NATIONAL CAPITAL PLANNING COMMISSION
Washington, D.C.

PRELIMINARY REPORT ON SITES FOR NATIONAL MEMORIAL STADIUM

November 8, 1956

In response to inquiry from Senator Francis Case of South Dakota, Chairman of the Site Committee of the National Memorial Stadium Commission, regarding a suitable site for a national stadium, the National Capital Planning Commission in cooperation with the National Park Service has studied various siteswithin the District of Columbia.

The purpose of this report is to set forth certain information and findings based on sound planning considerations and to recommend certain sites as meeting the desirable requirements for either a medium-sized stadium of 40,000 to 60,000 seating capacity or a large stadium of 75,000 to 100,000 seating capacity. The financing and the design of the stadium structure have not been investigated, as it is our understanding that these items would be the subject of a separate study.

A national memorial stadium has been considered for many years and because of the importance in selecting a suitable site in Washington, D.C., the subject deserves considerable study. A vast amount of information, accumulated during the past 20 years, has been invaluable in determining sites best suited to permit facilities to best serve their users. The National Capital Planning Commission expresses its appreciation for the various data and information which have been made available to this Commission by the various government agencies.

Following is a list of the most important planning elements which were considered in this study:

1. Conformance with the Commission's Comprehensive Plan.
2. Present land use.
3. Accessibility — convenience and practical relationship to various types of transportation, including parking.
4. Impact on local transportation.
5. Availability of sites.
6. Suitability of site as a national sports center.
7. Size of site.
8. Present character of site.
9. Comparative site costs.

10. Relationship to present neighborhood.
11. Availability of utilities (sewers, water, and power).
12. Distance from center of city.
13. Aesthetic or scenic environment.

We have been instructed to review four sites on the basis of the above planning considerations:

(1) NATIONAL TRAINING SCHOOL SITE

The National Training School site is located in northeast Washington. The property is bounded by the D.C.-Maryland Line, Bladensburg Road, South Dakota Avenue, and Anacostia Park.

NCPC Comprehensive Plan. — The National Training School site is not in conflict with the NCPC Comprehensive Plan except that a minor shift in the location of Fort Drive will have to be made. This appears to be possible without great difficulty.

Present Land Use. — The proposed stadium site is in the southeastern half of the National Training School property. The land is federally owned and is to be abandoned for its present use. There are some temporary buildings on the proposed stadium site which present no problem as they can be demolished at any time.

Accessibility. — The National Training School site is bordered on the southwest by the New York Avenue spur for the Baltimore-Washington Parkway, which is a six-lane divided highway at this point. It is the newest and most effective traffic lane serving Maryland communities to the northeast and Baltimore.

South Dakota Avenue, which borders the site on the southwest side, is a new traffic facility of four lanes with a median, and well lighted. It can easily be widened to six lanes. South Dakota Avenue can disperse traffic to Bladensburg Road (US 50) and Rhode Island Avenue (US 1) or as a crosstown route via Riggs Road, Missouri Avenue, Military Road across Rock Creek Park and the D.C. Line at Wisconsin Avenue (US 240).

The proposed Fort Drive through the site when built, will supply a direct connection to the area east of the Anacostia River as well as to the northern and western parts of the city. Eventually this D.C. circumferential will add much to this site as to accessibility.

The Annapolis Freeway and the Kenilworth-Anacostia Freeway are readily accessible via the Kenilworth Interchange just southeast of the site.

A new access road is proposed across the National Training School property immediately east of the permanent buildings extending from South Dakota Avenue to connect with Fort Drive.

And still another road is proposed along the Anacostia River Park in Maryland to connect with Fort Drive at this site.

Without detailed study it seems certain that on this site there could be ample parking on all sides of the stadium permitting the driver to park and leave from the parking area nearest his destination. This is a very important factor in the technique of large crowd dispersal.

For large events, railroad accessibility may be important. The Pennsylvania Railroad passes through the southeast corner of the National Training School property and the Baltimore & Ohio Railroad tracks are approximately 3000 feet from the site.

We can only conclude that from the standpoint of accessibility the National Training School site would rate very high.

