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STATEMENTS

OF

LIEUT. COL. U. S. GRANT, 3D
MAJ. CAREY H. BROWN, AND
CHARLES W. ELIOT, 2D

BEFORE THE

COMMITTEE ON THE DISTRICT OF COLUMBIA
HOUSE OF REPRESENTATIVES

MARCH 10, 1928

WITH MAPS AND ILLUSTRATIONS

UNITED STATES
GOVERNMENT PRINTING OFFICE
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COMMITTEE ON THE DISTRICT OF COLUMBIA

HOUSE OF REPRESENTATIVES

SEVENTIETH CONGRESS, FIRST SESSION

FREDERICK N. ZIHLMAN, Maryland, *Chairman*

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CLARENCE J. McLEOD, Michigan.
ERNEST W. GIBSON, Vermont.
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SUBCOMMITTEE ON PARKS AND PLAYGROUNDS

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ALBERT R. HALL.
JOSEPH WHITEHEAD.
MARY T. NORTON.

NATIONAL CAPITAL PARK AND PLANTING COMMISSION

HOUSE OF REPRESENTATIVES,
COMMITTEE ON THE DISTRICT OF COLUMBIA,
Saturday, March 10, 1928.

The Committee on the District of Columbia, House of Representatives, met in special session Saturday, March 10, 1928, the chairman, Hon. Frederick N. Zihlman, presiding.

The CHAIRMAN. Gentlemen of the committee, this meeting has been called for the purpose of enabling the committee to get a résumé or a picture of the work that is being done or is planned to be done by the National Park and Planning Commission. We have a number of bills pertaining to the park system pending before the subcommittee on parks and playgrounds, and before action is taken, I wanted the committee to see just what the park commission has done with the funds that have been appropriated, and their plans for the park and playground system of the National Capital.

We have with us this morning Colonel Grant, the executive officer of the Park and Planning Commission. Maj. Carey H. Brown, engineer of the commission, and Mr. Eliot, who is the city planner connected with the commission.

I will ask Colonel Grant and his assistants to now proceed and indicate and illustrate to the committee just what the park commission has done and what they plan to do in the future.

STATEMENTS OF LIEUT. COL. U. S. GRANT, 3D, MAJOR CAREY H. BROWN, AND MR. CHARLES W. ELIOT, 2D, OF THE NATIONAL PARK AND PLANNING COMMISSION

Colonel GRANT. Mr. Chairman and gentlemen of the committee we are very grateful for this opportunity to appear before you in order to render some account of what has been done and what has been attempted by a new body, created by legislation which, I think, was initiated in this committee and carried through largely with the help of this committee.

The legislation provides for the National Capital Park and Planning Commission to have three major functions: One is the function of planning, of developing a systematic and logical plan for the National Capital and its environs, and keeping that plan up to date.

The second is to exercise a certain control over the changes in the highway plan. As you probably know, that control has hitherto, since 1893, been exercised by a highway commission especially constituted for the purpose. The park and planning commission has superseded that highway commission in the final approval of changes in the highway plan, so that we now have what never existed before. An agency so constituted that the highway plan may be expected to

be modified and improved to accord with the other public works in the District, including parks.

The third function is that, in its capacity as a park commission, this commission has authority to purchase land for parks, parkways, and playgrounds.

It has been said, and was stated in the public hearings when this legislation was before Congress, that there has never been any plan for Washington. That statement was not quite correct. There have been many plans for Washington, and the history of the development of the plans for Washington is very thoroughly and most interestingly treated in an address made by the chairman of this committee last year, to which we can not do better than refer you, should you wish to go into the history of the National Capital, and more into the details of what the planning commission is expected to do than I can go this morning.

On the other hand, the progress of the plan of the National Capital has been along a very zigzag course, with interludes in which it has been entirely forgotten, because there has never before been a continuous body charged with keeping the plan up to date, and with bringing to the attention of the various executive authorities concerned, what the plan, or good planning, naturally requires in connection with their duties. This planning commission is specifically charged with the duty of making such recommendations to all the executive authorities at the present time, so that there is not only a plan now but there is authorization for bringing that plan to the attention of the various executive authorities concerned.

As to the need for such coordination and careful planning, I can not do better than to read you a quotation from the City Planning Magazine, from Mr. F. L. Olmsted, jr., who is a man of national reputation. He has been president of the City Planning Institute. His father, as you know, designed the grounds and the terraces of the Capitol, as well as Central Park, New York. Mr. Olmsted, who has succeeded him, was on the 1901 commission, the so-called McMillan commission, and has been connected with work in the capital ever since. I think he served two terms on the Fine Arts Commission, and he has been in very close touch with affairs in Washington. [Reading:]

> The most striking shortcomings of the situation (at Washington), as it begins to be studied closely, are not in the quantity but in the quality of the planning that has been done in the past and is being done to-day. The readiness and self-confidence with which all sorts of people—those acting for private investors not less than officials representing the public—have made and are making final decisions of enormous consequence on the basis of superficial study, shirking that expenditure of effort and time and money toward perfecting their plans in advance which would be a justifiable insurance against wasteful expenditures in construction, are impressive in Washington as elsewhere, are of course characteristic of our hurried time, are a danger which besets the planning commission no less than others. The recognition of the recurring mistakes of others from this cause which is forced by an honestly intensive and inclusive view of any large ground of urban developments, when combined with a recognition of similar pitfalls in one's own path narrowly escaped or blindly entered, should make for a salutary humbleness of mind and stimulus to effort on the part of anyone who takes city planning seriously.

We take it that Congress in approving the legislation for the establishment of this planning commission has appreciated this situation and has definitely intended that there should be greater cooperation

between the work done by the various executive authorities; and that when any legislation is brought to Congress, it should have had, at least on the part of one body, careful consideration as to its effect on all other activities involved and as to its proportionate place in the general perspective of the growth of the national capital.

The commission was organized for work a year ago last July, so that it has been in operation about one year and nine months, and we can not tell you in one morning all the work that the commission has undertaken, but what we hope to do is to point out some of the major features of that work and some of the major limitations with which we are confronted, and to convince you that the work is being done in as thorough a manner as possible and in accordance with the general intention of the act.

For instance, when Mr. Eliot describes to you some of the results of the study for a park program, he is not going to attempt to read you the entire study on a park system, which fills quite a volume in itself; but he will merely outline some of its major conclusions.

One of the basic studies that had to be made of the whole region was a study of the District of Columbia's actual present condition as to development in all ways, and that study is analyzed on this map [indicating Plate I, "Land-use map," not printed], the yellow being areas occupied by residences, the orange indicating areas used commercially, the brown indicating areas in industrial development, and the green representing open spaces, some of them for institutions like the Soldiers' Home, and so on. These are in light green. Dark green indicates parks, and the crosshatched indicates proposed or possible development of the same kind.

This study of present conditions indicates that there is room under existing zoning in the District of Columbia for over 700,000 additional residents; that there is room within the distance that can be covered by suburbanites going back and forth each day in the region of the National Capital for about four millions of people. Therefore, in making plans to-day, it is desirable to have in mind such a possible future population.

That carries us outside of the limits of the District of Columbia, and shows the wisdom of Congress in providing in the law, that the commission should plan not only Washington but its environs also; not, of course, encroaching upon the authority of either Virginia or Maryland, but providing a body which will be prepared to advise with the proper authorities in Virginia and in Maryland, as to the needs of the National Capital in regard to improvements made in those suburban areas.

This map (Plate II, "Jurisdictional boundaries") shows you the different jurisdictions with which we have to deal outside of the District of Columbia; that is, in Virginia and in Maryland. For instance, you have in Virginia, Arlington County, Alexandria, and Fairfax County; in Maryland, Montgomery County, Prince Georges County, various incorporated municipalities, and in addition, the Washington Suburban Sanitary District, which is a special commission functioning in the adjacent territory of Maryland.

I might say that as far as legislation is concerned, the commission has met with cooperation in both Maryland and Virginia to the extent of there having been provided in Virginia a commission to deal with our commission, so that we are not in the position of hav-

ing to deal directly with a multitude of municipal and county authorities, but we have one agency with whom we can deal on the subject. Virginia has also passed an enabling act for zoning, which will permit their local authorities to zone the area adjacent to the National Capital when they make the regular application for the organization to do so.

In the same way Maryland has passed a bill setting up a Maryland National Capital Park and Planning Commission, which has not only authority to plan, and to acquire land, but also has authority to do zoning and to raise funds by taxation.

Finally, one of the most urgent things before the planning commission has evidently been revision of the highway plan, or the street plan, of the city of Washington. Here we have a chance to bridge somewhat the gap that has heretofore existed between the authorities who were planning the streets of Washington, and the authorities who in the past were planning the parks and public buildings of Washington. When it is realized that 29.3 per cent of the entire available area of the District of Columbia is reserved for highways under the existing highway plan, it is obvious that the matter of properly utilizing this almost one-third of the entire area, and of utilizing it in the most economical manner, is of great importance to the District of Columbia.

In the old highway plan there are many places where grades were established for animal transportation and were unnecessarily flattened, where streets that are not thoroughfares were laid out unnecessarily straight; for automobile traffic has emphasized the distinction between thoroughfares and side streets which the old animal transportation did not require. In many cases a great deal of money can be saved for the District if the highways are made to fit the topography of the ground more nearly than they do on the present highway plan. Not only can the cut and fill and the additional cost to the District for municipal improvements be saved, but also a corresponding cut and fill for the builders, and ultimately the house owner, who has to pay that cost for which he obtains no return whatever in his house.

Mr. McLeod. What is the area of the highways?

Colonel Grant. Of the usable area of the District, 29.3 per cent is reserved for highway use of one kind or another. When I say "usable area," I am omitting water areas and spaces of that kind which are not usable for city purposes.

We also feel that wherever it is possible to observe the natural topography and to prevent the cutting down and leveling off of the District unnecessarily, there is not only an economic gain, but there will be a very great gain in the attractiveness of the residential districts resulting therefrom; so that the commission has spent a great deal of time and special effort in trying to develop changes in the highway plan in order to make the streets conform, wherever it is still possible to do so, more nearly to the topographical features of the ground.

These red lines on the map (Plate III, "Stages in development") show such changes that have been made. There were something like 23 such changes made before June 30 last, and we hope that progress will continue along those lines, as showing one feature of the commission's special interests and one feature to which they have

given early attention along with their other studies—a feature which permits provision for economy without any expenditure.

Mr. UNDERHILL. May I interrupt, there?

Colonel GRANT. Yes, sir.

Mr. UNDERHILL. Have you any authority whatever over the digging out or digging down and filling up that has been going on for the past eight or ten years?

Colonel GRANT. Only in so far as we can do this very thing, take the highway plan, and wherever the grades are not already determined by construction that has been done, alter the highway plan so as to conform more nearly to the territory. That not only saves you money in the streets themselves, money for the city, but it also means that a man who builds a house does not have to do a whole lot of grading which is really a waste of money because there is no added value in the house due to the grading, and he has to recover it from the man he sells the house to, so that it is an economic consideration as well as one of attractive appearance. This is the only way we can control that at all or get at it, and we are trying to get those highway changes adjusted as fast as we can; and, far from finding difficulties with the builders on the subject, we have usually had their cooperation.

