided to withdraw the Commission's approval. The matter was now submitted for reconsideration, with the recommendation of the Executive Committee that the Commission formally withdraw its prior approval. One of the main objections to the housing project was that multi-family units would be built in a neighborhood predominately detached or single family dwellings. MR. NOLEN expressed the opinion that the chief difficulty lies in the fact that the zoning plan permits a mixture of single and multi-family units.

MR. JOHN IHLDER, Executive Officer of the National Capital Housing Authority, was present and stated "it is the duty of a community to provide for all of its people and no one should say that we should exclude any particular group. That area is now Negro and has been since 1826. There is not enough land in the District for Negro occupancy in terms of the next 7 or 8 years. At present there are sites to provide for this change. If we go into the Jasper Street site we are surrounded by public property and we are then surrendering to white developers an area that has always been Negro. We simply postpone the day when there will be no place to build for Negroes. There was well organized opposition from the white residents in that section, plus the Negro home owners on that site. Fifteen colored families containing 79 members were opposed to this. I believe the Authority's position was correct on the merits of the case because we should put a project on that site, but because we have no method of determining policy in the

District except by citizens' associations and home owners, we do not wish to get ourselves up as bureaucrats who decide in opposition to expressed public opinion that it is right and their opinion is all wrong. I feel that is particularly important in the District where we have no vote. We acted wrongly on the merits of the case, but rightly in terms of a responsible agency in response to public opinion. We are not providing adequate facilities for colored people. There is space for these 740 dwellings, but not enough space for the people we will need to provide for in the next 7 or 8 years. It is not simply a question of a site, but deciding how this city shall be built up. There is an obligation on a city to provide better housing for all elements of a population."

GENERAL GRANT stated that the Commission must look forward from the standpoint of the general plan as a whole.

MOTION unanimously carried that the action of the Executive Committee, in withdrawing the Commission's approval to the Savannah Street colored housing project, is hereby ratified and confirmed by the full Commission.

(b) Housing project at 50th and Washington Streets N.E.:

The Commission approved this project at the last meeting. It is located in a well established low-cost housing area largely occupied by colored people. A low-cost private housing project may be undertaken adjacent to the public project. There is some difference of opinion concerning the location of the extension of 51st Street. The private developer proposed to run 51st Street in accordance with the highway plan making it a dead-end street. This will seriously affect the surrounding area. If 50th Street is widened to 60 ft. it will necessitate the removal of most of the houses now fronting on it. The Coordinating Committee approved the street plan prepared by N.C.H.A. with the recommendation that further study be given to easing the reverse curve in 50th Street at the north end of the project; that the two building groups abutting the alley at the southeast corner of the area be restudied to improve their accessibility to the nearest street; and that consideration be given to providing more convenient parking places for buildings in the center of the project. The Committee also recommended that the zoning questions involved be taken up immediately with the proper authorities.

MR. IHIDER stated that this site plan follows the principles adopted for the Barry Farms Project, which provided group dwellings and which from the point of view of housing and management is good; but that the District now states this type of housing is in violation of the regulations. He stated further "I am proposing to develop this project strictly in accordance with law by using multi-family units, as literally interpreted." He stated further that the policy of the Authority is to comply with all local laws and regulations.

MOTION unanimously carried approving site and plot plan for the public housing project at 50th and Washington Streets, N. E., shown on plan bearing File No. 40 - 122 ; with the stipulation that if any minor changes or adjustments are found desirable, that the Executive Committee, with the Engineer Commissioner of the D. C. acting with said Committee, is authorized and directed to make such minor changes or adjustments for and on behalf of the Commission.

(c) Type of Housing:

There was discussion of the merits of various types of housing, especially apartments and flats versus groups of single family dwellings. MR. IHLDER expressed the opinion that groups of single-family dwellings were preferable, but the question revolves around the length of rows or units, which in turn depends on the topography of the land. MR. IHLDER also discussed at some length the many delays encountered in his projects, citing the many official approvals and clearances that must be obtained, all contributing to delays.

22. Status of Legislation:

MR. SETTLE submitted a report on Status of Legislation. The report is attached as Appendix A.

23. Zoning of Property at 16th and Shepherd Sts. N. W. (See also Par. 33)

The Commission considered a bill introduced in the House directing the Zoning Commission to amend the zoning maps so as to provide that all of Parcel 70/100 located at the southwest corner of 16th and Shepherd Sts. N.W. and all of Square 2695 south of the center line of Shepherd Street extended, be zoned as residential 40' A restricted area. (For further discussion see Par. 33).

24. Proposed Highway Bridge (See also Pars. 14 and 25)

MAJOR GILMORE D. CLARKE, Chairman of the Commission of Fine Arts, MR. THOMAS MACDONALD, Commissioner, Public Roads Administration and MR. JOSEPH BARNETT, Highway Engineer of that office; and Capt. H. C. WHITEHURST, Director of Highways, D. C. Government, were present for this discussion.

MR. FREDERICK LAW OLSTED, engaged as consultant by the National Park Service, submitted a report on this subject, attached as Appendix B.

In this report he summarized his opinion as follows:

"Out of all the various possible solutions thus far studied the scheme represented by Study J, submitted by Mr. Whitehurst at the October 21 meeting of the National Capital Park and Planning Commission, and the generally similar Studies C and K, appears in principle to offer decidedly the best balance of advantages over disadvantages, all things considered. The main reasons for this conclusion are given below.

"There appears to be general agreement that of all the other schemes that have been studied those for which the strongest arguments can be made are represented in principle by Study B (the two-bridge scheme) and Study G with its possible future variant (single bridge scheme on a location downstream from the present bridge and substantially parallel thereto). I therefore confine my discussion to those three schemes."

After reading the report MR. OLMSTED discussed various phases and details of the project.