Impact on Local Transportation. — The impact on local transportation at this site would not be great, since the area on three sides is virtually open. The built-up area on the west side of Bladensburg Road and immediately south of the intersection of Bladensburg Road and South Dakota Avenue are the only areas which will feel the impact on transportation during the time the stadium is used for large-drawing events.

Availability. — The National Training School site is owned by the Federal Government and is under the jurisdiction of the Department of Justice, which agency has indicated an intention to vacate the property. The site can, therefore, be considered available.

Suitability as a National Sports Center. — The term National Sports Center will mean different things to different people. Here the term means a center supplying a diversity of sports in addition to the sports of baseball and football.

It is not within the province of this committee to design the sites, but at this preliminary stage of investigation it seems certain that the site is sufficiently large to permit the inclusion of many other sports facilities.

It is believed that this location is suitable for a national sports center.

Size. — The area east of the permanent type buildings, which has generally been considered the stadium site, contains approximately 200 acres.

Character of the Site. — The topography of the site is irregular and high in elevation, affording views for great distances on three sides.

The site will require considerable grading operations and possibly the removal from the site of some material, depending of course upon the design of the stadium and parking areas, etc.

Any material which may need to be removed from the site could be disposed of along the nearby banks of the Anacostia River now being filled by the U. S. Corps of Engineers by dredging the river for flood control.

It should be mentioned that most of the site is without trees. However, some portions of the site are wooded.

Because of the elevation and openness of the site a stadium here could become a monumental landmark.

Site Cost. — It is probable that this site which is federally owned can be obtained without cost by transfer from the Department of Justice.

Relationship to Neighborhood. — The Fort Lincoln Cemetery on the northeast side and the Ancostia Park and Baltimore-Washington Parkway on the southeast side present no neighborhood problem. On the southwest of South Dakota Avenue much of the area is vacant commercial or industrial. There is a triangular shaped residential area south of the intersection of South Dakota Avenue and Bladensburg Road. The area west of Bladensburg Road is residential. Because of the openness of the site there would be relatively little impact on adjacent neighborhoods.

Availability of Utilities. — Public utilities are now serving the permanent type buildings of the National Training School immediately adjacent to the site. No doubt there would be need to increase the capacity of the utilities but this would be true at any site.

Distance from Center of City. — This site is approximately 4-1/2 miles from the White House. Of the sites considered in this report the National Training School site is farthest from the center of the city.

Aesthetic or Scenic Environment. — The above subject has been included in this report because the committee feels it is just as important in a stadium location as it is in locating any other public building. This consideration is particularly important in Washington as all concerned are trying to make or keep the Nation's Capital the most beautiful city in the world. We all know that even though a building may be ever so well designed its effectiveness can be spoiled by being placed in an unsightly environment.

The National Training School site is unusually good from the scenic standpoint. Along the entire northeastern border of the property is located the Fort Lincol Cemetery which, for the most part, is a cemetery without tombstones and which is being landscaped to appear as a

public park. On the southeastern border of the site is Anacostia Park, the National Arboretum, and the New York Avenue connection to the Baltimore-Washington Parkway, which have good scenic quality.

The elevation of the site affords fine distant views. It is a prominent location in a good environment for a national memorial stadium.

(2) EAST CAPITOL STREET SITE

The East Capitol Street stadium site is in the east section of the city, bounded by Kingman Lake, Benning Road, Oklahoma Avenue, 19th Street, and the D.C. General Hospital property.

NCPC Comprehensive Plan. — The East Capitol Street site is not in conflict with the Planning Commission's comprehensive plan except in the case of the necessity for relocating the proposed approach road to the Baltimore-Washington Parkway. This will be discussed later under the subject of accessibility. The East Capitol Street National Sports Center has been a part of the Planning Commission's comprehensive plan for many years, but at that time it was not contemplated that the East Capitol Street Bridge and approaches thereto would be constructed directly on axis with this proposed development. This recently completed construction definitely does change the quality of this site for the purposes originally intended.

