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REDEVELOPMENT PLANS
for the
SOUTHWEST SURVEY AREA
DISTRICT OF COLUMBIA

Prepared under the direction of the
NATIONAL CAPITAL PARK AND PLANNING COMMISSION
for the
DISTRICT OF COLUMBIA REDEVELOPMENT LAND AGENCY

Pursuant to CONTRACT No. DCRLA 5

By
HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS — SAINT LOUIS, MISSOURI

With the assistance of
CHARLES C. KOONES • REALTOR
WASHINGTON, D. C.

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**REDEVELOPMENT PLANS FOR THE
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DISTRICT OF COLUMBIA**

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Pursuant to Contract No. D.C. RLA #5

By
Harland Bartholomew and Associates/
City Planners
Saint Louis 1, Missouri

With the assistance of
CHARLES C. KOONES, Realtor
Washington, D. C.

National Capital Planning Commission
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May, 1952

HARLAND BARTHOLOMEW AND ASSOCIATES

CITY PLANNERS - CIVIL ENGINEERS - LANDSCAPE ARCHITECTS

317 NORTH ELEVENTH STREET

SAINT LOUIS 1. MISSOURI

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DONALD W. MCGLASHON
DONALD WOLBRINK

May, 1952

**District of Columbia Redevelopment
Land Agency
National Capital Park and
Planning Commission**

Washington, D. C.

Gentlemen:

In accordance with our agreement with the Redevelopment Land Agency of January 24, 1952 we are pleased to submit the following report upon "Redevelopment Plans for the Southwest Survey Area". This report includes a description of existing conditions in the Survey Area, summaries of previous reports upon "Comprehensive Plan Requirements" and "Types of Residential Units to be Provided and Estimated Commercial Requirements", analyses of plans prepared for the Survey Area and for Projects "A" and "B" and recommendations regarding these plans.

We wish to gratefully acknowledge the cooperation and assistance received in the preparation of this report and particularly that furnished by the staffs of your two agencies.

Respectfully submitted,

HARLAND BARTHOLOMEW AND ASSOCIATES

By

Eldridge Lovelace

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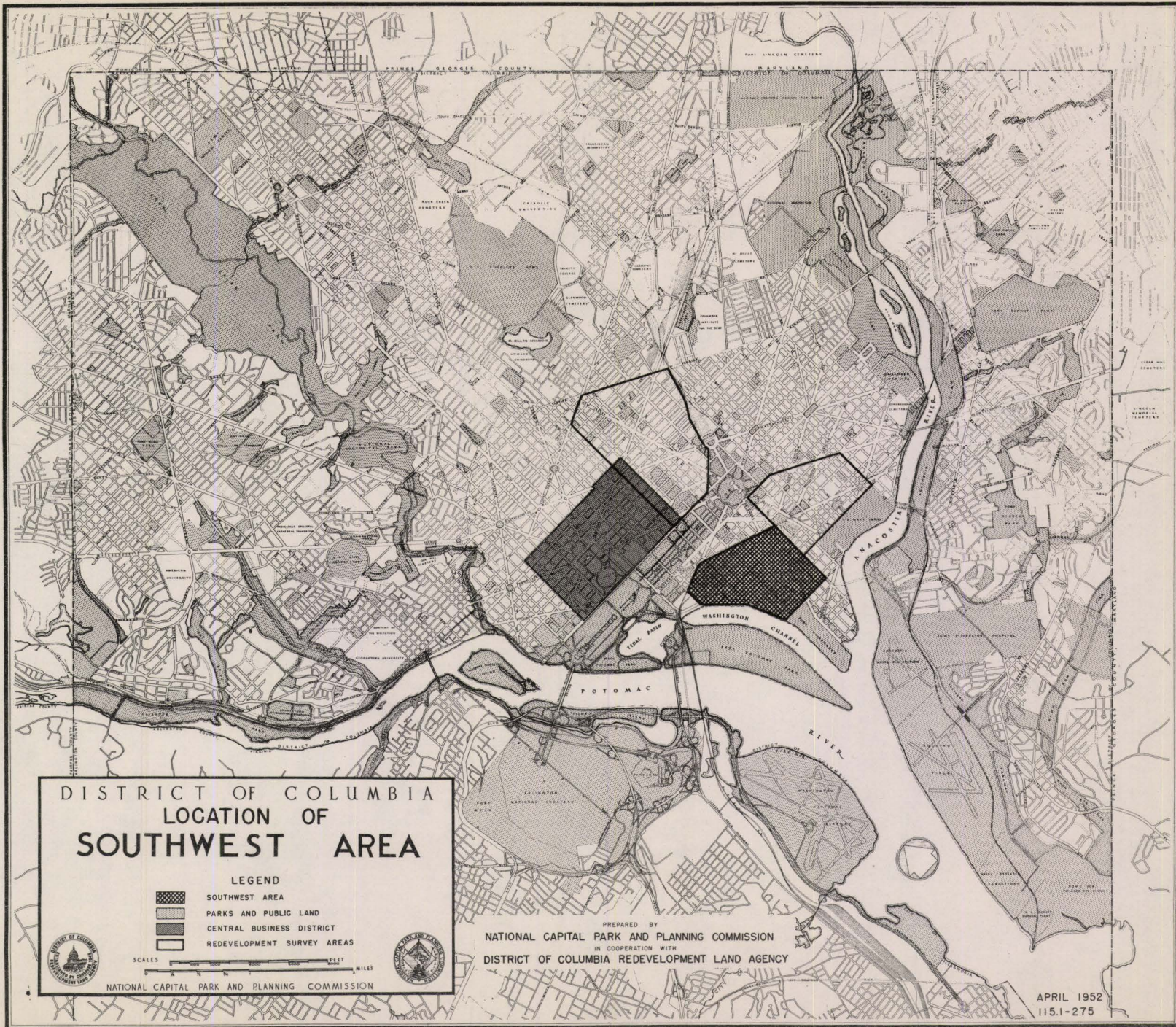
INTRODUCTION

The District of Columbia Redevelopment Act, approved August 2, 1946, and the Housing Act of 1949 provide the means for the replanning and rebuilding of the obsolete and blighted areas of the District of Columbia. In accordance with the first of these acts, the Planning Commission has prepared and adopted a comprehensive or general plan of the District of Columbia which serves as a framework within which project areas for redevelopment may be planned.

The Southwest Survey Area is much larger than a "redevelopment project" area. A number of "projects" will be necessary for complete rebuilding. Consequently, a Southwest Survey Area plan, conforming with the Comprehensive Plan, but in more detail, is desirable to serve as a general guide before "project" plans are prepared.





"Redevelopment" is a new type of municipal activity. While it presents unprecedented opportunities for improvement of the city, it is an untried tool. There are no well established principles, policies, or procedures to serve as guides. Consequently, exhaustive investigations, analyses, and studies are required.

The following report includes a summary of the investigations, analyses, and studies that have been made in connection with the redevelopment of the Southwest Survey Area, including a description of existing conditions, a summary of the requirements of the Comprehensive Plan that apply to this area, studies of the types and number of buildings that should be erected in the area under redevelopment, appraisals of redevelopment plans that have been prepared and, finally, recommendations regarding the redevelopment project plan that should be adopted.



DISTRICT OF COLUMBIA
 LOCATION OF
 SOUTHWEST AREA

LEGEND

-  SOUTHWEST AREA
-  PARKS AND PUBLIC LAND
-  CENTRAL BUSINESS DISTRICT
-  REDEVELOPMENT SURVEY AREAS

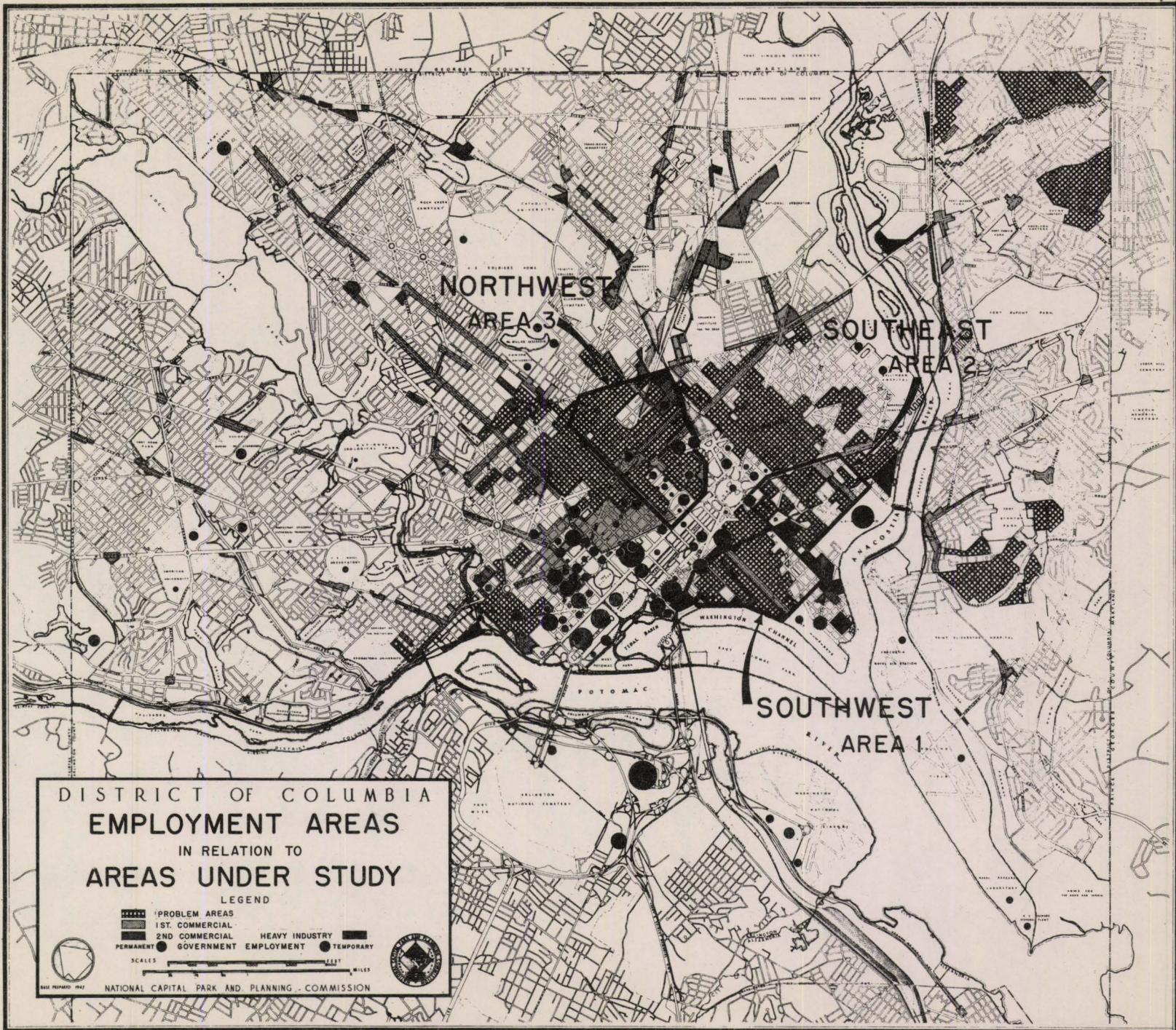
SCALES
 0 1000 2000 3000 4000 5000 FEET
 0 1 2 3 4 5 MILES



NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PREPARED BY
 NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 IN COOPERATION WITH
 DISTRICT OF COLUMBIA REDEVELOPMENT LAND AGENCY

APRIL 1952
 115.1-275



EXISTING CONDITIONS AFFECTING REDEVELOPMENT PLANS

The Southwest Survey Area is a good starting place for redevelopment in the District of Columbia. It contains some of the worst housing conditions in the District - almost in the shadow of the Capitol. It has a central and most strategic location. It is bounded by the Washington Channel, the railroads, South Capitol Street, and Fort Leslie J. McNair, which boundaries tend to set it apart from the remainder of the District of Columbia and make it an easily recognizable planning entity. Although set apart in this manner, it is nevertheless an integral part of the larger community. Community-wide considerations should be pre-eminent in planning its redevelopment.

Geographic Location

The strategic location of the Southwest Survey Area is shown on Plate 1. The relation of the area to centers of employment, to the problem areas and to the other redevelopment survey areas is shown on Plate 2. Major permanent employment centers closely adjoin the Southwest Area; the central business district, the Capitol, and the White House are within reasonable walking distance. East Potomac Park, a major recreation area, is nearby and made particularly accessible by the ferry across Washington Channel.

Land in the Southwest Area is generally flat with sufficient difference in elevation to afford surface drainage. Originally parts of the area were marshy, and it was traversed by James Creek, which was made into a canal and subsequently enclosed.

The Southwest Survey Area was a part of the L'Enfant Plan. The street pattern closely follows the original design.

Past Development

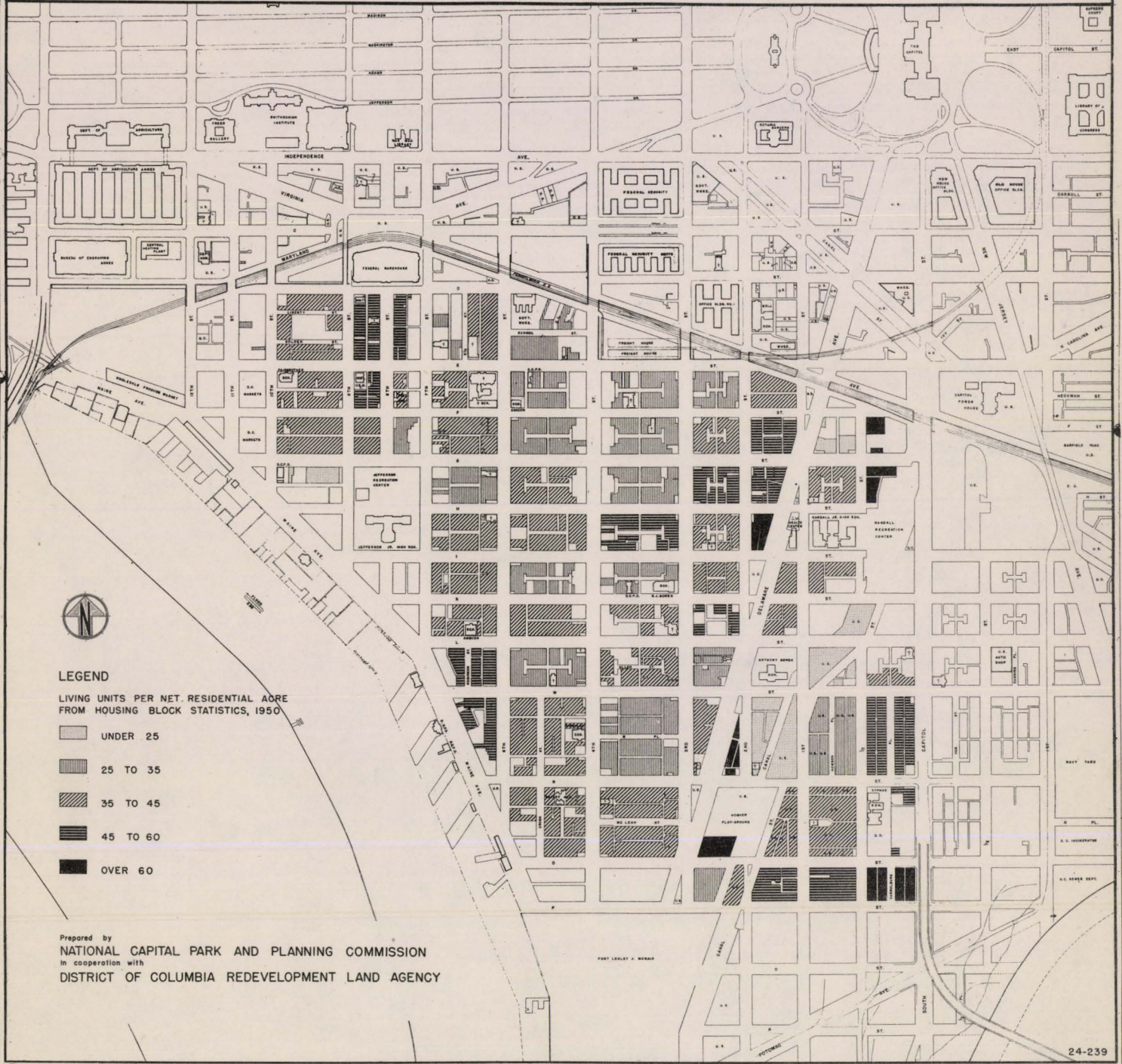
The entire area south of the Mall was considered unhealthy in the middle part of the 19th Century. It was reputed to be a source of malaria; the canal carried sewage and was unsightly. Part of the area was flooded in 1899 by waters entering from the north. The area was only partly developed in 1857. Expansion started after the Civil War with pronounced growth occurring in the period after 1860 to 1870. Paving of streets was not undertaken until after 1884. The population of the old Seventh Ward (Census Tracts 60, 61, 62, 63, and 64) was 4,985 in 1850, 9,714 in 1860, 17,954 in 1870, 23,965 in 1930, and 29,828 in 1950.

REDEVELOPMENT OF SOUTHWEST AREA DISTRICT OF COLUMBIA

LIVING UNITS PER NET RESIDENTIAL ACRE



SCALE OF FEET
0 100 200 300 400 500
NATIONAL CAPITAL PARK AND PLANNING COMMISSION



LEGEND

LIVING UNITS PER NET RESIDENTIAL ACRE
FROM HOUSING BLOCK STATISTICS, 1950

- UNDER 25
- 25 TO 35
- 35 TO 45
- 45 TO 60
- OVER 60

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Today structures in the area are 60 to 65 years old. The dwellings are usually two stories, mostly of brick, with first floors at grade, no basements, designed as single-family structures but subdivided for multiple use. Alley dwellings are mostly of brick, smaller than those with street frontage.

Population

Recent trends in population of the Survey Area are as follows:

| <u>Year</u> | <u>Persons</u> | <u>Dwelling Units</u> | <u>Average Family Size</u> |
|-------------|----------------|---------------------------|--------------------------------|
| 1940 | 23,590 | 5,666 | 4.16 |
| 1950 | 22,539 | 5,586 | 4.05 |

The slight decrease in population is due to the loss of some dwelling units (due to expansion of other non-residential uses) and the decrease in family size characteristic of such areas.