Mr. UNDERHILL. There is nothing to prevent any of the large contractors from buying a tract of land out here toward Chevy Chase, or in any other direction, and leveling all of the hills and filling up all the ravines or valleys, except moral suasion?

Colonel GRANT. Unless the highway plan is revised so as to prevent it. If we can make the changes in the highway plan before the contractor gets his building permit, then the new street lines will determine the grades he builds to. While there is no way we can prevent his doing leveling on his own land, still if we have graded the streets in such a way as to make that unnecessary, he will not be likely to waste any money on unnecessary grading.

Mr. UNDERHILL. Do you have the first grading of the streets there, or do they lay out their land in streets and lots, and then make such grades as they please?

Colonel GRANT. They lay out their subdivisions in conformity with the existing highway plan, and if the existing highway plan has not been modified, but is such as to entail because of the street grade a lot of regrading in the private property, then they can go ahead with it unless we can catch them, and, as you say, by moral suasion get them to hold up operations until we can make a revision of the highway plan. We have done that very thing in some cases. This readjustment in the Wesley Heights subdivision, for instance, is due to the owners of the property, the subdividers, conferring with our commission and finally securing a better layout of streets and grades, which will alleviate the need for much grading in there [indicating on map], and then getting the revision before the District Commissioners as a change in the highway plan; for all changes have to have a public hearing before the commissioners of the District, and their consent to the change. Then, with the approval of the planning commission, that modification becomes the highway plan, and the subdivider builds according to it, instead of according to the old street plan that there was before.

Mr. UNDERHILL. How long has this been in operation?

Colonel GRANT. The commission has been in operation about a year and nine months; and we had made before the end of last

June something like 23 such changes already in the highway plan, to accomplish that very purpose, and I believe that we have made about nine since then and recommended 14 others to the District Commissioners.

I have only one more subject to mention namely that in this work the commission has found itself very much handicapped by certain requirements of law, and has found other legislation very necessary. With a view to remedying that situation certain legislation has been introduced which has been recommended by the commission.

I might point out that one of these, for instance, is that at the present time the corporation counsel holds that we can not change the highway plan where any part of a street on the highway plan has already been dedicated. There was therefore introduced in Congress last year a bill which would permit the District Commissioners, where a change in the highway plan will make a dedicated street unnecessary, to return the dedicated property to the owner, which may very often be the United States, as in the case of a park. That legislation failed of passage in the last Congress, and we hope to get it considered again in this Congress, although the bill has not yet been introduced.

Another feature is that the commission sees in many places in the city very considerable public expenditures for projects which should dignify the city and beautify it, and then finds that there is no control whatever over what the owners do on private property near it; and they are able, by some cheap or incongruous construction, to actually injure the Government's project.

Mr. UNDERHILL. Could not that be reached through your assessor for taxation? For instance, on the north side of Pennsylvania Avenue, as soon as we get through developing on the south side around the triangle, that property over there really ought to have a tremendous land value; but as long as those shacks and filling stations are allowed to remain there, it probably will not be assessed at anywhere near its real value, because of the nonimprovement of the property. But could they not assess that on its real prospective value for building purposes, or would they balk at that?

Colonel GRANT. You would have to change the basic assessment law.

Mr. UNDERHILL. At present I understand the assessor is required to assess the property on the full value as indicated by somebody.

Colonel GRANT. Of course that means the full value as it is actually developed, which is determined by recent sales of property in the vicinity.

Mr. UNDERHILL. That is what I was getting at, and if the Government had to give on the south side of Pennsylvania Avenue anywhere from 100 to 200 per cent more for that property over there than it is assessed at at present, will the sales value established by that transaction apply to the value of the property on the north side of the Avenue?

Mr. HAMMER. It is assessed at 100 per cent more this year than ever before.

Colonel GRANT. As I understand it, that would result in a new assessment the next year on the north side. I might say that in New York, I think it is, they have assessments that are based on the potential earning capacity of the property rather than on its actual value.

Mr. McLEOD. They have here, too, have they not?

Colonel GRANT. I think here it is supposed to be the actual value, as indicated by the most recent sales, and of course sales are made, to some extent, on the basis of what the man who is buying the property expects to make out of it.

Mr. McLEOD. That should be corrected, then.

Colonel GRANT. So that really the sales price is a mean between the two; it lies somewhere between the value that the man who is holding the property puts on it in its present state and the value which the man who is going to develop it in a different way expects to obtain from it; so that you are between the present value and the possible earning capacity.

Mr. McLEOD. In your opinion is that a good way? Is that prospective value a better way of determining the value of the property?

Colonel GRANT. I am rather inclined to think that the method used here at the present time, under the present law, is the best, because it is based on facts that are ascertainable, which are the sales prices; and as soon as you get into potential values, you get into the realm of conjecture, and depend upon somebody's opinion as to what would be the most paying way of developing property; and you are also bringing about a condition which in some parts of New York has been very injurious to the city. That is, you are putting upon your property an assessed value which often forces the owner to make a change, and if he is forced to make a change before he can safely finance the change in a proper manner, he may be making a change for the worse.

Mr. UNDERHILL. Is there a record of how much the Southern Railway or Harry Wardman paid for the plot for the erection of their new building?

Colonel GRANT. I think those records are available to the tax assessor. They are not public records, and an individual can not go and get such information. There are ways of covering over the amount actually paid, I think; but my impression is that the tax assessor has access to the information. Is not that right, Brown?

Major BROWN. Yes.

Mr. UNDERHILL. If the law is carried out, there will undoubtedly be an increase of real values and in assessed values of all the property on the north side of Pennsylvania Avenue within a very short time.

Colonel GRANT. Yes; and the commission feels that such public investment should not be jeopardized or injured by improper or incongruous developments of private property near by, and it is therefore hoped that Congress will pass a bill which was introduced by Senator Shipstead in the Senate, and I think by Mr. Zihlman[1] in the House, which would give control over the appearance of buildings built on private property.

Mr. UNDERHILL. And the use of them?

Colonel GRANT. The use is covered by the zoning law.

Mr. UNDERHILL. I have in mind the building out here that through some recommendation was for a long time considered a possibility if not a probability, for the house of detention, right at the foot of the Capitol Grounds and right adjacent to the new Botanical Gardens; and we were endeavoring to beautify the location particularly with

[1] H. R. 8746 introduced by Representative Robert Luce.

regard to a general layout, when along comes somebody and takes this property over for a house of detention. We can only reach that in Congress by writing into an appropriation bill that none of this money shall be used for the purchase or maintenance of a house of detention at such and such a location.

Colonel GRANT. The Shipstead act, if enacted into law, might be expected to prevent the beginning of such an apartment house in the immediate vicinity of the Capitol grounds; and if so, there would not have been a house so suitable for a house of detention.

We have an interesting case in the particular vicinity—leaving out entirely the question of the house of detention—where the Architect of the Capitol and various members of the Senate and House persuaded one of the landowners there to change his plan very materially so as to make a better looking building; but when this other apartment was started, persuasion was not similarly successful. We succeeded in doing the same thing with the Firestone Co.; Mr. Firestone was very cooperative and very glad to do it. But it is an obvious injustice to a man who is willing to spend his money for a handsome building, for someone else to come along and do the other thing. Of course I believe that, if the Shipstead act had been in force, the apartment found suitable for a house of detention never would have been authorized as it was started, and the reason for finishing it for a house of detention would not have occurred.

Mr. BLANTON. I would like to ask a question, Mr. Chairman.

The CHAIRMAN. Certainly.

Mr. BLANTON. Do you know anything about the taking over of the Southern Railway Building?

Colonel GRANT. Only to the effect that that property is covered by the act passed this year.

Mr. BLANTON. Did you have anything to do with it?

Colonel GRANT. I had nothing to do with the purchase or arrangements.

Mr. BLANTON. I mean with the intention that it should be taken over?

Mr. UNDERHILL. I will plead guilty, if anybody.

Mr. BLANTON. I just wanted to ask a question. I am not condemning you, however.

Colonel GRANT. I do not think I can claim to have had anything much to do with the passage of the legislation, because I did not have any influence in the matter, of course, but I assisted in drafting the bill.

Mr. BLANTON. You did assist in drafting the bill?

Colonel GRANT. Yes.

Mr. BLANTON. The information comes to me that the Southern Railway feels aggrieved at the Government, and I do not know how true it is, but that as a punishment for Washington, it is moving 12,000 of its employees away from Washington to Atlanta, Ga., leaving only 10,000 here in its executive offices. That is, the representation comes to me that 12,000 employees they are moving to Atlanta will represent over 30,000 people with their families that they are taking away from Washington to Atlanta. That is a pretty hard knock all at one time for any city, and especially to the real estate people. When I say "real estate people" I do not mean the realtors; I mean the business men who are conducting legitimate business here in Washington. Do you know anything about that?

Colonel GRANT. I do not know exactly what they are going to do, and I had nothing to do with the purchase of the property, but the planning commission did see that the triangle could be most economically acquired and most economically developed as a whole, and that, if you went in and bought separate lots in that area as needed from time to time, the buildings would have to be made to conform to the existing property lines. There is a very awkward arrangement of streets in that area, so that the blocks are particularly small and inadequate for large Government buildings, and it was realized that, if the Government bought all of that area excepting one block, that is the block occupied by the Southern Building, it would be raising the price on itself when it finally had to buy that block.

Mr. BLANTON. Yes. I just wanted to say in conclusion of my interruption that our distinguished friend, Colonel Grant, has convinced me that the time has not yet arrived to take away our park police force. I have been convinced by him that there is a real necessity here for a Government police force, separate and distinct from the control of the District Commissioners, and I am going to back you up, Colonel, in maintaining your police force for a while, at least.

Colonel GRANT. I am very happy to hear that.

Mr. UNDERHILL. You said 12,000 employees; did you mean 1,200 or 12,000?

Mr. BLANTON. Twelve thousand employees.

Mr. UNDERHILL. I understood it was 1,200.

Mr. BLANTON. No; it is 12,000, representing 30,000 people.

Mr. HAMMER. I understood you to say a while ago that that property was assessed according to the law.

Colonel GRANT. Yes.

Mr. HAMMER. But you know, as a matter of fact, that the auditor does not pretend, when he assesses real property, to assess it at full value; but he states openly, and he has made that statement to our committee, that he tries to make it two-thirds?

Colonel GRANT. He has not said that to me.

Mr. HAMMER. He said that before this committee last year, that he tried to get two-thirds, as near as he could. That is my recollection. Did you draw that provision in the bill that permitted the tearing down of the Southern Railway building immediately, if the authorities desired to do it?

Colonel GRANT. No, sir; I do not think I had anything directly to do with that provision.

Mr. HAMMER. You said that you helped prepare it. I voted against the bill, myself. There was no reason for tearing that building down.

Colonel GRANT. I am executive officer of the Public Buildings Commission, and in that capacity I had to do the mechanical work of preparing the bill. As a member of the commission I was in favor of the bill.

Mr. BLANTON. I will state to our friend from North Carolina that I do not think he need be uneasy about that building being torn down, because we are a long way from the time when that building will be torn down.

Mr. HAMMER. They also wanted to give them authority to tear down the Center Market the 1st of January, regardless of whether they needed the space or not.