Present Land Use. — Portions of the site along Oklahoma Avenue are occupied at the present time with temporary buildings. The National Guard Armory is at East Capitol and 19th Streets, S.E. The remainder of the park land is presently unused because the grading and seeding have not been completed.

Accessibility. — The recently completed East Capitol Street Bridge and approaches will supply a very effective approach and dispersal artery for people in east Washington, southern Maryland, and Virginia, by way of the proposed Anacostia Freeway and Jones Point bridge. Other Maryland communities and Baltimore will be served by the Kenilworth Freeway, presently under construction, and the Baltimore-Washington Parkway. The same is true for people coming from or destined for Annapolis by way of the Kenilworth Interchange and Annapolis Freeway. Access at the present time to and from the center of Washington will have to be handled on the present city streets, principally C Street and Constitution and Independence Avenues. Access exists to Benning Road by way of Oklahoma Avenue. The proposed inner-loop highway connection eventually will be built near the site, almost parallel to Benning Road. This future road can supply excellent access to all parts of the central portion of the city if adequate connection to Oklahoma Avenue is provided.

The site makes possible the construction of railroad facilities just south of the East Capitol Street approach road and east of the D.C. General Hospital property. This would be a spur from the Pennsylvania Railroad, which crosses the river just south of this location.

Preliminary study indicates that ample parking can be provided in the site area, including the area opposite the Armory on C Street and the area bounded by the bridge approach road.

A large stadium located in the area between Oklahoma Avenue and Kingman Lake would require relocation or abandonment of the proposed Baltimore-Washington Parkway approach road since it is indicated to pass through the center of this area. However, this parkway approach road was planned before the East Capitol Street Bridge and the Kenilworth Freeway were conceived and built.

Impact on Local Transportation. — The impact on local transportation would be felt only in the area west of the site. The principal access streets to the East Capitol Street Bridge are C Street and Constitutkon and Independence Avenues. The D.C. Highway Department has plans for improving some of these streets but on occasions the impact of a stadium crowd on local transportation could be serious.

Availability. — The East Capitol Street site is owned by the Federal Government and is under the jurisdiction of the National Park Service, and it is presumed that the land would be available for stadium purposes. It is considered essential to purchase approximately four acres of privately-owned land in the vicinity of the intersection of C Street and Oklahoma Avenue.

Suitability of National Sports Center. — Preliminary studies indicate that a National Sports Center could be developed on the site although this can only be done by rather intensive land use.

Size. — The total amount of park land considered for the site, plus the land to be purchased, would amount to approximately 200 acres.

Character of the Site. — The topography of the site is comparatively flat.

Because of Kingman Lake and the Anacostia River, the site has the feeling of openness.

In the absence of borings and other engineering studies, it appears that a large stadium at this site would require construction on piles.

Site Cost. — It is presumed that the land under the jurisdiction of the National Park Service would be made available for stadium purposes. However, as mentioned above under "Availability," the

privately-owned land on the opposite side of East Capitol Street from the Armory should be purchased. It is estimated that this land would cost approximately $1,000,000.

Relationship to Neighborhood. — The site fortunately is open to the east and on this side presents no neighborhood problem.

The residential area immediately north and west would no doubt feel the impact of traffic and crowds on the occasion of large stadium functions. This probably would not be true of minor sports center activities.

Availability of Utilities. — Public utilities are now serving the areas adjacent to the site and no unusual difficulties are anticipated. The east side intercepter sanitary sewer is located in adjacent Oklahoma Avenue.

Distance from Center of City. — The East Capitol Street site is approximately 3-1/2 miles from the White House.

The site, therefore, is approximately one mile closer to the White House than the National Training School site.

Assuming all driving factors to be equal and a speed at 25 miles per hour, it would take a driver 2.4 minutes longer to drive to the National Training School site than to the East Capitol Street site.

Aesthetic or Scenic Environment. — This is a prominent location on the Anacostia River in a park environment with superb views of Lake Kingman and the Anacostia River. Due to the comparatively low elevation, the distant views are not so outstanding as at the National Training School site, nevertheless the site environment is good for a National Memorial Stadium.

