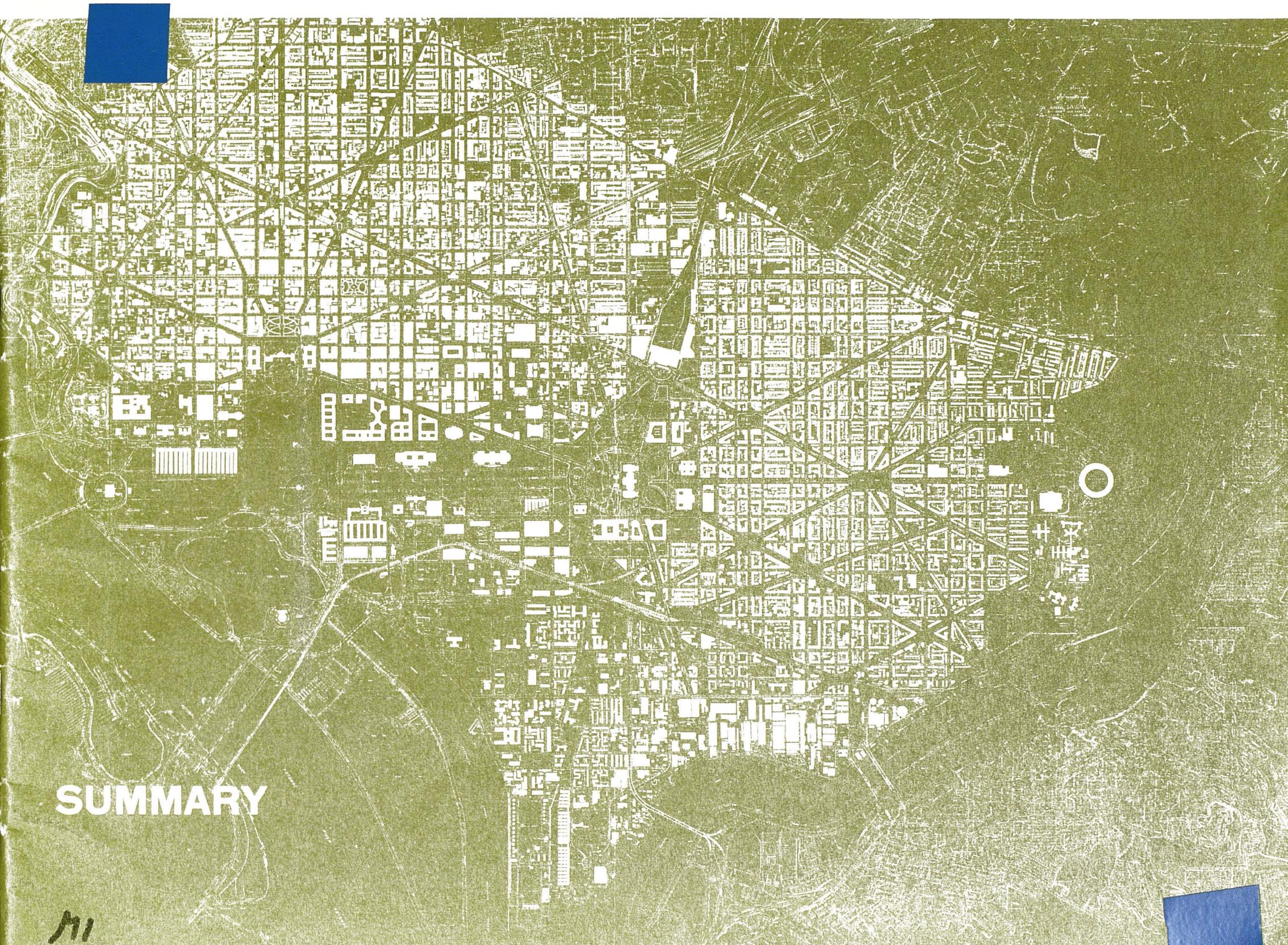


THE PROPOSED COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL



SUMMARY

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THE PROPOSED COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL

NATIONAL CAPITAL PLANNING COMMISSION • 1111 TWENTIETH STREET NORTHWEST 20576 • FEBRUARY 1967

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ABOUT THIS PLAN

“Our Founding Fathers not only planned a great nation but a great capital city for that nation. Their foresight and dedication—and the patient work of generations of Americans—have built a beautiful and inspiring National Capital. But for cities, as for men, there is no standing still. We progress or we fall back. This administration will not fail in the stewardship vested in it for the Nation’s Capital. It is dedicated to enhancing and preserving the beauty and dignity of our Capital and to the improvement of the lives of its citizens.”

LYNDON B. JOHNSON,
State of the Nation’s Capital Message,
February 15, 1965.

The city of Washington—officially called the District of Columbia—is one of the world’s finest cities. It provides a handsome setting for the Government of the United States. It has magnificent monuments and public buildings, modern office buildings, pleasant residential neighborhoods, broad avenues, many parks, and beautiful vistas of rivers and open spaces.

But Washington has some grave shortcomings. Many of its people are crowded into inadequate housing; the streets and avenues are often congested with traffic; the downtown retail district is stunted and shabby; many neighborhoods do not have adequate schools and parks; and the views to be seen outside the monumental area are often far from attractive.

These defects concern the more than 800,000 people who live here. They also concern the nearly 2 million other residents of the metropolitan region, the Federal Government, and the many organizations and citizens throughout the country who take an interest in Washington as the Nation’s Capital.

THE NEED FOR DECISIONS

What can we do to make Washington a better city? Many things can—and must—be done. We must build new schools and housing; we must create a rapid transit system; and we must provide new parks and playgrounds. We also must make better use of what we already have by conserving and rehabilitating old houses, by modernizing neighborhood shopping areas,

and by bringing school facilities into greater use by the entire community.

But what kinds of housing should be built? Where should the new high schools be located? Who should refurbish decaying commercial areas? What should be done first? Where is the money to come from? These and many other questions must be answered if Washington is to be the city that it should be.

THE COMPREHENSIVE PLAN

The Comprehensive Plan, being prepared for adoption by the National Capital Planning Commission in accordance with its statutory responsibility, proposes a framework of policies to guide future decisions on the development of the city.

It is a physical, not a social, plan. Based on studies of the needs of people and organizations, it proposes physical improvements which will enable organizations to function more effectively and individuals to lead better lives, but it does not prescribe the social programs that should be carried out within the new physical facilities. The actions taken to carry out the physical proposals of this plan should be coordinated with the social programs of public and private agencies, so that the physical environment will benefit the whole range of human activities which should flourish in a city.

This plan addresses itself to a 20-year time span—from 1965, the base year for most data on population and other variables, to 1985, the year to which these variables have been projected and by which time all of the proposed physical facilities should be completed and in use.

The plan consists of two kinds of proposals: the general character and location of physical improvements and a program for carrying them out. The program estimates the cost of the proposed improvements, suggests how these investments might be staged over the 20-year period, and proposes some new organizational and administrative arrangements.

In September 1965, the Commission published *1965/1985 Proposed Physical Development Policies for Washington, D.C.* The responses to that publication have been taken into account in the preparation of this proposed Comprehensive Plan. This document, in turn, is being published to elicit comments and criticisms for consideration by the Commission as it revises the proposed plan for formal adoption. The adoption of the new Comprehensive Plan is scheduled to take place in the fall.

CARRYING OUT THE PLAN

Many things must be done to convert plan into reality. The Comprehensive Plan proposals for public facilities will be elaborated by specialized and detailed plans for schools, highways, parks, and other facilities, prepared by many Federal and District agencies. These plans in turn will lead to construction programs, and eventually to completed facilities. As each of the responsible agencies formulates its plans, the National Capital Planning Commission will review them for conformance with the Comprehensive Plan, as required by law.

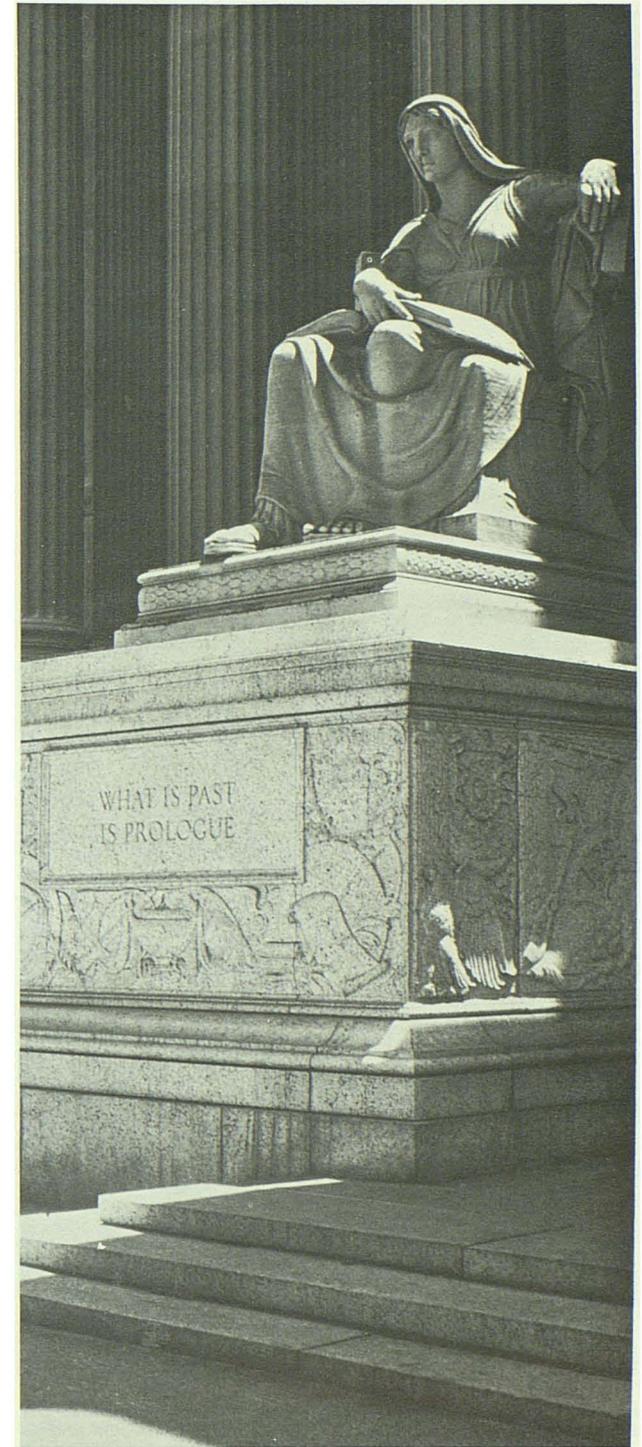
Comprehensive Plan proposals applying to the character of private development also will be the subject of specific plans for housing, retail centers, institutions, and other uses. Such plans will likewise be subject to review for conformance with the city's official plan, mainly through the zoning process and the review of renewal plans.