Over on Fifteenth Street they have torn down the buildings that were occupied by the Public Health Service—by a part of the Public Health Service, the infectious and contagious diseases office. That was torn down last October. That space is now leased to an individual who rents it for automobile parking purposes at 25 cents—that is what they are doing with it—while down here at the Gallinger Hospital this tuberculosis and contagious disease unit of the Public Health Service are shoved away back in a little bit of a place. They are leasing that land where the building was torn down, where they had comfortable quarters last October, at 25 cents an hour or for two hours, or whatever it is, for parking automobiles, and they say that they probably will not use that ground for a year yet; and I do protest in all kindness to you people that I wish you would quit promoting this idea of tearing buildings down until we get ready to use the land.

Colonel GRANT. That work is under the Treasury Department, and the Park and Planning Commission has nothing to do with it.

Mr. HAMMER. You said you helped to prepare that bill to tear down those buildings, and to give approval to the tearing down of the Southern Railway Building.

The CHAIRMAN. It is a good bill.

Mr. HAMMER. It is all a matter of opinion whether it is a good bill or not. I exercised the privilege of voting in this Congress against giving them the approval. That building occupied by the Public Health Service was torn down last October, and the ground was leased to this man who rents parking spaces at 25 cents apiece to owners of automobiles; and this division of the Public Health Service is down here in Gallinger Hospital in a little bit of a den.

Mr. BOWMAN. Mr. Chairman, I move that we hear Colonel Grant on the subject that he came here to discuss.

The CHAIRMAN. Please proceed, Colonel.

Colonel GRANT. In the acquisition of land, the commission has found very great difficulty in acquiring land under the existing procedure prescribed in the District of Columbia, and I think that has had the interested investigation of this committee for nearly a year—that is of a subcommittee of this committee—and the commission has suggested, at the request of Mr. Gibson's subcommittee, a change in the condemnation law, which we feel will not only speed up condemnation of property so that we will not have these cases hanging on for six or seven years as we sometimes have under present conditions, but which will also enable the Government to get a better presentation of its estimate of property values.

The faulty conditions in the present condemnation act are that the courts, as a matter of court procedure, do not permit the assessor or a representative of the assessor, or even the assessed value of the property, to be introduced as evidence of its value; and yet the District Commissioners, and our commission, and all other public buying authorities, are most of them limited to paying 125 per cent of the assessed value in their purchases. Now, there is evidently a great practical difficulty introduced by the fact that we are limited to paying a price based on a value which we can not even get considered in court. The excessive values and the wide range of values paid

under present procedure sufficiently indicate that some change in the condemnation law is very much needed, and we hope that this committee will give that bill favorable consideration.

That is as much of your time as I dare take now. Major Brown will outline in brief the commission's work in connection with the highway plan, street railroads, railroads, and other such urban utilities, and Mr. Eliot will outline the park plan to such extent as possible in the time left.

Mr. HAMMER. May I ask you one question? Mr. Harris was before this committee, and he presented some samples of brick at $19. He said that the Fine Arts Commission had recommended that they use another grade or another kind of brick that cost $36, and he admitted they were not any better than the $19 brick, but that they were desired because there were blisters on them. He didn't say that, but there were. They were knotted and had different colors, variegated colors. They were not burned evenly like the other brick. My mind is plain and my taste is not cultivated, but there are some things the Fine Arts Commission does that I do not believe in, and that is one of them. Were you a party to that?

Colonel GRANT. I am not a member of the Fine Arts Commission, sir.

Mr. HAMMER. I thought you were.

Colonel GRANT. I am a member of several other commissions, but not of that.

Mr. UNDERHILL. What are the prospects of getting this matter worked through to a final completion? What seems to be the obstacle now?

Colonel GRANT. The bill was introduced in both the Senate and House, and we have not had any hearings on it.

Mr. UNDERHILL. It was referred to the committee on the Judiciary, because it carried with it the appointment or creation of a new office, a new judge. That is the reason it did not come here. If it had come here, it no doubt would have been acted on long ago. I was wondering if there was any way whereby we could assist you in pushing this along, helping it along.

Colonel GRANT. The commission felt that it was very important that one man should hold the court which acts in condemnation cases as under those circumstances he becomes something of an expert, and there would be uniformity of awards that have not been had under present conditions. It had to go to the Director of the Budget because of the additional judge and the cost involved, and the Director of the Budget has not yet advised us whether it has been approved or disapproved. The commission has not felt that it could properly ask for the measure to be heard until notified of his approval.

Mr. UNDERHILL. With the present program in view, appropriated for, and so forth and so on, failure of the Bureau of the Budget to declare itself favorably on that—I will say favorably—is likely to cost the Government service hundreds of thousands of dollars.

Colonel GRANT. I think it would perhaps not be quite fair to say "failure" of the Budget, sir.

Mr. UNDERHILL. That is what is holding it up.

Colonel GRANT. There is a delay that has occurred there. They have felt it was an important measure and have asked the Attorney

General for his opinion, and asked the District Commissioners for their opinion, and the latter have rendered no opinion yet, and I do not think the Attorney General's office has either, sir. I had informally discussed it with the Attorney General's office, and with people who are in contact with us in handling condemnation cases, but no official or formal opinion was gotten, because there was not time before Congress met.

Mr. UNDERHILL. I understand that the owners of a good deal of this property in the triangle, or in the part which we appropriated for in the last session, are demanding 200 per cent over and above the assessed valuation. Now, if this goes through and a medium is established now in the way of a condemnation court and condemnation proceedings, there is no telling what may happen, or what awards may be made. I don't wish to cast any reflections or commit myself further in reference to that, but it does seem to me that with this medium, with a condemnation court which is unbiased, we can probably secure that land at a real genuine fair valuation.

Colonel GRANT. Yes, sir.

Mr. UNDERHILL. And not allow the Government to be mulcted.

Colonel GRANT. We believe so. It works admirably in New York, and not only works to the satisfaction of nearly everybody in the matter of valuation, but also in the amount of work that is turned out in the time available.

Mr. GIBSON. You were speaking of the proposed condemnation.

Colonel GRANT. Yes.

Mr. GIBSON. That is before the Judiciary Committee.

Mr. UNDERHILL. But he says the delay has been caused because the Bureau of the Budget has not made any recommendation, and that it is held up by the Attorney General, who has not as yet delivered an opinion. Before we get through with these various boards, bureaus, etc., we will find that 1928 and 1929 have gone to the discard.

Mr. GIBSON. I know the reason why the Attorney General's office has not given an opinion. I would not like to state it for the public record, but I would be very glad to inform the members of the committee.

Mr. UNDERHILL. Can it not be pushed along so there will be some chance of getting it through this session?

Mr. GIBSON. I think so.

Mr. UNDERHILL. Can we be of any help?

Mr. GIBSON. I think so. After we get through with the open hearing, I will be very glad to tell the committee the situation.

STATEMENT OF MAJ. CAREY BROWN, ENGINEER NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Major BROWN. Mr. Chairman and gentlemen, to repeat what Colonel Grant has pointed out, the activities of the National Capital Park and Planning Commission are not restricted to the District of Columbia. The law establishing the commission provided, and the commission's conception of its duties contemplates, that such surrounding region as is tributary to the District of Columbia should be properly considered part of the National Capital. In our planning work, therefore, we have more or less disregarded the boundaries of the District.

We are engaged, if you please, in making a picture for the physical development of this region. The development in Maryland and Virginia must be properly coordinated with the development in the District of Columbia. The commission may, in making its plans, disregard those boundaries and make a single complete picture, while the various political agencies must be relied upon to carry out the portions of the plan relating to their respective areas.

URBAN GROWTH

This study or map (Plate IV, Urban growth diagram) which I exhibit to the committee, shows the urban growth. This portion represents the urban area in 1915, and this portion, the light red, represents the area built up between 1915 and 1926. This map indicates two things: First, the built-up area where public improvements of certain classes are specially needed; and second, certain dead spaces which are not developed. The existence of those dead spaces is largely due to the lack of adequate planning of public improvements, especially highways. In theory a city should be able to develop fairly uniformly from a center, while this plan, which shows the actual growth of the city, indicates that development is somewhat like long strings along certain highways, rather than in a concentrated area. Of course, this long string causes increased expenditure for public improvements, such as sewers, water, and other construction of that sort.

TIME ZONES

In order to show the existing conditions as to public transportation facilities, this map (Plate V, "Time zones," not printed) which I now show you was prepared. This is on the same scale as the other map. These are the District boundaries. This line indicates the limit of reach of an individual from the center of the city in 30 minutes, by public transportation of one kind or another. This outer line indicates the limit of reach in 45 minutes. This map shows the same dead areas as were indicated on the other map; these are areas where no transportation facilities are provided. We can go to Beltsville in 45 minutes, or to Olney in 45 minutes, while there is a large area in between which is undeveloped. In our planning we must take that into consideration. Here is a large area as close in as Beltsville which, for lack of public improvements, is at the present time inaccessible within this limit of 45 minutes.

RAILROADS

The activities of the commission as to planning are not restricted to any one particular feature, as parks or highways, but it has planning power, of advisory nature of course, with reference to railways, street railway lines, water supply, sewerage, zoning, which establishes the location of residences, business, etc., and all features relating to the physical improvement of the area. It is most fortunate that the planning work done in 1901 considered the railroad problem of the District of Columbia. At that time, as you perhaps know, the Pennsylvania Railroad Station was on the Mall, the B. & O. Station was in the same general locality where the Union Station is now located. Work undertaken in 1901 provided for the Union Station, provided for the relocation of the lines of the B. & O. and the Pennsylvania Railroads, provided for the tunnel under

First Street which carries the Southern into the Union Station, and generally afforded an excellent solution of the railroad problem as it existed at that time. We have, however, made certain studies with regard to railroads (Plate VI, "General railroad map," not printed) and we are convinced that, except for one or two things which have been suggested, there is no great railroad problem in the District of Columbia at the present time.

Some two years ago there was a proposal to run a line from the Potomac yards, which are located over near Alexandria, around the west side of the District of Columbia, to connect with the railroads to the north. That proposition was defeated at that time largely through the efforts of the people in Maryland, in the very finely developed residential portion of Montgomery County, as they did not want that railroad to go through their territory. Our study has convinced us that such a line is quite unnecessary, at least at the present time. Beyond that point, and consideration of the railroad situation as it affects the farmers' market, we have not gone in our railroad study. But the data has been collected which will enable us to meet such railroad problems as they may arise.

REGIONAL HIGHWAYS

We have undertaken on the map showing the urban growth to indicate the large areas which for lack of highways are undeveloped. You may recall the fact that this area [pointing to map] is very considerably built up, also this large area, while here it is practically undeveloped. Now, the existence of this undeveloped area is due to several factors. The first is, as I have stated, that there are no adequate highways. The reason for the lack of adequate highways is probably the large block in the vicinity of the soldiers' home, Catholic University, and so on. In other words, that large block has held up or prevented continuous growth out in this direction. That can easily be overcome by providing for proper highways either through or around those blocks, but such routes have never been provided.