(3) HARMONY CEMETERY SITE

The Harmony Cemetery site is located in Northeast Washington and bounded by Rhode Island and South Avenues on the north, T Street on the south, the Baltimore & Ohio Railroad on the west, and on the east by the Pennsylvania and B&O Railroads and repair and storage yards.

NCPC Comprehensive Plan. — A proposed dominant thoroughfare indicated on the Planning Commission's Comprehensive Plan bisects the site.

Present Land Use. — Harmony Cemetery occupies the northern portion of the site. The southern portion of the site is industrial property with few buildings and used at present mostly as material storage for contractors.

Accessibility. — Rhode Island Avenue (US 1) is adjacent to the site on the west. Brentwood Road serves as a connection between Rhode Island Avenue and New York Avenue. New York Avenue is the approach to the Baltimore-Washington Parkway and the Annapolis Freeway. Both Rhode Island and New York Avenues are primary traffic arteries.

From the standpoint of parking, without more detailed studies, it appears that the site could accommodate parking only for a medium-sized stadium. From the standpoint of railroad transportation, the site is fortunate to have both the B&O Railroad and the Pennsylvania Railroad adjacent to the site.

Impact on Local Transportation. — Because the site is entirely surrounded by built-up area and railroad tracks and served only by Rhode Island and New York Avenues, it is possible that the impact on local transportation would be serious.

Availability. — It is the understanding of the committee that the Harmony Cemetery would be available for purchase. The cemetery area contains only 30 acres and industrial and commercial areas to the south and east also would have to be purchased.

It seems quite likely that the site could be made available by the purchase of all the land required.

Suitability as National Sports Center. — This area appears to be totally unsuitable for use as a National Sports Center.

Size. — The Harmony Cemetery constitutes only 30 acres. Fifty-three acres of industrial or commercial land will make up a total of 83 acres which would accommodate only a medium-sized stadium.

Character of Site. — The use of this site would require the difficult task of removing a great many graves.

The topography of the site slopes generally to the southwest.

Site Cost. — It has been estimated that the cost of the 83 acres at this location would be approximately $3 million.

Relationship to Neighborhood. — The neighborhood, aside from a residential area to the northeast is entirely surrounded by commercial and industrial development.

Availability of Utilities. — Public utilities are now serving the adjacent areas. Therefore, no difficulties are anticipated.

Distance from Center of City. — The site is approximately 3 miles from the White House.

Aesthetic or Scenic Environment. — This site, unfortunately, has a complete lack of aesthetic or scenic environment.

(4) GRIFFITH STADIUM SITE

Griffith Stadium is located near the intersection of Florida and Georgia Avenues, N. W.

NCPC Comprehensive Plan. — There is no conflict with the NCPC Comprehensive Plan in the location of Griffith Stadium.

Present Land Use. — The present 8-acre tract is, of course, now used as a stadium. The area adjacent to the stadium is commercial and residential.

Accessibility. — Griffith Stadium is served almost entirely by Georgia and Florida Avenues, which are prime arteries already choked with traffic during rush hours and particularly when there is a ball or other function in the stadium. Off-street parking space is virtually non-existent. For this reason a high percentage of patrons come by streetcar, bus, or taxi.

Certainly from the standpoint of the motorist, Griffith Stadium at the present time, would not be considered very accessible. However, if and when the inner loop is constructed with adequate connections, Griffith Stadium will have good access for buses and taxis. However, the motorist will not consider the access to be satisfactory until the parking problem is solved.

Impact on Local Transportation. — The present impact on local transportation is very great and it would be worse with a larger stadium. However, this condition could be very much relieved by construction of the inner loop.

Availability. — Sufficient land is not available for a larger stadium at this site except by costly land purchase.

Suitability as National Sports Center. — This area does not appear suitable for a National Sports Center.

Size. — The present Griffith Stadium site is approximately 8 acres and is inadequate for even a medium-sized stadium.

Character of Site. — The area adjacent to the stadium is completely built up commercial and residential. The commercial area is mostly along Georgia Avenue.