Population Density

The population density within the Survey Area, expressed in terms of living units per net residential acre, is shown on Plate 3. When it is considered that the prevailing building height is two and three stories and that 25 to 35 dwelling units per net acre is a reasonable maximum density for buildings of these heights, the crowded conditions presently prevailing in the Survey Area become apparent. Only in a few locations are there densities of less than 25 living units per acre. High densities of more than 45 units per acre are found in the four corners of the Survey Area. Observation on the ground would indicate a considerable uniformity of density throughout the area. This is not the case, however. Densities from block to block are subject to wide variation, as shown on Plate 3.

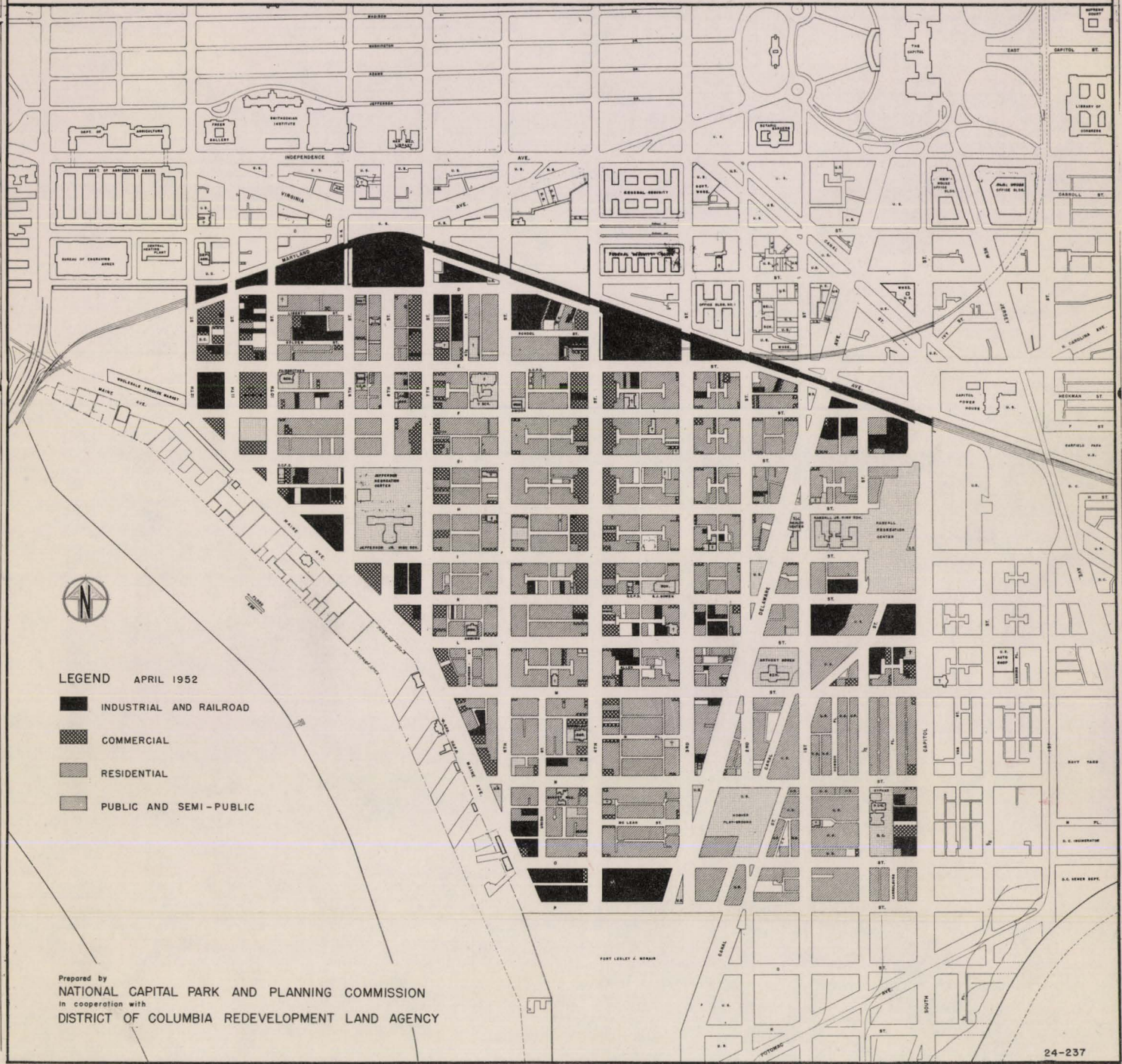
Land Use

The Survey Area contains 427 acres, presently utilized, as follows:

REDEVELOPMENT OF SOUTHWEST AREA DISTRICT OF COLUMBIA

EXISTING LAND USE

SCALE OF FEET
NATIONAL CAPITAL PARK AND PLANNING COMMISSION



LEGEND APRIL 1952

- INDUSTRIAL AND RAILROAD
- COMMERCIAL
- RESIDENTIAL
- PUBLIC AND SEMI-PUBLIC

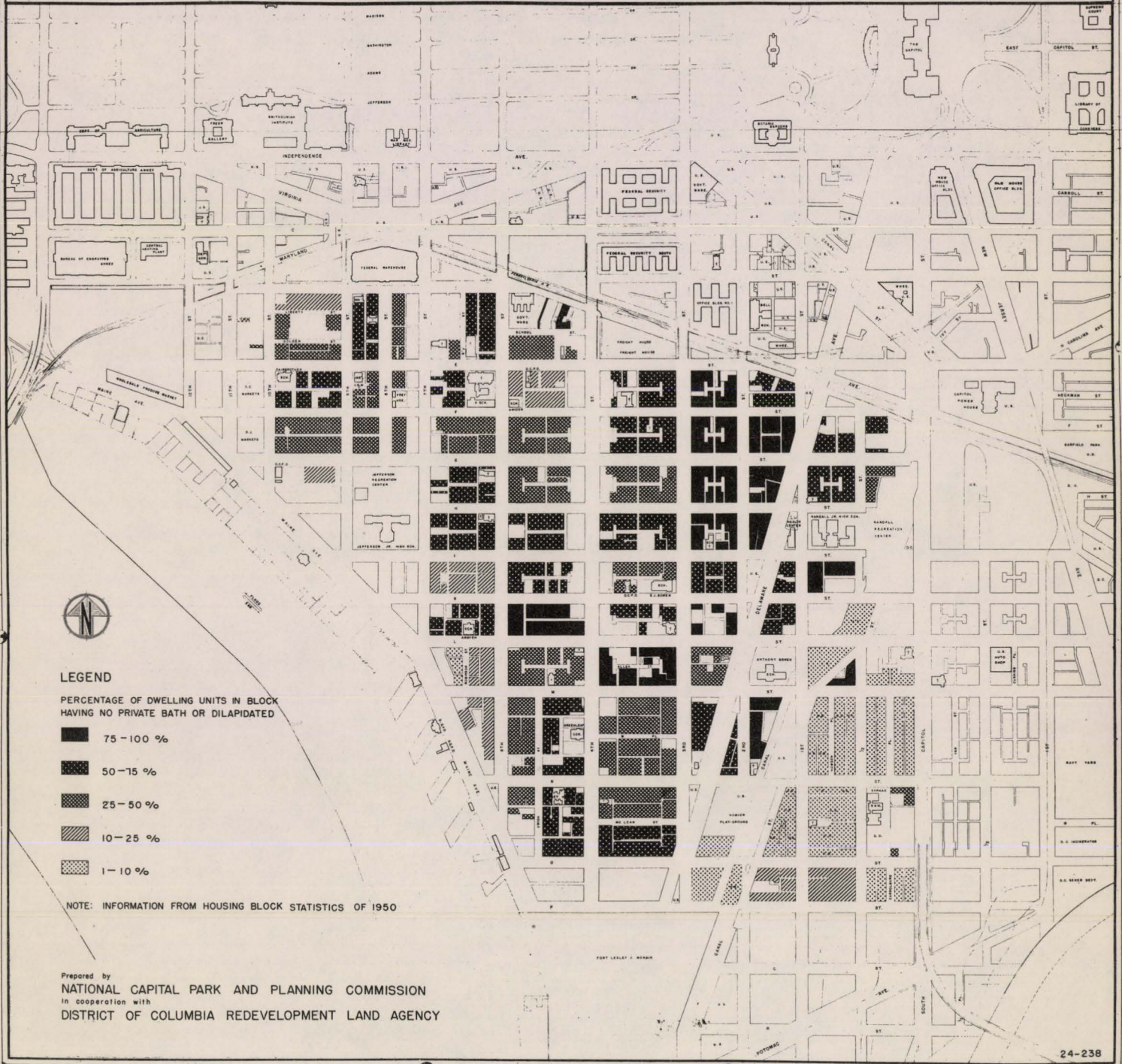
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REDEVELOPMENT OF SOUTHWEST AREA DISTRICT OF COLUMBIA CONDITION OF DWELLINGS 1950



SCALE OF FEET
0 100 200 300 400 500
NATIONAL CAPITAL PARK AND PLANNING COMMISSION



LEGEND

PERCENTAGE OF DWELLING UNITS IN BLOCK
HAVING NO PRIVATE BATH OR DILAPIDATED

- 75-100 %
- 50-75 %
- 25-50 %
- 10-25 %
- 1-10 %

NOTE: INFORMATION FROM HOUSING BLOCK STATISTICS OF 1950

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Plate 6

DATA NOT YET AVAILABLE

| | <u>Area in Acres</u> | <u>Percent of Total</u> |
|------------------------------|--------------------------|-----------------------------|
| Vacant | 6.3 | 1.5 |
| Residential | 134.4 | 31.4 |
| Commercial | 20.9 | 4.9 |
| Industrial | 40.5 | 9.5 |
| Park, School and Recreation | 30.1 | 7.1 |
| Other Public and Semi-Public | 6.9 | 1.6 |
| Streets and Alleys | <u>188.2</u> | <u>44.0</u> |
| Total | 427.3 | 100.0 |

The land use pattern is relatively simple. (See Plate 4.) Industrial uses are found along the railroad on the northern boundary of the Survey Area, scattered along Maine Avenue, and at scattered locations in the interior of the Survey Area. Commercial uses are concentrated along 4th Street, on 7th, and along Maine Avenue. Public and semi-public uses are found here and there throughout the area.

In common with most older residence areas of this type there are a large number of small scattered commercial and industrial uses throughout the area with several found in each block. Small stores are found on almost every corner throughout the greater part of the area. These uses were established prior to enactment of zoning regulations.

The northwest corner of the Survey Area is occupied by a group of buildings and uses that together comprise a wholesale produce market. This market reputedly does an estimated four-fifths of the wholesale food business of the Washington area. Investigations indicate that this location has been a very good one for this type of business, it being an excellent central distributing point for the metropolitan area.

Condition of Housing

Present condition of dwellings is shown on Plate 5 (based on the U. S. Census of 1950 - block statistics) and Plate 6 (based on the sample APHA survey prepared by the Redevelopment Land Agency).

As a general rule, when more than half of the living units in a block are substandard, the sound remedy is to demolish present buildings and replace them with new structures. When a block is 25 to 50 percent substandard, strong rehabilitation measures at least are indicated.

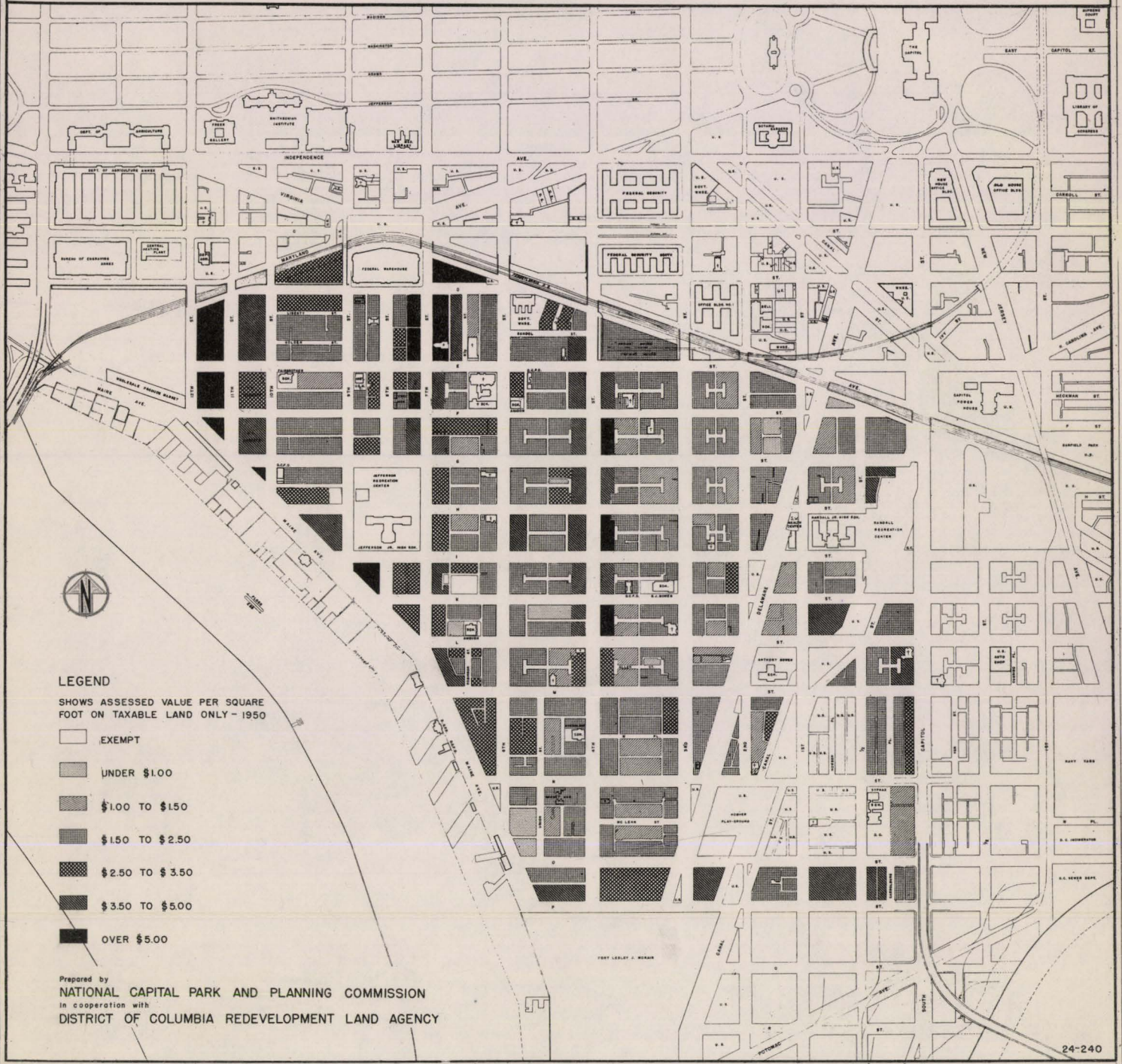
REDEVELOPMENT OF SOUTHWEST AREA DISTRICT OF COLUMBIA



ASSESSED VALUES OF LAND AND IMPROVEMENTS



SCALE OF FEET
NATIONAL CAPITAL PARK AND PLANNING COMMISSION

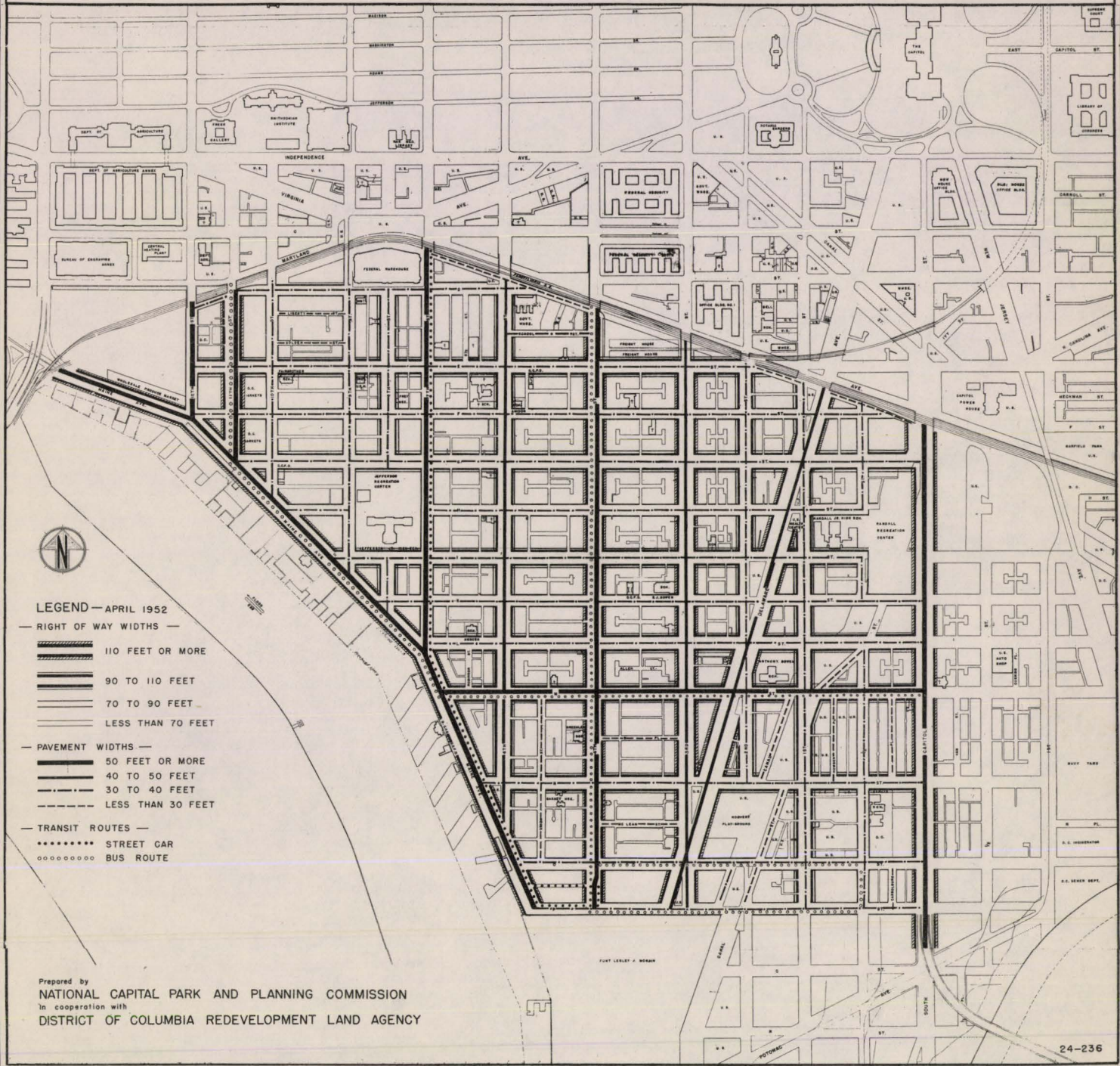


REDEVELOPMENT OF SOUTHWEST AREA DISTRICT OF COLUMBIA

EXISTING STREETS AND TRANSIT ROUTES



SCALE OF FEET
NATIONAL CAPITAL PARK AND PLANNING COMMISSION



The northeast part of the Survey Area contains the dwellings in the poorest condition in the area. The APHA survey of the 16 squares in Project Area B, generally the area north of Eye Street and east of 4th Street, indicated that five blocks were grade "E" (housing of extreme slum quality); eight were grade "D" (very bad housing that should have definite priority for demolition and redevelopment); two were grade "C" (housing so bad as to probably not justify rehabilitation) and only one block (containing but seven structures) was grade "B" (having blight but to a degree where corrective rehabilitation is feasible).