MAJOR CLARKE made this statement: "The Commission of Fine Arts is not concerned with respect to the volume of traffic because that is outside of our province and we must rely on the best advice we can get in such matters. We discussed the matter of traffic flow with representatives of the Public Roads Administration and Capt. WHITEHURST and the general conclusion among those experts is that it would be unwise, and extremely so, to build a crossing of the Potomac at this point having less than 8 moving lanes for traffic. That is necessary because the Commission has already made commitments for approach roads to this bridge which might demand eight lanes across the bridge. Those who have studied the problem are of the opinion that it would be wise to provide an additional lane for each direction of traffic, which would take care of traffic entering the bridge on the highway or on the other access roads close to the abutments of the bridge, so as not to delay the three lanes moving on the bridge. The volume of traffic is already there. No one knows what the postwar period will bring in connection with motor vehicles. I think in building this structure, which will have a life of at least 100 years, I would think it would be extremely unwise to design a bridge where any question about its adequacy exists. If you plan for an eight lane bridge you should be committed to two structures. In considering the aesthetics of the problem there can be almost as many opinions as there are people. It would be better not to have the railroad bridge in there and I am wondering if in connection with the future of this bridge, that railroad bridge will be replaced with a tunnel for railroad traffic across the river, within the life time of this new bridge. That is worth considering. We previously raised the question of dignity of a crossing which might be as wide as 130 ft. which would carry both trucks and commercial and pleasure traffic and would provide eight lanes of traffic. My own judgment is that it would be exceedingly unpleasant for the four lanes moving in opposite directions approaching the great Capitol. Then there is the relationship of the bridge to the Jefferson Memorial. When you consider placing that bridge on the axis of the Memorial, you must realize that the only persons seeing it would be those on the front seat of the car. I do not think we pay as much attention to that problem as MR. OLMSTED has brought up. My own thought is for two separate bridges, and the view out the side window of the car going north would be far better than it would be on the axis of the bridge. Certainly four lanes of

traffic five hundred feet from the other bridge would make a much better situation. Also, you have the problems on and off the bridge. Fully 28 percent of the present traffic in the southern direction turns left on to the Memorial Highway and that may increase. Our experience in New York indicates that if you build a good road without traffic lights or grade crossings, it invites traffic. I think that making cars coming south go right and turn left on the highway is undesirable, particularly when those cars must filter in from the inside to the outside lanes, to the right lane which is lined with trucks. I understand that 24 percent of the traffic previously was truck traffic. It would not be desirable to filter into that truck traffic by turning right. I think it is important, and the Commission of Fine Arts felt so, to keep Arlington Memorial Bridge as a memorial bridge as far as possible. Enlargement of the Cemetery will make it a great National shrine for America and we would like to feel that the new bridge would be thoroughly adequate to discourage those going to Maryland and Virginia from crossing the Memorial Bridge unless going for a pleasure drive or a trip to the cemetery. In closing my remarks, may I say that if we assume that we must have eight lanes for traffic, which I personally prefer, then I think we are forced to a two-bridge scheme. I do not know of any bridge which would approach the width of this proposed bridge with eight lanes and two sidewalks. I think it would create a bad situation and a most undignified approach to the National Capital."

CAPTAIN WHITEHURST stated: "The scheme that MR. OLMSTED refers to has been before the District. The Commissioners arrived at their conclusion after discussion of the plans now under consideration. Scheme G for a single bridge involves scrapping work previously undertaken on the Virginia and District sides. The Engineer Commissioner asked me to prepare a sketch that would obviate that feature, so we get back to one single bridge close to the present bridge, and that is the reason that a single bridge is submitted at that location. As to the number of lanes to be provided, we have sought advice because we do not want to make a mistake in providing too little volume because it will be here many years. I am depending upon the advice of others as to the width, but if it is to be an eight lane bridge, I agree that it should be in two bridges and not one. The later scheme was an endeavor to prevent scrapping what has already been done. The Commissioners have not taken definite action in the matter because they want the advice of others. They feel that so far as capacity is concerned, the gentlemen from Public Roads have had much more experience than we have. Many of the advantages in the double bridge plan would be absent in the single bridge."

The Commission recessed for lunch from 12:15 to 1 p.m. and reconvened.

25. Proposed Highway Bridge (See also Par. 24)

Discussion of bridge plans continued. Mr. MACDONALD, Commissioner of Public Roads made this statement - "It is a very difficult problem. We have for a number of years been dealing largely in highway work with rural problems to such an extent that we feel now that while our highways in the country outside the metropolitan areas are definitely inferior to the type desired and lacking in mileage, we are definitely now in the period of giving attention to the urban problems. We have been making studies of the flow of

traffic within metropolitan areas, which are defined about the same way as the Census Bureau does. They define it according to the influence that the metropolitan area has on the rural district. That distance ranges from about 6 miles up to 30 to 35 miles so that we are now considering and will have read very soon, a report termed "A System of National Inter-Regional Highways", which largely covers the urban problems. In connection with that it is necessary to make detailed studies of the traffic flow within and approaching the metropolitan areas and one of the most conclusive proofs we can find is that the city itself is the origin and destination of the very large amount of traffic that approaches the city. The whole theory that by-pass routes will solve traffic problems has been very definitely exploded. We find that with any city, the amount of traffic by-passing it is a small percentage of the total traffic so the problem comes down to handling that traffic within the city in such a way as to do the least harm to the city. We are sensitive to the impact and the solution of any traffic problem, especially to that existing in the Washington area. Regardless of the disposition of people, we find that they are determined to go to certain places.