Site Cost. — It has been estimated that the additional land necessary to make up 83 acres for a medium-sized stadium at the Griffith Stadium site would cost approximately $13 million. There appears to be divided opinion at the present time among government officials as to whether or not this area should be redeveloped as an Urban Renewal Area.

Relationship to Neighborhood. — The neighborhood of Griffith Stadium is already a heavily built-up area. The acquisition of 83 acres for a stadium would improve the neighborhood.

Availability of Utilities. — All utilities are available at the site.

Distance from Center of City. — Griffith Stadium is approximately 1-3/4 miles from the White House; therefore, the closest to the center of the city of any of the sites studied.

Aesthetic or Scenic Environment. — The committee is of the opinion that the Griffith Stadium site possesses no aesthetic or scenic environment with the exception of the Howard University Campus immediately northeast of the site.

STANDARDS

For the purpose of this study each site has been evaluated on the basis of its suitability for 40,000 to 60,000 seating capacity and a 75,000 to 100,000 seating capacity. The Eno Foundation report on parking indicates that municipal ordinances and schedules provide that for stadiums and recreational establishments there shall be one parking space for each six seats where public transportation is available. This ratio is used in this study as it appears reasonable that rail and other public transportation will be available. The H. R. Sleeper Building Planning and Design Standards of 174 cars per acre is used. With allowances for the structure, parking, landscaping, access roads, etc., it is estimated that the minimum site for a 100,000 capacity stadium would require 165 acres and a 60,000 capacity stadium 83 acres.

60,000 capacity stadium

16 acres for structure
58 " for parking 10,000 cars
9 " for landscaping, etc.
83 acres — Total estimated minimum requirement

100,000 capacity stadium

25 acres for structure
95 " for parking 16,700 cars
10 " for minor access roads
35 " for landscaping, slopes, etc.
165 acres — Total estimated minimum requirement

SUMMARY

The committee came to the following conclusions on the basis of the 13 planning considerations described above with reference to the four sites studied:

1. The National Training School site is adequate for either a large or medium-sized stadium.

2. The East Capitol Street site is adequate for either a large or medium -sized stadium in the area between Benning Road, the C Street bridge approach road, Oklahoma Avenue, and Kingman Lake.

3. The East Capitol Street area opposite the National Guard Armory, between 19th, C and 22d Streets, is a suitable site for a medium-sized stadium.

4. The Griffith Stadium and the Harmony Cemetery sites do not adequately meet the requirements for either a large or a medium-sized stadium when compared with other sites included in this study.

5. The National Trining School site is the best site for a large National Memorial Stadium.

6. The East Capitol Street site between Kingman Lake and Oklahoma Avenue is the best site for a medium-sized stadium, although there is little difference between this site and the National Training School site for this sized stadium.