In developing a highway plan for the region, the first element to consider is the principal radial highways; that is, the routes to the central portion of the District of Columbia from all sections of the region. This map (Plate VII, "Radials") shows our study of these main radial highways. They have been located with reference to existing highways, and with reference to the possibilities of extension and of new routes. The red portion shows existing highways. Some are not of adequate width at the present time. They must be widened. When I speak of widening I mean particularly as to the right of way. We do not say it is necessary to widen the roadway at this time but each of these highways will ultimately provide for access to the District of Columbia of a very great number of people; the time to acquire an adequate right of way is now. The roadway may be developed only 25 or 30 feet wide, but the right of way must be adequate for years to come. These highways have been considered with a view to the ultimate number of people which they must serve.

As Colonel Grant pointed out, we have made population studies and estimates which indicate that the ultimate population of the region tributary to Washington may be somewhere in the neighborhood of 4,000,000 people. There are comparatively few of those people in the area I indicate on the map, because of the topography of the country, it being too rough. So that our main radial highways

are not as close together here as they are in this region. We have already set up cooperation with the States of Maryland and Virginia with a view to carrying out the plans of this general nature. In other words, those States will provide their main radial roads at a point where they may properly enter the District of Columbia.

One feature which might be interesting to you is that no two of these main radial highways are brought together at a point outside the main section of the District. We have distributed these lines around the boundaries of the old city as they come in, in order to avoid great congestion on any particular highway entering the city, such as Sixteenth Street, Connecticut Avenue, and so on.

In addition to the main radial thoroughfares which provide access to the city, there must be provided cross connections between various points. Those are lacking to a very considerable extent within the District of Columbia. There are many cases where one has to go down town and out again when he wants to go across town. Our main highway problems within the District are in connection with the development of these cross-town routes. Similarly we have laid out this preliminary plan (Plate VIII, "Connections") for cross-town connections outside the District of Columbia, in Maryland and Virginia.

The lines which are accentuated by heavy markings on this map are the by-pass routes, a feature which we consider very important. An example of the utility of a by-pass route may be given by the experience of one who drives an automobile from here to New York. If you take a certain route through Philadelphia it will take you an hour longer than if you take a certain route which by-passes Philadelphia. On this map we have indicated similar routes by-passing Washington. When a man wants to go from Baltimore to Richmond, or to the proposed Shanandoah National Park, he should take this route rather than one through the center of the city, providing he is not interested in going to the center of the city. Similarly, we have a route indicated from Montgomery County, Md., down into south Maryland, which goes entirely outside the District, and touches it only at the corner.

The CHAIRMAN. Major, while you are on the subject of the outer roads, are you going to touch on the proposed park boulevard around the environs of the city?

Major BROWN. Mr. Eliot will cover that, sir. For this presentation I am taking the highways and he is taking the parks, generally speaking.

The CHAIRMAN. Very well.

MAJOR THOROUGHFARE SYSTEM, DISTRICT OF COLUMBIA

Major BROWN. This map is of the District of Columbia only and does not include the area in Maryland. Our planning work as to the District of Columbia will be carried out much more in detail than the planning work outside, in Maryland and Virginia, because detail there is up to the authorities of those two States. While we have secured a basis of coordination with the authorities of those States in respect to the planning outside of the District of Columbia, details should be carried out by them.

I might at this time state for the information of the committee that the commission's function is not merely to make certain diagrams of

this sort and file them away or publish them in a book, but we are all the time exerting pressure toward the execution of this plan. In that respect the commission is especially fortunate that it includes in its membership the engineer commissioner of the District of Columbia, the Chief of Engineers of the Army (who has to do with the development of the rivers and reclamation of the flats), and the Director of Public Buildings and Parks. Each of these, as an executive official, can do much toward securing the carrying out of plans, which, as a member of the commission, he helps to develop.

This map (Pl. IX, "Major thoroughfare system," not printed) represents a study of the thoroughfare system of the District of Columbia—thoroughfares as distinguished from streets. It is desirable, from the standpoint of determining street right of way widths, the width of paving, the character of paving, the character of lighting, and all public improvements of that nature, to have in mind certain streets as thoroughfares. Now, all the streets within this area [pointing] would be purely local in their functions. The man who lived in this area and wanted to go to any other part of the District would get on one of these thoroughfares and follow it to a point which is near his destination and then get on a local street. These blocks within these thoroughfares would therefore be absolutely free from all through traffic. All thoroughfares would be through routes as the name indicates. After you got on to a thoroughfare you would not run into a dead end. You would find the way out. By working out this plan we get a picture of the streets whose development is of primary importance, because they are not just local in their functions; they are thoroughfares of the District of Columbia.

This map indicates in black the streets which are now open and which have adequate width of right of way, though not necessarily adequate roadway width for future traffic. The black dotted lines indicate existing streets of inadequate width of right of way. The red streets are the ones which have not yet been opened at all, though some of these are on the highway plan. The commission must provide for and work out these connections.

Mr. UNDERHILL. Do you consider Columbia Road and Park Road thoroughfares?

Major BROWN. They should be.

Mr. UNDERHILL. But they are one-way streets.

Major BROWN. I will take that up in just a moment. I have another map which illustrates the condition of those two streets.

Mr. MCLEOD. It has been said that there might some day be an outer boulevard in the District of Columbia. Where would that be?

Major BROWN. An outer boulevard in the nature of a fort drive is included in our park plan which Mr. Eliot will discuss.

Mr. MCLEOD. That circles the District?

Mr. ELIOT. Yes.

Major BROWN. This is a map (see Plate III) also covering the District of Columbia, an illustration of the development of the street system. The area in blue indicates the original city, included within this area south of Florida Avenue by the L'Enfant plan. By that plan the city was laid out in the beginning. Added to that is Georgetown, which was taken in as it was at that time without modification in its street system. That was the only area within which streets were planned prior to the period from 1893 to 1898. As a matter of fact, the development of the city extended considerably beyond

those limits prior to 1893. The street system of the Columbia Heights section, which is indicated by this brown area, shows that very clearly. All this brown area on the map represents areas subdivided without highway plan. In other words, the owner who came in with a tract to subdivide put his streets where he pleased, without any coordination with the other parts of the District of Columbia. That is what happened in Columbia Heights and elsewhere.

In 1893 Congress passed an act, which was subsequently modified, so that by 1898 a highway plan covering the entire District of Columbia was in effect. Since 1898, the owner who subdivides a tract of land has been required to put his streets in locations corresponding with a highway plan; and that highway plan was, of course, made with a view to establishing continuous streets of adequate width.

Now, referring specifically to your question, Mr. Chairman, in respect to Columbia Road and Park Road, so far as location is concerned they both are or should be thoroughfares, cross-town routes. But unfortunately they are within the area which grew up without highway plan and, therefore, their widths are inadequate. Each of those streets should be at least 120 feet wide between buildings. As a matter of fact, they get down in some places to 50 feet. That is direct evidence of the lack of planning as to those streets. If a highway plan had been made before Columbia Heights was subdivided, it would undoubtedly have provided adequate width for the development of those two streets into main cross-town routes. A detailed study is being made at the present time of the desirability of permanently utilizing as a part of a main cross-town thoroughfare the combination of Columbia Road and Harvard, east of Sixteenth, each as a one-way street, in preference to the widening of Columbia Road. A similar problem exists at Park Road. We are fortunate that we have few problems of that nature in Washington. In many cities the widening of streets involves millions of dollars, as in Boston, Detroit and other places. If you are familiar with Boston, you know the situation there. Great expense is caused by setting back buildings in order to get proper street width. That shows the need for planning proper street widths before the territory is actually developed.

STATEMENT OF CHARLES W. ELIOT, 2d, CITY PLANNER, NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Mr. ELIOT. Mr. Chairman and gentlemen, these maps show the studies for the regional park system and for the park system of the District of Columbia. The first group illustrates the method by which we proceeded in selecting areas that ought to be preserved for public enjoyment. We considered that the areas in which the public is most interested for the future are the areas of particular scenic beauty, the areas of historic interest, and the areas of scientific interest, etc. We, therefore, went to authorities on each of these subjects, and then prepared a series of maps of the region showing these particular points of interest around Washington.

The first map (Plate X, "Points of Interest—Historic," not printed) shows some of the areas of historic importance, such as Mount Vernon, Fort Stevens where Lincoln was under fire, the old canal locks of the Potowmack Canal at Great Falls which we are told were built under

the personal direction of George Washington, the Civil War forts, and some of the old houses, points which people visiting Washington would be interested in seeing and which, because of their historic interest, should be preserved for future generations.

The second kind of interest which we are concerned with in the park system is from the point of view of natural history. To make up this map (Plate XI, "Points of Interest—Natural History") we went to the experts of the Department of Agriculture, the Biological Survey, the Geological Survey, etc., and there is shown on this map the areas which they indicated as being of special importance from their particular point of view. The dark areas on the map indicate the places where the bird lovers around Washington go to find the greatest variety and the rarest species of birds which come to this region. This hatched area indicates where people go to find rare plants or combinations of plants. By the open dotted line is indicated the areas where you would go if you wished to study geology or wanted to see an example of the power of water in forming the surface of the earth. Those are the kinds of things which we thought would be of particular interest within the Washington region. These maps illustrate one special point, and that is the way in which the indications are concentrated along the upper Potomac.

In relation to what we have indicated on these maps, as being points of special interest in the development of a park system, we have made studies (Plate XII, "Existing open spaces," not printed) which show the existing areas which are now withdrawn from general urban occupation. I have shown here the existing parks and public properties like Fort Humphreys, Occoquan, and Beltsville, together with those areas, both institutional and park, which may be considered as set aside for public use.

In determining what additional areas should be set aside for parks and as institutions, and in other ways withdrawn from urban development, we worked up a map (Plate XIII, "Areas unfavorable for urban use") which shows the rough areas about Washington. Lands indicated here have about a 15-per cent slope. To provide such lands with a street system would involve a good deal of cutting and filling and would probably be so expensive as to be unwarranted from the point of view of real estate development. On the other hand, by being rough, these lands are well suited for public recreation grounds. So in working out our park program we kept in mind the rough areas shown on this map.

Now, from all these studies we have developed a plan (Plate XIV, "Regional Parks"), which shows some of the areas which we think should be kept in mind as possible future parks and open spaces. Not all of these areas which are shown would be parks. Many of them would be institutions, private schools, public schools, institutions like the jail and national training school—in brief—areas which are not intended for general urban use. Some of them might be golf clubs, anything which is not built over.

FIVE REGIONAL PROJECTS

The main projects on this plan are five in number. These are only the regional projects. I am coming to the projects for the District of Columbia a little later.

1. *Lower Potomac project.*—First, a project for the development of the banks of the Potomac down the river to Mount Vernon and Fort Humphrey. This project as outlined by the Planning Commission includes the Mount Vernon Parkway on the west bank, in accordance with the bill passed by the Senate this week, to Mount Vernon along the water front and through Alexandria. It is planned to have another parkway on the Maryland side to Old Fort Washington. I do not know how many of you know Fort Washington, but it is a very picturesque old fort almost opposite Mount Vernon, constructed originally by Major L'Enfant, who designed the original city of Washington. The parkway on the Maryland side would make it possible for one to drive to Mount Vernon down the west side of the river, cross the river by ferry and have tea at Fort Washington, and then come back by the parkway on the Maryland side. Much of the land involved in this project is now in the shape of swamps and marshes and would not be unduly expensive to acquire. The making of that land into a parkway or park land would be very advantageous to abutting property, and there would be a reasonable chance of getting substantial returns in increased taxes from adjoining private lands.