"We arrive at the solution of the two-bridge plan for this particular problem on the basis of splitting the differential between the possible impact upon the landscape values on the one hand and the necessity of taking care of traffic, plus certain practical considerations. We definitely would not be willing to participate in an eight lane single bridge because I feel personally that after all, an eight lane thoroughfare is a pretty big sort of thing to introduce any place. You get a great many rural visitors to this city, and I am definitely not in favor of participating in this kind of project, from the cost standpoint and from the Federal standpoint, in an eight lane structure. It may be questioned whether we need an eight lane structure. We had in 1942 fifty-four thousand vehicles. If conditions return to normal, and with the difficulty of not knowing what will be the occupancy of the Pentagon Building later, there is no reason to believe that nothing would be changed. The Commission has approved in essence, the Shirley Memorial Highway which will result in bringing traffic directly to the bridges. The Pentagon building traffic can be distributed. That being an express highway and having sufficient capacity, will distribute traffic to the three bridges, and then I think you should try and "lure" traffic to this bridge and keep it away from the Georgetown and Memorial Bridges. The Memorial Bridge is the very center of a development that is the most important in the United States. The Commission is also about to approve a new route coming in as a parkway from the north. I am thinking of this in the larger terms and thinking about the development of the Memorial Parkway and the Shirley Highway, all having the 'makings' of a through traffic route, so that traffic would be made to go along the fringe or border line of the city.

"Going back to the eight lane bridge, it might be argued that a six lane bridge is necessary and no more. The flow of traffic in 1942 passed the peak capacity of a six lane bridge at the peak hour of use. There is no way we have been able to find in which to develop the clover-leaf design to take care of more than a single line of traffic. The best we have been able to see from the traffic angle is that there should be four lanes in either direction, one lane serving as an accelerating and decelerating lane; 3 lanes for through

traffic. We believe that four lanes should be in separate structures and believe that because the other developments in this area are bound to add to the traffic, there should be definite provision not only to provide for traffic there now, but to take traffic away from the Lincoln Memorial and Georgetown bridges. This plea is based on taking care of traffic in a more expeditious way than forcing traffic to the other bridges. In that way we may be able to keep the traffic that will result after the war from going through the upper area. It seems to me that anything you can do to get this main line traffic away from the fringe of the cemetery is a movement in the proper direction, and if you accept that, the practical consideration of these other points induces us to recommend the two bridge type plan. I hope in making that recommendation we are not losing so many things as MR. OLMSTED brought out. We are trying to think of removing some of the impact from the Lincoln Memorial Bridge. We must take care of a very large volume of traffic and I think it is desirable to provide for as much traffic as possible. The clover-leaf arrangement has definite limitations on the number of vehicles it can handle. From the practical point of view we are attempting to direct the attention of Congress to the desirability of providing for the urban problem as a postwar program. We hope to direct their attention to the urban instead of the rural road problem. If this is going to go forward, we may be undertaking such a problem as this before the end of the war."

MAJOR CLARKE added - "I would like to raise the question of the cost to the Government, of the existing improvements should those be destroyed in favor of building any of these schemes. I think in our postwar economy you will have to be very careful, with respect to the destruction of improvements already made, and although it is not for the Fine Arts Commission to go into, I would issue a word of warning that it would be unwise certainly to destroy two grade structures, one built recently, in order to accomplish any scheme. My understanding is that the destruction of those two bridges, plus other improvements which would be destroyed, would bring the total up about three-quarters of a million dollars more, based on estimates. That seems to me a very important factor even though this may be 15 or 20 percent of the total expenditure of funds necessary to construct the new crossing."

These phases of the matter and questions were discussed - that under the dual bridge plan, four full lanes can be provided in each direction; that the location of the single bridge is determined by the clearance required for the draw of the existing bridge, which must be operated during the construction period; impression of Mr. MACDONALD that the Commission's action is limited by the improvements already made at each approach to the bridge; that restudy should be undertaken of a six-lane bridge in this general location which would not interfere with the drawspan of the existing bridge; that the proposed Alexandria Bridge should be given important consideration in connection with the plans now under consideration; that the Alexandria Bridge could be made to carry a large volume of traffic bound around the city, passing along South Capitol Street and into the Anacostia and Baltimore-Washington Parkways; that this proposed Alexandria Bridge should offset any increase in traffic over the proposed Highway bridge; that some type of temporary construction might be devised to permit operation of the existing drawspan during construction of the new bridge; that apparently only two solutions have presented themselves - one for a six-lane bridge far enough removed from the draw span to permit its uninterrupted use, and the other the dual bridge plan;

that at least four traffic lanes must be available for traffic use before the existing structure can be removed.

MOTION unanimously carried by the Commission members that further study be given to a single six-lane bridge, this study to determine the distance the proposed bridge must be located to permit operation, during construction, of the drawspan in the present bridge; the effect a single six-lane bridge will have on the Virginia side of the river and the construction now there; and further study be made also of the dual-bridge plan, including a determination of the advantages and/or disadvantages of each plan. This study is to take into consideration the questions brought out in Mr. OLMSTED'S report concerning the Jefferson Memorial.

26. Baltimore-Washington Parkway:

MR. NOLEN presented this subject. The Commission has had under consideration a so-called valley or westerly route (line B) for the section between the District Line and the point of entrance to the Agriculture Department Research Center. The Public Roads Administration surveyed a more easterly line (line A), a more direct route so far as distance is concerned, but more "up and down" so far as grades are concerned and in comparison with the water-level valley route advocated by the Commission. Estimates of cost on the two routes indicate a possible saving of about one million dollars by adopting the Public Roads line. The difference is due mostly to the amount of fill required to bring the Commission's line above flood level. The number of grade separations for each route are the same. The staff has also studied an alternate to the Commission's valley route (line C) but on higher ground, and had comparative estimates made. The following figures were presented by Mr. NOLEN -

	<u>Line A - Public Roads Line</u>	<u>Line B - the Commission's line</u>	<u>Line C (Comm. alternate)</u>
Road items total cost	\$2,345,220	\$3,503,500	\$3,420,520
Right of way Costs	500,000	400,000	1,233,312
Grand Total, including incidental expenses	\$3,130,000	\$4,294,000	\$5,119,000
Length - highway proper and incidental roads	6.94 mi.	7.68 mi.	8.10 mi.
Number of Grade Separations	5	5	5
Cost per mile	534,130	670,937.50	815,127.30

There is a difference of almost two million dollars between the Public Roads and Commission's alternate routes, \$700,000 of which is right of way cost.