Respectfully submitted,

Merel Sager
Chief Landscape Architect, NPS

Ray M. Schenck
Chief of Projects and Design, NCPC

EXHIBIT II

SCHEME 1
SITE DEVELOPMENT PLAN



TOTAL PARKING = 12,500 CARS

GRAPHIC SCALE

200 0 200 400 600 800 1000 FEET

PRAEGER-KAVANAGH-WATERBURY
ENGINEERS-ARCHITECTS

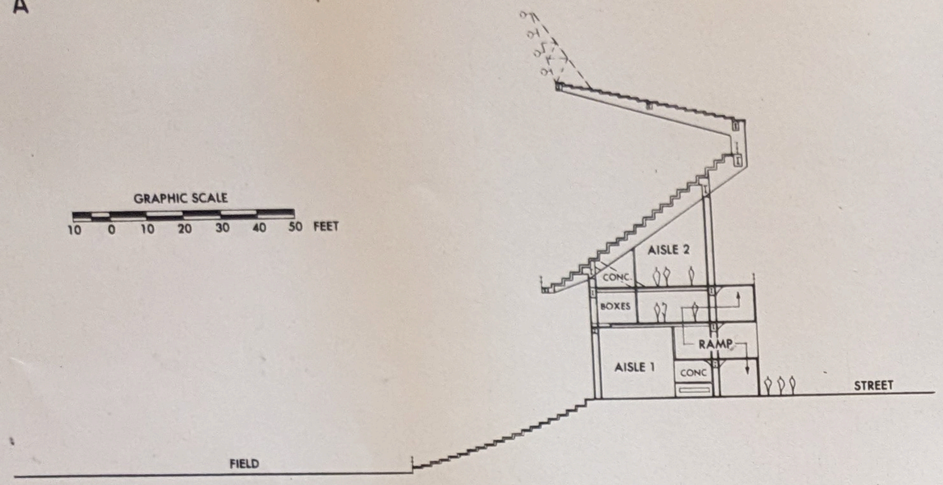
EXHIBIT XIV



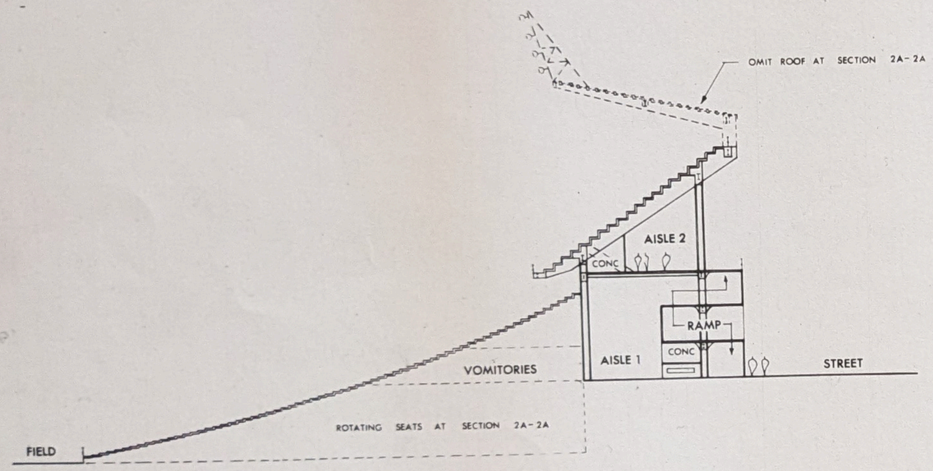
TRAFFIC MOVEMENTS FROM DISTRICT OF COLUMBIA STADIUM WITH EXISTING ROADS

PRAEGER - KAVANAGH - WATERBURY
ENGINEERS - ARCHITECTS

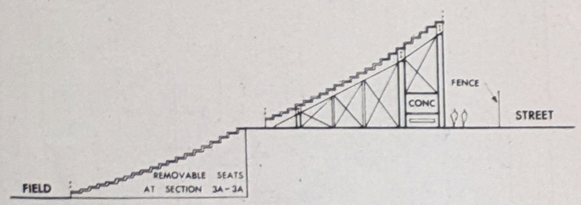
Scheme A



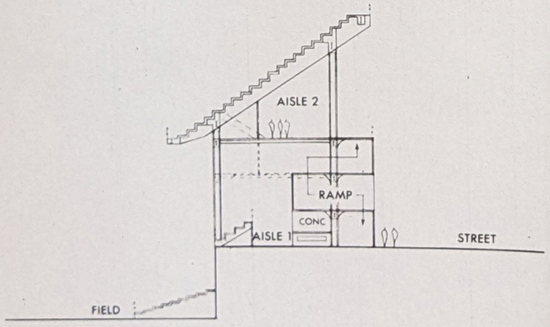