The only part of the Survey Area where any considerable amount of housing is of a satisfactory character is in the southeast corner and this very largely consists of public housing projects. (See Plate 5.)

These studies have well demonstrated that conditions in the Southwest (which were none too satisfactory in the beginning) have deteriorated to the place where large-scale clearing and improvement is essential.

Assessed Values

Assessed values in the Southwest Survey Area are among the lowest of any close-in-area in the District of Columbia. The pattern of assessed values within the Survey Area is shown on Plate 7. For comparative purposes the assessed value of land and improvements per square foot of land is shown by major parts of blocks.

Highest valuations are found in the northwest corner of the Survey Area, along Maine Avenue, on 7th Street north of "E", and in scattered locations in the 4th Street business section. Lowest valuations are found in the northeast corner where the poorest housing conditions are found.

The total assessed value of land and improvements in the Survey Area is \$19,894,000.

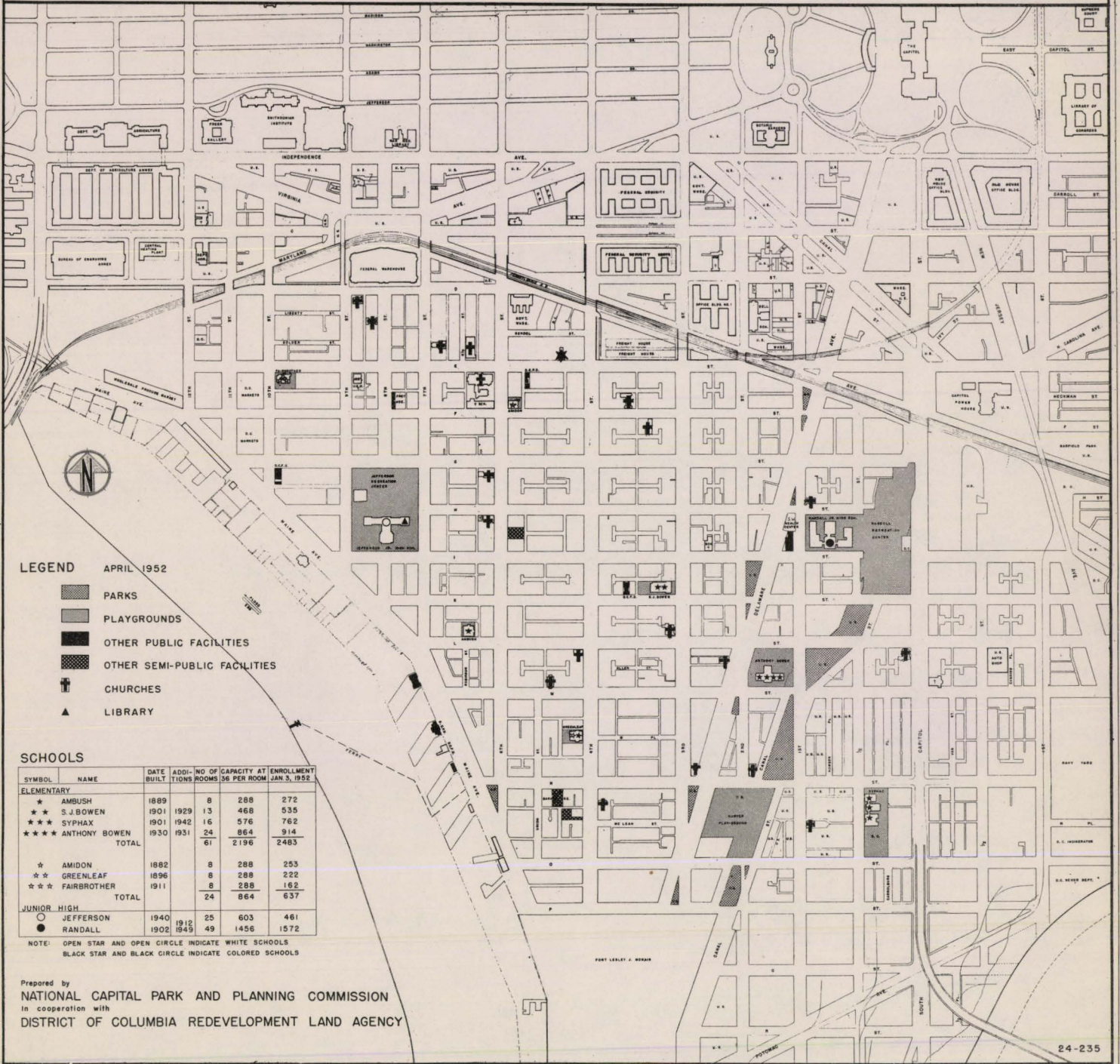
Streets, Transit Routes and Utilities

In common with the remainder of the "old city" the streets in the Survey Area have wide rights-of-way. (See Plate 8.) In residential areas particularly, the edge of the pavement is a considerable distance from the street right-of-way line. Residential structures are erected on the street line; an adequate "front yard" remains in the "street". This condition, unique in Washington, makes

REDEVELOPMENT OF SOUTHWEST AREA DISTRICT OF COLUMBIA

EXISTING COMMUNITY FACILITIES

SCALE OF FEET
0 100 200 300 400 500
NATIONAL CAPITAL PARK AND PLANNING COMMISSION



- LEGEND** APRIL 1952
- PARKS
 - PLAYGROUNDS
 - OTHER PUBLIC FACILITIES
 - OTHER SEMI-PUBLIC FACILITIES
 - CHURCHES
 - LIBRARY

SCHOOLS

| SYMBOL | NAME | DATE BUILT | ADDITIONS | NO. OF ROOMS | CAPACITY '36 | ENROLLMENT JAN. 5, 1952 |
|--|---------------|------------|-----------|--------------|--------------|-------------------------|
| ELEMENTARY | | | | | | |
| * | AMBUSH | 1889 | | 8 | 288 | 272 |
| ** | S. J. BOWEN | 1901 | 1929 | 13 | 468 | 535 |
| ** | SYPHAX | 1901 | 1942 | 16 | 576 | 762 |
| *** | ANTHONY BOWEN | 1930 | 1931 | 24 | 864 | 914 |
| | TOTAL | | | 61 | 2,196 | 2,483 |
| JUNIOR HIGH | | | | | | |
| * | AMIDON | 1892 | | 8 | 288 | 253 |
| ** | GREENLEAF | 1896 | | 8 | 288 | 222 |
| ** | FAIRBROTHER | 1911 | | 8 | 288 | 162 |
| | TOTAL | | | 24 | 864 | 637 |
| NOTE: OPEN STAR AND OPEN CIRCLE INDICATE WHITE SCHOOLS BLACK STAR AND BLACK CIRCLE INDICATE COLORED SCHOOLS | | | | | | |

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comparisons with other cities misleading, particularly in relation to such matters as net population density and park and playground area.

Wide street pavements are found on South Capitol, 4th, 7th, 10th, 11th, "M", and Maine. All other streets are paved at widths generally satisfactory for the adjoining intensity of residential uses. (In some instances, condition of pavement needs improvement.) Fine street trees are found on many of the streets.

The Survey Area is well tied to the remainder of the community by the transit routes - the streetcar line on 7th and Maine south of 7th, and the bus routes on 11th, 4th and "M" Streets. All parts of the Survey Area are within walking distance of a transit route.

The Survey Area contains an unusually complete system of utilities. Sanitary sewers are found in every street and in the majority of the alleys. A major trunk sewer traverses 4th Street south to "L" and "L" Street from 4th to Channel. Gas and water mains are in virtually every street, also. Two large gas storage tanks are located east of 1st Street between "K" and "L". High pressure gas mains lead from these tanks north over 1st Street, east on "K" Street and south on 1st. Underground telephone lines are found on 4th, Maine Avenue, 7th, 11th, "E", and certain other streets. Underground electrical ducts are provided throughout the area with a number of large ducts on 4th Street.

In general, many of the sewers are old and require replacement. The sewers carry both storm and sanitary runoff and should eventually be replaced by separate systems of storm and sanitary sewers.

Community Facilities

Public schools in the Survey Area consist of two junior high schools and seven elementary schools. (See Plate 9.) The enrollment at the four Negro elementary schools exceeds the rated capacity while the enrollment at the three white schools is less than capacity. The elementary schools are old, with the exception of Syphax, which had an addition in 1942, and the A. J. Bowen School. All elementary schools are located on small sites with inadequate play space. Recreation areas adjacent to the junior high schools provide a better standard of play space.

The senior high schools serving the Southwest Area are located in other parts of the District. These include

Dunbar (academic), Armstrong (technical), and Cardozo (commercial) serving Negro students and McKinley (technical), Eastern (commercial) and Roosevelt (academic) serving white students.

Parks in the Survey Area include the Hoover Playground and eight acres of other park land. The latter is largely located along the old canal and is presently used for temporary housing.

The Survey Area also contains a considerable number of community facilities, including a branch library, a health center, two fire stations, a police station, 20 churches, two boys' clubs, and three neighborhood or community houses. The police and fire stations are fifty years old or older and should be replaced. Investigations indicate that these need not be replaced on the same sites; other sites may be found to be better.

COMPREHENSIVE PLAN PROPOSALS

Redevelopment is to be undertaken in accordance with the comprehensive plan adopted by the Commission. The detailed provisions of this plan as they affect the Southwest Survey Area were the subject of a previously submitted analysis, which is briefly summarized below:

Population

While the comprehensive plan proposes a population range in the Survey Area of between 21,000 and 30,000 persons, studies of land use and density of desirable types of development in the area indicate a practical maximum of about 6,000 living units resulting in a population of between 22,500 and 24,000,* a gross density of between 52 and 56 persons per acre.

Land Use

While the exact future land use allocations in the Southwest Survey Area will depend upon the details of the redevelopment plans, the following general distribution of these uses is included as a guide. This is based upon a population of 24,000 persons:

| | |
|------------------------------|------------|
| Residential | 136 |
| Commercial | 24 |
| Industrial | 36 |
| Park, School and Recreation | 56 |
| Other Public and Semi-Public | 7 |
| Streets | <u>168</u> |
| Total | 427 |

This is based upon:

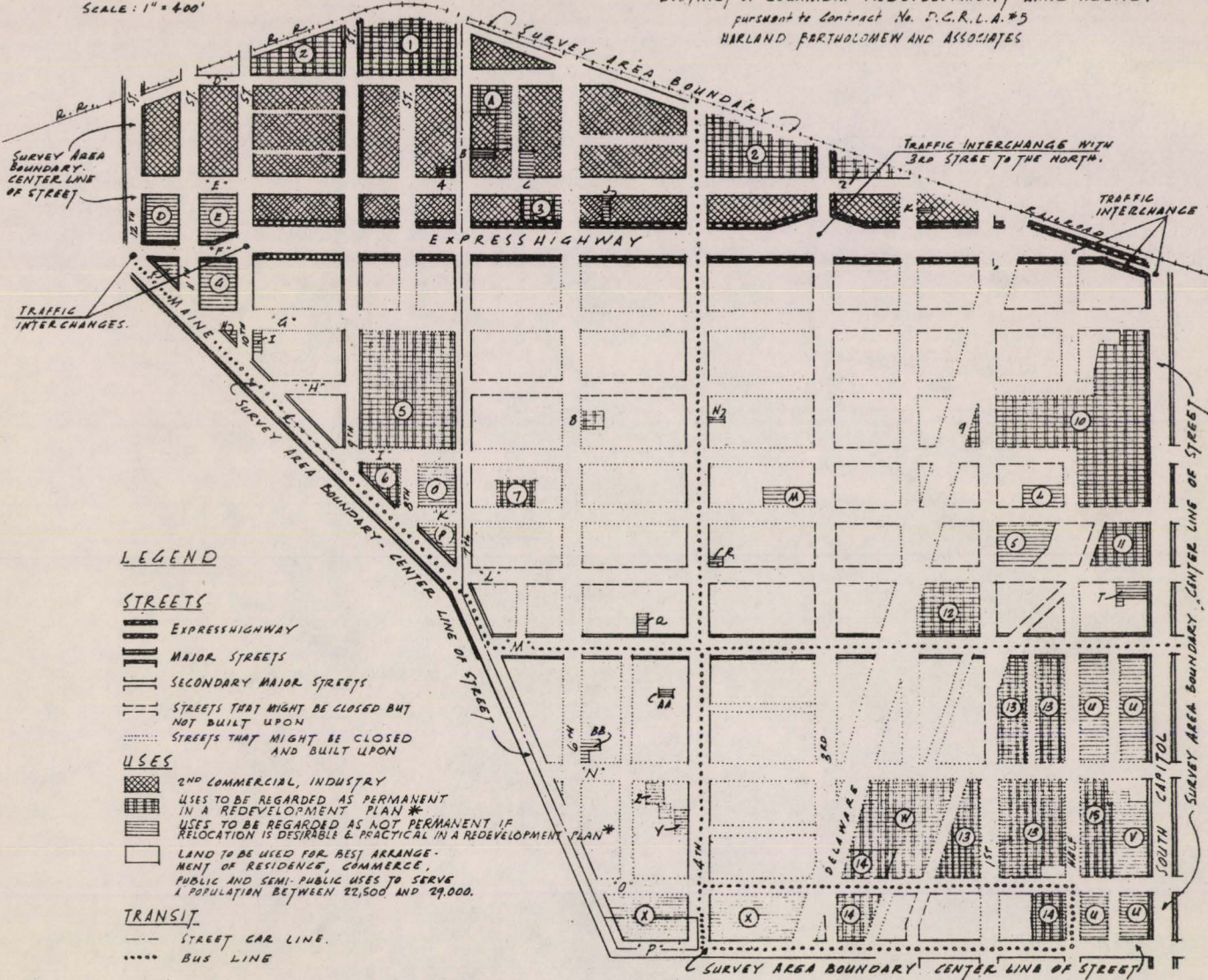
- (a) One acre of commerce for each 1,000 persons, one-third of which would be off-street parking space.

*This is a change from the report of February 13, 1952. It is based upon the two plans for the Survey Area described in a subsequent part of this report.

DIAGRAM TO ACCOMPANY THE REVIEW AND INTERPRETATION OF THE COMPREHENSIVE PLAN AS IT APPLIES TO THE SOUTHWEST SURVEY AREA

Prepared under the direction of the
 NATIONAL CAPITAL AND PLANNING COMMISSION
 for the
 DISTRICT OF COLUMBIA REDEVELOPMENT LAND AGENCY
 pursuant to Contract No. D.C.R.L.A.#5
 HARLAND PARTHOLEMEN AND ASSOCIATES

SCALE: 1" = 400'



LEGEND

STREETS

- EXPRESS HIGHWAY
- MAJOR STREETS
- SECONDARY MAJOR STREETS
- STREETS THAT MIGHT BE CLOSED BUT NOT BUILT UPON
- STREETS THAT MIGHT BE CLOSED AND BUILT UPON

USES

- 2ND COMMERCIAL, INDUSTRY
- USES TO BE REGARDED AS PERMANENT IN A REDEVELOPMENT PLAN*
- USES TO BE REGARDED AS NOT PERMANENT IF RELOCATION IS DESIRABLE & PRACTICAL IN A REDEVELOPMENT PLAN*
- LAND TO BE USED FOR BEST ARRANGEMENT OF RESIDENCE, COMMERCE, PUBLIC AND SEMI-PUBLIC USES TO SERVE A POPULATION BETWEEN 22,500 AND 29,000.

TRANSIT

- STREET CAR LINE.
- BUS LINE

KEY TO USES TO BE RETAINED*

- | | | |
|-------------------------------|-----------------------------------|------------------------------------|
| 1. U.S. WAREHOUSE | A. COCA COLA PLANT | P. WHOLESALE GROCER. & GAS STATION |
| 2. RAILROAD WAREHOUSE & YARDS | B. CHURCH | Q. CHURCH |
| 3. CHURCH | C. CHURCH | R. SAFEWAY MARKET |
| 4. BANK | D. COMMERCE-INDUSTRY | S. GAS TANKS |
| 5. JUNIOR HIGH SCHOOL | E. D.G. MARKETS | T. DRY CLEANING & CHURCH |
| 6. RESTAURANT | F. COMMERCE | U. HOUSING |
| 7. PUBLIC HOUSING | G. AUTO TESTING STATION & MARKETS | V. INDUSTRY-COMMERCE |
| 8. BOYS CLUB | H. COMMERCE | W. PLAYGROUND |
| 9. HEALTH CENTER | I. FIRE STATION | X. CAR BARN |
| 10. JUNIOR HIGH SCHOOL | J. CHURCH | Y. "WHEAT ROW" HOUSES |
| 11. STANDARD OIL COMPANY | K. SUB-STATION | Z. NEIGHBORHOOD HOUSE |
| 12. ELEMENTARY SCHOOL | L. STANDARD OIL CO. REPAIR SHOPS. | AA. SUB-STATION |
| 13. PUBLIC HOUSING. | M. ELEMENTARY SCHOOL | BB. PRIVATE HOSPITAL. |
| 14. APARTMENTS | N. MOVIE | |
| 15. ELEMENTARY SCHOOL | O. MILL SHOP & LUMBER | |

* SUBSEQUENT INVESTIGATION MAY RESULT IN MODIFICATIONS OF THESE CLASSIFICATIONS AND ADDITIONS THERE TO

- (b) Concentration of Second Commercial use and limitation of residential use in the area between "F" Street and the railroad.
- (c) Minimum area needed for parks, schools, and recreation as shown in a following section of this report.
- (d) An arbitrary reduction of the present street area arrived at by eliminating alley areas, reducing street area by 10 percent, and adding area needed for express highway (24 acres).