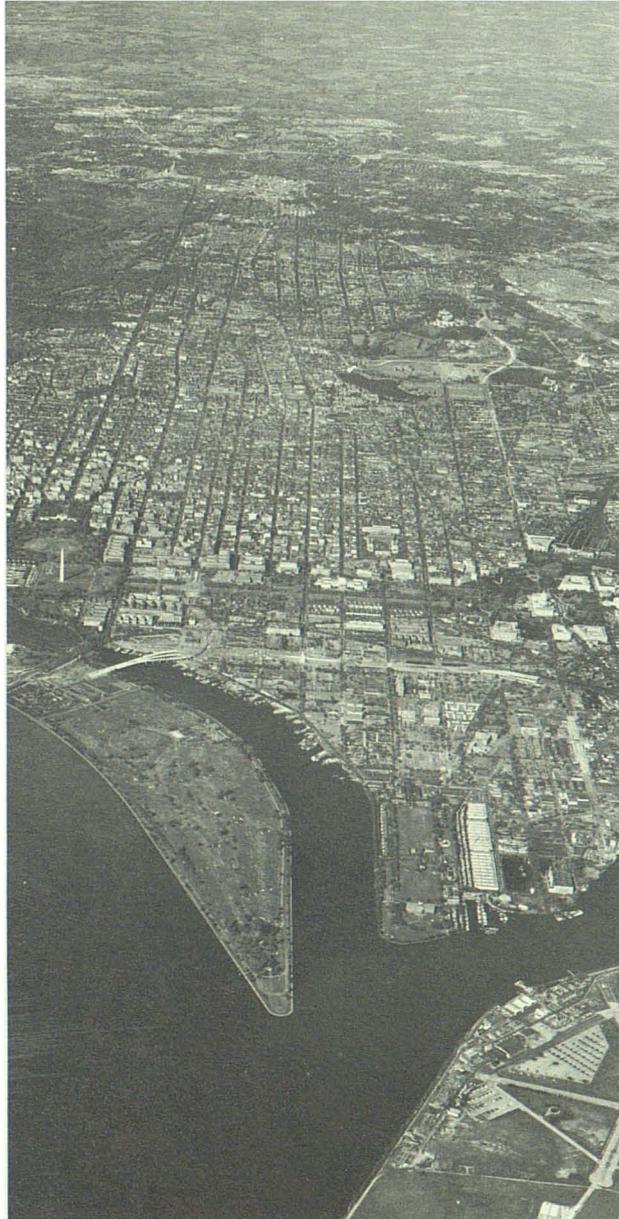
PLANNING FOR THE NATION'S CAPITAL

This Comprehensive Plan is another step in the long evolution of planning for the National Capital—a process which has benefited from the attention and imagination of Presidents and Members of Congress, architects and planners, and many of the Nation's most creative citizens.

The L'Enfant plan of 1791 established the locations of the Capitol and the White House, and laid out the system of avenues, streets, and parks in what is now the innermost part of the city. This baroque plan promised to provide a grand setting for the Federal Establishment, but the resources of the new Nation were insufficient for its immediate realization. Many of the avenues were not paved until after the Civil War. Not until "Boss" Shepherd's administration as Governor of the District of Columbia, from 1871 to 1874, did Washington become the "City of Trees."

In 1900, the centennial of the establishment of the Nation's Capital, the McMillan Commission was appointed to appraise the long-neglected L'Enfant plan in the light of 20th-century expectations. The McMillan plan, presented in 1901, proposed completion of the





CITY'S ROLES. Washington plays three roles as a city—as the Nation's Capital, as the home for nearly 1 million people and as the center of a growing metropolitan area.

Mall and recommended the development of the area between the White House and the Capitol for public buildings. It also proposed the extension of the park land along the Potomac and Anacostia Rivers, the creation of a major park in the valley of Rock Creek, and the creation of many other parks in the city. The plan gave little attention to another prime function of the city—that of housing and serving a growing and diverse population.

Following the McMillan plan, other special-purpose plans were issued—the Zoning Plan of 1920 and a new park plan in 1924. In 1926, the establishment of the National Capital Park and Planning Commission laid the basis for a comprehensive approach to planning.

In 1930, the Commission outlined a comprehensive regional plan. Many of these proposals have been realized, including the institution of a public housing program, a system of major highways and parkways, and the extension of the park system beyond the boundaries of the District of Columbia. The Capper-Cramton Act of that year provided funds for the purchase of land for the George Washington Memorial Parkway, for stream valley parks in suburban Maryland, and for parks and playgrounds in the District.

The unanticipated growth of Federal employment and the Region's population during the Depression and World War II made it clear that planning must be a continuous process. A new comprehensive plan, published in 1950, assumed that the metropolitan area would grow to 2 million by 1980. But again the growth of the Federal Establishment had been underestimated. This rapid growth, and the dispersal of Federal agencies into the suburbs, showed the need for strengthened planning machinery in the District, and for a regional planning agency. The National Capital Planning Act of 1952 established the National Capital Planning Commission and the National Capital Regional Planning Council.

In 1959, the two new agencies issued the Mass Transportation Survey, which recommended a rail rapid transit system, a network of freeways accommodating express bus service, and expanded downtown parking. The National Capital Transportation Agency was established in 1960 to build the rail transit system. It is starting work on the initial 25-mile system authorized by Congress and the President in 1965.

In 1961, the *Policies Plan for the Year 2000* proposed that new development in the suburbs be guided along corridors radiating from Washington. For the central area, the plan recommended completion of the L'Enfant plan as a prime objective. President Kennedy endorsed the policies in November 1962.

Sharing the concern for the Nation's Capital, President Johnson has advocated policies aimed at improving the quality of life in the District of Columbia and making it a "city in which every American can take justifiable pride." Two current examples of efforts to improve the city are the colorful treatment given public spaces by Mrs. Johnson's Committee for a More Beautiful Capital, and the exciting design proposals of the Pennsylvania Avenue Advisory Council.

PROBLEMS AND POTENTIALS

THE SOCIAL SETTING

Because it is the seat of government, Washington has a unique social and economic structure. The local economy is relatively immune to cyclical fluctuations; the population of Washington is highly educated; and there is a high proportion of middle-income people. For these reasons, the plan can set high standards for the continued rapid growth of the region.

But the social structure has another side. Like all large cities, Washington has many poor people who need assistance to better their lot. Many are recent arrivals to the city, and a large number are Negroes, handicapped by centuries of oppression and discrimination and still denied equal opportunity in some parts of the job and the housing markets.

For them, the Comprehensive Plan must provide more good schools, open after hours to provide many other community services; parks and playgrounds; fast and cheap transportation. The physical environment must help the deprived population to reach the standard of living to which all Americans are entitled.

The plan tries to meet the challenge of providing for the different needs of rich and poor by proposing physical improvements which will support the host of social activities which make up the life of the city.

SPECIAL PROBLEMS AND POTENTIALS

As central city of a metropolitan area with a population of more than 2 million, Washington has its share of big-city problems:

□ Close to one-sixth of its housing is either "dilapidated," "deteriorating," or "sound but lacking some or all plumbing facilities." (This is the official 1960 census report; the current picture is probably somewhat worse.)

□ Nearly one-half of the population lives in sections of the city where schools, parks, and other public facilities are generally substandard.

□ Most of the buildings in the downtown retail core are overaged, and mounting competition from suburban centers is inhibiting the process of continuing replacement and renewal.

□ Most of the commercial development outside downtown is strung out along miles of former street-car lines.

□ Mass transit still plays a minor role.

At the same time, Washington has some important potentials which, if capitalized upon, can help to make it a better city.

□ Large areas of federally owned land will be available for large-scale development (for example, the Naval Weapons Plant area, the National Training School site, and the Anacostia-Bolling complex).

□ The great park and recreational potentials offered by the Potomac and Anacostia Rivers and their shores are still in part unrealized.

□ The likelihood of continued growth of the metropolitan area's population and an expanding local economy assures a strong economic base for programs of community improvement.

COMMERCE. Mounting competition from suburban stores is inhibiting the renewal of the downtown shopping core where many of the buildings are overaged. Efforts must be made to restore the downtown to its rightful place as a center of retail and office facilities as well as for Federal employment.