The difference in cost seems to depend on the type of parkway desired. The Commission has thought of this as a parkway limited to passenger car movement, but the Public Roads Administration is thinking in terms of a free-way permitting heavy traffic and passenger carrying buses. If it is not to be a parkway and is to carry all types of traffic, the westerly line is probably not suitable because it is located within considerable suburban park area and would probably be objectionable to the Maryland Commission.

Mr. Spelman, Public Roads Administration, stated that his estimates have been prepared in such a manner that there will be no material difference whether it is a free-way or parkway. They are estimating a maximum 3 percent grade and if that is increased as it could be for a parkway, the cost of the construction might be reduced. The estimates were made on the basis of parkway treatment along the side of the roads and the estimates on the parkway route are based on heavy traffic. They are planning two 24-foot roads, with provision for widening to three lanes in each direction.

Discussion included - the President's directive that this be made a parkway; that the Public Roads line passes through several recently developed new subdivisions; that the estimates on the Public Roads line may vary as much as 20 to 25 percent; that while the Public Roads line is less expensive and shorter, it does not have the attractive parkway features of the other lines.

The Commission directed the staff, in collaboration with the Public Roads Administration, to prepare more detailed estimates of cost of the three lines under consideration, and study the traffic problems involved; also, that the project be discussed with officials of the Maryland-National Capital Park and Planning Commission.

27. Proposed Amendments to Zoning Regulations:

MR. NOLEN submitted this subject stating that there are three reasons connected with the current housing situation, particularly with the problem of housing Negroes in Anacostia, which have suggested the need for amending the zoning regulations. First is the desire of the F.H.A. to insure projects composed of group houses arranged in the form of a "U", the open side of which faces the street, all to be built on a single lot and served with single services. The second is the desire of speculative builders to continue the construction of attached 4-family flats in the "A" Area District which was stopped recently by the Commissioners as not being strictly in accord with present building and zoning regulations. Third, the desire of the National Capital Housing Authority to construct group houses of four or more units in a row, the arrangement of the rows to depend upon the size of block and topography. Heretofore the group house has been construed as a single family dwelling, each unit of which would have to be on a separate lot because with more than three units, fire walls were required. More than 3 of these are not permitted in the "A" Area District which prohibits row houses. The Federal Housing Administration and MR. IHLDER consider that group houses, when under single management, are virtually vertical apartments and should be so construed.

As the Zoning Advisory Council has been requested by the Zoning Commission to draft amendments to the regulations to permit the above types of development, Mr. NOLEN asked the Commission's opinion as to whether this type of development in the "A" Area District is desirable because it represents a complete change of policy. The issues are whether 4 attached single-family dwellings should be permitted in the "A" Area District, and whether parallel

or perpendicular to the street; and second, whether they should be permitted in combinations with multi-family units. In each case each group of units would be on one lot and under one management. As the present construction program is almost entirely for Negroes, with a desire to produce low rent housing, the proposed amendment would have a general tendency to encourage more intensive development of land.

While no formal action was taken, there was a general feeling that the group house should be recognized in the zoning regulations and that Mr. NOLEN would have to use his own judgment in the drafting of regulations, conferring with all interested officials. There was a feeling of general disapproval of the proposal to permit combinations of apartments and flats with single family houses in one group.

28. Destruction of Trees:

A committee of representatives of the American Institute of Architects; American Civic Association; American Society of Landscape Architects; American Institute of Planners and the Garden Club of America, appeared before the Commission in connection with this matter.

MR. HORACE W. PEASLEE read a prepared statement, citing the recent cutting of a large elm tree at Connecticut Avenue and N Street, as an example "on the part of the issuing authority, of a lack of appreciation of the value to the National Capital of its trees - value not only for their total visual effect upon the beauty of the Capital's streets, but as a standard of good practice for the country at large". MR. PEASLEE raises the question of whether the authority responsible for the maintenance and protection of street trees, is properly staffed with technically qualified personnel, or whether expert advice from competent authorities should not be sought. MR. PEASLEE also believes that more attention should be given to the careful planning of the building restriction areas, especially where the public is allowed to encroach on this public domain with all sorts of improvements entirely incongruous with the surroundings.

A statement was also read on behalf of the American Society of Landscape Architects, following the same vein of MR. PEASLEE'S statement and the same general recommendations.

the Committee of

MISS HARLEAN JAMES submitted a statement by the Chairman of One-Hundred on the National Capital, also along the same lines. Other members present made statements urging constructive action, but all seemed unanimously of the opinion that expert advice should be sought before trees are destroyed or removed; and some control looking to the better planned development over building restriction areas should be exercised.

MR. PEASLEE also submitted a statement by MAJOR GILMORE D. CLARKE, Chairman of the Commission of Fine Arts, submitted as a private citizen. MR. CLARKE was in full accord with the recommendations of the other committee members. The foregoing statements are attached as Appendix C.

COLONEL ARTHUR stated that the area between building and sidewalk can only be occupied under a permit from the District Commissioners. The Commission felt that the removal of trees should be determined by qualified and competent landscape architects.

The Commission requested COLONEL ARTHUR to discuss this matter with District officials and submit recommendations for constructive action, COL. ARTHUR to also give consideration to the recommendation of having the District Government employ a competent landscape architect, or adopting the policy of seeking the advice of the Commission or National Capital Parks, who are qualified to advise on such matters.

29. Dates of Meetings:

MR. SETTLE reported receipt of a letter from the Director of Defense Transportation requesting that in order to curtail Government travel, no meetings or conferences be scheduled during the period from December 17th to January 10th. The staff recommended the Commission hold a one-day meeting on December 16th.

The following dates were approved: December 16; January 13-14; February 17-18; and March 16-17.

30. Change in Highway Plan Involving 49th Street N.E.:

Action on this change was deferred at the last meeting pending further study and report by the staff as to the need for 49th Street as a through-street through this section. MR. WEHRLY presented study and report which brought out the fact that because of topographical and other physical limitations 49th Street was the only satisfactory through north-south street in this area.