2. *Great Falls and Upper Potomac.*—The second great project of these five is a park in the upper Potomac Valley between Washington and Great Falls. That region has been indicated by the scientists as being one of special importance. Having been up there very often this last summer, every Sunday I could, canoeing and tramping through that region, I can testify that it is one of the most beautiful areas to be found on the Atlantic coast, and that the climax at the end, Great Falls, is certainly the greatest scenic asset close to any great capital city.

Mr. UNDERHILL. If you do not care to commit yourself I will not insist on an answer to this question: What effect do you think this power development would have on that particular region?

Mr. ELIOT. It depends entirely on how a power development is arranged. You may know that Colonel Grant and Major Somervell have appointed a special committee, of which I am one, to make a study of the possibility of combining park and power development. I do not think it would be proper for me to commit myself in advance of the report of that committee. The possibility of finding a compromise development looks hopeful. Any solution which will produce some of the power value will sacrifice some of the park value, and vice versa.

3. *Upper Rock Creek.*—The third major project would be the extension of Rock Creek Park farther up the valley of Rock Creek. The original act which established the National Capital Park and Planning Commission provided that one of its duties should be the preservation of the flow of water in Rock Creek. The only way we can see of preserving the natural flow is to control most of the watershed in the valley so as to be sure there is plenty of area drained down into the present Rock Creek Park. That is one consideration. The other is the beauty of the upper valley of Rock Creek, all the way to Rockville.

Mr. UNDERHILL. It would cost less to develop that particular park than to construct a drainage system to take off the surplus

water, and dump it out somewhere where it would be of no use, would it not?

Mr. ELIOT. I think there is no doubt about that, sir. The cost of a storm-water sewer, when it comes to a large area like that, is very high, whereas the value of land now subject to flood in high water is comparatively low. It should be possible to get low-lying land to keep the channel open and save the cost of storm-water sewers.

4. *Northwest Branch.*—The fourth project is the extension of the park in the valley of the northwest branch beyond the Soldiers' Home up to a point where the Maryland authorities are proposing to develop a water supply reservoir in the upper valley.

5. *Baltimore parkway.*—Finally, the fifth project is the extension of the Anacostia Valley Park as a parkway to Baltimore. Some of you may be familiar with the great success of the Bronx Parkway in Westchester County, N. Y. It is a strip from 200 to 600 feet wide, through which runs a 40-foot roadway separated from all cross streets by bridges, so that one can make an average speed of 35 to 40 miles an hour. It is a very attractive parkway, and I think we could make an equally attractive route by establishing this parkway between Baltimore and Washington. Most of the land is low-lying marsh, which means it could be or should be acquired at reasonable cost.

Those are the main features of the regional park system.

Mr. UNDERHILL. How long would that parkway be?

Mr. ELIOT. I think the Bronx Parkway is about 16 miles now, with that much more projected.

Mr. UNDERHILL. How many miles does that propose?

Mr. ELIOT. Between here and Baltimore I think it is between 40 and 50 miles.

Mr. HAMMER. Forty-five miles is what we used to pay for on the railroad.

Mr. ELIOT. The roadway would be a little longer.

Mr. UNDERHILL. Would that lead away from the present pike?

Mr. ELIOT. It would be east of the present pike, in the valley; and would take in Camp Meade on the way as one of the attractions.

Mr. MCLEOD. Where would the termination of the park in the Rock Creek Valley be, if that should be adopted?

Mr. ELIOT. The upper end of it ideally would be the source. The extent of it, of course, would depend upon the ability and desire of the public to pay for as much land as that. It certainly would not be necessary to go to that extent to control the flow of water.

Mr. HAMMER. Outline Rock Creek on the map.

Mr. ELIOT. This is the water line. This map shows the proposed park as far as Rockville.

Mr. HAMMER. Where is the Maryland line?

Mr. ELIOT. Right here. This the north corner of the District of Columbia.

Mr. UNDERHILL. The Government or the District would have to acquire that land from the State of Maryland, or from the owners of it?

Mr. ELIOT. As Colonel Grant pointed out, the State of Maryland has given authority for their Park and Planning Commission to cooperate with our commission. The Maryland Commission has the right to buy land, to receive gifts, and it has an appropriation of $100,000 from the State of Maryland for park purchases around Washington.

Mr. UNDERHILL. Does the State of Maryland own any of that property now?

Mr. ELIOT. I believe not. We are working in close cooperation with the Maryland commission. Their engineer is in our office almost every week and is thoroughly conversant with these plans.

PROPOSED PARKS WITHIN DISTRICT OF COLUMBIA

Within the District of Columbia there are two kinds of projects which the commission has in mind. All our projects follow generally the plan of 1901 as prepared by the McMillan commission. That plan called for two groups of projects within the District. One series was the Rock Creek Parkway, the Soldiers' Home, the Patterson tract, Mount Hamilton, and the Anacostia River, and the other was the Fort Drive connecting all the Civil War forts.

Mr. UNDERHILL. How many miles in the inner route?

Mr. ELIOT. About 10 miles.

Mr. UNDERHILL. And outer?

Mr. ELIOT. About 23 miles.

Mr. GIBSON. You referred to the Patterson tract?

Mr. ELIOT. Yes, sir.

Mr. GIBSON. What has been done in reference to the Patterson tract? There has been some controversy before the committee in reference to that.

Mr. ELIOT. I would rather have Colonel Grant answer that.

Colonel GRANT. The commission made an offer for the entire Patterson tract, and the owners were unwilling to accept that and unwilling to make any counter offer that was at all reasonable or could be considered for the sale of the entire tract. The commission then studied the tract with a view to determining how much of it was actually necessary for park development, and it decided upon three areas, one of which we considered necessary for baseball fields and football fields, tennis courts, and that sort of development, another which included all the best trees and was therefore the ground best fitted for picnic purposes, and the third one which we felt it desirable to obtain if we could under existing law and with the funds in our hands. Being unable to get the owners to accept what we thought was a reasonable price for those three areas, we have asked the Attorney General to condemn them, and the matter is now in the hands of the Attorney General.

Mr. HAMMER. Were not those tracts of land, as indicated on the map, acquired by the merchants and other associations for the purpose of establishing a market?

Colonel GRANT. It is that same tract, but we have immediately gotten in touch with the people who are believed to be buying that.

Mr. HAMMER. I understand they have deeds for it.

Colonel GRANT. We are not sure about that.

Mr. HAMMER. I do not know. I heard that.

Colonel GRANT. We got in touch with those people with a view to making an arrangement with them for the purchase of the area thought desirable or particularly desirable for park purposes.

Mr. HAMMER. I understand they are not anxious to sell their property or dispose of it in any way, and will resist condemnation. I heard that.

Co'onel GRANT. That is not the information we have gotten from them. If it is correct, sir, we will be no worse off than with the present owners.

Mr. HAMMER. I am very much interested in the public market. I think there should be a public market, and that these people who are now in these buildings should be allowed to remain there until it is necessary for them to leave. A bill was introduced to abolish it on the first of January. Excuse me for this diversion.

Mr. MCLEOD. What is the present status of the Senate bill?

Mr. ELIOT. The inner connection of parks proposed in 1901 will have to be abandoned because of the expense.

Mr. MCLEOD. It can not be completed?

Mr. ELIOT. It is impracticable to do it, we believe, at the present time. The plan for further development I will come to later, showing the expansion of the outer belt or Fort Drive.

This second map (Plate XVI, "Park Progress," not printed) shows that part of the plan of 1901 which has been carried out during the 25 years since the plan was made. These additions represent an increase of about 24 per cent in the park system, while during the same period the population increased almost 70 per cent and the assessed value of property about 240 per cent. This piece of land here is the Rock Creek Parkway, and this is the Anacostia project.

Mr. MCLEOD. That was the outer belt?

Mr. ELIOT. That was the whole project, both inner and outer. In the same period the projects shown here by hatching (Plate XVII, "Abandoned projects," not printed) had to be abandoned, because of the land being built over or destroyed for park purposes—that is, trees cut down and the land built up, etc.

NEIGHBORHOOD RECREATION CENTERS

The plan which the commission now has under consideration (Plate XVIII, "Proposed parks," 1926–27) calls for two features. The first is a system of neighborhood recreational centers. This map has been prepared to indicate how those centers have been chosen. The experience of Chicago has been made available to the commission by a special investigation and by the courtesy of the University of Chicago, and Mr. Olmsted, a member of the commission. They discovered that the usefulness of any neighborhood park is limited by certain barriers, such as congested traffic ways, railroad yards, cemeteries, and things which cut off one community from another. We have tried to outline on this map (Plate XIX, "Barriers") the barriers which now exist in Washington. You will note the great railroad property north of the Union Station, the big cemetery area, the insane hospital, etc., which mark off one community from another. The thought of the commission is that each one of these communities should have some kind of a local recreation center. In Chicago they have found that the most advantageous unit is about 20 acres, which would provide for a base-ball diamond, gymnasium, swimming pool, and other facilities for the service of that particular community. We would like to have these facilities here for each community within the National Capital. They should be located in the middle of the community, so the children would not have

to cross dangerous traffic streets or go out of their particular neighborhood.

In contrast with the proposed system we have shown on this map (Plate XX, "Areas to be served"), the areas which are now served by existing playgrounds and parks. For this purpose we have shown the areas within a quarter mile of parks and playgrounds. Of course, Rock Creek Park draws from all over the city, so to that extent this map is inaccurate, but it gives a general idea of the portions of the city which are not now served by any park or playground. The map also indicates the relation of these areas to the zoning. The zoning law provides that certain lands in the future shall be used for business, so we have taken those lands out of the areas to be served by new playgrounds. We have, as a result, a map showing the areas which ought to be provided with parks. This study has been tied in with the five-year building program of the schools, with the proposal for a system of branch libraries, so that land purchases for all these purposes can be concentrated, either for economy or efficiency of administration. If you have to have an assembly hall, a gymnasium, or lockers, it is obviously economical to put the school next to the playground where the same facilities will serve both purposes, rather than have them separated by a quarter of a mile. It is also desirable to have the local recreational centers adjacent to existing or proposed parks.

THE FORT DRIVE

This map shows the Fort Drive (Plate XXI, "Fort Drive") around Washington. On the second row of hills during the Civil War a system of fortifications was constructed which occupied the highest points on those hills. From the point of view of scenery these forts dominate and command a large portion of the Washington region. The conception of the commission was that these forts, extending around the city of Washington, should be connected by a great parkway, so that a Senator or Representative or visitor could get on that route at any point and come clean around the city and get the very finest views all the way around. That parkway would be about 23 miles long, and it should be wide enough to give the effect of a green strip all the way. We did not want to use it merely as a street. We wanted to make it a distinctive feature of the park system of the Capital.

Some of these forts have already been acquired by the commission. Others have been within public or institutional areas for many years. The commission has just bought Fort Slocum. Last year we bought Fort Stevens. Fort de Russey is located in Rock Creek, and another fort lies within the boundaries of the National Training School. The commission has also bought Fort Bayard, Fort Carroll, and Fort Stanton. We are gradually getting these sites and would like to push forward the project to connect them with a parkway.