GOALS FOR THE CITY

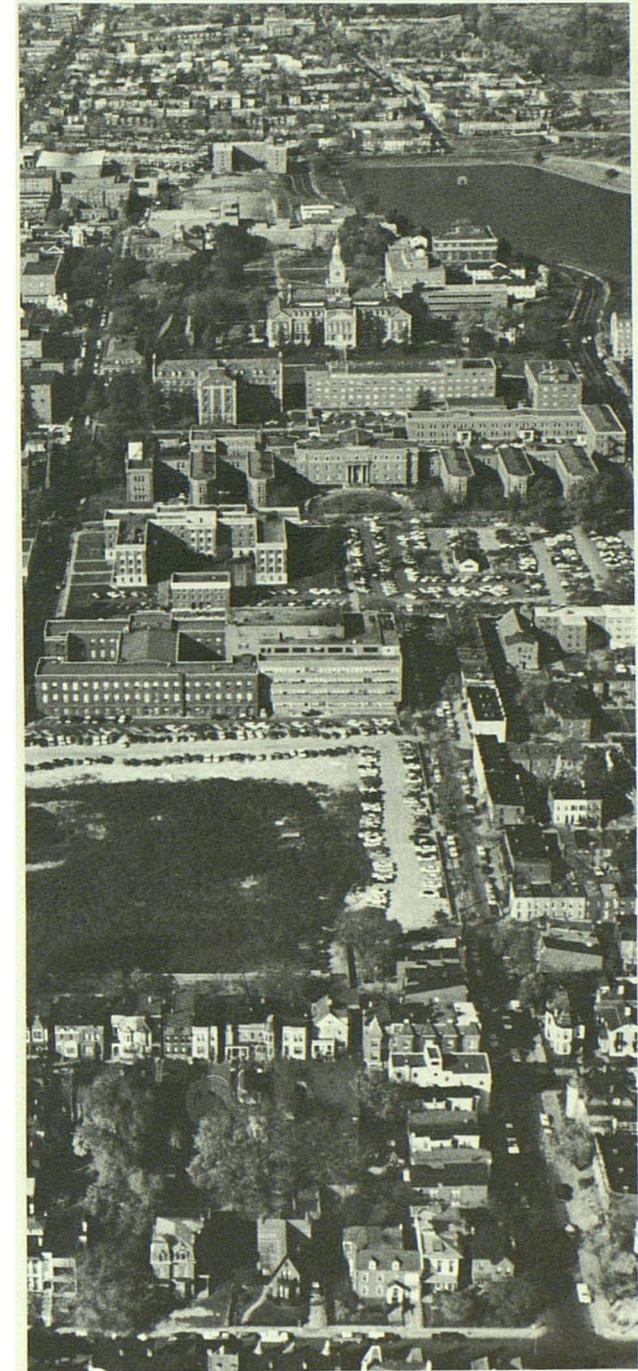
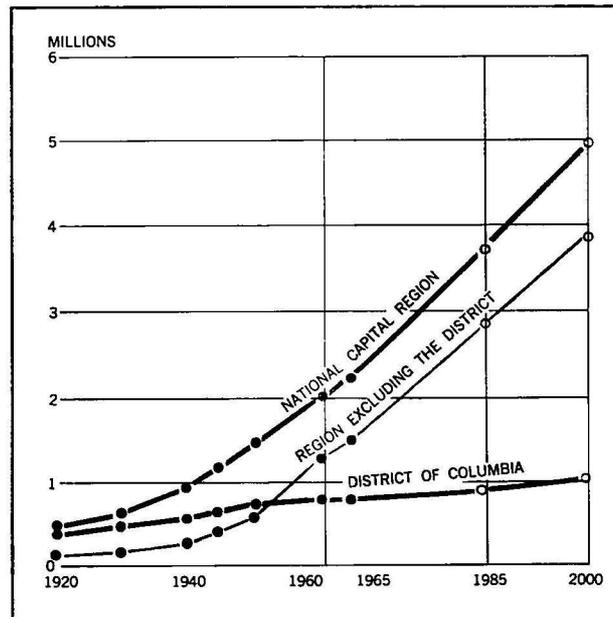
THE THREE ROLES OF THE CITY

Washington plays three roles. It is first of all the Capital City of the Nation and seat of the Federal Government. By careful planning for new Federal office buildings and monuments, we can guide the growth of the city and improve and extend the great designs of the past. We must also provide for large numbers of tourists and other visitors, and for the many national and international organizations which need to be close to the Federal agencies.

The second role of the city is to serve as the home of more than 800,000 people. Washington must be a good place in which to live and work; it must provide for employment, education, recreation, and the host of other activities associated with life in a modern city.

Out of these two roles has grown a third in the 20th century—that of the central city of a great metropolitan region. The city must provide opportunities for business, culture, and many other functions for a population much larger than its own, spread over an area of several hundred squares miles. Transportation is

POPULATION: NATIONAL CAPITAL REGION AND THE DISTRICT OF COLUMBIA—1920 TO 2000. The city will grow during the next 20 years, but at a slower rate than the region. By 1985, District population is expected to reach 950,000; that of the region, including the District, will be about 4 million.



LAND USE. Scarce land must be used efficiently if the city's needs are to be met. Howard University can expand with little disturbance to an established residential section.



REHABILITATION. The Shaw area already is a subject of urban renewal. The junior high should be rebuilt with new features—a community center to serve all residents, young or old.

especially important, since the city can perform its role only if it is accessible to the residents of the suburbs.

One of the most important and difficult tasks in drawing up a comprehensive plan for Washington is to harmonize the demands of these three roles. Some compromises are possible where conflicts exist, but the plan must set a high standard under each of these headings. The inhabitants of the city cannot be expected to get along with a less than adequate living environment simply because of the demands of the Federal Establishment; nor can the needs of the Federal Government be overlooked in an effort to serve the needs of the large suburban population. Neither can the suburbanites be ignored because of the very large legitimate requirements of the city dwellers. A harmonious reconciliation of these three objectives is necessary.

THE FUNDAMENTAL GOAL

The basic goal of the Comprehensive Plan is the creation of an environment which serves all three of these roles by the correct location and good design of all the physical components of the city—Federal buildings, schools, parks, highways, rapid transit lines, shopping areas, hospitals, employment centers, and housing. Appearance must be an important consideration in the planning and design of any structure—whether it be an elementary school or a new Federal office building—in this most special city.

OTHER GOALS

In order to realize the fundamental goal of a good environment, more specific goals must be set. Among the broad goals that have shaped the Comprehensive Plan, the following are especially important:

□ *A broad range of choice among satisfactory living environments.* Every resident of the city should have adequate housing. A variety of housing types should be available in each section of the city.

□ *Efficiency in the use of land.* The land area of the District of Columbia is fixed. This land must be used efficiently in order to meet the increasing demands and to avoid conflicts among land uses.

□ *Efficiency in the transportation of people and goods.* Land uses should be arranged to minimize the need for travel, and transportation facilities capable of economically serving mounting travel volumes should be provided.

□ *A healthful urban environment.* Slums, air pollution, and sewage-laden rivers should be eliminated.

□ *An environment which is visually attractive and which combines harmoniously the best examples of contemporary style with those of a rich valuable heritage.* Good design should be an ingredient of every new development, and every new project should respect the architectural inheritance from earlier generations.

□ *A living environment which offers a clear sense of individuality to each section of the city.* Urban design should strive to foster feelings of identity with and responsibility for each neighborhood.

PRINCIPAL FEATURES OF THE FUTURE WASHINGTON

The plan envisions the Washington of 1985 as still an open and horizontal city, with broad vistas and extensive parks, its buildings of low or moderate height well sited on tree-lined streets and avenues. It would provide a wide range of choice among environments that would be satisfactory from the standpoint of livability and beauty.

□ Total employment, and especially Federal employment, should continue to grow in the downtown area, although absolute and relative growth in total employment will be much greater elsewhere within the metropolitan area. The Federal Establishment should continue to be concentrated primarily within the boundaries of the L'Enfant city. The South Capitol Street area and a portion of the Naval Weapons Plant should be established as the setting for a major grouping of new Federal buildings.

□ Downtown should continue to be the dominant business and cultural center of the Region; but one of the most important new developments within Washington should be the emergence of several uptown centers as major concentrations of commercial and social activity, based on the accessibility provided by the subway system.

□ The city should house a population only slightly larger than at present, but its residential areas should provide a much better living environment. Development should continue for the most part at low or medium densities, although some higher density housing should be available in all parts of the District.

There should be a modest increase in the population of the central area, and attractive new communities should be built on large tracts of land vacated by the Federal Government.

□ Substantial public investment should create many new schools, libraries, and other community facilities. They would provide each community with a high standard of service and strengthen the sense of community structure and identity. Campus centers for schools and recreation should be important new elements in the cityscape.

□ Existing colleges and universities should grow primarily through more intensive development of their land. Two public colleges should be established—one close to the Anacostia River and one in the vicinity of Mt. Vernon Square.

□ An international center should be established in the intown section west of New Hampshire Avenue to house foreign chanceries and international agencies.

□ The park system should be extended and developed for fuller public use. This objective should apply toward the completion of those systems which have made the Nation's Capital a city of parks—the monumental park areas, the landscaped riverbanks, the broad tree-lined avenues and other “special streets.” Particular emphasis should be placed on the development of parks and playgrounds serving local needs. The original squares and circles, as well as the newer small formal parks, should be protected and beautified.

□ The transportation system should be balanced between the several specialized modes, each performing its role efficiently and unobtrusively. A specialized system would accommodate large volumes of traffic more efficiently. Thus, the rail transit system would assume the critical role during peak hours, aided by improved bus service, while the freeway system would contribute by diverting much intermediate- and long-distance auto traffic from surface arterials, and local streets.