MOTION carried that the proposed highway change involving 49th Street N.E. be disapproved, excepting COL. ARTHUR, who voted "NO".

31. Telephone and Electric Line Poles - Suitland Parkway:

See Par. 11 for preliminary discussion. MR. THOMPSON, Office of National Capital Parks, reported that most of the installations are already in. The telephone lines will be put underground, but the power lines will go overhead.

MOTION unanimously carried that the Commission is of the opinion that all wires should be placed underground, but makes no objections to overhead installations at this time as a temporary expedient on account of scarcity of critical materials. The Commission took this action with the understanding that all overhead installations would later be placed underground.

32. Barracks Buildings for Spars:

MR. THORN, Public Buildings Administration, submitted plans for four barracks buildings to be located along Independence Avenue between 7th and 11th Streets, on property acquired by P.B.A. for the widening of Independence Avenue. This site was suggested to the Commission by the staff at a previous meeting.

MOTION unanimously carried approving plans for erection of Spar barracks buildings along Independence Avenue between 7th and 11th Streets.

33. 16th and Shepherd Streets Zoning Case:

For previous discussion see Par. 23. MR. DEMARAY read to the Commission the following statement submitted to the House District Committee:

"Mr. Chairman: My name is A. E. Demaray and I am appearing for the National Capital Park and Planning Commission as its Executive Officer in the absence of Chairman General U. S. Grant 3rd, who is unable to attend.

General Grant has asked me to say to your Committee that the Commission has not expressed its views on the bill under consideration but that the special Legislative Committee, consisting of the Chairman and Executive Officer, after careful consideration, believes that if the Congress should enact pieco-meal zoning legislation it would inevitably result in other bills of this character being introduced into the Congress whenever private interests were not satisfied with the decisions of the Zoning Commission or of the courts.

With regard to this particular zoning case, the National Capital Park and Planning Commission recommended to the Zoning Commission, at its April 1943 meeting, that an appeal be made from the decision of the court as it constituted a definite threat to the plans of comprehensive zoning and city planning and to the powers of the Zoning Commission to make changes in the zoning plan from time to time as conditions change in the various parts of the City. Nevertheless, it is the view of the Committee that enactment of this bill would be an unwise precedent and contrary to the zoning legislation which Congress enacted in 1920 and re-enacted in 1938."

The Commission felt that passage of this bill would be against public policy. The following motion was unanimously approved - That the Commission approves the report of the Legislative Committee (statement read by Mr. Demaray).

MR. SETTLE stated that the Court of Appeals has granted the citizens the right to intervene in the appeal proceedings and the staff requested instructions as to how far it should proceed in cooperating with the attorney for the citizens in perfecting their appeal. It was suggested that the Zoning Commission be requested to join in the appeal, but MR. DEMARAY raised the question of whether the Zoning Commission would be held in contempt of court on account of any further activity on their part.

No action.

ADJOURNMENT: The Commission adjourned at 5:50 P.M.

A. E. Demaray
Acting Executive Officer

T. S. Settle, Secretary

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UNITED STATES
DEPARTMENT OF THE INTERIOR
National Park Service

November 19, 1943.

Mr. A. E. Demaray, Associate Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Dear Sir:

In accordance with your instructions and in consultation with Mr. Thompson of your staff and with Mr. Nolen of the staff of the National Capital Park and Planning Commission, I have reviewed studies A to H for the location of the new bridge across the Potomac River for Highway U. S. 1 and approaches thereto, together with the accompanying correspondence and other data, and have reviewed conditions on the ground. The conclusions and observations which follow are my own but have the general concurrence of Messrs. Thompson and Nolen.

Out of all the various possible solutions thus far studied the scheme represented by study J, submitted by Mr. Whitehurst at the October 21 meeting of the National Capital Park and Planning Commission, and the generally similar studies C and K, appears in principle to offer decidedly the best balance of advantages over disadvantages, all things considered. The main reasons for this conclusion are given below.

There appears to be general agreement that of all the other schemes that have been studied those for which the strongest arguments can be made are represented in principle by study B (the two-bridge scheme) and study G with its possible future variant (single bridge scheme on a location downstream from the present bridge and substantially parallel thereto). I therefore confine my discussion to those three schemes.

The advantages of the two-bridge scheme, in principle as in study B, have been clearly and fully stated in Mr. Barnett's memorandum of June 7, 1943, and in statements by Chairman Clarke of the Commission of Fine Arts. Its chief advantage is that of permitting vehicles southbound on the bridge and going down-river on the Mt. Vernon Memorial Highway to make a direct left turn unto the latter from the left hand lane of bridge traffic, instead of having to use the conventional clover-leaf loop which turns first to the right from the right hand lane in order to go to the left. What makes the manner of handling this particular turning movement more important than any of the others is, of course, the relatively large proportion of the total traffic flow across the bridge that turns into or comes from the down-stream portion of the Mt. Vernon Highway. The right hand turn of the inward-bound traffic presents no serious difficulty in any of the three schemes; and all the other conceivable turning movements at this crossing of the bridge approach and the Mt. Vernon Highway involve relatively few vehicles, and the method of dealing with them (although a debatable and important detail of the final plans) appears to have so little bearing on the relative merits of the three bridge locations under comparison that they need not be discussed here.

In respect to the large and important turning movement from the bridge leftward into the Mt. Vernon Highway, however, the two-bridge scheme offers a real and highly considerable advantage over the other schemes from the standpoint of easy traffic movement, to the full extent that a direct left turn without grade crossing of the main stream is preferable to the conventional clover-leaf loop. I might regard it as a controlling advantage (in connection with some minor advantages of the two-bridge scheme cited by Mr. Clarke) if it were not counterbalanced by other features of the two-bridge scheme that are very disadvantageous. The advantages of such a direct left turn over the conventional clover-leaf loop type of turn are clear enough, where the former can be installed without paying too high a price for it and where enough lanes can be provided to overcome the objection of having vehicles slowing down for the turn on the inside lane normally used by the fastest traffic. I do not think I underestimate the advantages in this case; although they would certainly be greater in a locality where the travelling public is generally unaccustomed to the clover-leaf type of left turn and is readily confused by it than in a locality where the latter device is so much used and so familiar as here. I note 26 examples of it within a radius of a mile and a quarter.