Plate 10 shows the proposed location of Second Commercial areas and those existing uses expected to be retained for varying periods of time, the remaining lands to be used for the best possible arrangement of residence, commerce, and public and semi-public uses. Parts of the Second Commercial area shown would be used for public, First Commercial, and off-street parking purposes and limited parts might be used for a "corridor" of park and residence use to serve as an entrance into the area although later studies indicate serious questions regarding the practicability of the "corridor" proposal.

Zoning

Zoning regulations should permit flexibility of design in large scale neighborhood residential developments. The monograph "People and Land" contains the following statement on Page 68:

"Zoning regulations should permit a greater flexibility of design in large scale neighborhood residential developments. A growing body of opinion is now fostering the development of residential neighborhoods containing various types of residential uses, i.e., planned and designed for mixtures of single-family detached homes, row houses, apartments, etc. Present zoning regulations, on the contrary, designate broad areas for those different residential types and imply that a neighborhood should be uniformly of one residential type.

"Many parts of the city now consist of these mixtures of residential uses. Existing areas of this type have not been so planned and their disadvantages may well stem from this lack of planning, as the proponents of this theory claim, rather than from the mixture of use itself.

"While this "mixed use neighborhood" theory is largely untried, it should not be prohibited. Most recent zoning ordinances permit such developments as should any revised regulations for the District of Columbia."

This concept is logically applicable to the Southwest Area. Present zoning regulations should be appropriately amended.

Redevelopment should not be restricted to the present arrangement of zoning districts in the area. However, present zoning standards should be maintained with the exception of the height regulations. These height regulations now limit buildings in the area to five stories or 60 feet, except on (a) two small parts of the area that are within the 90 foot district, and (b) in locations where the building is set back from all lot lines a distance equal to the height of the buildings, an eight-story building is permissible. In order to obtain more open space under the densities recommended, a limited number of eight-story buildings so located as to protect views of the Capitol Building should be permitted.

Present zoning regulations should be supplemented by the following requirements:

- (a) That a lot area per family of at least 500 square feet be maintained in each separate residential development.
- (b) That at least the minimum building spacing standards of the Federal Housing Administration be maintained.
- (c) That new commercial developments provide one off-street parking space for each 600 square feet of commercial floor area in the building (exclusive of basements).

Streets

Comprehensive Plan Proposals:

- (a) An express highway along the approximate line of "F" Street (a part of the "inner loop"), an express highway on South Capitol Street, and an express highway on 3rd Street north of "F" Street.
- (b) Major streets on 12th, 9th, Maine Avenue south to "M" Street, and "M" Street.

- (c) Secondary major streets on 7th, 4th, Maine Avenue south of "M" and "P" Streets.

Off-Street Parking

The comprehensive plan proposed that the estimated deficit of 9,400 parking spaces in the Central Area of Washington be overcome by providing parking facilities along the inner and intermediate ring roads. As a part of this general proposal, spaces for 1,000 to 1,200 cars should be provided in the Southwest Survey Area in the area between "F" Street and the railroad. In this area, parking could be used as a transitional use between residence and second commercial. Permanent parking spaces might be provided on roofs of buildings, in structures, or on open lots.

Railroad Location

The present railroad facilities along the north boundary of the Survey Area should be retained. If practicable to do so, allowance should be made for the possibility of a future railroad tunnel under "E" Street.

Transit

Present transit routes provide logical service to the Survey Area and should be retained on streets in the same general location.

The comprehensive plan suggests eventual replacement of streetcars by buses. Such a conversion of the present line on 7th Street and Maine Avenue would permit abandonment of the car barns on "P" Street which would be desirable. Present "barns" also are used for bus maintenance, which activity presumably might be transferred to another location. Redevelopment plans should not contemplate such a change being made immediately, however.

Schools, Parks and Recreation

The two junior high schools are adequate to serve the Survey Area. There should be four elementary schools, each preferably of 24 rooms, the size preferred by local school officials. Syphax and Anthony Bowen Schools would be two of these. The other two could be new schools replacing the five other existing elementary schools.

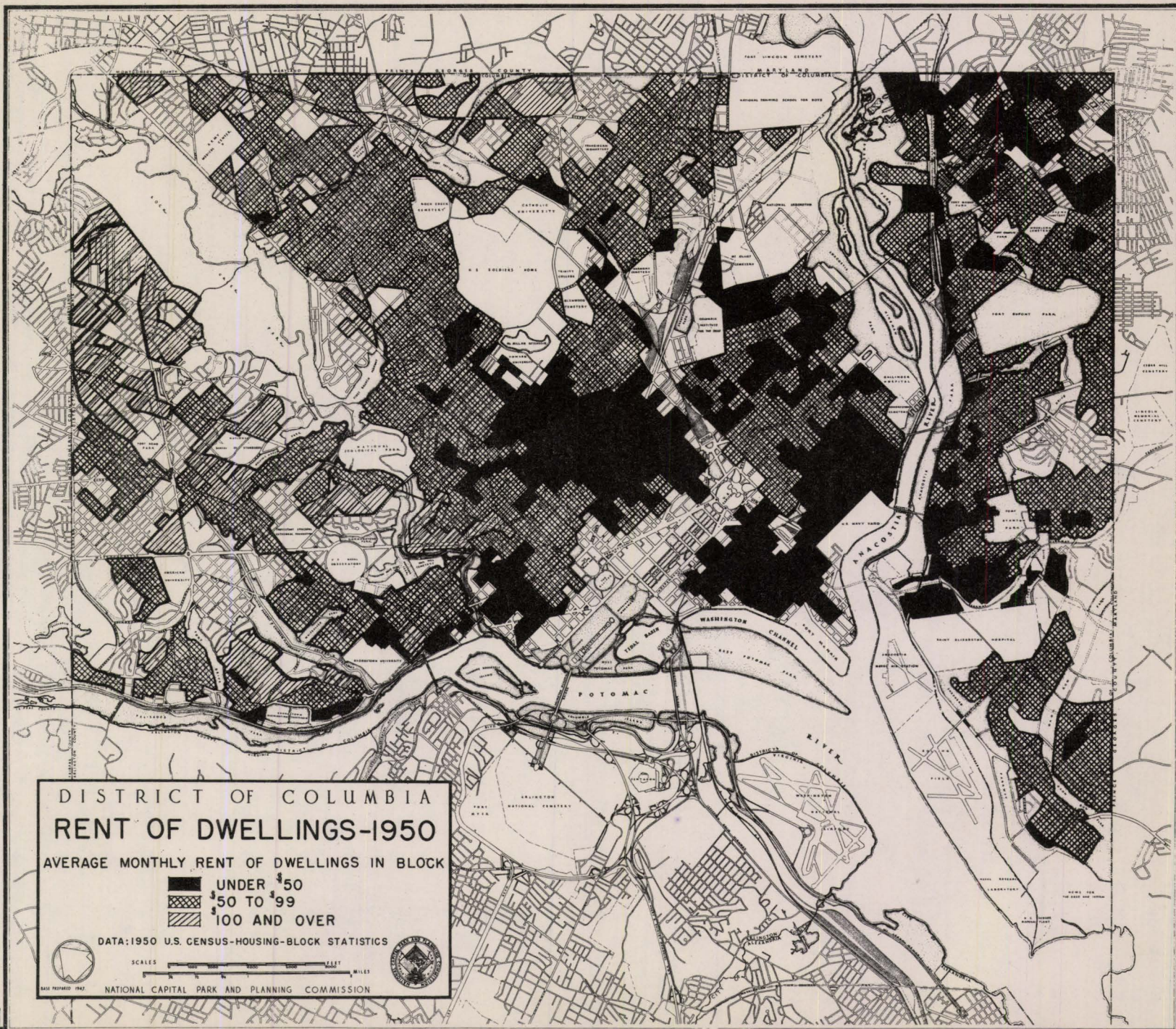
The 56 acres of proposed park, school, and recreation area should be distributed generally in accordance with the following schedule:

| <u>Facility</u> | <u>Present Acreage</u> | <u>Approximate Proposed Acreage</u> |
|--------------------------|----------------------------|---|
| Anthony Bowen School | 1.3 | 3.0 |
| Syphax School | 2.3 | 2.3* |
| Other Elementary Schools | 1.8 | 10.0 |
| Randall Junior High | 9.1 | 10.0 |
| Jefferson Junior High | 7.3 | 10.0 |
| Hoover Playground | 4.4 | 4.4 |
| Other park land | <u>8.0</u> | <u>16.3</u> |
| Total | 34.2 | 56.0 |

*More area should be provided at Syphax whenever adjacent property conditions would make such an improvement feasible.

Community Facilities

The branch library and the health center should be retained. The two fire stations and the police stations should be retained also although not necessarily in their present locations. At least seven acres should be set aside for other community facilities, such as churches, clubs, and community houses.



RECOMMENDATIONS ON RE-USE

General Considerations

The Southwest Survey Area contains a significant part of the lower income rental housing in the District of Columbia. (See Plate 11.) A tabulation of the block statistics of the 1950 Census indicates that all blocks in the District that had an average rent of less than \$50 in 1950 contained 39,251 living units. Some 4,546 or 12 percent of these were in the Southwest Survey Area.

On the other hand, higher income housing areas largely have been established in northwest Washington - the location chosen for almost all multi-story elevator-type apartments and hotels.

Surveys of cities show that persons of the same economic strata are found living in proximity to each other, where amenities of their type of living such as schools, churches, and shopping facilities are available. Neighborhoods frequently change from higher-income to lower-income occupancy but seldom is this reversed without a very strong and unusual influence.

Even with a most active program, it will take many years to redevelop the Southwest Survey Area. Any change in the area will have to be gradual and based on a progressive improvement of present conditions. Introduction of higher income housing will be feasible - only after the results of the first stages of the program can be seen and a new and more attractive environment is actually in existence.

The Southwest Survey Area is a most convenient residence area, being within walking distance of major employment centers. However, the factor of convenience has never been a significant one in the location of higher-income residence areas in cities as families of this type can afford to overcome an inconvenient location. Definitely, this is not the case with the lower income groups. Many of these families do not own an automobile; for them a convenient location is a necessity. (In the Southwest Survey Area there is one car for each 2.9 families; in the District of Columbia, including this area, this ratio is 1 to 1.9.) The APHA survey of Project Area No. 1 indicated that one-third of the working population in this area were employed at places within one mile of their homes and that almost three-fifths were employed at places within two miles of their homes.

In common with all residential neighborhoods, the Southwest Survey Area should contain some housing for all income groups. However, based on the above considerations, the Survey Area should be redeveloped predominantly as a moderate to lower-income residence area, this being in accordance with the basic needs and requirements of the population from a district-wide point of view. Development of the area primarily for moderate to lower-income housing has the corollary benefits of reducing relocation problems and resulting in the smallest disturbance to the existing population. Redevelopment inevitably will raise the average income level of the southwest. Housing for higher income families may be introduced to the limited extent possible, but probably toward the end of the redevelopment program. Parts of the area should be redeveloped for low-rent housing and for public housing.

Types of Residential Units

The following recommendations are made regarding the types of residential units to be provided in the Southwest Survey Area, in order to carry out the above policy. These are based upon an analysis of the local real estate market in an endeavor to recommend types of units needed in the District and practical to build, sell, or lease in the southwest.

This analysis has been made on a conservative basis and it would be expected that the actual redevelopment of the Southwest Survey Area could be undertaken on a basis certainly not less favorable and probably somewhat more favorable than that shown herein. While population densities resulting from the types of residential units proposed have been based upon careful study, it would not be expected that any redevelopment plan, because of intricate site conditions, would meet the precise proportion of types of units or the exact densities shown herein.

Rehabilitation* of Existing Buildings

Studies indicate that rehabilitation is fairly expensive with the major saving being generally equivalent to the cost of the land. Rehabilitation will improve the character of the area slightly and the rehabilitated dwellings will depreciate more rapidly. Further, financing is more difficult than for new structures. The advantages are some saving in cost and in rent.

*"Rehabilitation" as used herein includes that remodeling, reconstruction, repair, and rebuilding of existing structures required to produce dwelling units meeting accepted minimum standards.

Rehabilitation should be used only where a building is in very good condition and so located that it does not interfere with the project plan. It can probably be best undertaken in certain blocks (both sides of a street) where the great majority of buildings are of a relatively good condition. Individual cases will require detailed investigation before a final determination may be made.

Row Houses

At least 30 percent** of the residential units in the Southwest Survey Area should be row houses. There is a strong demand and good financing is available. A better and more permanent occupant is attracted; owner-occupancy may be increased. Carrying charges are lower than rent. Larger families may be accommodated. There is a fairly high re-use value of the land.

Row houses should be built on lots averaging 17 feet in width with a minimum depth of 100 feet. The net density would be about 25 units per acre.

Two-Story Row Flats

Approximately one-tenth** of the residential units in the Southwest Survey Area should be two-story row flats. These units are relatively economical to construct and have relatively low rentals. They may be sold in groups of two or more. One two-unit group could be sold to an individual who could occupy one unit and rent the other unit to assist in his financing. These units could be developed at a maximum net density of fifty units per acre.

Three-Story Walk-Up Apartments

About 40 percent** of the living units in the Survey Area should be of this type. There is need for rental units close-in to the center of the city at not too high rentals. This type of building gives a greater density (43.5 units per acre) than the row house but has a lower re-use land value due to competition with outlying cheaper sites. While there are indications that the market for such units in the metropolitan area is about saturated, there should be a strong and continuous demand in the southwest due to the convenient location.

**These percentages are not intended to be exact or dogmatic but to indicate the general proportion of units of various types that should be developed in the Southwest Survey Area.

Elevator-Type Apartments

Not more than one-fifth* of the living units in the Southwest Survey Area should be in buildings of this type. The unprecedented amount of apartment construction of this type in recent years has reputedly saturated the market for some time. Most all of this recent construction was made possible by liberal FHA loan policy under Section 608, which financing is not now available. The rental necessary to cover a return on initial and operating costs on buildings of this type is approximately \$35.00 per room per month and only about a third of the families in the metropolitan area can afford these rentals. (Income \$4,000 per year and up.)

To plan the redevelopment of Southwest Washington for a substantial number of buildings of this type would not be realistic. Financing difficulties and the problem of reversing the pronounced trend to more fashionable areas would make such developments slow to realize and thereby impair the realization of a redevelopment plan.

Sizes of Individual Units

The APHA sample survey of Projects "A" and "B" indicates the following current distribution of families by size:

| <u>Number of Persons in Family</u> | <u>Number of Families</u> | <u>Percent of Total</u> |
|--|-------------------------------|-----------------------------|
| One | 132 | 11.3 |
| Two | 267 | 22.8 |
| Three and Four | 409 | 34.8 |
| Five and Six | 210 | 18.0 |
| Seven or More | 150 | 13.1 |
| | <u>1,168</u> | <u>100.0</u> |

Based on this study the approximate distribution of living by size units in the Survey Area should be as follows:

| | <u>Percent</u> |
|---------------|----------------|
| Efficiencies | 7 |
| One-bedroom | 21 |
| Two-bedroom | 32 |
| Three-bedroom | 26 |
| Four-bedrooms | 14 |
| | <u>100</u> |

*See previous footnote qualifying these proportions.

This distribution is based upon the assumption that a large part of the "one-person families" would be roomers in larger units, that some two-person families would occupy efficiencies, some three person families would occupy one bedroom units, etc. The major purpose of this study is to provide some "yard stick" to guide the distribution of living units by size in the redevelopment projects.

Number of Units Accommodated

The foregoing recommendations would result in approximately 5,800 living units* in the Southwest Survey Area, distributed as follows:

| <u>Type of Residential Unit</u> | <u>Net Density Living Units Per Acre</u> | <u>No. of Living Units</u> | <u>Acres</u> |
|---------------------------------|--|----------------------------|--------------|
| Row houses | 25 | 1,614 | 64 |
| Two-story row flats | 50 | 538 | 11 |
| Three-story apartments | 43.5 | 2,152 | 49 |
| Elevator Apartments | 87 | 1,076 | 12 |
| | | <u>5,380</u> | <u>136</u> |
| Living units above stores | | 420 | |
| Total | | <u>5,800</u> | |

Relation of Program to Relocation

Redevelopment of the Survey Area will consist of a number of "projects", each of which will require several years to consummate. This will assist materially in solving the relocation problem.

Excluding single persons, the APHA survey of Projects "A" and "B" indicated the following range of monthly income:

| <u>Monthly Income</u> | <u>Estimated Maximum Rent @ 1/4 Income</u> | <u>No. of Families</u> | <u>Percent of Total</u> |
|-----------------------|--|------------------------|-------------------------|
| \$ 0 - 74.99 | \$ 0 - 18.74 | 101 | 9.5 |
| 75 - 149.99 | 18.75 - 37.49 | 142 | 13.4 |
| 150 - 199.99 | 37.50 - 49.99 | 229 | 21.6 |
| 200 - 249.99 | 50.00 - 62.49 | 172 | 16.2 |
| 250 - 324.99 | 62.50 - 81.24 | 171 | 16.2 |
| 325 - 399.99 | 81.50 - 99.99 | 100 | 9.4 |
| 400 or More | 100.00 or More | <u>145</u> | <u>13.7</u> |
| | | 1,060 | 100.00 |

*This is merely a theoretical demonstration of the mathematical results of previous recommendations and not intended to be an exact specification.