But specialization in itself is not enough. In addition, the transportation system should be as unobtrusive as possible. Thus, the rail transit system should be mostly a subway within the District, and the freeway system should be carefully designed to preserve the values associated with the presence and functioning of the Federal Government and to harmonize with existing land uses in the city.

□ The CENTRAL EMPLOYMENT AREA should be compact, its core developed at the highest permitted densities. Each of its several parts should

have a distinctive character, with Capitol Hill being given especially careful design attention.

□ NEAR NORTH should be designed as an important close-in residential section. A major innovation should be the International Center west of New Hampshire Avenue. Renewal in the Shaw area should remove some of the most blighted conditions in the city.

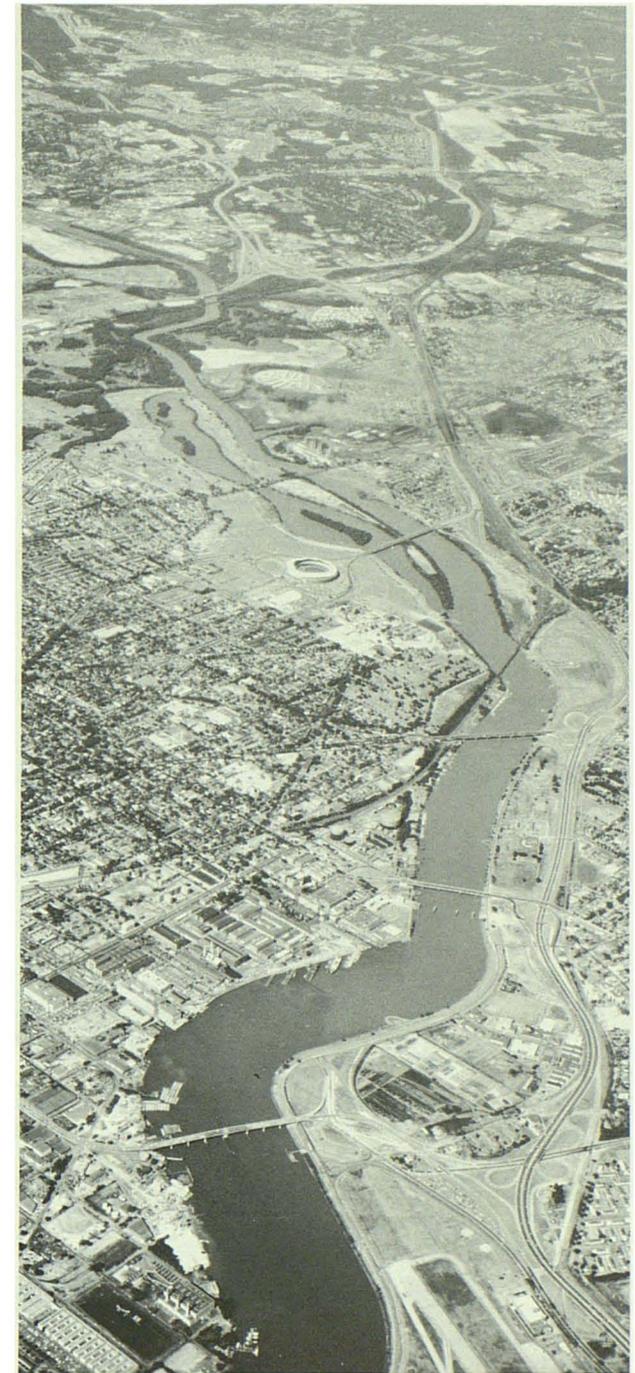
□ North of the Southeast Freeway, CAPITOL EAST should preserve its moderate-density residential character, improved by an extensive network of small-scale parks and special avenues. South of the freeway, major new developments should be established, including a new grouping of Federal buildings for the South Capitol Street area and a portion of the Naval Weapons Plant area, as well as new housing and a waterfront park.

□ The ANACOSTIA area should show the largest growth, only a fraction of it in concentrations at centers built up around transit stations. The park system should be expanded and developed both along the river and on the ridge. A new community should occupy the Anacostia-Bolling site.

□ There should be an intensification of development in NORTHEAST, taking advantage of new accessibility to downtown by rapid transit and freeway. A new residential development should rise on the site of the National Training School. The industrial areas should be reorganized and strengthened.

□ In NORTH CENTRAL, new growth should occur mainly at uptown centers on the rapid transit lines. New crosstown links for the pedestrian should relate the many public facilities serving the area, most dramatically as a strong feature of the land rise just north of Florida Avenue between Meridian Hill Park and a new McMillan Reservoir Park.

□ The NORTHWEST area should have new centers of activity at rapid transit stations. The redevelopment of the Georgetown waterfront should include new facilities for water-oriented recreation use and the elimination of the elevated Whitehurst Freeway.



OPEN SPACE. The Anacostia River banks offer a prime opportunity for the creation of a new park to serve not only the nearby residents but the city as a whole.



CITYWIDE FRAMEWORK FOR URBAN DESIGN

- | | | | |
|---|---|---|---|
| <ul style="list-style-type: none"> LOOSE DEVELOPMENT PATTERN
LOW-BULK BUILDING FORM MODERATE DEVELOPMENT PATTERN
MEDIUM-BULK BUILDING FORM COMPACT DEVELOPMENT PATTERN
HIGH-BULK BUILDING FORM OPEN SPACE MONUMENTAL CORE ORIGINAL CITY AREA BOUNDARY | <ul style="list-style-type: none"> AXIAL STREET SYMBOLIC AND OTHER ELEMENTS
OF THE SPECIAL STREET SYSTEM MAJOR MOVEMENT ELEMENT (FREEWAY)
OF THE SPECIAL STREET SYSTEM URBAN EDGE (ARCHITECTURAL) FORMAL-OPEN EDGE NATURAL EDGE | <ul style="list-style-type: none"> ESCARPMENT DEFINING
TOPOGRAPHIC BOWL LINEAR SEQUENCE OF
URBAN SPACES POINT OF CLIMAX ALONG
PATH OF MOVEMENT MAJOR ACTIVITY CENTER
OUTSIDE CENTRAL AREA MONUMENT OR BUILDING OF
MINOR VISUAL IMPORTANCE MONUMENT OR BUILDING OF
MAJOR VISUAL IMPORTANCE | <ul style="list-style-type: none"> GATEWAY |
|---|---|---|---|



200 ACRES

THOUSANDS OF FEET 0 3 6 9 12 15 18 21 24 27 30

URBAN DESIGN PRINCIPLES

Each of the major improvements should be developed within an urban design framework. The importance given the role of design in plan formulation is traditional in the Nation's Capital. Washington should be efficient in its working parts; it should provide a safe and healthful environment and offer an adequate and convenient set of choices to its residents. These goals, as attained, form a basis for pleasant associations; and design is fundamental to realization of the city in these terms.

The objectives of the design process should be to enhance the beauty and livability of the city. Design should protect and reinforce the three identities of the city: its natural identity, its symbolic identity, and its urban identity.