But, whether the advantages of a direct left turn in this case would be of large practical value or mainly theoretical, the point is that they can not be obtained except at the price of offsetting disadvantages of other kinds which, in my opinion, more than outweigh them.

The disadvantages of the two-bridge scheme discussed by Mr. Barnett are solely those of the greater construction and operating cost involved in it. Having seen no definite estimates of the differential in cost I cannot weigh its importance. But there are two other disadvantages of the two-bridge scheme which I have weighed carefully, approaching the matter with a wholly open mind as to the merits of the three schemes, and which now seem to me to make the location last proposed by Mr. Whitehurst in study J, with or without minor modifications, decidedly the best.

One of these other disadvantages, which I understand was influential with the National Capital Park and Planning Commission in passing the motion of September 17 expressing preference for a single bridge, is that two bridges some 2400 feet long and about 500 feet apart, in combination with the railroad bridge only about the same distance away from the nearer of the pair of highway bridges, would produce a very regrettable impression on people entering the National Capital by this major entrance from the south. I am quite sure that the general impression would be less dignified and satisfactory than would be produced either by a pair of handsome highway bridges if they stood by themselves and were not so closely paralleled by the railroad bridge as to become incorporated with the latter in an ill-matched and crowded group of three, or by a single handsome highway bridge dissociated from the railroad bridge by a space of open water - not as wide a space as would be desirable for the best appearance of the highway bridge, perhaps, but approximately equal to half the length of the bridge instead of little more than a fifth of that length.

The other of these disadvantages is one that applies not only to the two-bridge scheme but also to the single-bridge scheme of Study G. It concerns the relation of the proposed structures to the Jefferson Memorial and its setting.

The effect of that Memorial as seen across the Tidal Basin, indeed as seen all the way from the White House, and also the impression made on visitors to the Memorial by the outlook from it to the southward, are greatly dependent on the foliage background now produced by large trees directly south of the double roadway of U. S. 1 where it crosses the axis of the Memorial at right angles. These trees, partly at the level of the roadway and partly in the sunken area of the rose garden just beyond, are not only of great positive importance to the Memorial as an effective foliage background terminating the long axial vista squarely at its southern end. They have also a great negative importance; since but for them that vista would open right through to the railroad bridge, all askew with the axis and deplorable in appearance both as a background for the Jefferson Memorial and as the terminal feature of the White House axis.

Now the construction of a road, on a rather high fill, across the area of the rose garden, to connect the northbound bridge of the two-bridge scheme -- or a single bridge in the same locality as in study G -- with the 14th street viaduct would smash diagonally through this mass of trees, leaving of them only one sparse row of 5 old silver maples extending part way across the open space immediately south of the Memorial. The railroad bridge would thus be brought conspicuously into the picture with the Memorial; and in addition the new approach road to the new highway bridge, and its moving traffic, slanting down across the rose garden area on a high fill, would be brought conspicuously into the picture with the Memorial and in an angular relation to the axis of the latter that would be very disturbing.

Newly planted trees might, perhaps, in the course of years, re-establish a foliage background for the Memorial and again obscure the unpleasant relation between it and the structures and traffic of the railroad and highway cutting diagonally across the continuation of the axial vista. But, even so, northbound travellers on the highway, who would have had from the bridge a good view of the dome of the Memorial rising high above the intervening trees, could hardly fail to be unpleasantly aware of the awkwardness of the relationship and of the fact that they were being shunted diagonally across the axial approach to the Memorial and very close to the building yet prevented from seeing it by an exasperating little bunch of foliage, deliberately maintained to hedge them out and keep them beyond the pale, in company with the closely adjoining railroad.

The relationship between the highway and the Jefferson Memorial obviously must be considered from two quite different points of view; that of travellers on the highway, many of whom will have only an incidental interest in the Memorial; and that of people interested primarily in visiting or viewing the Memorial, whether in so doing they use the highway or not. For the former the present arrangement, which would be perpetuated under the scheme of studies J

and K, is unquestionably better than with a bridge located as in study G, or (for northbound travellers) with the two-bridge scheme. But for people interested primarily in the Memorial, the movement of general highway traffic across the axis within full view of the Memorial and only five or six hundred feet away from it, as at present, can be said to detract from the quiet dignity of surroundings appropriate for a place of pilgrimage. On the latter score an argument can be made in favor of the single-bridge location of study G; though not for the two-bridge scheme, which would leave the nearer and more conspicuous of the two streams of main highway traffic just where it is now.

In my opinion, this argument is not worth much, practically, in favor of even study G. For my guess is that, if all the northbound passenger traffic across the highway bridge were brought into Washington on any such line as in that study and in the two-bridge scheme, crossing the axis of the Jefferson Memorial at such a short distance from the building, the natural desire of the public to get a good view of it in passing - instead of being shut off from it by a narrow thicket of deliberately obstructive foliage -- would be so irresistibly strong that no theory of secluding the Memorial could stand in the way of keeping that view open. If so, the conditions would be much worse for the Memorial and its setting than at present or under the scheme of studies J and K. The highway traffic would still be in full view of the Memorial. The foliage background of the Memorial as seen from across the Tidal Basin would be lost forever. And one would look southward past it, or from it, into open space against which would be silhouetted the high diagonal road embankment descending from the bridge, with all its moving traffic, as well as the railroad bridge and its traffic, all painfully askew with the axis of the Memorial and the White House.

I have mentioned views of the dome of the Jefferson Memorial as seen from the highway bridge. I doubt whether many people realize the potential importance of this dome in the appearance of the new highway approach to Washington; because at present the overhead steel-work of the bridge blocks any view of the dome from the driveway almost as completely as if one were in a solid tunnel. But to anyone who will get out from under that top-hamper by stepping to the extreme edge of the bridge sidewalk, it will be obvious that from a flush-deck bridge the beautifully simple white dome of the Memorial, rising high against the sky over the tops of the intervening trees, will dominate the scene as one crosses the river to Washington, and will be very impressive.