All these projects taken together are shown on the large map of the District of Columbia (see Plate XVIII). You will again see the Fort Drive going around the city. You also see some of the neighborhood centers to serve the local communities. Besides the neighborhood centers there are certain projects which I have not mentioned, which I can refer to very briefly here. One of them is

in connection with the boundaries of Rock Creek Park. The boundaries of Rock Creek Park were never intended to stay as they are now. The land was purchased according to old property lines and not in accordance with the topography, so that in many places private property comes down very close to the creek. The public does not appreciate that, because the private property has not been developed, but as that property is built up there is going to be a real encroachment into the wildness of the park. It seems very desirable to acquire a sufficient amount of property to relieve that situation. Another feature is the possibility of the cliff along the Potomac, which would be part of the upper Potomac project, and which I referred to in speaking of that particular region. Still another is the parkway I spoke of going to Fort Washington.

Those groups have been considered in the program outlined by the Planning Commission as desirable extensions of the park system of the District of Columbia.

Mr. McLEOD. What do you call this road you speak of that is intended to connect the Civil War forts?

Mr. ELIOT. Fort Drive.

Mr. McLEOD. How much of that would be outside the District of Columbia, and how far from the center of the city would it be?

Mr. ELIOT. It would all be within the District of Columbia which, as you know, was originally 10 miles square. It would average about 5 miles from the Capitol.

Mr. McLEOD. And are connecting links contemplated? I understand it is to be in the form of a boulevard?

Mr. ELIOT. That would be the idea.

Mr. McLEOD. Would not that be a real distinctive boulevard?

Mr. ELIOT. We would like to make it so. The fort drive project is in a very precarious situation, because in many places building development is going on very rapidly in or near the line of the proposed parkway. The commission has not felt that it could go into extensive purchases for that drive without some assurance of the whole thing going through, because to buy a little piece here and a little piece there would never amount to anything. It is not worth going into in that way, nor unless there is some assurance of the whole thing going through.

Mr. McLEOD. Would it not be the most significant boulevard you could get?

Mr. ELIOT. That is what we have tried to make it in the way it has been designed.

Mr. McLEOD. What is the probable cost of it?

Mr. ELIOT. The cost has been estimated roughly at about $2,750,000 for the land.

Mr. McLEOD. Would not a boulevard like that mean more to Washington than any other kind of a boulevard?

Mr. ELIOT. I believe so. With the present appropriation of the commission only $600,000 a year, it would not be proper for the commission to expend money on parts of a large project without some assurance of the whole project going through. A little piece here and there would not be worth having.

Mr. McLEOD. But now would be the time to condemn, would it not?

Mr. ELIOT. Certainly, now is the time, when building developments are encroaching on this territory.

Mr. MCLEOD. How many forts would that include?

Mr. ELIOT. There are sixteen still well defined and slight remains of four or five others.

Mr. MCLEOD. Would there be any such boulevard anywhere in the country?

Mr. ELIOT. Not that I know of.

The CHAIRMAN. How many acres of land has the Park Commission purchased since it came into existence?

Mr. ELIOT. I am afraid I do not know.

Colonel GRANT. I think it is somewhere in the neighborhood of 400. That is not counting the gifts.

Mr. ELIOT. This map (Plate XXII, "Areas Purchased") shows the areas purchased since the commission was organized.

The CHAIRMAN. What was the average cost?

Colonel GRANT. I do not remember. That is in our report, but I have forgotten the figures.

The CHAIRMAN. It was 8 cents last year.

Colonel GRANT. I know how the prices compared with the assessed valuation. It is 132 per cent of the assessed valuation on the average for our purchases. If you include the dedications given to us it averages 122 per cent of our assessed valuation last year. I do not remember the average figure, but I can get that for you if you want it.

The CHAIRMAN. Have you with you a map showing the proposed development in the triangle?

Colonel GRANT. No, sir. We can bring that.

Mr. MCLEOD. For $2,750,000 how wide a roadway could you make for that Fort Drive?

Mr. ELIOT. The way we have designed it, it would have three roadways. It would have one central parkway possibly 54 feet wide. Then on each side of that is a strip of park planted with trees and bushes. Outside of that would be two roads for the service of abutting property. That would make in all, from building to building, about 220 feet wide. That is the land which would have to be controlled as right of way.

Mr. MCLEOD. Private property could be accepted in the extension of such a road as that, as has been done in certain other cases?

Mr. ELIOT. I should think so.

Mr. MCLEOD. How many miles would that highway cover?

Mr. ELIOT. About 23 miles. There are various places where we have had to make alternative studies, where building developments have encroached on the original line. It is subject to some changes.

Mr. HALL. Have you given any study to the proposed highway from Arlington Bridge to Mount Vernon?

Mr. ELIOT. Yes, sir.

Mr. HALL. I would like to hear you on that.

Mr. ELIOT. The Bureau of Public Roads has had that in charge, but they have asked our advice and assistance and we have given them whatever assistance we could as to the details of location. The idea has been that that road would go close to the river practically all the way, except through Alexandria, when it passes over Washington Street, which is the widest street.

Mr. HALL. Have you a plat of that proposed route?

Mr. ELIOT. Yes, sir. This shows that project, with the parkway on the western bank of the river, coming down to Mount Vernon.

Mr. HALL. It runs along near the river?

Mr. ELIOT. Yes. It is right along the river bank a great portion of the way.

Colonel GRANT. It would be very similar to the Palisade Drive on the Hudson River. The effort is to get the river view all along.

Mr. HALL. What is your opinion of that roadway, in connection with the plans of the commission?

Colonel GRANT. It is a part of the Regional Park System, and a very important part.

Mr. HALL. Does the commission approve that project?

Colonel GRANT. Yes.

The CHAIRMAN. Are there any further questions?

Mr. GIBSON. I just want to make this observation. I am in favor of the consummation of this whole plan as soon as it can be consummated. I suppose we must go on step by step. This has been a very instructuve hearing, and I make a motion, if that be necessary, that this hearing be printed and made a public document.

The CHAIRMAN. With or without the maps?

Mr. GIBSON. If the maps can be printed or reproduced, I think they should be.

The CHAIRMAN. They can be printed with permission of the House. That would require permission of the House, which I presume we could get.

Mr. HAMMER. The custom is to get an estimate from Mr. Wall. I think the Speaker usually asks if you have spoken to him about it. I think it is Mr. Wall. I had a map printed at one time. It may be that the cost of those maps would be almost prohibitive. I suggest that we consider that before we finally determine the question.

The CHAIRMAN. I think the Park and Planning Commission has a good many plates of maps.

Colonel GRANT. We have quite a number.

Mr. HAMMER. I am not opposing it. I am in favor of it, but I think we should consider the price.

Mr. HALL. I second Mr. Gibson's motion to have the hearing and maps printed.

(The motion was agreed to.)

Mr. GIBSON. I suppose the speakers will have an opportunity to make such additions as appear necessary.

Mr. HAMMER. The proofs should be submitted to them, and they should be permitted to read the proofs themselves. I suggest that course be taken. They can correct typographical errors, or any word that may be wrong that would change the meaning.

Mr. MCLEOD. Might I suggest, if the Chairman of the committee saw fit, he could take the maps on the floor and explain them.

Mr. HAMMER. We will have to do a good deal of that before we can get this appropriation.

Mr. GIBSON. How many of these hearings can be printed under the rule?

The CHAIRMAN. Five hundred.

Mr. HAMMER. A double amount is frequently printed and I suggest that we have 1,000 printed.

Mr. McLEOD. It would be an expensive proposition to have a map printed of the proposed outer belt highway.

Mr. ELIOT. We have cuts of that.

Mr. HAMMER. The additional cost for 500 more would simply be a slight expense.

Mr. GIBSON. I move that we have 1,000 copies printed.

The CHAIRMAN. If there are no objections, it is so ordered.

Before you close, can you give some information to Mr. Lampert as to the view of the commission on the proposed air port for Washington?

Colonel GRANT. The commission gave its advice in accordance with the authority of law. We held a conference with as many of the persons interested in it as we could find, including the Aeronautic Association and the Assistant Secretary of each department especially connected with the Air Service. The conclusion was that the best location for an air port that could be found in the vicinity of Washington, for many reasons, is the so-called Gravelly Point site; that that is the only location which is ample to provide all of the foreseeable future needs, and is near enough to local transportation so that the time necessary to get from the air port into town would not be prohibitive, or, at least, an obstacle to its best use.

Mr. McLEOD. How far is that site from the city proper?

Colonel GRANT. It is just across the Highway Bridge. It is between 10 and 20 minutes from the center of town.

Mr. McLEOD. How many miles from the center of town?

Colonel GRANT. I should say about two and a half.

Mr. McLEOD. What is the size of the area?

Colonel GRANT. It could be developed almost indefinitely. We know it can be developed away beyond any need that is in sight, because of the fact that it is to occupy made land on the river flats in that vicinity, like the Potomac Park region which contains about 1,000 acres that have been built up in the same way.

It has certain other advantages that make it favorable to the navigation of aircraft in bad weather. The fact that it is near the river permits the handling of both aircraft and water aircraft. The fact that it is not near any hill formation gives a great advantage for safety of landing and for starting off.

Mr. McLEOD. It is not too near the city?

Colonel GRANT. It is not too near the city. I do not see how it could be considered too near. It is an advantage to have it as close as it can be, and there is no large building development near by at the present time which would be dangerous. Consequently, we felt that it was the best location obtainable in the vicinity. We considered with certain representatives of the air bureaus of the different departments and went into considerable study of the possibilities of other fields, and found that nearly all of them had some major disadvantage, while the only objection that could be raised to this location is the possibility that there is rather more mist and fog along the river than on higher ground. That is a small disadvantage as compared to the manifest advantages, in the opinion of the commission.

Mr. GIBSON. Did you investigate the tract opposite Bolling Field, near the Washington Barracks, about South Capitol Street?

Colonel GRANT. The amount of unoccupied ground that could be secured there was so small that we did not go any further with it. We did not make any extensive investigation there.

Mr. GIBSON. I understand there are about 150 acres there.

Colonel GRANT. The amount of ground available there for air service is so much smaller than it is here that the commission did not think it was at all promising.

Mr. GIBSON. Some one spoke to me in regard to that as an ideal location. I do not know anything about it.

Colonel GRANT. If you bought enough land there to control the situation, you might get a very good post office landing field, but if you are going to have a general air port I believe you will find it is too restricted.

Mr. GIBSON. How many acres would you say are necessary for a general air port?

Colonel GRANT. That is something authorities differ about.

Mr. GIBSON. The standard is set by the Department of Commerce, I believe.

Colonel GRANT. I have forgotten what that is, sir. But whatever it is, with the Gravelly Point site we can do much better than that minimum, because we know we can get all the land that is needed.

Mr. Chairman, in conclusion I want to express my appreciation and that of my associates in having this chance to discuss these matters before the committee, and I venture to hope that in presenting the matter we have been able to convince your committee that you have in the National Capital Park and Planning Comm'ssion an agency which can study out such problems and questions of coordination between conflicting or apparently conflicting interests, and that your committee will not hesitate to refer to us any matters of that kind that you think need study in that way, because it will help us to do what the law requires, to coordinate projects of all kinds.