Approximately one-half of the present population could afford accommodations in new living units of the type herein recommended. The remaining one-half could be relocated:

- (a) In another part of the Metropolitan Area.
- (b) In public housing. (A program of public housing is indicated for the Southwest Survey Area. Such housing should not be concentrated in any one part of the area. Whether public or private, at least one-fourth of the living units in the Survey Area should be "low-rent housing" as defined in the District of Columbia Redevelopment Act of 1946.)
- (c) In rehabilitated buildings or in those buildings of satisfactory character that would not be disturbed by redevelopment.

Commercial Requirements

Present commercial uses in the Survey Area are characterized by an above average number of stores and a below average area occupied by such uses as indicated in the following table:

Square feet of floor space - Food and service stores

| | |
|------------------------------------|---------|
| Southwest area | 560,600 |
| National average - same population | 684,000 |

Number of stores

| | |
|------------------------------------|-----|
| Southwest area | 412 |
| National average - same population | 204 |

Retail Uses

Two types of retail commercial uses are found in the Survey Area: (1) stores serving local needs, and (2) stores serving metropolitan patronage, particularly the markets and restaurants along Maine Avenue. When redeveloped, the southwest will have increased purchasing power; the caliber of store should be better and off-street parking facilities provided.

On this basis the estimated requirements for retail commercial uses in the Survey Area would be as follows:

| <u>Type</u> | <u>Floor area</u> | <u>Total land area</u> |
|--|------------------------|------------------------|
| 1. Local shops | 312,000 sq. ft. | 560,000 sq. ft. |
| 2. Local and non-local in combination | 85,000 sq. ft. | 157,000 sq. ft. |
| 3. Non-local | <u>110,000</u> sq. ft. | <u>206,000</u> sq. ft. |
| Total | 507,000 sq. ft. | 923,000 sq. ft. |

Second Commercial Uses

Because of its central location in the District of Columbia and in the metropolitan area, the Southwest is in an unusually good location for various types of light industrial and wholesale uses (2nd commercial). In the District of Columbia approximately 500,000 square feet of land per year is being occupied by new second commercial uses. Due to lack of available sites many of these uses are being forced to locate beyond the District line. Only the highest type of second commercial uses would be interested in a location in the southwest. These would include such uses as bottling plants, laundries, creameries, warehouses, and research laboratories. The expressway will make the southwest an even more desirable location for uses of this type.

At the present time there are 90 second commercial uses in the Survey Area occupying 1,120,000 square feet of land area.

Second commercial uses of the above types may be appropriately located in the area between the expressway ("F" Street) and the railroad, in the area west of 10th Street and in certain locations along South Capitol Street. Existing second commercial uses in these areas would remain.

Redevelopment plans should provide for:

| | |
|--------------------------------|-------------------|
| A total 2nd commercial area of | 1,540,000 sq. ft. |
| Of which existing uses occupy | 649,000 sq. ft.* |
| Leaving for future expansion | 891,000 sq. ft. |

*This includes only those existing second commercial uses in the areas proposed for future second commercial use.

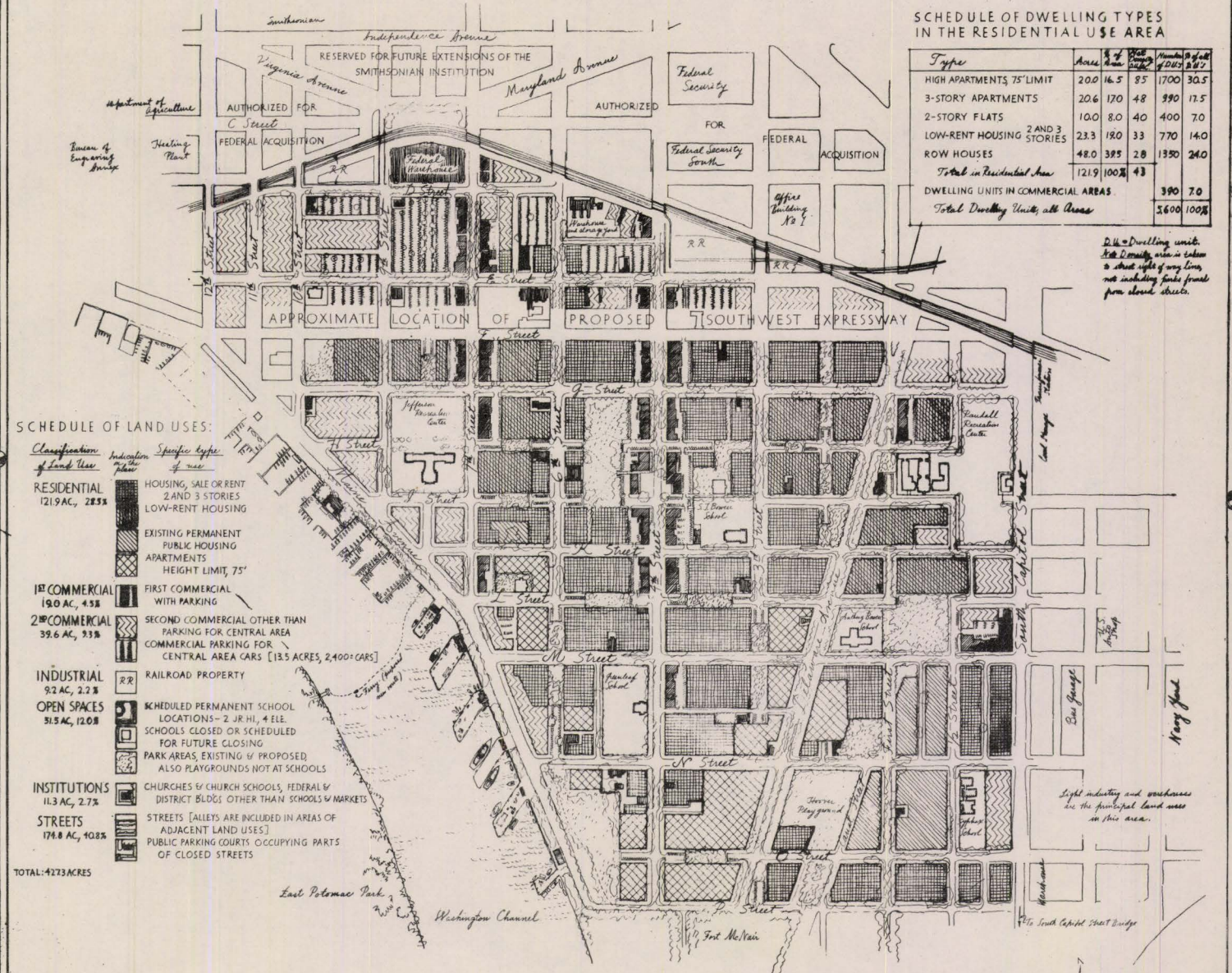
ANALYSIS AND APPRAISAL OF REDEVELOPMENT PLANS

Criteria for Redevelopment Plans

Any redevelopment plan for the Southwest Area, of course, should provide improved living conditions in standard dwelling units and an arrangement of land uses and buildings conforming with the city plan and in accordance with modern standards of neighborhood and community planning. In addition, such a plan should meet the following five criteria:

1. The plan should be sufficiently complete and definite to be susceptible of analysis and to guide the preparation of the more detailed project area plans. The redevelopment of the entire Survey Area will require many years to accomplish; any overall Survey Area plans prepared today will require changes and adjustments before the entire redevelopment is completed. This, however, should not imply that the present plans for the entire Survey Area should be general or vague in nature. The Survey Area plan should be prepared in sufficient detail that it can be analyzed in regard to such matters as estimated land acquisition costs, re-use values, required capital grants, etc. It should show generally streets, schools, parks, land use, types of housing units to be provided, population densities, property to be acquired and the proposed disposition of all property under the plan. Redevelopment should start with an approved Survey Area plan that is realistic and practical, with the understanding that this plan might have to be changed in several respects before redevelopment is completed.
2. Proposed property uses should be marketable under the current and probable future market conditions for real estate of various types in the District of Columbia. The Survey Area plans should not propose types of land uses for which there would be no apparent market.
3. The Survey Area plans should require the minimum amount of capital grants in relation to the results that are desired from the redevelopment of the area. Design of the plan should be directed toward achievement of the maximum benefits at minimum costs.
4. The Survey Area plan should be susceptible to stage development. A Survey Area plan should be so devised that it may be undertaken step-by-step with each step resulting in a reasonably complete improvement in itself. Long-range programs such as the redevelopment program, are often subjected to interruption by wars or by legislative changes.

PROPOSED REDEVELOPMENT PLAN FOR THE SOUTHWEST SURVEY AREA WASHINGTON D.C. *A Study in Neighborhood Planning*



SCHEDULE OF DWELLING TYPES IN THE RESIDENTIAL USE AREA

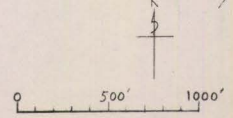
| Type | Area | % of Area | % of D.U. | Number of D.U. | % of all D.U. |
|---|--------------|-------------|-----------|----------------|---------------|
| HIGH APARTMENTS 75' LIMIT | 20.0 | 16.5 | 85 | 1700 | 30.5 |
| 3-STORY APARTMENTS | 20.6 | 17.0 | 48 | 990 | 17.5 |
| 2-STORY FLATS | 10.0 | 8.0 | 40 | 400 | 7.0 |
| LOW-RENT HOUSING 2 AND 3 STORIES | 23.3 | 19.0 | 33 | 770 | 14.0 |
| ROW HOUSES | 48.0 | 39.5 | 28 | 1350 | 24.0 |
| Total in Residential Area | 121.9 | 100% | 43 | | |
| DWELLING UNITS IN COMMERCIAL AREAS | | | | 390 | 7.0 |
| Total Dwelling Units, all Areas | | | | 5600 | 100% |

D.U. = Dwelling unit.
 % of Dwelling units in column is based on street right of way lines, not including parks fronted from closed streets.

SCHEDULE OF LAND USES:

- | Classification of Land Use | Indication of Plan | Specific type of use |
|---|-------------------------|---|
| RESIDENTIAL 121.9 AC, 28.5% | [Hatched pattern] | HOUSING, SALE OR RENT 2 AND 3 STORIES LOW-RENT HOUSING |
| | [Cross-hatched pattern] | EXISTING PERMANENT PUBLIC HOUSING APARTMENTS HEIGHT LIMIT, 75' |
| 1st COMMERCIAL 19.0 AC, 4.5% | [Vertical line pattern] | FIRST COMMERCIAL WITH PARKING |
| 2nd COMMERCIAL 39.6 AC, 33% | [Diagonal line pattern] | SECOND COMMERCIAL OTHER THAN PARKING FOR CENTRAL AREA COMMERCIAL PARKING FOR CENTRAL AREA CARS [13.5 ACRES, 2,400+ CARS] |
| INDUSTRIAL 9.2 AC, 2.2% | [RR symbol] | RAILROAD PROPERTY |
| OPEN SPACES 51.5 AC, 12.0% | [Open square pattern] | SCHEDULED PERMANENT SCHOOL LOCATIONS - 2 JR. HI, 4 ELE. SCHOOLS CLOSED OR SCHEDULED FOR FUTURE CLOSING PARK AREAS, EXISTING & PROPOSED ALSO PLAYGROUNDS NOT AT SCHOOLS |
| INSTITUTIONS 11.3 AC, 2.7% | [Solid black pattern] | CHURCHES & CHURCH SCHOOLS, FEDERAL & DISTRICT BLDGS OTHER THAN SCHOOLS & MARKETS |
| STREETS 174.8 AC, 40.8% | [Thin line pattern] | STREETS [ALLEYS ARE INCLUDED IN AREAS OF ADJACENT LAND USES] PUBLIC PARKING COURTS OCCUPYING PARTS OF CLOSED STREETS |
- TOTAL: 427.3 ACRES

Light industry and warehouses are the principal land uses in this area.



5. The redevelopment plan should impose a minimum relocation problem. Relocation of existing population is a major problem in redevelopment. To the extent compatible with the achievement of other aims of the program, the redevelopment plan should include relocation of present population as a major consideration. The more of the present population that can be relocated in the same area, the easier this problem will be to solve.

Appraisal of Survey Area Plans

Two general plans have been prepared for the redevelopment of the Southwest Survey Area, one by Mr. Elbert Peets with the assistance of the staff of the National Capital Park and Planning Commission, the second by the firms of Justement, Elam & Darby, Architects, and Keyes, Smith & Satterlee, Architects & Lethbridge, Associate, in accordance with a contract with the District of Columbia Redevelopment Land Agency. The following section of this report contains an appraisal and analysis of the two plans. For convenience, the first of these will be called the "Peets Plan", and the second will be called the "Justement-Smith Plan".

Generally speaking, these two plans explore the two extremes in the many possibilities for the redevelopment of the Southwest Survey Area. The Peets Plan is basically conservative, proposing maximum retention of existing buildings and facilities of a good or satisfactory character. The Justement-Smith Plan explores the results of a fairly complete transformation of the Survey Area but was not required to give attention to the retention of existing buildings. The designers were directed to explore the possibilities of an overall re-arrangement of the entire area.

Analysis of the "Peets Plan"

The redevelopment plan for the Survey Area as proposed by Mr. Peets is shown on Plate 12. The plan contemplates acquisition of 178 acres for redevelopment; 61 acres would not be purchased. Major areas that would not be purchased include all land west of 10th Street, all frontage on Maine Avenue north of "N", much of the existing housing in the southeastern corner of the area, and the commercial frontage on 7th Street and 4th Street.

Under this plan land use in the area would be used in the following manner:

Comparative Tabulation
Recommended General Land Use Allocation
for 23,000 Persons

| <u>Land Use</u> | <u>Present Area</u> | <u>Comprehensive Plan Proposal</u> | <u>Peets Plan</u> |
|--------------------------------|---------------------|------------------------------------|-------------------|
| Vacant | 6.3 | - | - |
| Residential | 134.4 | 137.0 | 121.9 |
| Commercial | 20.9) | 23.0) | 19.0) |
| Industrial & Second Commercial |)61.4 |)59.0 |)72.1 |
| Parks, Schools and Recreation | 40.5) | 36.0) | 53.1) |
| Other Public and Semi-Public | 30.1 | 56.0 | 55.0 |
| Streets | 6.9 | 7.0 | 7.0 |
| | <u>188.2</u> | <u>168.0</u> | <u>171.3</u> |
| Total | 427.3 | 427.0 | 427.0 |

The proposed plan would provide land use areas generally in accordance with those recommended in the preceding section of this report with two exceptions: (1) a much greater area of second commercial uses are proposed, and (2) a smaller area of residential property is proposed.

The plan would provide for 5,600 family living units classified in accordance with the following tabulation:

Schedule of Dwelling Types in the Residential
Use Area

| <u>Types</u> | <u>Acres</u> | <u>% of Total</u> | <u>Density DU/AC</u> | <u>No. of DU's</u> | <u>% of All DU's</u> |
|--|--------------|-------------------|----------------------|--------------------|----------------------|
| High Apartments, 75' Limit | 20.0 | 16.5 | 85 | 1,700 | 30.5 |
| 3-Story Apartments | 20.6 | 17.0 | 48 | 990 | 17.5 |
| 2-Story Flats | 10.0 | 8.0 | 40 | 400 | 7.0 |
| Low Rent Housing 2 and 3 stories | 23.3 | 19.0 | 33 | 770 | 14.0 |
| Row Houses | 48.0 | 39.5 | 28 | 1,350 | 24.0 |
| Total in Resi- dential Area | 121.9 | 100.0 | 43 | | |
| Dwelling Units in Commercial Areas | | | | 390 | 7.0 |
| Total Dwelling Units, All Acres | | | | 5,600 | 100.0 |

DU = Dwelling Unit

Net Density area is taken to street right-of-way line, not including parks formed from closed streets.

The plan proposes acquisition of private property for various public uses, which private property is assessed at \$2,570,000 at the present time. This amounts to 12.9 percent of the existing assessed value in the area. (This includes \$919,000 for proposed parks and schools and \$1,651,000 for the proposed expressway.)

The plan shows the many existing schools, churches, and commercial structures that would be retained. Not shown on the plan, however, is the proposal by its author that 400 living units be produced by rehabilitation of present structures (an estimated 320 buildings would be rehabilitated) and that some 300 living units would remain in their present condition.

The plan has been worked out very carefully to provide walk-ways between residences and commercial centers and schools by closing many of the minor streets. Many of the closed streets are proposed to be used as parking areas or as parks. The plan gives quite close attention to pedestrian circulation.

The plan contemplates retention of the Syphax and Anthony Bowen Schools and would use the S. J. Bowen and the Greenleaf Schools as nuclei for the two additional elementary schools that should be provided.

The elevator apartments are proposed for the south end of the Survey Area adjacent to Ft. McNair and to proposed water front park areas. The proposed low rent housing is located near the southeast corner of the area, adjacent to the proposed expressway, and adjacent to Jefferson High School. Areas for row houses and for two and three-story apartments are not segregated on the plan, the author assuming that these developments will be intermixed and that careful site planning will assure their being established in a manner that will render them both livable and acceptable for efficient property management.

Advantages and Disadvantages of the "Peets Plan"

The "Peets Plan" has six major advantages as follows:

1. It provides maximum possibilities for the rehousing of the present families in the area. It further provides specific areas for low-rent housing for lower-income families.