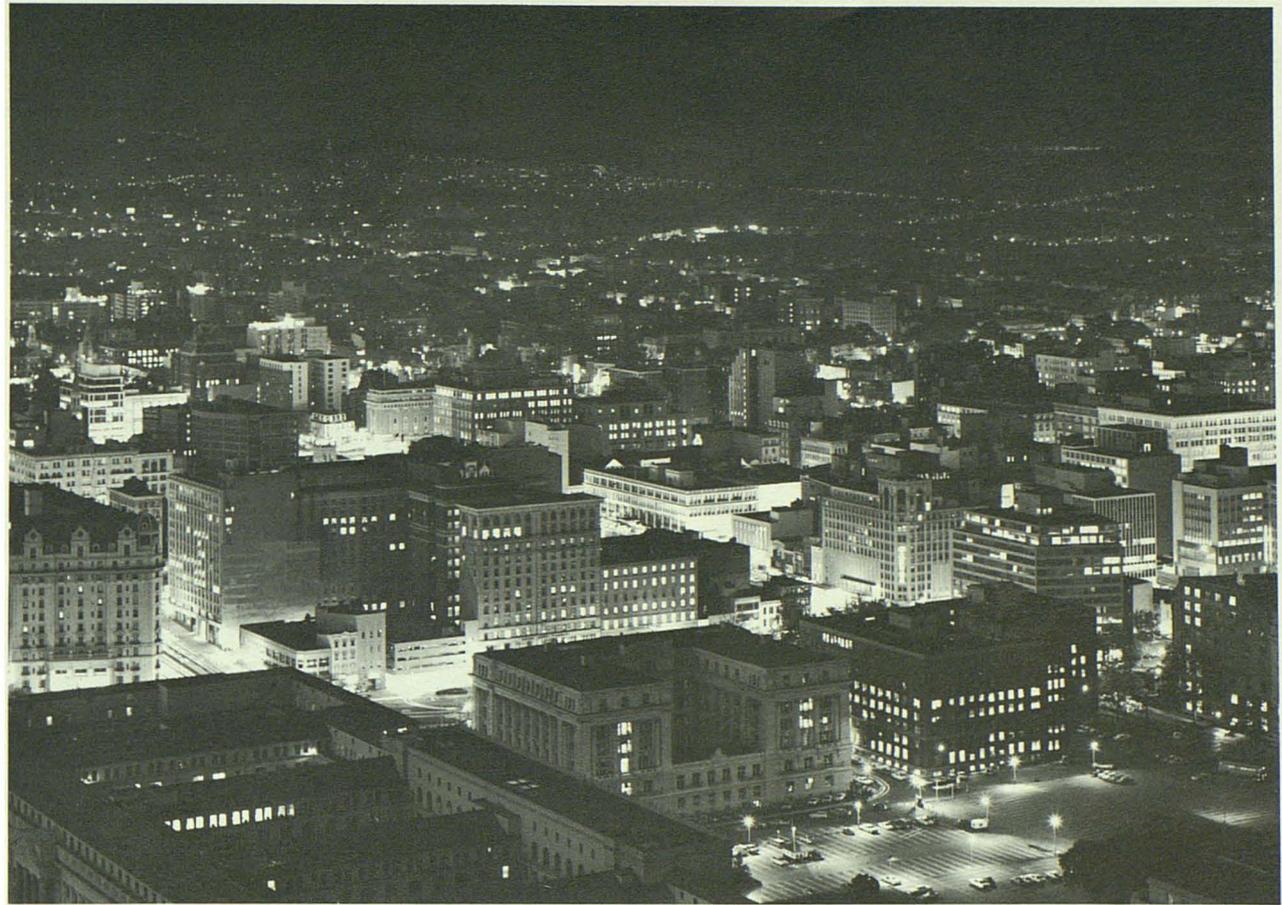
NATURAL IDENTITY

The topography, climate, and ecology which are unique to Washington should continue to influence the design of the city. The rim of the topographic bowl surrounding the central portion of the city should be developed with architectural elements to dramatize the height, and hillsides should be planted with trees. The natural forms of the rivers should be maintained, and gorges and ravines should continue to be preserved as parks. In general, natural areas in public and private ownership should be landscaped with trees and plants ecologically appropriate to the site.

SYMBOLIC IDENTITY

The monumental core and its major components, including the system of subcenters planned by L'Enfant, should undergo some refinements and improvements. The Mall in particular will become the focus of new design efforts. All remaining temporary structures on the Mall should be removed promptly. The form and directional thrust of the Mall should be more clearly emphasized. Some redesign of the Mall and adjacent parks would increase their recreational potential and make them more lively.

New monuments and memorials should be located where they will refine and complete the L'Enfant and McMillan plans. Historic landmarks should be preserved whenever possible.

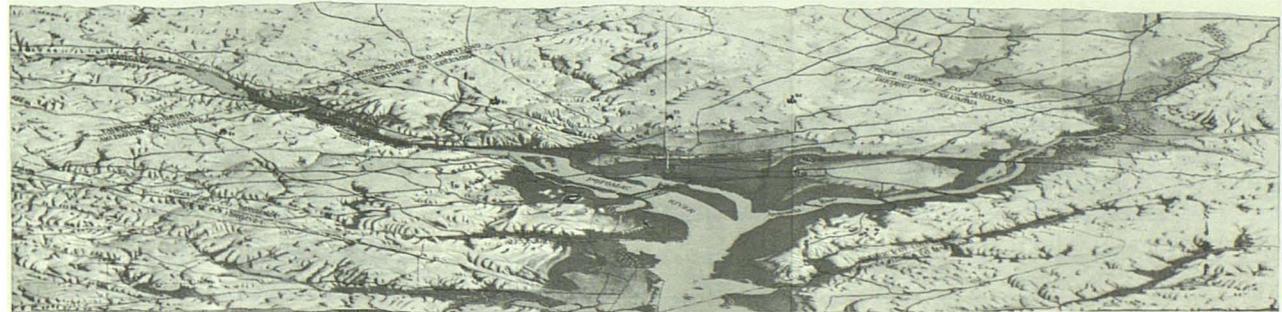


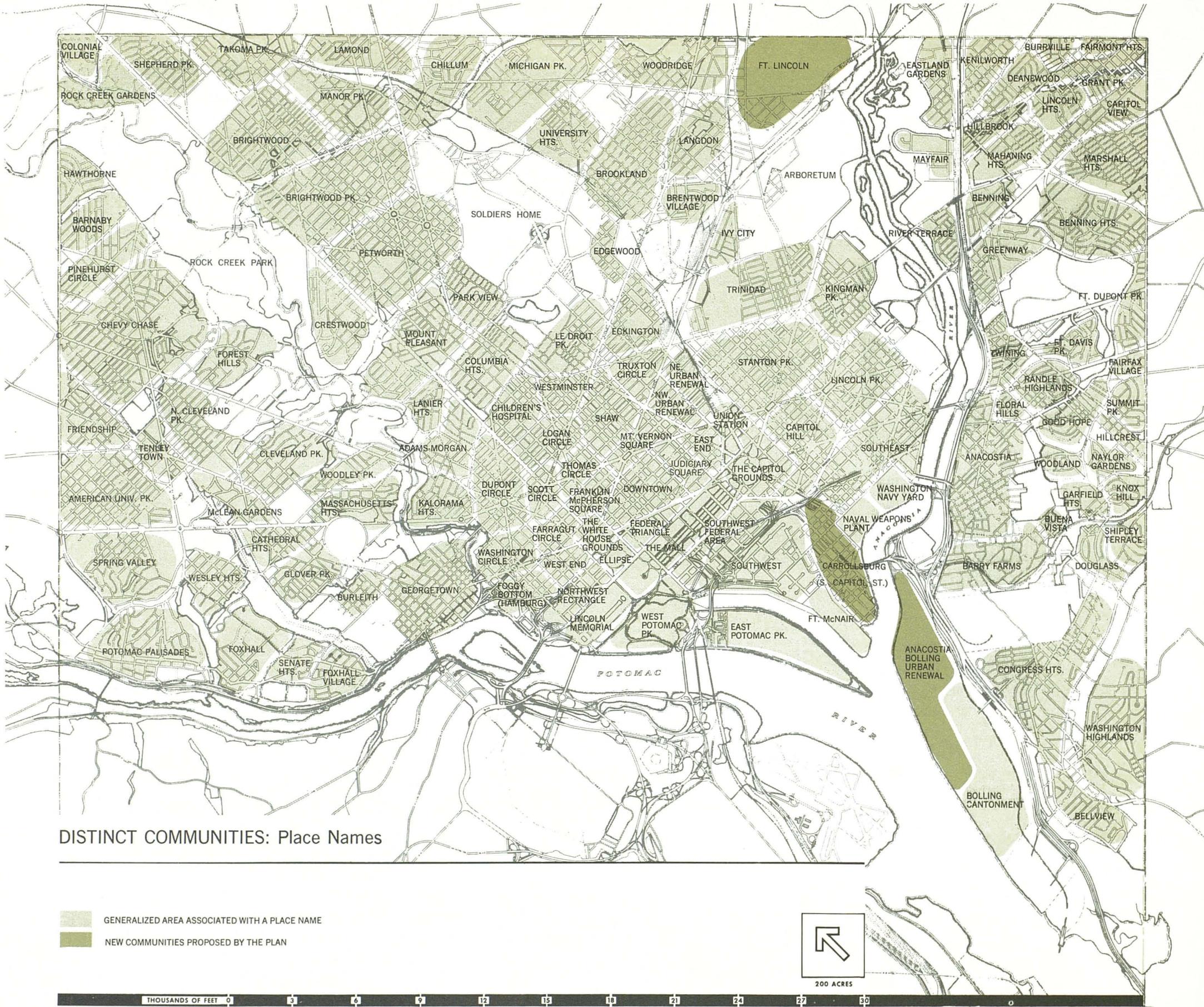
SKYLINE. The lights of night glow in downtown Washington and outline the hills in the background, pointing up Washington's low

skyline and the "bowl" in which the city sits. The lighting of many monuments enhances the scene.

NATURAL SETTING. The "bowl" of Washington results from topographic variations formed by the Potomac and Anacostia River valleys and the following elements: (1) Alluvial deposits and artificial fill along the Potomac and Anacostia Rivers (Pentagon, National Airport, Thomas Jefferson Memorial); (2) 25-foot terrace (Washington Monument); (3) 50-foot terrace (White House, Union

Station); (4) 90-foot terrace (Dupont Circle fountain, U.S. Capitol); (5) 200-foot terrace (Lee Mansion, Meridian Hill Hotel, St. Elizabeths Hospital); (6) Lafayette Plateau, 420-300 feet (Rixey Mansion, Reno Reservoir—locality having highest altitude, about 420 feet, in the District of Columbia—Washington Cathedral, Scott Building at Soldiers' Home, Good Hope Hill).





DISTINCT COMMUNITIES: Place Names

- GENERALIZED AREA ASSOCIATED WITH A PLACE NAME
- NEW COMMUNITIES PROPOSED BY THE PLAN



THOUSANDS OF FEET 0 3 6 9 12 15 18 21 24 27 30

New Federal buildings housing administrative offices should not be given a monumental treatment. Their design and siting should respond to the needs of function and environment.

Public agencies and private professional, business, religious, trade, educational, and social organizations should be encouraged to acquire, restore, and occupy historic buildings as an economic means of preservation. To achieve this objective, legislation should be enacted that establishes a new public agency or authorizes an existing public agency to acquire fee simple title or other interests in those buildings and sites within the National Capital Region that have national or local architectural or historic significance.

The legislation also should permit the disposition of these properties, with appropriate covenants, to other public bodies, private organizations, and individuals, and provide for other means of achieving a high order of preservation. These means should include the regulation of razing or alteration of individual landmarks and of structures within historic districts and permission for the use of appropriate tax incentives such as abatement, deferral, and other forms of relief.

URBAN IDENTITY

The special streets concept emphasizes the protection and articulation of the axial, radial, and diagonal avenues and streets of the L'Enfant plan and applies its principles of design to other major streets in the city. The plan also proposes measures to enhance the distinctive features of the various communities within Washington.

Freeways should disrupt established patterns of land use and community activity as little as possible. Airspace over the freeways should be used for construction of buildings, plazas, and gardens.