Because of the necessity for keeping the present bridge and its swinging draw span in continuous use pending completion of at least half the width of the new bridge; and the location suggested by Mr. Whitehurst in study J makes the axis of the new bridge aim nearly 100 feet to the left of the center of the dome. Study K shows the angle of the center-line of the bridge shifted to the right so as to center exactly on the dome, while holding the fixed point at the westerly limit of the swing of the old draw span unchanged. This arrangement seems on present information to be feasible without excessive practical difficulties; and my immediate reaction to the idea of thus modifying study J was one of unquestioning preference for this conventionally per-

fect architectural relationship of the axis of the bridge to the dome. But on trying to analyze the impressions that would actually be made on people driving across the bridge, with a procession of other vehicles right ahead of them, more or less directly in line with the dome, I felt much less sure of the answer. There is something to be said, from the standpoint of "the man in the street" so to speak, for seeing the dome somewhat to one side of the vehicles immediately ahead of one.

To be sure of the right answer requires a closer study than I have yet been able to make of some rather complicated factors of detail - such as the relation of the vertical angle of views toward the dome at various points on the bridge with the curving profile of the bridge itself, and the probable distribution of vehicles on the bridge, especially of high trucks. Delay in answering this question, however, has little bearing on the relative merits of the three general schemes under comparison, important as it may be for selecting the best form of that one of the three general schemes represented by Studies J and K.

Unfortunately there is another question, which does have a direct bearing on the relative merits of the two-bridge scheme and the single bridge schemes, and which is equally impossible for me to answer at this time with a positive professional opinion, in the absence of rather far-reaching investigations as to probable future vehicular traffic across the Potomac River throughout the Washington region.

This question concerns the total number of lanes of bridge traffic that can best be provided for across the Potomac in this locality. Major Clarke, in advocating the two-bridge scheme, has placed much emphasis on the unpleasant features involved in concentrating eight lanes of traffic side by side on a single bridge. Conditions on such an 8-lane bridge would surely be seriously less agreeable than on a 6-lane bridge; and in case of a final determination that four lanes of bridge traffic in each direction must be provided for in this locality, the argument for the two-bridge scheme would be substantially stronger than in the case of three lanes in each direction.

I find that Mr. Nolen, who has, of course a far better understanding of traffic conditions and trends in this region as a whole than I can pretend to at present, inclines strongly to the opinion that traffic conditions on those portions of the street system of Washington through which traffic will flow to and from any bridge or bridges across the river in this locality will limit the actual total flow of traffic to and from the bridge or bridges to less than the maximum effective capacity of eight lanes of free-moving bridge traffic; and that, for reasons of economics and minimizing of street traffic congestion alone, it would be better regional planning to provide for six lanes of bridge traffic at this locality and seek additional capacity as and when needed by an additional bridge or bridges elsewhere, as at Alexandria, so as to divert a considerable load, especially of through truck traffic, out of the central area of Washington with which a bridge in this locality directly connects.

I am wholly unwilling to give an off-hand professional opinion as to the soundness of that contention on the basis of my present limited knowledge of traffic movements in the Washington region and of their trends. On that point I can say only that the contention seems to me, prima facie, by no means unreasonable. In the absence of very convincing reasons to the contrary, it would not seem like the best kind of regional traffic planning to concentrate all of the trans-Potomac bridge traffic, both by road and by rail, of the entire stretch from the Arlington Bridge to the Morgantown bridge into eight vehicular lanes and two railroad tracks within one narrow bottleneck as close as possible to the central business and administrative heart of the National Capital.

I can add to this however, that if the above contention should be found reasonable, and if it were decided to provide six rather than eight lanes of free-moving bridge traffic in this locality, and ultimately to divert a considerable proportion of heavy truck traffic away from this main approach for passenger cars to central Washington through monumental and park-like surroundings, it would make conditions here far more satisfactory in many respects than would otherwise be possible; and that under such circumstances the balance of advantages over disadvantages would be very strongly in favor of a single-bridge scheme of the study J type.

If the final decision were to be for eight lanes of bridge traffic here, that balance would in my opinion be reduced to a much narrower margin; for I do not like the idea of an eight lane single bridge any more than Major Clarke does. Yet even with the objectionable features of an 8-lane bridge, I think that on the whole the objectionable consequences of the two-bridge scheme would leave the balance appreciably in favor of a single bridge as near as practicable to the old location.

It seems necessary to refer, in closing, to some of the problems raised by certain of the lines of traffic flow to and from the bridge on the north side of the river, so far only as they have a considerable bearing on the relative merits of the three general schemes under comparison; those on the south side having been referred to already rather summarily.

A. For the various lines of traffic movement approaching the north end of the bridge conditions would be substantially alike for all three schemes with the following exceptions:

(1) Study G would involve (at the point marked 1) an objectionable left turn grade crossing of all traffic eastbound on the park road past the south side of the Jefferson Memorial, whether destined for the 14th Street viaduct or for the low-level road across the outlet of the Tidal Basin, by all traffic bound toward the bridge on the other half of that low-level road; and objection to study G wholly avoided in both the other schemes.

(2) Study G, as drawn, would also involve an undesirably sharp right turn into the main bridge approach (at the very same point where the traffic last mentioned enters that approach) for all vehicles coming eastward from or past the Jefferson Memorial and bound across the river.

(3) Study G would also involve, for many vehicles going to and from the Jefferson Memorial, either on entering or on leaving the north-south roads of the Memorial, left turn crossings of other traffic without the opportunity for weaving provided by the oval "island" at present and in the other two schemes.

B. Of the lines of traffic flow leaving the bridge northbound:

(1) The main route to the 14th Street viaduct is a little more direct in studies B and G than in the scheme I recommend, but the latter has shown itself to be satisfactory from a traffic standpoint in actual practice and completely avoids the objectionable features already discussed as resulting from the locations proposed in studies B and G.