As an illustration, I would like to point out one case that has come to us, where we believe we can do that very thing, namely, in the study of the proper treatment of the Fort Reno location. This fort site comes in as a part of the Fort Drive. We believe that the view from Fort Reno, although the old fort no longer stands, would be a valuable item to include in this Fort Drive and should not be left out At the same time, as you know the United States Engineers Office with the water supply system of the city already holds a certain amount of land there for a reservoir and the Board of Education has in mind the locaton of a school on the same height. So that we have the problem of coordinating in this locality several different public interests and purposes, school needs, the water supply needs and park needs, and how you can provide for all with the minimum expenditure. It is in the coordination of such needs as that that the Park and Planning Commission can be of service, for the best interests of the Government, and where we feel that our usefulness would be greatest.

Mr. MCLEOD. Would the Fort Drive cross any bridges?

Colonel GRANT. There are no material bridges in the Fort Drive within the District of Columbia, until you come to the question of crossing the Anacostia River. There would be no great cost of bridges because the Fort Drive contemplates a drive of somewhat park or

sylvan character, which can go down into the valleys and cross small streams on a relatively small bridge. It is not an automobile thoroughfare for traffic purposes where a dip into the valley would be objectionable. So the bridge question is not very important. The commission realizes the importance of bridges at some other places, but the Fort Drive itself does not present any great bridge problem.

The CHAIRMAN. Thank you very much Colonel, and Major Brown and Mr. Eliot, for your very instructive presentation.

If there is nothing further, the committee will adjourn.

(Whereupon, at 12.15 p. m., the committee adjourned.)

WASHINGTON REGION
JURISDICTIONAL BOUNDARIES

NATIONAL CAPITAL PARK AND PLANNING COMMISSION

LT. COL. U. S. GRANT 3RD.-EXECUTIVE & DISBURSING OFFICER

MAJ. CAREY H. BROWN - ENGINEER

CHARLES W. ELIOT 2ND - CITY PLANNER

SCALE: 1" = 1 MI.

MI. 1 0 1 2 3 MI.

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MARYLAND

VIRGINIA

MONTGOMERY COUNTY, MD.

PRINCE GEORGES COUNTY, MD.

ANNE ARUNDEL COUNTY, MD.

FAIRFAX COUNTY, VA.

ARLINGTON COUNTY, VA.

PRINCE WILLIAM COUNTY, VA.

CHARLES COUNTY, MD.

DISTRICT OF COLUMBIA

ROCKVILLE

GARRETT PARK

KENSINGTON

CHEVY CHASE

TAKOMA PARK

LAUREL

HYATTSVILLE

BLADENSBURG

MT. RANIER

CAPITOL HTS.

FALLS CHURCH

POTOMAC

ALEXANDRIA

MARYLAND WASHINGTON METROPOLITAN DISTRICT

WASHINGTON SUBURBAN SANITARY DISTRICT

MONTGOMERY COUNTY

PATUXENT RIVER

POTOMAC RIVER

ANACOSTIA RIVER

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PLATE 2

ROCKVILLE

KENSINGTON

FOREST GLEN

ALTA VISTA

WOODMONT

GREAT FALLS

CHEVY CHASE

TAKOMA PARK

BERWYN

RIVERDALE

MONTGOMERY COUNTY, MD.
PRINCE GEORGE COUNTY, MD.

VIRGINIA

MARYLAND

FALLS CHURCH

CAPITOL

SEAT PLEASANT

CAPITOL HEIGHTS

ARLINGTON COUNTY, VA.
FAIRFAX COUNTY, VA.

DISTRICT OF COLUMBIA
MARYLAND

GREEN VALLEY

CONGRESS HEIGHTS

POTOMAC

ALEXANDRIA

N

LEGEND:

- URBAN AREA - 1916
- URBAN ADDITION - 1916 to 1926
- CONGESTED AREA

WASHINGTON REGION
URBAN GROWTH DIAGRAM

NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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CHARLES W. ELIOT 2ND, CITY PLANNER

SCALE: 1"=1 MI.

MI. 1 0 1 2 3 MI.

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HAI
BER

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MAP OF THE
PERMANENT SYSTEM OF HIGHWAYS
DISTRICT OF COLUMBIA
STAGES IN DEVELOPMENT

Scale:

FEET 1000 0 5000 10000 FEET

1927.

NATIONAL CAPITAL PARK AND PLANNING COMMISSION

· LEGEND ·

- GEORGETOWN 1790.
- L'ENFANT PLAN 1791.
- UNCONTROLLED GROWTH 1866-1893.
- HIGHWAY PLAN 1893-1926.
- HIGHWAY CHANGES 1926-1927.

PLATE 3

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RADIALS

Proposed regional highway system

PLATE 7



CONNECTIONS AND BY-PASS ROUTES

Proposed regional highway system

PLATE 8

LAUREL

BEAR BRANCH

PATUXENT FLATS

MONTGOMERY CO., MD.
PRINCE GEORGE CO., MD.

STEWART CHAPEL

Rock Creek

KENSINGTON

Cabin John Creek

POWDERHOUSE BOGS

Paint Branch

PINE BARRENS

Northwest Branch

GREAT FALLS

CABIN JOHN

BLACK POND

CUPIDS BOWER IS.

PLUMMER IS.

Difficult Run

SOUTH OF U. OF MD.

BRIER DITCH

LANHAM

DEVILS RUN SWAMP

Scotts Run

Turkey Run

HIGH IS.

Little Falls Branch

MARYLAND
DISTRICT OF COLUMBIA

EAST OF BU. OF STDS.

HYATTSVILLE MARSHES

MT. HAMILTON

VIRGINIA

FALLS CHURCH

MARYLAND

HALL

GRAVEL HILL

LUBBER RUN

GLENCARLYN

ANACOSTIA RIVER

Fourmile Run

ARLINGTON COUNTY, VA.
FAIRFAX COUNTY, VA.

Oxon Run

DISTRICT OF COLUMBIA
MARYLAND

SUITLAND BOG

N

ALEXANDRIA

Hunting Creek

Henson Creek

DYKE

Little Hunting Creek

FALL LINE

FT. WASHINGTON

POTOMAC RIVER

Piscataway Creek

INDEX:

ORNITHOLOGIC

BOTANIC

GEOLOGIC

OCCOQUAN

WOODBRIDGE

PARK SYSTEM FOR NATIONAL CAPITAL
WASHINGTON REGION

POINTS OF INTEREST
· NATURAL HISTORY ·

NATIONAL CAPITAL PARK AND PLANNING COMMISSION

LT. COL. U. S. GRANT 3RD. - EXECUTIVE & DISBURSING OFFICER
MAJ. CAREY H. BROWN - ENGINEER
CHARLES W. ELIOT 2ND, CITY PLANNER

SCALE: 1" = 1 MI.

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FEBRUARY 1927

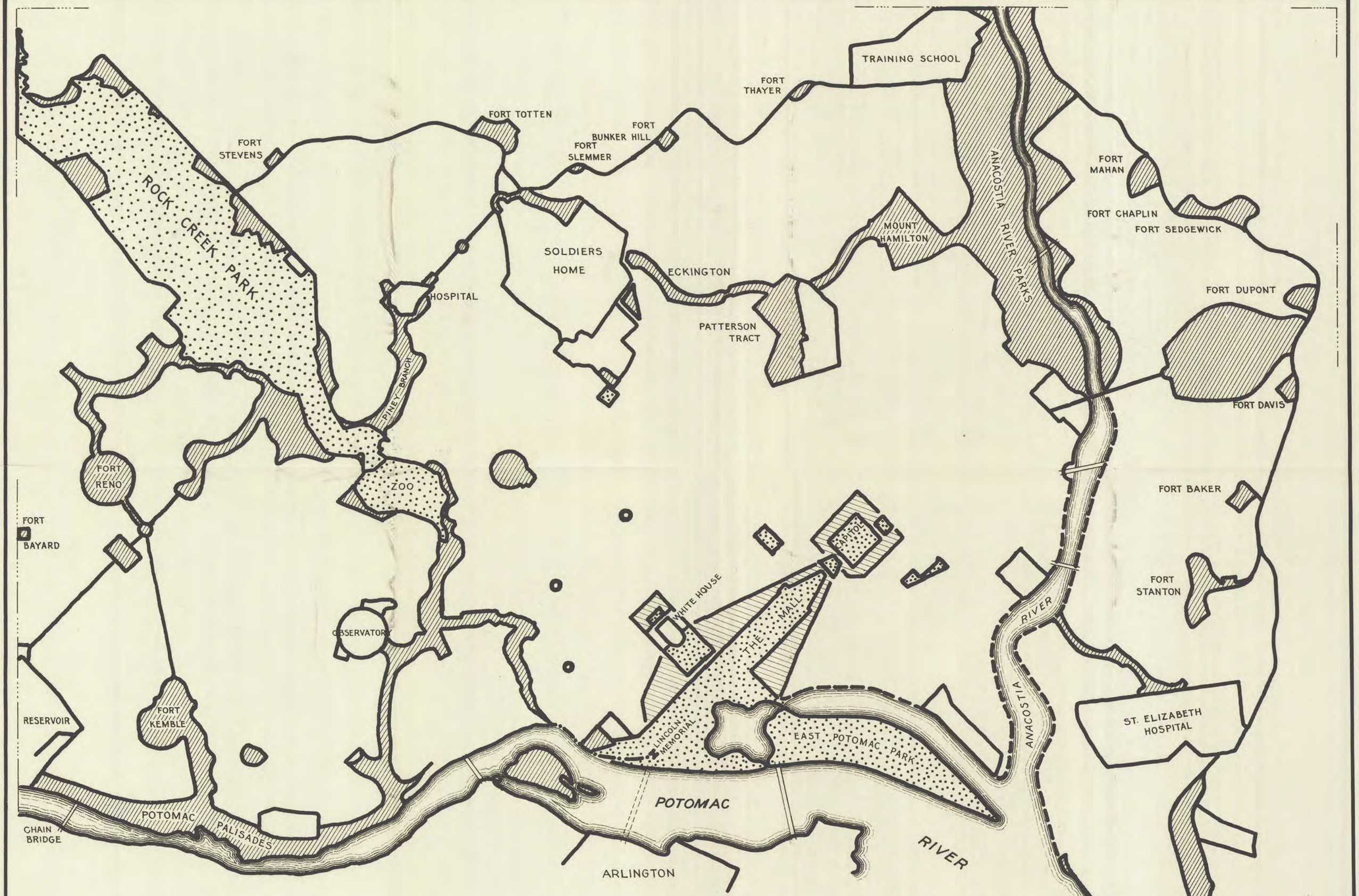
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AREAS UNFAVORABLE FOR URBAN OCCUPATION