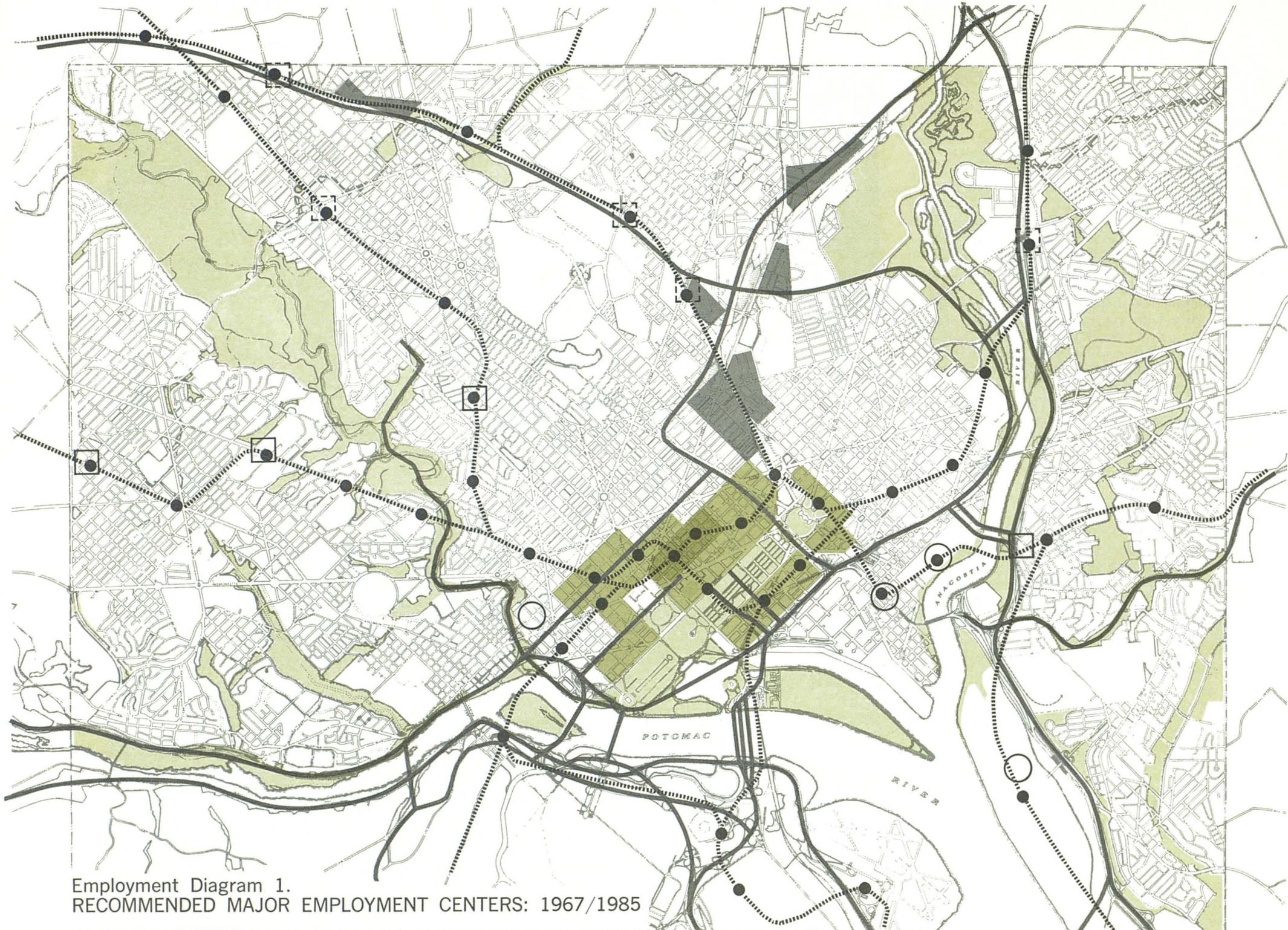
Urban design should preserve, enhance, and establish the distinctive features of each of the communities within Washington. Schools, playgrounds, and other facilities should be designed as community focal points.

The "edge" elements—geographic and topographic boundaries—should receive special design consideration. "Gateways" at the edge of the city should be developed to contrast with areas just over the District line. "Gateway" locations within the city—park crossings, river crossings, entrances to the monumental core—should be emphasized as major features in designs for special streets and places.



SYMBOLIC. The Washington Monument, and other memorials or monumental public buildings, symbolize the city's role as the Nation's Capital. New monuments and memorials should express

contemporary life and be placed in prominent locations throughout the city. New Federal buildings housing offices with symbolic significance should face on special streets and places.



REGIONAL/NATIONAL PARK SYSTEM
 FREEWAY/PARKWAY SYSTEM
 RAIL TRANSIT SYSTEM

CENTRAL EMPLOYMENT AREA
 DOWNTOWN RETAIL CORE
 INDUSTRIAL AREA

MAJOR UPTOWN CENTER
 SPECIAL EMPLOYMENT CENTER
 POTENTIAL UPTOWN CENTER



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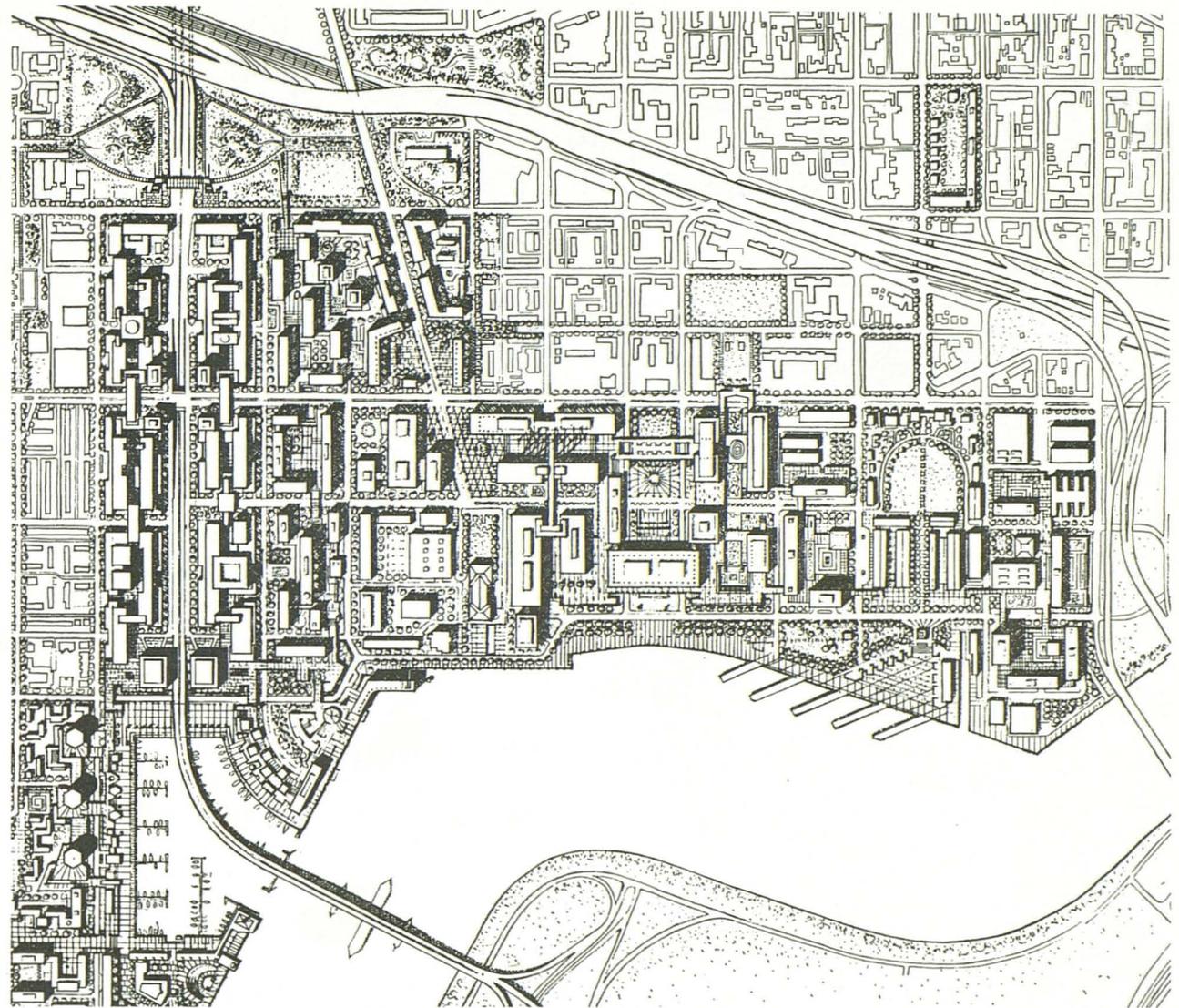
FEDERAL EMPLOYMENT

Washington's economic base is government. Over the next 20 years, Federal employment in the Region can be expected to increase at an average of 6,000 per year to a total of 475,000. During this period, the present distribution of Federal employment between the District and the Region should be continued, with about 60 percent of the total in the District and 40 percent in the Region.

Of the total increase in Federal employment, about one-half should be in the central area. The continued growth there, from 171,000 to 230,000, is dictated largely by the need to complete the planned groupings of Federal buildings and to take advantage of, and provide riders for, the subway system. Principal new development should occur in the South Capitol Street area. This complex, which will include a portion of the Naval Weapons Plant, eventually should accommodate 55,000.