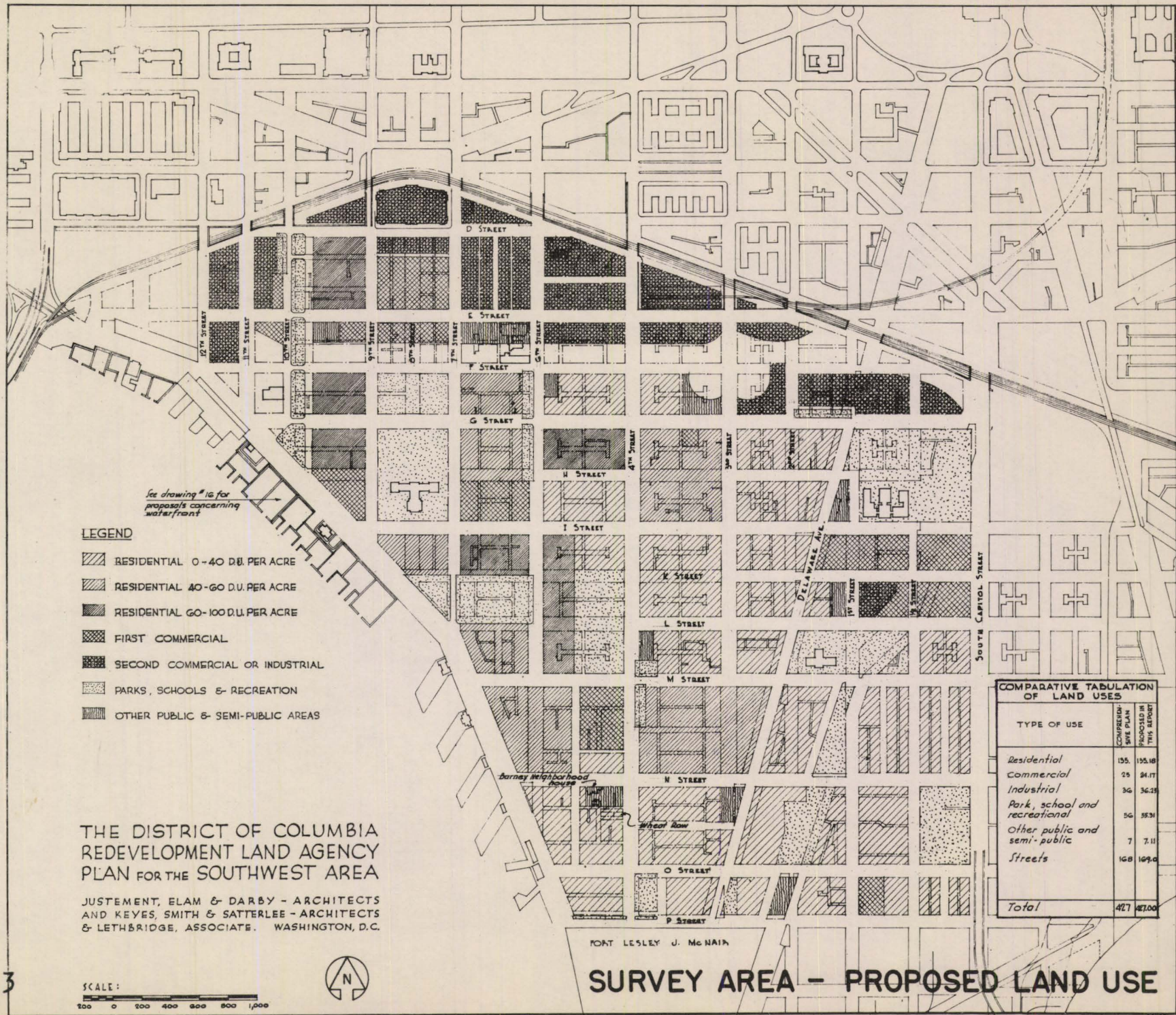
2. It is a definite and explicit plan. The author shows which land is to be acquired and which is not to be acquired. (This is shown on a separate plan, not on Plate 11.) The plan is susceptible to an economic appraisal on an overall basis.

3. The plan is consistent with practical facts regarding existing conditions. It retains all buildings of a satisfactory character, including churches, and further including expensive commercial property along 4th Street, 7th Street and Maine Avenue.

4. Except for too great a proportion of living units in elevator-type buildings, the plan is practical from a real estate marketing standpoint.

5. The plan proposes a rather natural, logical, gradual, redevelopment, well within the realm of the possible. If the redevelopment process were to be stopped at any time, the part of the area that would have been redeveloped would fit in rather well with the remaining area that would continue in existence.

6. The plan emphasizes the development of city-wide first and second commercial areas in the southwest.



See drawing # 16 for proposals concerning waterfront

LEGEND

- RESIDENTIAL 0-40 D.U. PER ACRE
- RESIDENTIAL 40-60 D.U. PER ACRE
- RESIDENTIAL 60-100 D.U. PER ACRE
- FIRST COMMERCIAL
- SECOND COMMERCIAL OR INDUSTRIAL
- PARKS, SCHOOLS & RECREATION
- OTHER PUBLIC & SEMI-PUBLIC AREAS

**THE DISTRICT OF COLUMBIA
REDEVELOPMENT LAND AGENCY
PLAN FOR THE SOUTHWEST AREA**

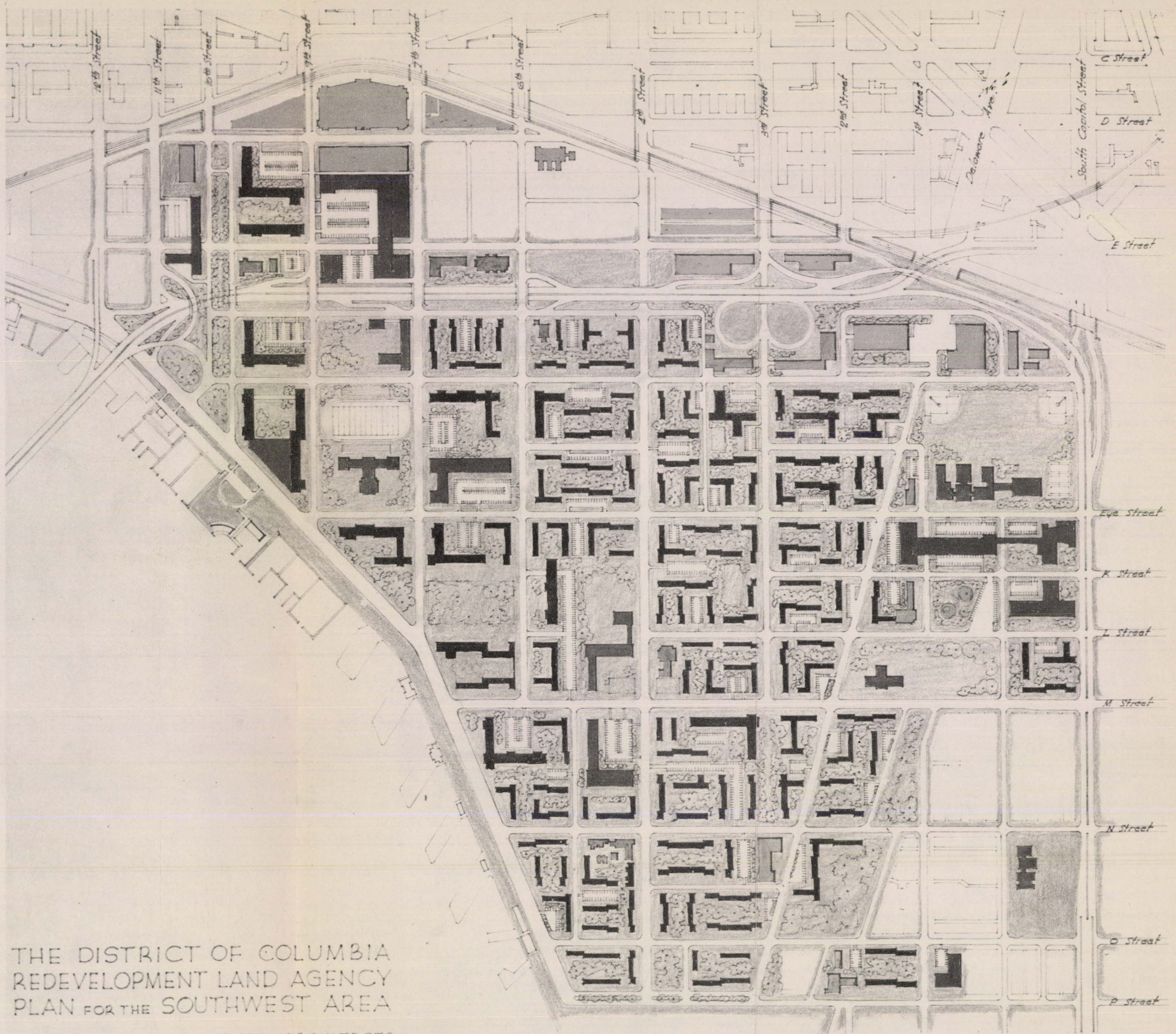
JUSTEMENT, ELAM & DARBY - ARCHITECTS
AND KEYES, SMITH & SATTERLEE - ARCHITECTS
& LETHBRIDGE, ASSOCIATE. WASHINGTON, D.C.



| COMPARATIVE TABULATION OF LAND USES | | |
|-------------------------------------|-------------------------|-------------------------|
| TYPE OF USE | COMPREHENSIVE SITE PLAN | PROPOSED IN THIS REPORT |
| Residential | 155 | 155.18 |
| Commercial | 25 | 24.17 |
| Industrial | 36 | 36.25 |
| Park, school and recreational | 56 | 55.31 |
| Other public and semi-public | 7 | 7.11 |
| Streets | 168 | 169.0 |
| Total | 427 | 427.00 |

PORT LESLEY J. Mc NAIR

SURVEY AREA - PROPOSED LAND USE



THE DISTRICT OF COLUMBIA
REDEVELOPMENT LAND AGENCY
PLAN FOR THE SOUTHWEST AREA

JUSTEMENT, ELAM & DARBY - ARCHITECTS
AND KEYES, SMITH & SATTERLEE - ARCHITECTS
& LETHBRIDGE, ASSOCIATE. WASHINGTON, D. C.

MASTER PLAN OF REDEVELOPMENT AREA

PLATE 14

The "Peets Plan" contains six major disadvantages. (In addition to these, this plan is not very dramatically illustrated and considerable study is required to visualize the character of its recommendations.)

1. The land use allocations quantitatively are not too close to the comprehensive plan recommendations. Of greatest concern in this connection is the relatively small area of net residential use and the relatively large area of second commercial use proposed.

2. Certain of the land use locations are questionable. This is particularly true of the areas proposed for residential use north of the freeway, of the proposed development of so much of the Maine Avenue frontage for second commercial, and of the areas allocated for low-rent housing in the northeast section of the Survey Area.

3. The proposed school plan is questionable, particularly in the area west of 4th Street. The elementary school service for the northern part of the area west of 4th would not appear to be adequate.

4. Too high a proportion of the living units are in high-rise elevator-type buildings.

5. The proposed park use of existing street area raises difficult legal questions that might cause complications in carrying out the plan.

6. The plan has been criticized by officials of the Housing and Home Finance Agency as not bringing about a sufficient transformation of the area to justify the re-development.

In summary, it would appear that this plan is an adequate plan in sufficient detail for analysis. With one exception the proposed land uses would appear to be marketable from the real estate standpoint. It would not appear to propose too great a burden upon the District's capital improvement program. Based upon subsequent studies of Projects "A" and "B" the "Peets Plan" could be expected to involve a total capital grant or "subsidy" of about \$17,000,000. It is susceptible to stage development and imposes minimum relocation problems.

Analysis of the "Justement-Smith" Plan

The proposed "Justement-Smith" plan is shown graphically on Plates 13 and 14. This plan proposes land uses in the area as shown in the following table:

| | <u>Acres for 25,000 Persons-Comprehen- sive City Plan</u> | <u>Acres for 24,172 Persons-Proposed Land Use Plan - Plate 12</u> |
|-------------------------------------|---|---|
| Residential | 135 | 135.18 |
| First Commercial | 25 | 24.17 |
| Industrial and Second Commercial | 36 | 36.23 |
| Parks, Schools and Recreation | 56 | 55.31 |
| Other Public and Semi-Public | 7 | 7.11 |
| Streets and Alleys | <u>168</u> | <u>169.00</u> |
| Total | 427 | 427.00 |

The plan proposes a total of 6,043 living units in the area of which 2,681 would be in elevator-type buildings, 1,468 in three-story buildings, 1,062 in two-story buildings, and 832 in row houses. Some 231 of the two-story units would be in existing buildings while 463 of the row houses would be in existing buildings. Thus approximately 700 of the existing living units would be retained. The plan proposes that property with an assessed valuation of \$3,450,000 be acquired for public uses. This is 17.3 percent of the assessed value of the Survey Area. (This includes \$1,799,000 for proposed parks and schools and \$1,651,000 for the proposed expressway.)

A proposed new entrance into the southwest over 10th Street is a major feature of the plan. Tenth Street would be developed as a parkway south of the railroads. Because 10th Street overpasses the railroad, this would provide a dramatic view of the channel. This arrangement is proposed as a means whereby the northwest corner of the Southwest could become a high-income residence area. High-rise apartment buildings (or apartment-hotels) would front upon this new entrance on the east. On the west a proposed office building would screen these uses from the produce center.

The authors of this plan generally contemplate a high-income development in the northwest corner of the Survey Area with a low-income area in the southeast corner. Future development would then consist of an expansion of these two centers with future real estate marketing conditions determining how far each might go. In general, however, the authors of the plan recommend that as much of the Survey Area as possible be developed as a high-income

residence area (although they state that their plan would be adaptable for either high-income or low-income development).

The plan proposes a complete relocation of commercial facilities. Apparently all existing commercial uses on such streets as 4th, 7th, and Maine, would be acquired and a series of new shopping centers would be developed with a major center immediately north of the freeway and between 9th Street and 7th Street.

Advantages and Disadvantages of the "Justement-Smith" Plan

The "Justement-Smith" plan has five major advantages as follows:

1. The plan is quite imaginative and forward looking. It attempts to produce a good and dramatic result - an almost idealistic result.

2. Use of land in the Survey Area under the plan would be quantitatively almost exactly in accordance with the comprehensive plan. The comprehensive plan is also followed in the general arrangement of streets and the number of schools proposed, etc.

3. The plan proposes a good general arrangement of schools and public uses (with some few exceptions, such as the use of part of the Hoover Playground for housing, the extension of the Syphax School grounds to the east which may not be practical, and the proposed elementary school located on the freeway.)

4. The plan proposes closing quite a number of streets, reducing the total street area to a more reasonable percentage of the whole.

5. The plan is relatively open. There is a low building coverage. Generally high standards of open space are provided around the structures.

The "Justement-Smith" plan has the following major disadvantages:

1. The result sought by the plan requires a complete transformation of the area; a result not easy to accomplish and the eventual success of which is questionable. While redevelopment should raise the level of the area, the level sought here is believed to be too high.

2. Certain features of the plan do not appear practical from the real estate marketing standpoint. These include (a) the very high proportion of the dwelling units in elevator-type buildings, (some 44 percent of the living units would be in buildings of this type; there does not appear to be an urgent need for close-in high-rent apartments in the District of Columbia); (b) the proposed office building immediately west of 10th Street, (c) the proposed shopping center north of the freeway, (d) the proposed high-rise apartment buildings (or apartment-hotels) on the east side of the proposed 10th Street entranceway would face the produce center on the west. There might be difficulties in overcoming this adverse environment. The plan does not contain any documentary evidence that these high new values can actually be attained.

3. The plan apparently does not attempt to rehouse much of the present population in the area. (The authors of this plan were not required to do this.) It contains no specific provision for low-rent housing or for public housing and includes a large proportion of high rent living units.

4. The plan would appear to depreciate the possibilities for city-wide first commercial development, particularly along Maine Avenue. Except for one small area, all of the Maine Avenue frontage apparently would be used for residential purposes.

5. The plan not only proposes a very high proportion of the living units in elevator units but proposes some of these in such locations and at such heights as to require major changes in District zoning policies. (See discussion Page 10.)

6. The plan proposes a costly re-arrangement of retail (First Commercial) uses in the Southwest Area.

A preliminary analysis was made of this phase of the plan, based on the assumption that property could be acquired for 2.2 times its assessed value. (This may not be the case with commercial property; a very different price might have to be paid.)

However, on this basis it is estimated to cost approximately \$7,500,000 to purchase the property now fronting on 4th Street between "F" and "N", on Maine Avenue between 10th and "M", and on 7th Street from "D" to Maine Avenue. Uses proposed for this frontage under the plan would have a re-use value estimated at \$1,750,000. This represents a net loss of \$5,750,000.

Further, it is estimated that there would be a net loss involved in the purchase of residential property for the new shopping centers proposed on the plan and the sale of this property for commercial purposes, estimated at \$2,300,000.

The total "subsidy" or net loss estimated to result from the proposed re-arrangement of commercial facilities amounts to approximately \$8,000,000. The authors of the plan estimate that the plan will require a total capital grant of \$27,000,000. It is apparent that almost one-third of this would be required for the relocation of commercial facilities. (The authors further estimate that there would be an increased assessed valuation of \$26,000,000 in the southwest as a result of the plan and that increased taxes to the District will repay the District of Columbia's portion of the cash and capital grants in approximately sixteen years.)