SECTION 1 - 1



SECTION 2 - 2 AND 2A - 2A

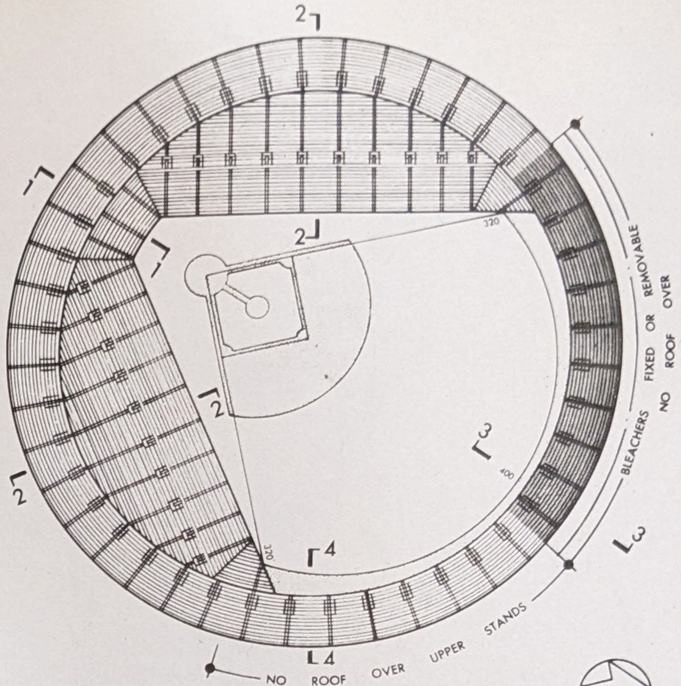


SECTION 3 - 3 AND 3A - 3A



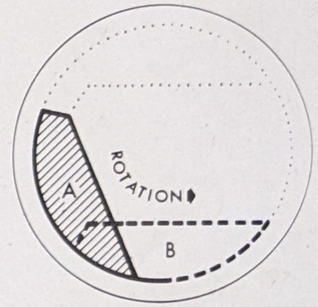
SECTION 4 - 4

Exhibit xii

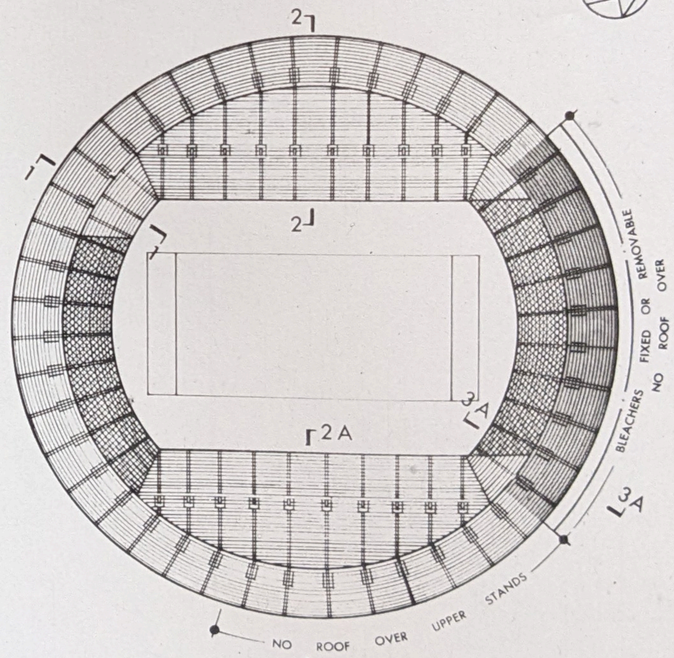


SEATING FOR BASEBALL

LOWER STANDS		20,000
UPPER STANDS		16,800
BLEACHERS	FIXED OR REMOVABLE	6,500
REMOVABLE		—
	TOTAL	43,300

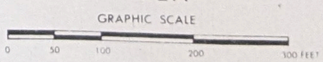


ROTATION DIAGRAM
A. POSITION FOR BASEBALL
B. POSITION FOR FOOTBALL



SEATING FOR FOOTBALL

LOWER STANDS		20,000
UPPER STANDS		16,800
BLEACHERS	FIXED OR REMOVABLE	6,200
REMOVABLE		7,000