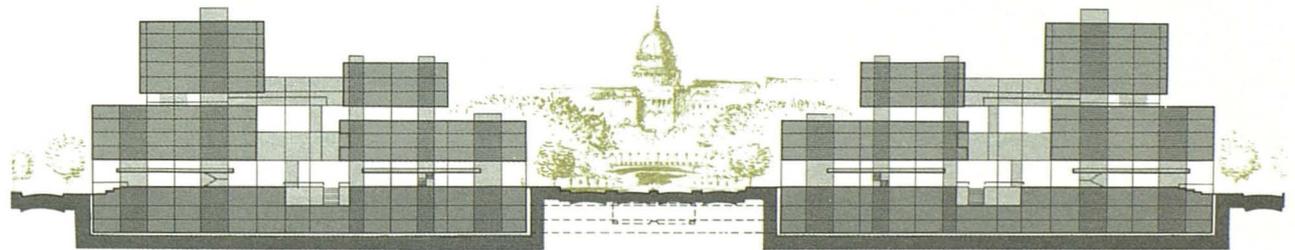
Elsewhere in the District, a new Defense office building housing 10,000 is planned for a portion of the Anacostia-Bolling site. The plan also allocates some 12,000 new Federal jobs to 3 proposed uptown centers—the National Bureau of Standards site, 14th and Park Road, and Nichols Avenue and Good Hope Road, SE—to give impetus to private development in these areas.

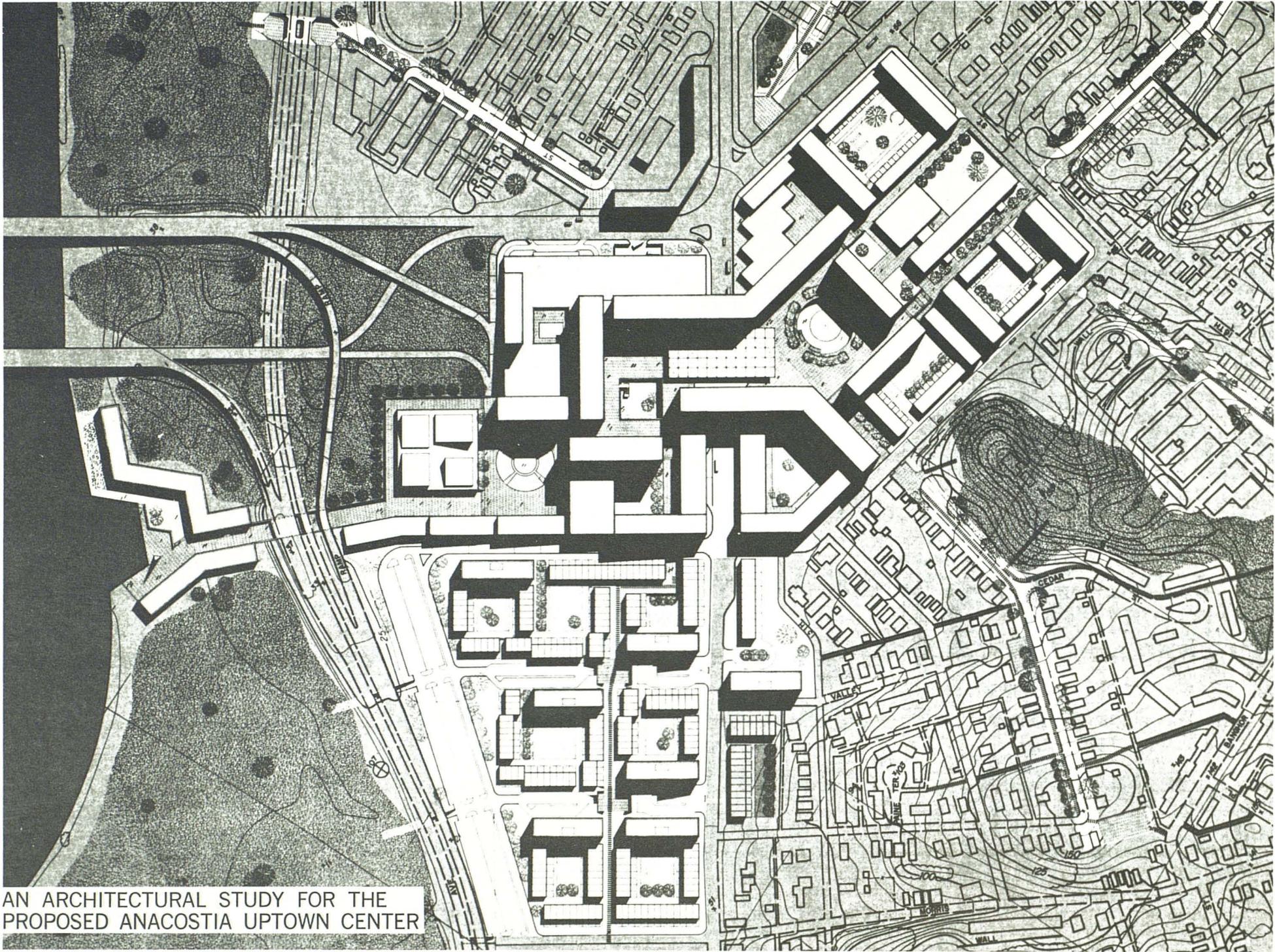
In the Region, outside the District, most new Federal employment should be allocated to suburban new towns to spur their development. New town sites should be selected on the basis of criteria which will help to implement other plan policies, including development along the radial corridor pattern and agreement to make housing and community facilities available to all income groups without discrimination.



Sketch Plans of Proposed Federal Building Complex Along South Capitol Street and Within the Navy Yard.

A Sectional View Toward the Capitol Through the Federal Buildings Along South Capitol Street.





AN ARCHITECTURAL STUDY FOR THE PROPOSED ANACOSTIA UPTOWN CENTER

PRIVATE EMPLOYMENT

Most of the growth in private employment should take place outside the District. A modest increase, from 400,000 to 520,000 jobs, has been projected for the District by 1985.

The plan calls for further revitalization of downtown, increasing private employment by about 50 percent. Significantly improved accessibility resulting from the introduction of the subway should make this increase possible.

Outside the central area, new employment should be consolidated in selected locations. Uptown centers, on the subway lines, would be intensively developed and diverse in function. About 25,000 to 30,000 employees could be accommodated in these centers.

The plan calls for advance acquisition and coordinated design schemes to insure efficient development of these centers. Other additional private jobs would be scattered among special purpose employment centers such as colleges and hospitals, and in neighborhood centers.

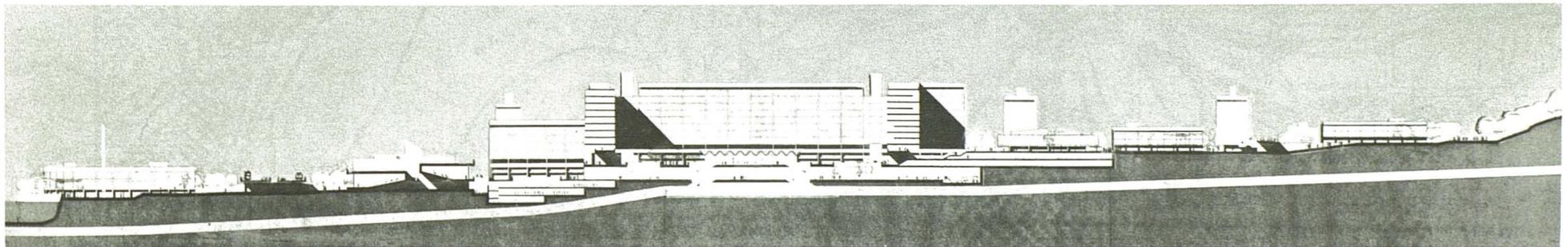
Industrial employment should be consolidated at a few locations. Special efforts should be made to attract industries to the industrial zones as a means of providing continued employment opportunities for semiskilled workers. Development of industrial areas should be timed to provide adequate space for industrial activities displaced by public works and renewal activities.