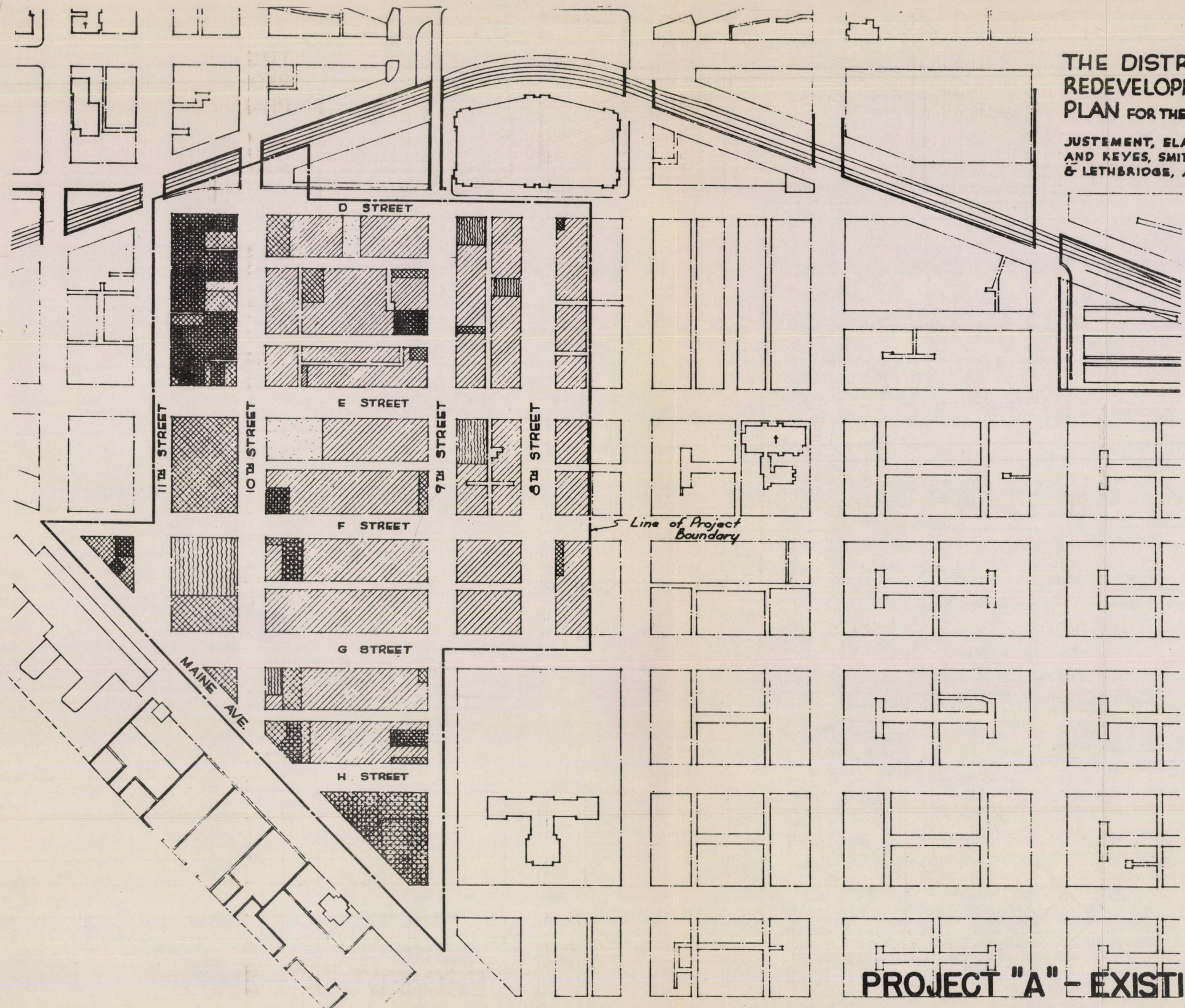
7. Unfortunately, appraisal of the economic benefits that might result from this plan in comparison with those that would result from the "Peets Plan" are not possible because the "Justement-Smith" plan is admittedly not a detailed or specific plan. The plan shows, rather, a general picture of what might be developed in the Southwest but is not specific regarding just what property is to be acquired, which churches are to be moved, which business houses changed in location, etc.

8. The plan is developed in such a way, that, once the northwestern part of it were undertaken, a commitment that the remainder would be carried out would be almost essential. The plan contemplates development of high-income residence uses in the northwestern section immediately, introducing a new element into the Southwest Area on the supposition that this will encourage and result in additional high-income uses in the adjacent areas.






In summary, the "Justement-Smith" plan, first is not explicit enough in regard to what it does or does not propose. It proposes certain uses that are questionable from the real estate marketing standpoint. Because of the extensive relocation of commercial facilities, and expensive land to be acquired for public use, it undoubtedly would require large capital grants. It does not appear to be too susceptible to stage development and apparently would create a difficult relocation problem by not proposing to relocate in the Survey Area very much of the present population now living therein.

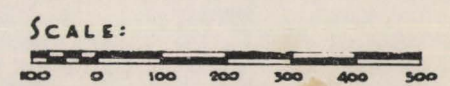
**THE DISTRICT OF COLUMBIA
REDEVELOPMENT LAND AGENCY
PLAN FOR THE SOUTHWEST AREA**

JUSTEMENT, ELAM & DARBY - ARCHITECTS
AND KEYES, SMITH & SATTERLEE - ARCHITECTS
& LETHBRIDGE, ASSOCIATE. WASHINGTON, D.C.



LEGEND

-  Residential.
-  1st Commercial.
-  2nd Commercial or industrial.
-  Parks, schools & recreation.
-  Other public & semi-public areas.



PROJECT "A" - EXISTING LAND USE

Recommendations Regarding Survey Area Plans

As evidenced in the above discussion, there is much that is of merit in both the Survey Area plans. Part of the difficulty with each might be explained by the development of each at the extreme ends of the many possibilities for redevelopment of the area. Both plans are a valuable contribution to the redevelopment of the Southwest Area. It is doubtful that a satisfactory final plan for the Survey Area could be made without the benefit of both of these investigations.

Location of the retail business areas provides a key to a final decision regarding the redevelopment plans for the Survey Areas. In general, while existing business in the area should be greatly improved in character, it is fairly logically located from the geographic standpoint. The 4th Street commercial area, for example, is within easy walking distance of virtually the entire southwest. Commercial use of Maine Avenue frontage, particularly for city-wide business, is an economic by-product of the improvement of the harbor of considerable economic advantage to the District. This should be preserved and if possible extended. The practical solution to the location of the business property would certainly appear to be to improve the character of the present uses but to keep them in the same general areas. It is probable that, with provision of off-street parking and with higher-income values adjacent to them, the existing business centers would be improved in character without requiring any public expenditures. Architectural control of these improvements of the commercial areas would be justified and should be undertaken.

With the results of these two investigations at hand, it should be possible to devise satisfactorily a final Survey Area plan without a large expenditure of time or effort. Such a plan should not be an endeavor to merely combine the best features of the two plans. This would not be possible since they both reflect the basic point-of-view of their authors.

Plans for Redevelopment Project "A"

Existing land use in redevelopment Project "A" is shown on Plate 15. Project "A" includes the major part of the Survey Area west of 7th Street but does not include the 7th Street frontage. At the present time land in this area is used for the following purposes:

| <u>Use</u> | <u>Area Occupied in Acres</u> |
|----------------------------------|-----------------------------------|
| Residential | 14.2 |
| Mixed Commercial and Residential | 0.5 |
| First Commercial | 2.9 |
| Second Commercial | 4.7 |
| Institutions and Churches | 0.9 |
| Parks, Schools and Playgrounds | 1.6 |
| Vacant Land | 1.2 |
| Total Net Acres | 26.0 |
| Streets and Alleys | 22.8 |
| TOTAL AREA | 48.8 |

That part of Project "A" south of "F" Street would appear to be an appropriate place for some elevator-type buildings, three-story walk-ups, and living units developed above commercial uses. Higher rental units would be a logical use of land in this location as would the provision of a high percentage of smaller units, including efficiencies.

Project "A" contains parts of the wholesale produce center. This is a thriving business of considerable importance and magnitude. Redevelopment plans should provide for retention of this center, for replacement of any parts displaced by the proposed expressway, and for room for future expansion. Investigations indicate that expansion east of 10th Street would not be necessary.

The part of Project "A" north of "F" Street and east of 10th should be devoted primarily to Second Commercial uses. The major part of Project "A" south of "F" Street, and particularly the area bounded by "G", Maine and 9th, should be devoted to First Commercial uses of a type catering to non-local trade, similar to others now developed along Maine Avenue.

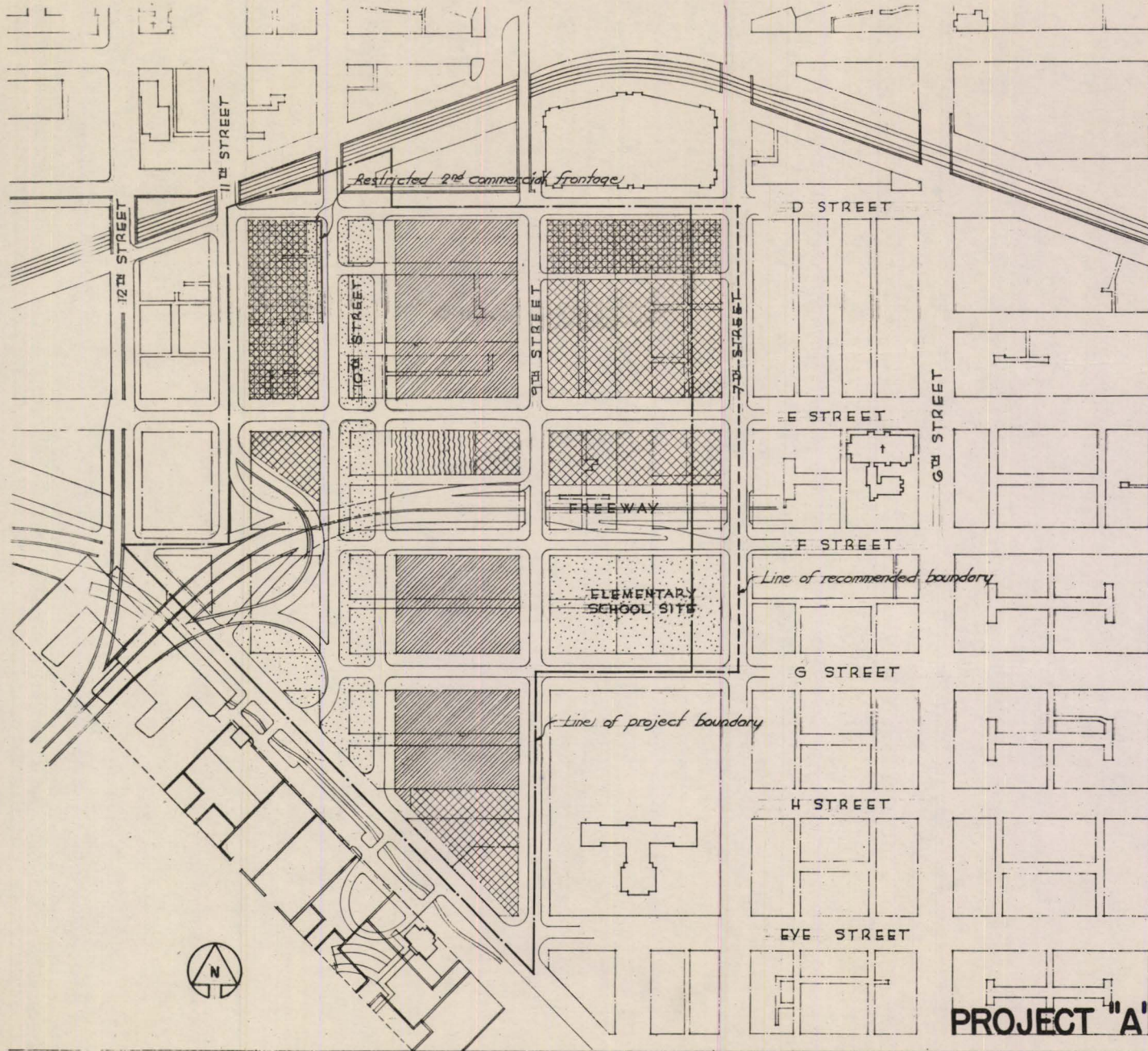
Project "A" now contains approximately 630 living units (including the entire area of the blocks between 7th and 9th).

Proposals of the "Peets Plan"

The "Peets Plan" proposes to acquire only that part of the area between "G" Street and "D" Street and between 10th Street and the eastern project boundary. The plan would further exclude two public and semi-public uses within this

THE DISTRICT OF COLUMBIA
REDEVELOPMENT LAND AGENCY
PLAN FOR THE SOUTHWEST AREA

JUSTEMENT, ELAM & DARBY - ARCHITECTS
AND KEYES, SMITH & SATTERLEE - ARCHITECTS
& LETHBRIDGE, ASSOCIATE. WASHINGTON, D.C.



COMPARATIVE TABULATION
OF LAND USES

| TYPE OF USE | 1951 USE | | PROJECTED USES | | NO. OF D.U. |
|---|----------|-------|----------------|-------|-------------|
| | ACRES | ACRES | ACRES | ACRES | |
| <i>Residential</i> | | | | | |
| a. Apartments/Hotels | 1.23 | | 8.27 | | |
| b. Row houses | 12.01 | | 0.00 | | |
| c. 2-Family detached | 0.96 | | 0.00 | | |
| d. 1-Family detached | 0.00 | | 0.00 | | |
| Total residential | | 14.20 | | 8.27 | 8.30 |
| <i>Mixed Commercial & Residential</i> | | | | | |
| a. One story residential over 1 st Comm. | 0.41 | | 0.00 | | |
| b. Multi-story residential over 1 st Comm. | 0.00 | | 1.68 | | |
| Total mixed | | 0.49 | | 1.68 | 83 |
| <i>1st Commercial</i> | 2.90 | | 5.77 | | |
| <i>2nd Commercial</i> | 4.75 | | 3.25 | | |
| <i>Industrial</i> | 0.00 | | 0.00 | | |
| <i>Institutions/Churches</i> | 0.90 | | 0.00 | | |
| <i>Parks, schools & Playgrounds</i> | 1.56 | | 0.65 | | |
| <i>Vacant land</i> | 1.17 | | 0.00 | | |
| Total Net Acres | 25.97 | | 26.08 | | |
| Alleys | 1.50 | | 0.18 | | |
| Streets | 213.6 | | 22.57 | | |
| Total | 28.83 | | 48.83 | | 913 |

PROJECT AREA "A" EXTENDED TO
RECOMMENDED BOUNDARY LINE

| | | |
|---|------|------|
| <i>Residential</i> | 0.20 | 0.00 |
| <i>1st Commercial</i> | 1.79 | 0.99 |
| <i>2nd Commercial & Industrial</i> | 0.07 | 0.29 |
| <i>Parks, Schools & Recreation</i> | 0.00 | 0.56 |
| Total Net Acres | 2.06 | 1.84 |
| Streets & Alleys | 1.97 | 2.19 |
| Total | 4.03 | 4.03 |

LEGEND

- Residential 50-100 D.U. Per Acre
- 1st Commercial
- 2nd Commercial or Industrial
- Parks, Schools & Recreation
- Other Public & Semi-Public Areas

SCALE:
100 0 100 200 300 400 500

PROJECT "A" - PROPOSED LAND USE

area. Within the area that would be acquired the Peets Plan proposes that that part north of the proposed expressway be used entirely for Second Commercial or parking use and that that part between the expressway and "G" Street be used for low rent housing. The proposed land use allocations under the Peets Plan would be as follows:

Proposed Land Use Figures - Peets Plan
Project Area "A"

| | | <u>Acres</u> |
|---|-----|--------------|
| Residential (Low-rent housing) | Net | 3.50 |
| 2nd Commercial | Net | 8.62 |
| Public auto parking | Net | 8.20 |
| Park | Net | 1.30 |
| Institutions (Marine Corps Inst., School, D.C. F.D.) | Net | <u>0.93</u> |
| Total Net Acres | | 22.55 |
| Expressway | | 7.53 |
| Streets | | <u>18.65</u> |
| TOTAL | | 48.73 |

The 3-1/2 acres of net residential property under the densities proposed in the "Peets Plan" would accommodate approximately 115 living units.

The "Peets Plan" would have a total re-use value for private uses estimated at \$1,600,000. Assuming that the public uses would pay a re-use value based upon the appropriate use of the property if the public use was not so located, the public uses under the "Peets Plan" would have an estimated re-use value of \$460,000. Thus, the total re-use value under this plan would be approximately \$2,060,000.

The cost of land acquisition under the "Peets Plan" is estimated at \$4,510,000. The proposals of the plan, consequently, would involve an estimated "subsidy" of \$2,450,000.

Proposals of the "Justement-Smith Plan"

Proposals of the "Justement-Smith Plan" for Project Area "A" are shown on Plate 16. These include some of the most dramatic proposals of the entire "Justement-Smith Plan" for the Survey Area.

This plan proposes some residential uses between the freeway and the railroad. As previously indicated, the location of the commercial center between 7th and 9th north of "F" is somewhat questionable as is the elementary school site between 7th and 9th north of "G".

Land use allocations under the proposed plan would be as follows:

| <u>Use</u> | <u>Area in Acres</u> |
|----------------------------------|----------------------|
| Residential | 8.3 |
| Mixed Commercial and Residential | 1.5 |
| First Commercial | 5.8 |
| Second Commercial | 3.2 |
| Institutions and Churches | 0.7 |
| Parks, Schools and Playgrounds | 6.6 |
| Total Net Acres | 26.1 |
| Streets and Alleys | 22.7 |
| TOTAL | 48.8 |

The plan would provide a total of 913 dwelling units, 830 in elevator-type apartments and apartment-hotels, and 83 in residential uses above first commercial uses.

The re-use land values under the plan are estimated to be \$2,150,000 for private uses and \$1,100,000 for the public uses, a total of \$3,250,000. The estimated cost of land acquisition is \$5,395,000, making the estimated "subsidy" required \$2,145,000.