	TOTAL	50,000



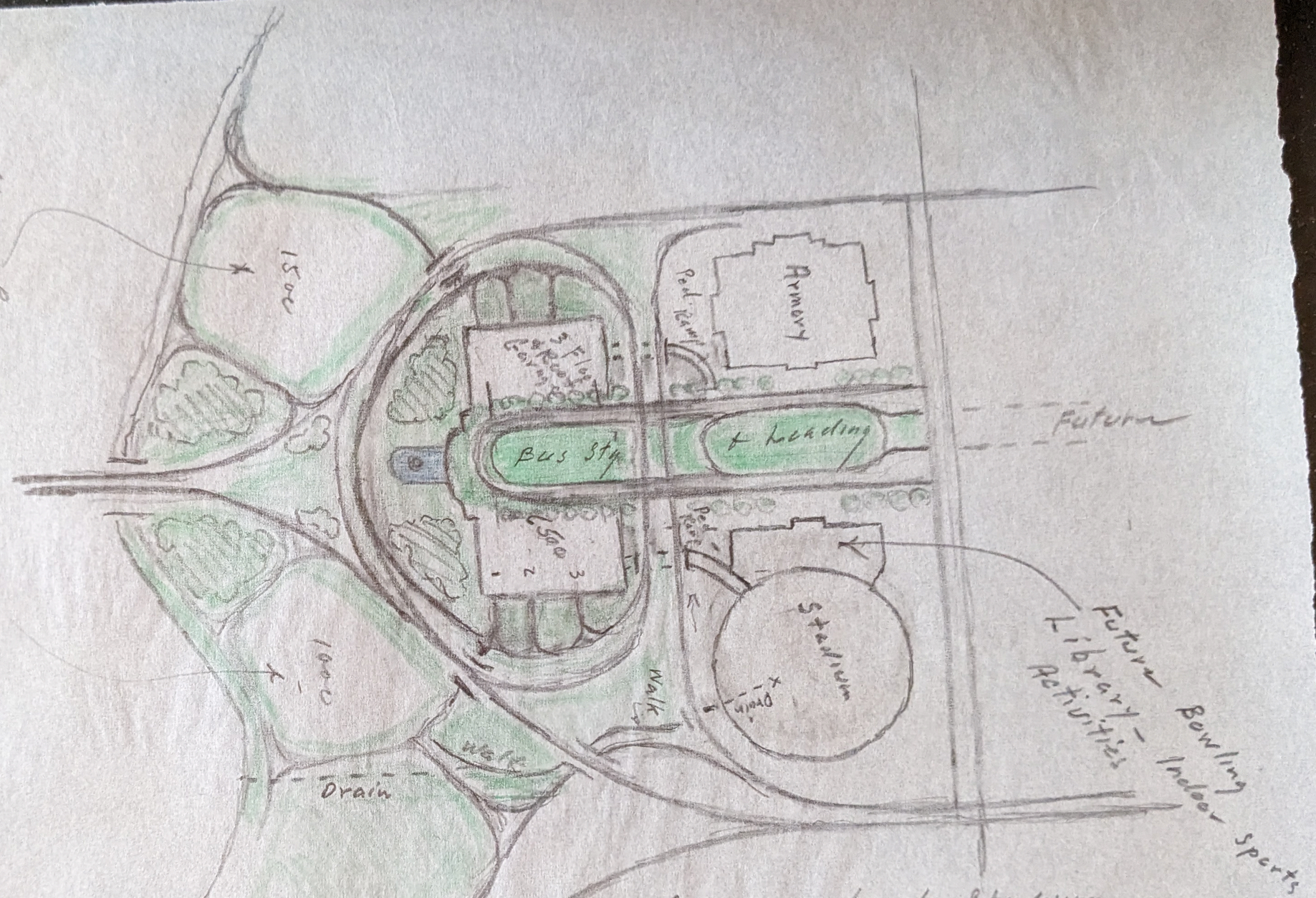
LEGEND

BLEACHERS FIXED OR REMOVABLE

REMOVABLE

SCHEME A
SEATING PLANS AND SECTIONS

PRAEGER·KAVANAGH·WATERBURY
ENGINEERS·ARCHITECTS


Use for Parking possible
1500
Armory
Ped. Ramp
3 Floor Garage
Bus Sty
Loading
Future
1500
Ped. Ramp
Stadium
Walk
Future Library - Activities
Bowling Indoor Sports
Walk
Drain
Garage is close to Stadium
and should be sufficient for
all normal ball games. It is equaly handy for
year-round use by Armory and Sports Bldg.
Paved parking areas may have year-round
daily use for fringe parking and football use on
holidays.