Shaded areas have over a 15 per cent slope



PARK SYSTEM FOR DISTRICT OF COLUMBIA
PLAN OF 1901

NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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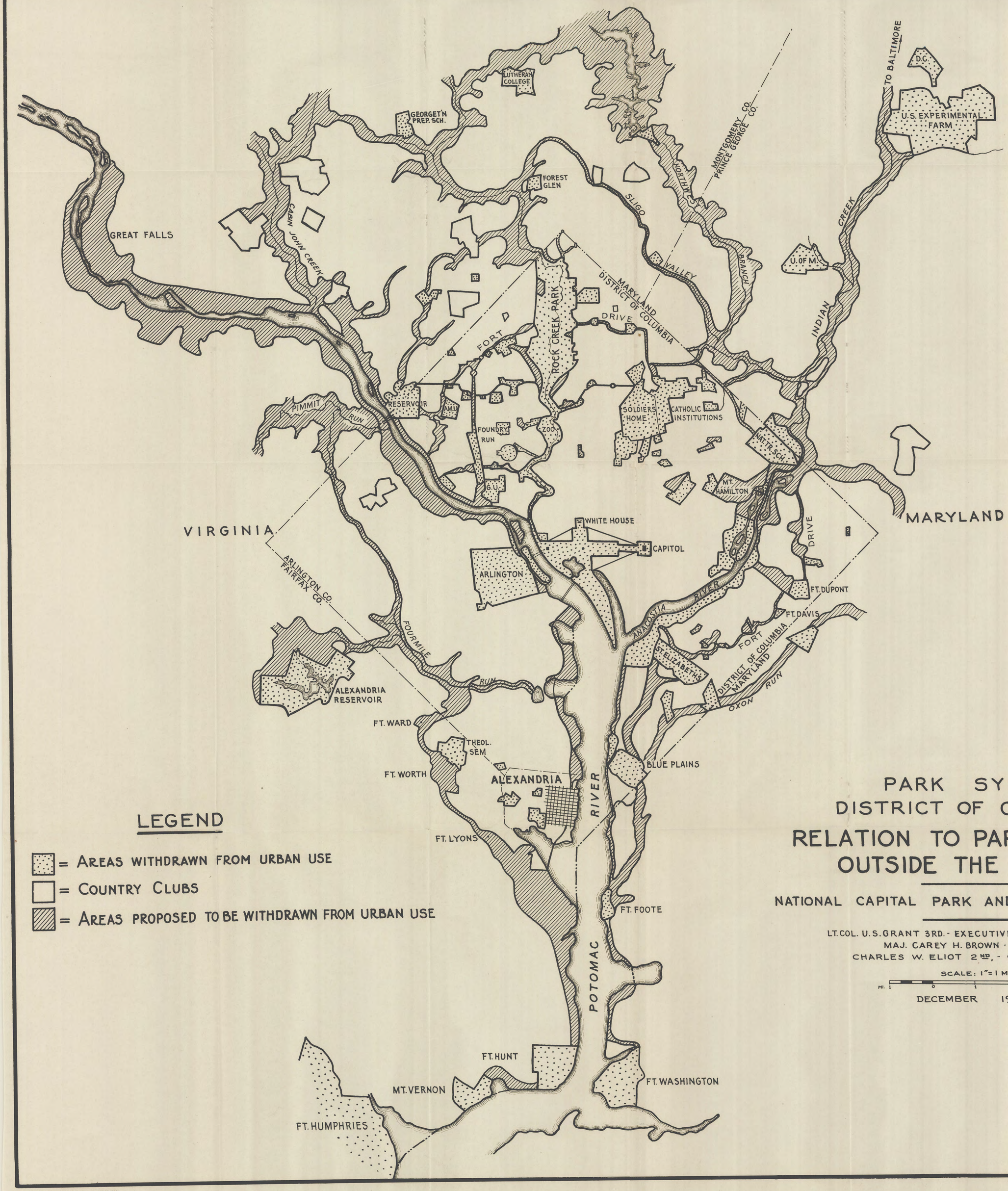
CHARLES W. ELIOT 2ND CITY PLANNER

DECEMBER-1926.

PARKS AND OPEN SPACES EXISTING 1901 ☐ PUBLIC GROUNDS AND INSTITUTIONS 1901 ▨ PROPOSED PARKS AND CONNECTIONS (SPECIFICALLY INDICATED)

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PLATE 15



LEGEND

= AREAS WITHDRAWN FROM URBAN USE

= COUNTRY CLUBS

= AREAS PROPOSED TO BE WITHDRAWN FROM URBAN USE

PARK SYSTEM
DISTRICT OF COLUMBIA
RELATION TO PARK PROJECTS OUTSIDE THE DISTRICT

NATIONAL CAPITAL PARK AND PLANNING COMMISSION

LT. COL. U. S. GRANT 3RD. - EXECUTIVE & DISBURSING OFFICER
MAJ. CAREY H. BROWN - ENGINEER
CHARLES W. ELIOT 2ND, - CITY PLANNER

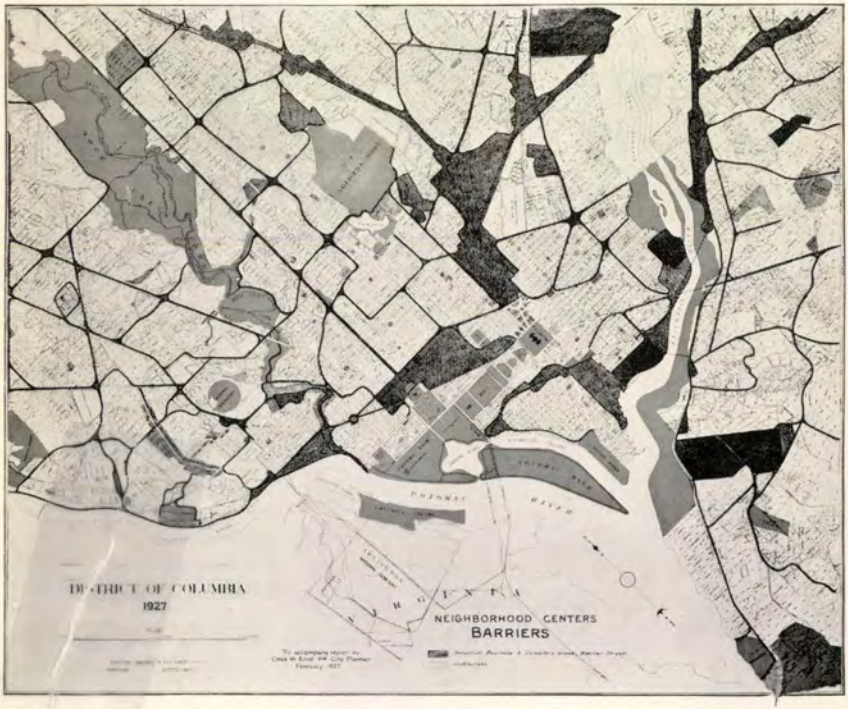
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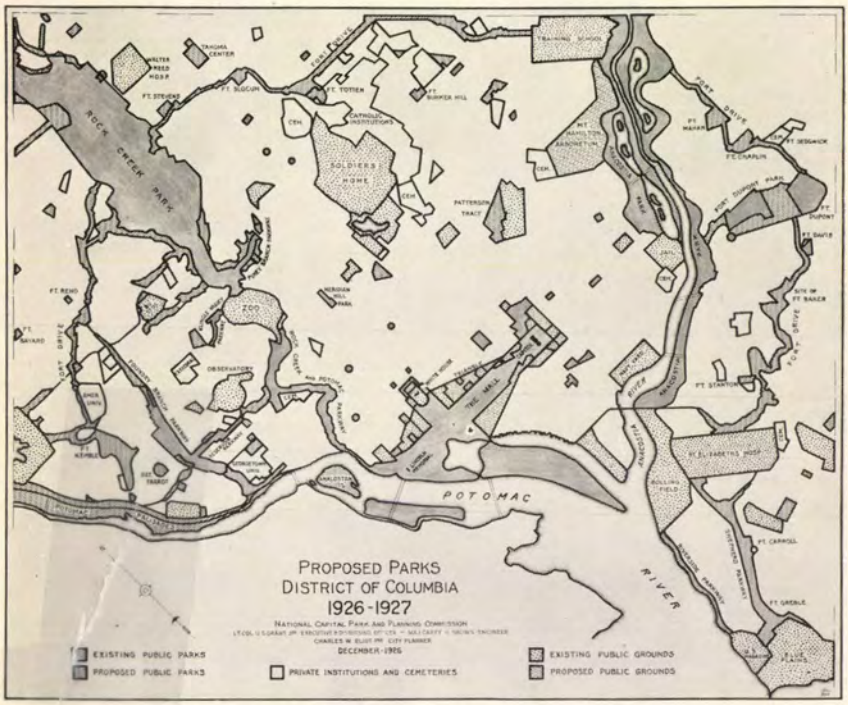
NATIONAL CAPITAL PARK AND PLANNING COMMISSION



BARRIERS DIVIDING AREAS TO BE SERVED BY NEIGHBORHOOD RECREATION CENTERS

PLATE 19

NATIONAL CAPITAL PARK AND PLANNING COMMISSION



EXISTING AND PROPOSED PARKS FOR WASHINGTON

PLATE 18

NATIONAL CAPITAL PARK AND PLANNING COMMISSION



SHADED PORTIONS INDICATE AREAS WITHIN ONE-QUARTER MILE OF EXISTING PARK

PLATE 20

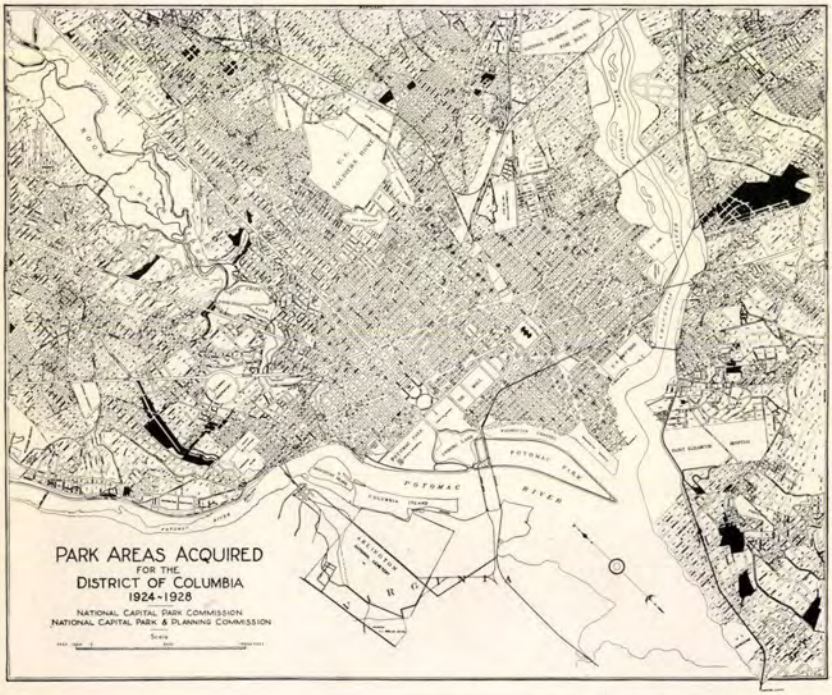

PARK AREAS ACQUIRED
FOR THE
DISTRICT OF COLUMBIA
1924-1928
NATIONAL CAPITAL PARK COMMISSION
NATIONAL CAPITAL PARK & PLANNING COMMISSION
Scale
POTOMAC
RIVER
ROCK CREEK
ARLINGTON
MEMORIAL
BRIDGE
COLUMBIA
ISLAND
POTOMAC PARK
WASHINGTON
CHANNEL
POTOMAC
RIVER

PLATE 22

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