Conclusions and Recommendations

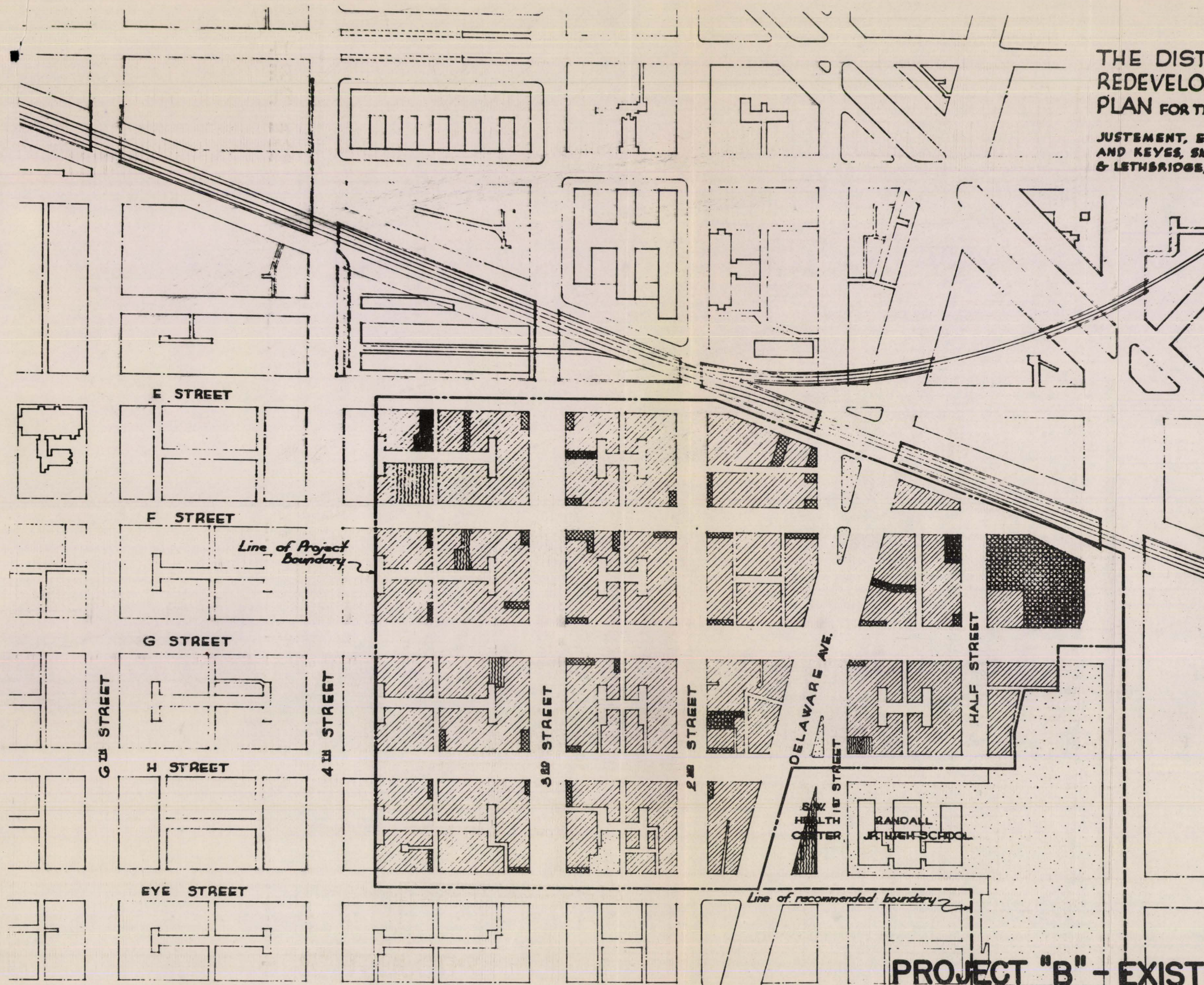
The two plans are not comparable in their proposals for Project "A". It is not at all likely that the boundaries for Project "A" would have been so located if the "Peets Plan" alone had been considered. It is notable, however, that the "Peets Plan" involves a much smaller amount of public property acquisition. Land acquisition for the "Peets Plan" is less because less property is involved; most notable, however, is the fact that, even with the expensive type of uses proposed and the high income of the families that would occupy the area, the estimated "subsidy" required is \$2,145,000 under the "Justement-Smith" plan and \$2,450,000 under the "Peets Plan".

THE DISTRICT OF COLUMBIA
REDEVELOPMENT LAND AGENCY
PLAN FOR THE SOUTHWEST AREA

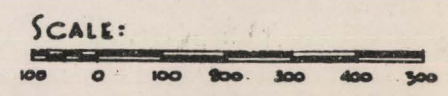
JUSTEMENT, ELAM & DARBY - ARCHITECTS
AND KEYES, SMITH & SATTERLEE - ARCHITECTS
& LETHBRIDGE, ASSOCIATE. WASHINGTON, D.C.

LEGEND

-  Residential 60-100 D.U. Per acre
-  1st Commercial
-  2nd Commercial
-  Parks, schools & recreation
-  Other public & semi-public areas



PROJECT "B" - EXISTING LAND USE



In Project "A" the extremes presented by the two plans are quite dramatically illustrated. The "Justement-Smith" plan contains proposals of considerable merit in this area. However, certain of the public improvements proposed, such as the extensive 10th Street Mall, are not believed to be too practical in the form included in the plan and, as previously mentioned, certain of the proposed land uses are questionable from the real estate marketing standpoint. The close proximity of the produce center, the heavy traffic it would generate, and the undesirability and impracticability of moving this center cast grave doubt upon the 10th Street Parkway proposal. Furthermore, it would appear more feasible to develop the high-income residence areas later in the program and to locate them along the water front in the south part of the Southwest, thus eliminating any necessity for a "new entrance" to the Southwest.

No decision should be made on plans for Project "A" until a decision has been made on an overall Survey Area plan. Further consideration and further study of this area is required based on this approach.

Plans for Redevelopment Project "B"

Project "B" includes the greater amount of the property north of Eye Street and east of 4th Street, not including the 4th Street frontage. Existing land use in this area is shown on Plate 17. This includes some of the poorest housing conditions now found in the Southwest Survey Area.

Existing land use in Project "B" is as follows:

| | <u>Area in Acres</u> |
|----------------------------------|--------------------------|
| Residential | 24.9 |
| Mixed Residential and Commercial | 0.7 |
| First Commercial | 0.2 |
| Second Commercial | 2.7 |
| Institutions and Churches | 0.8 |
| Parks, Schools and Recreation | 0.3 |
| Vacant Land | 0.7 |
| Total Net Acres | 30.3 |
| Streets and Alleys | 28.0 |
| TOTAL | 58.3 |

This area now contains 1,153 dwelling units and has a total population of 4,447. The median family size is 3.0.

Living units of lower rentals or sales price should be provided in this area. Ideally there should not be any elevator type buildings, the residential development consisting of row houses and three-story walk-ups on an approximately half-and-half basis. No efficiency units should be provided in this area. About half of the row houses could consist of two-story flats. No provision need be made for first commercial uses in Project "B" as this area can be served by commercial centers in nearby locations. That part of Project "B" north of "F" should be used for second commercial uses.

Proposals of the "Peets Plan"

The "Peets Plan" proposes that the areas north of "F" and that the two blocks north of "G" and east of Delaware be used for second commercial. Provision would be made for off-street parking for the commercial uses on "F" Street. The Randall Recreation Center would be enlarged by acquiring the remainder of the property in the area immediately southeast of the intersection of 1/2 Street and "G". A small local commercial center is proposed to the southeast of "G" and Delaware. In the southwestern corner of the project, provision is made for the enlargement of the grounds of the S. J. Bowen School, part of which is found within Project "B". The remainder of the property would be used either for low-rent housing or for two and three-story housing. The plan would accommodate 718 dwelling units. Land uses under the plan would be as shown on the following table:

Project Area "B"
 SOUTHWEST REDEVELOPMENT SURVEY AREA
Schedule of Land Uses as shown on the
Peets Plan, #24-193-14

| <u>Type</u> | <u>Acres</u> | <u>% of Area</u> | <u>Net Density DU/AC</u> | <u>No. of D.U.</u> |
|---|--------------|------------------|------------------------------|------------------------|
| Housing, sale or rent, 2 and 3-stories | 9.94 | 55.7 | 46 | 457 |
| Low-rent housing | 7.91 | 44.3 | 33 | 261 |
| Total in residential area | 17.85 | 100.0 | | |
| First Commercial | .75 | | | |
| Second Commercial | 3.91 | | | |
| Public parking (Central area) | 1.06 | | | |
| Parks and Recreation | 5.14 | | | |
| Other public and semi- public | <u>0.53</u> | | | |
| Total Net Acres | 28.81 | | | |
| Streets | <u>29.51</u> | | | |
| Total gross acres | 58.32 | | | |

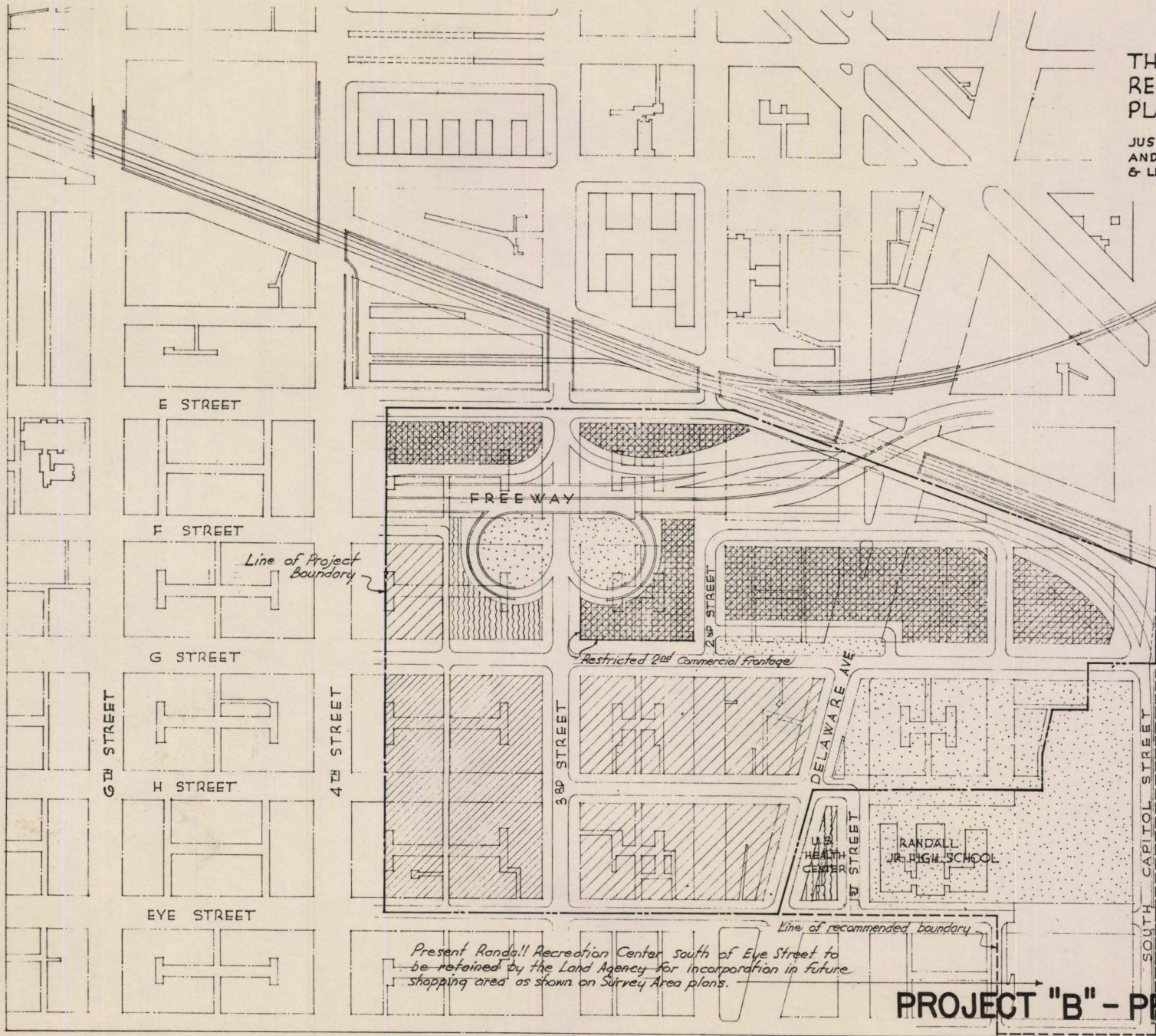
NOTES:

- (a) "Public parking courts" amounting to 1.75 acres are included in "streets" area. If this 1.75 acres is transferred to "residential", that item becomes 19.6 acres and streets become 27.76 acres.
- (b) Area of closed streets is 4.1 acres which is included in the item "Parks and Recreation".
- (c) Area of proposed southwest freeway is 11.4 acres which is included in the item "streets".

The proposed land uses under the "Peets Plan" would have a re-use land value estimated at \$836,000 for residential, first and second commercial and parking uses. Assuming that the public uses would have a re-use value the same as they

THE DISTRICT OF COLUMBIA REDEVELOPMENT LAND AGENCY PLAN FOR THE SOUTHWEST AREA

JUSTEMENT, ELAM & DARBY - ARCHITECTS
AND KEYES, SMITH & SATTERLEE - ARCHITECTS
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COMPARATIVE TABULATION OF LAND USES

| TYPE OF USE | EXISTING USE | | PROJECTED USE | |
|--|--------------|-------|---------------|------------|
| | ACRES | ACRES | ACRES | NO OF D.U. |
| <i>Residential</i> | | | | |
| a. 2-Story Row House | 21.50 | | 1.28 | 27 |
| b. 2-Story Flat | 0.00 | | 4.64 | 138 |
| c. 3-Story Apartments | 0.00 | | 3.78 | 151 |
| d. 8-Story Apartments | 1.86 | | 2.24 | 218 |
| e. 2-Family Semi-detached | 1.02 | | 0.00 | 0 |
| f. 1-Family Detached | 0.54 | | 0.00 | 0 |
| Total Residential | 24.92 | | 11.94 | 534 |
| <i>Mixed Commercial & Residential</i> | | | | |
| a. 1-Story Residential over 1st Commercial | 0.64 | | 0.00 | |
| b. Multi-Story Residential over 1st Commercial | 0.03 | | 0.00 | |
| 1st Commercial | | | 0.67 | 0.00 |
| | | | 0.21 | 0.00 |
| 2nd Commercial | | | 2.69 | 8.80 |
| Industry | | | 0.00 | 0.00 |
| Parks, Schools & Recreation | | | 0.25 | 6.70 |
| Other Public & Semi-Public Areas | | | 0.82 | 0.95 |
| Vacant Land | | | 0.73 | 0.00 |
| Existing to Remain | | | 0.00 | 3.49 |
| Total net Acres | 30.29 | | 31.88 | |
| Alleys | 4.07 | | 0.42 | |
| Streets | 23.98 | | 26.02 | |
| Total Gross Acres | 58.32 | | 58.32 | |

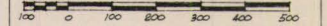
PROJECT AREA "B" EXTENDED TO RECOMMENDED BOUNDARY LINE

| | | |
|---|--------------|--------------|
| Parks, Schools & Recreation | 9.64 | 7.23 |
| Other Public & Semi-Public Areas | .38 | .38 |
| Held for Future 1st Commercial | | 2.02 |
| Total net Acres | 10.02 | 9.63 |
| Streets | 4.49 | 4.88 |
| Total Gross Acres | 14.51 | 14.51 |

LEGEND

- Residential 0-40 D.U. Per Acre
- Residential 40-60 D.U. Per Acre
- 1st Commercial
- 2nd Commercial or Industrial
- Parks, Schools & Recreation
- Other Public & Semi-Public Areas

SCALE:



PROJECT "B" - PROPOSED LAND USE

would have if the public use were to be located elsewhere, land to be acquired for the expressway, the extension of the Randall Recreation Center, and the area in the southwestern corner of the project would have a total estimated re-use value of \$719,000.

The estimated cost of land acquisition of Project "B" is \$4,170,000. The estimated re-use value under the proposals of the Peets Plan would be \$1,555,000. The estimated "subsidy" required would be \$2,615,000.

Proposals of the "Justement-Smith" Plan

The proposals of the "Justement-Smith" plan for Project "B" are shown on Plate 18. Under this plan virtually the entire area north of "G" would be used for second commercial purposes. The major area allocated for residential use would be the six squares west of Delaware and south of "G". The plan proposes that the square between "G" and "H" east of 1st Street be acquired for the extension of the Randall Recreation Center. That part of the present Randall Recreation Center south of Eye Street would then be sold for use as a future shopping area. Land uses under the plan would be as follows:

| | |
|-------------------------------|-------------|
| Residential | 5.4 |
| Second Commercial | 8.8 |
| Parks, Schools and Recreation | 6.7 |
| Other public and semi-public | 1.0 |
| Existing uses to remain | 3.5 |
| Streets | <u>26.0</u> |
| Total | 58.3 |

The plan would provide for a total of 534 living units, 27 in row houses, 138 in two-story flats, 151 in three-story apartments, and 218 in an eight-story apartment building.

This plan would have an estimated re-use value for residential purposes of \$453,000. The estimated re-use value for Second Commercial uses would be \$958,000 - making the total re-use value for private uses \$1,411,000. Assuming that the re-use values for public uses would be the same as the private use of property that would be appropriate if the public use was located elsewhere, the public uses on the plan would have a re-use value of \$844,000 - making a total of \$2,295,000.

The estimated cost of acquiring the land in Project "B" is \$4,170,000. The estimated "subsidy" under the "Justement-Smith Plan" would amount to \$1,875,000.

Conclusions and Recommendations

As can be seen in the above discussion, both the "Peets Plan" and the "Justement-Smith Plan" are fairly well in agreement on this project. This area probably involves fewer controversial questions than any of the areas in the southwest. A plan for this area should be adopted as soon as possible. Then, while this project is getting underway, plans for the remainder of the Survey Area and for Project "A" could be refined.

However, several important considerations should enter into the plan for Project "B" as follows:

1. A re-arrangement of the Randall Recreation Center similar to that proposed in the "Justement-Smith Plan" is a basically sound and desirable proposal.
2. It would seem best for none of the land south of the expressway to be used for second commercial purposes. Such uses in this location inevitably will cause damage to the residential uses across the street and would introduce heavy traffic into the residential area. (As recommended in the comprehensive plan study, second commercial uses should be kept between the expressway and the railroad and not located south of the expressway except for perhaps a few locations along South Capitol Street and along Maine Avenue.)
3. Because of the nature of the design of the expressway, "G" Street should not be continued into South Capitol Street. To do so would make a bad and dangerous intersection. Furthermore, even if this connection were made, only south-bound turns would be possible. This is an additional reason for the project plans not to include second commercial uses fronting on "G" Street.
4. There is no necessity to continue 3rd Street south of the proposed interchange with the express highway. This unduly complicates this interchange and has the further effect of introducing additional traffic into a residential area.
5. The foregoing discussions have indicated the probable necessity of retaining the First Commercial property on 4th Street. If this is to be the case, as it appears that it should be, the project area plan should reserve a strip 100 feet wide behind the 4th Street frontage which strip would provide for an alley 20 feet wide and for off-street parking. The alley would be next to the rear of the streets

and there could then be two rows of head-in parking, another 20 foot drive and another row of head-in parking.

6. Residential uses in the remainder of the area should be a combination of row houses, two-story flats and three-story walk-up apartments. It is suggested that a minimum of 300 living units of low-rent housing be included in the plan for Project "B".

7. The project area plan should also provide for a new police and fire station, preferably located north of the expressway and west of 3rd Street.

A redevelopment plan for Project "B" conforming with the above seven conditions should be approved as soon as possible.