(2) The routing of the traffic northward from the bridge to the low level road across the outlet of the Tidal Basin (and thence mainly around the east side of the Tidal Basin to Independence Avenue, 17th Street, and ultimately 15th Street), in order to avoid grade crossing of the southbound traffic from the 14th Street viaduct would be regrettably indirect in all three schemes, turning first to the right, passing easterly under the railroad into East Potomac Park, and then returning westerly under both the railroad and the 14th Street viaduct - a much more indirect, circuitous and confusing method of getting left-bound traffic where it wants to go by first turning to the right than the conventional clover-leaf loop at the south end of the bridge, avoidance of which is the chief object of the two-bridge scheme. And in the long run the amount of traffic that must use this circuitous route to the left at the north end of the bridge is likely to be not much less than will go to the left at the south end of the bridge. But apparently the only possible way to avoid this indirect routing would be by the indicated "alternate" (or possible ultimate modification) of Scheme G, involving complete reconstruction of the descending southerly part of the newly built 14th Street viaduct at a continuous high level so as to permit a direct underpass for this traffic. About as strong an argument can be made for this solution as for the avoidance of the clover-leaf loop left turn at the south end of the bridge by the two-bridge scheme. But the objections to reconstructing so much of the 14th Street viaduct at this time are obvious and weighty. And though it can fairly be claimed an advantage of Scheme G that it would leave open the possibility of such a direct underpass at some time in the future, that advantage is, in my opinion, quite insufficient to outweigh the superior merits in other respects of the bridge location last proposed by Dr. Whitehurst and endorsed by me; just as is the case with the corresponding advantage of the two-bridge scheme at the other end of the bridge. It should be noted in this connection that study K indicates how the indirectness of routing of this line of traffic movement (common to all the schemes except "G" alternate) can be at least to some degree mitigated, sooner or later, by building a new and more direct eastbound underpass under the railroad.

(3) For traffic bound northwestward from the bridge, by way of the bridge over the inlet of the Tidal Basin and the park roads in the polo field vicinity, Study G provides only the conventional clover-leaf loop, turning

to the right to go left; the two-bridge scheme permits a direct turn to the left passing under the southbound bridge; the scheme of studies J and K permits choice of either a clover-leaf loop turning first to the right just after leaving the bridge and going back under the bridge, or a turn to the left around the oval "island" south of the Jefferson Memorial. In this case the theoretical advantage of the direct left turn without grade crossing offered by the two-bridge scheme is, in my opinion, not a real advantage for the best handling of traffic, as it would be at the south end of the bridge; for several reasons. Traffic bound for 17th Street and its connections should be induced to go by way of the east side of the Tidal Basin as far as practicable. The distance is not very different but the crossing of eastbound Independence Avenue traffic is made by an underpass instead of by weaving. The main reason, however, is that it is undesirable to load any more of the bridge traffic than can be avoided on to the park roads west of the Basin and on to the narrow bridge over the inlet of the Basin which has easily congested left turn crossings of important lines of pleasure travel at each end of it. For passenger cars bound to the Lincoln Memorial, Rock Creek Parkway, 23rd and 21st Streets and their connections, from any of the main stems leading to the south end of the highway bridge, the preferable route appears to be not by that bridge at all but by the Arlington Memorial Bridge, avoiding the trucks on the highway bridge and the occasionally heavy pleasure traffic using the inlet bridge and connecting park roads in Potomac Park. Study K suggests omitting the clover-leaf loop left turn at the north end of the bridge entirely and relying upon the existing left turn around the oval island south of the Jefferson Memorial for cars that need to go northwest from the bridge across the little inlet bridge as a means of discouraging that movement quite as much as for avoiding the cutting up of the rose garden space and saving a little construction cost. But the clover-leaf loop turn could be added at any time if and when experience made it seem worthwhile to do so and to make the widening of the inlet bridge that would almost certainly be needed if any considerable amount of the highway bridge traffic is to go by that route.

It is difficult to arrive at a just balance of the advantages and disadvantages of the three general schemes above discussed, and I was slow in coming to a conclusion; but gradually I became fully convinced, mainly for the reasons I have outlined, that Mr. Whitehurst's latest proposal represents in principle the best solution from a long term point of view, and it has the further immediate advantage of requiring less tearing to pieces and and throwing away of recently completed developments, good as far as they go and generally assumed to be permanent.

Respectfully submitted,

Frederick Law Olmsted,
Collaborator, N. P. S.

P. S. After the submission and discussion of my report of the Highway Bridge schemes of November 19, I happened to go to the Union Station in the back seat of a taxi shared with other passengers. I was turning over in my mind the depressing picture painted by Mr. Clarke of conditions on a wide single

bridge, including the practical impossibility of seeing the view of the Jefferson Memorial dome, to which I had referred, from within the ordinary low-topped car when driving across such a bridge.

The taxi made a turn, and I was suddenly roused by a very stimulating experience. Glancing forward between a man and a dog on the front seat through the low wind-shield of the taxi, I was thrilled anew by a familiar vision.

What I saw was the dome of the Capitol, seen complete against the sky above the long vista of crowded traffic stretching ahead of me on Pennsylvania Avenue. For more than half a mile I watched it, spellbound, without once happening to get so close behind any of the big trucks and buses as to have the view interrupted.

And as we turned off into Constitution Avenue it gradually dawned upon me that this inspiring vision had thrust itself upon me in the back seat of a crowded taxi on a crowded single roadway of TEN traffic lanes.

I am less impressed than I was at first by Mr. Clarke's specious generalization about the inability of people in ordinary passenger cars to see a beautiful dome directly ahead of them when driving across a six or eight lane bridge.

To know what their visual impressions would be, instead of guessing at them, requires, as I said in my report, patient and open-minded examination of numerous measurable factors, such as the curving profile of a given bridge and the vertical angles of potential views, and dozens of others.