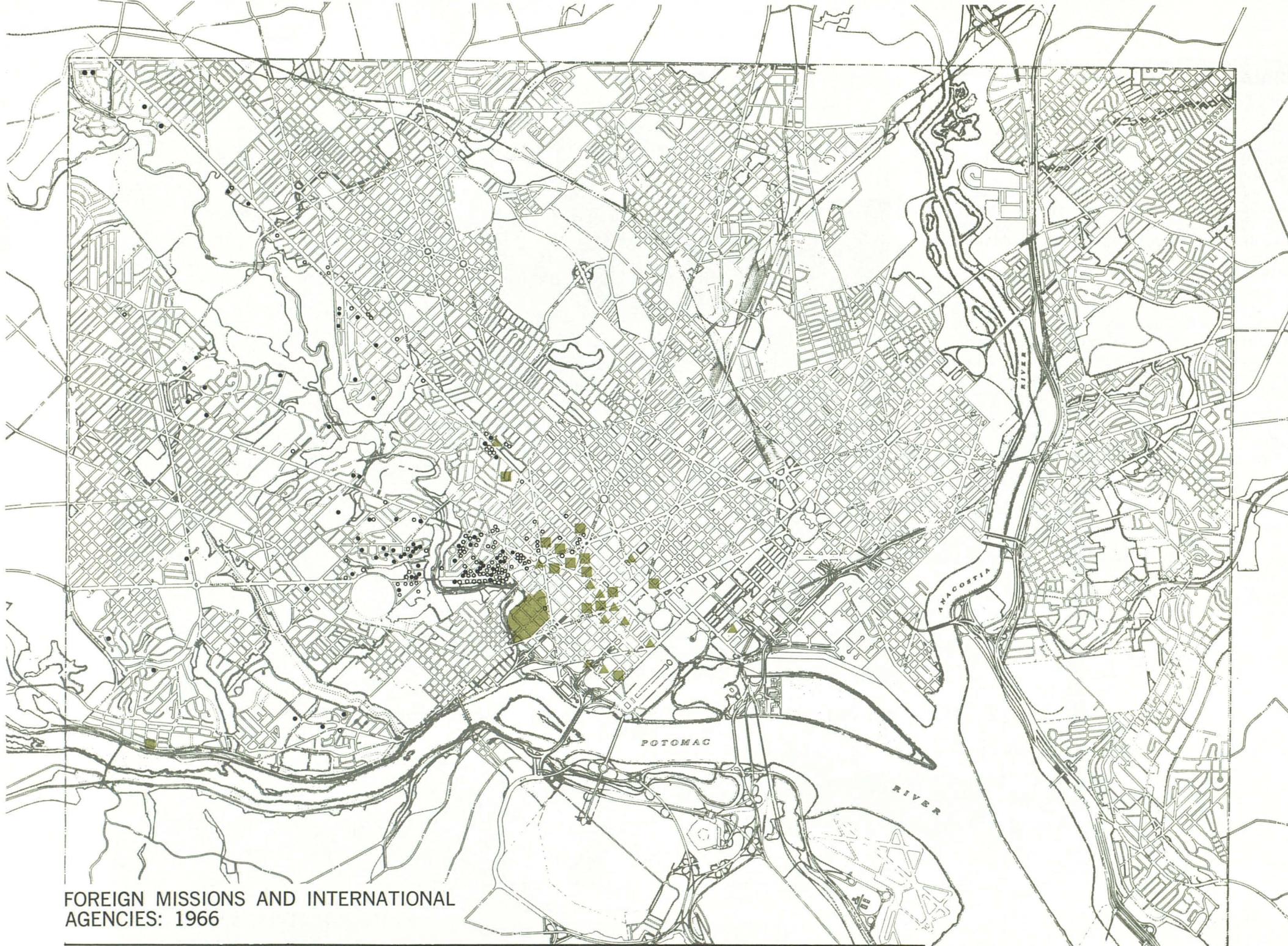


DOWNTOWN. The plan calls for further revitalization of downtown, increasing private employment by about 50 percent. Government

employment also would be increased, although to a lesser extent in the central section of the city.

ANACOSTIA CENTER. A cross-section of the center, illustrating how the multilevel design reflects the topography.





FOREIGN MISSIONS AND INTERNATIONAL AGENCIES: 1966

- PROPOSED INTERNATIONAL CENTER
- EMBASSY

○ CHANCERY (OR EMBASSY AND CHANCERY)
- ▲ INTERNATIONAL AGENCY

■ QUASI-PUBLIC INTERNATIONAL ORGANIZATION

THOUSANDS OF FEET 0 3 6 9 12 15 18 21 24 27 30



200 ACRES

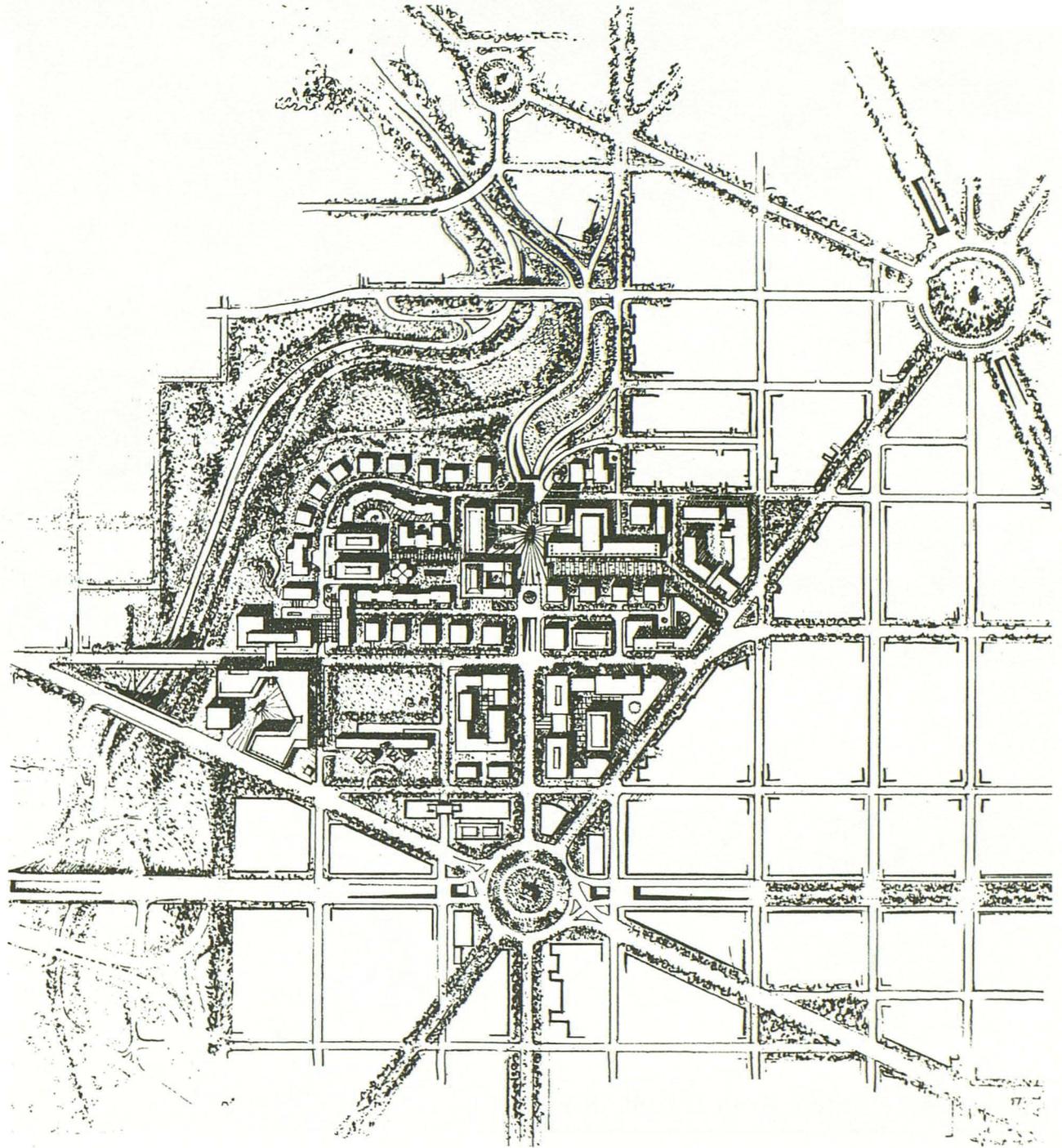
FOREIGN MISSIONS AND INTERNATIONAL AGENCIES

As the capital of the United States, Washington must provide space for the activities of more than 100 foreign governments and numerous international organizations. The location of chanceries has long been a perplexing problem. Because these offices generate substantial traffic and parking requirements, their location in residential areas often leads to neighborhood friction. On the other hand, chanceries cannot be located in anonymous rental space in commercial office buildings because of security requirements and considerations of national prestige.

Since 1957, zoning restrictions have made it increasingly difficult for foreign governments to acquire adequate sites. To remedy this situation, the plan proposes the establishment of an international district within the Federal City to facilitate the efficient conduct of international activities. This center would be located between New Hampshire Avenue and Rock Creek Park adjacent to the CENTRAL EMPLOYMENT AREA.

The Federal Government should initiate the development of the International Center. Both the conduct of foreign affairs and the interest of the United States in acquiring suitable locations for our own diplomatic missions in foreign capitals would be served by the establishment of a more orderly process for locating the offices of foreign governments and international organizations within Washington. Although the International Center would provide a major area for new chanceries, the plan also proposes reexamination of current regulations governing the location of chanceries. Some chanceries and international organizations would be suitable occupants of the large townhouses near the CENTRAL EMPLOYMENT AREA which have become too expensive for private use but which should be preserved to lend diversity to the development character of the central area.

AN ARCHITECTURAL STUDY FOR THE PROPOSED INTERNATIONAL CENTER





LOW-DENSITY RESIDENTIAL
(UNDER 20 D.U.'S/NET ACRE)

MODERATE-DENSITY RESIDENTIAL
(20 TO 60 D.U.'S/NET ACRE)

HIGH-DENSITY RESIDENTIAL
(60 OR MORE D.U.'S/NET ACRE)



THOUSANDS OF FEET 0 3 6 9 12 15 18 21 24 27 30

HOUSING

The plan proposes a substantial volume of new residential construction to accommodate an estimated population growth of 20 percent, to meet the relocation needs of 45,000 families who will be displaced by public works and public and private development activities, and perhaps most important, to meet the urgent demand for better housing for low-income groups. Although the housing problem must be tackled first in the District, it is becoming more and more a problem to be solved by the entire Region. Its ultimate solution will depend on the willingness of suburban communities to provide more housing for low-income groups and Negroes.

Although the goal of more and better housing has priority, other goals must not be sacrificed. The prevailing pattern of development—rowhouses, walkup apartments, and single-family homes—should be maintained throughout most of the District. Public housing should not be concentrated in any single section of the city. To provide adequate supporting facilities, the District's tax base should be strengthened, and every effort should be made to assure the most productive use of land near downtown.

To provide for a growing population, densities should be increased in some areas, but the character of development should be related to relative accessibility. Significant growth potentials exist in a few in-town sections, in the vicinity of subway stations, on several sites to be vacated by the Federal Government, and on a few still-undeveloped tracts.

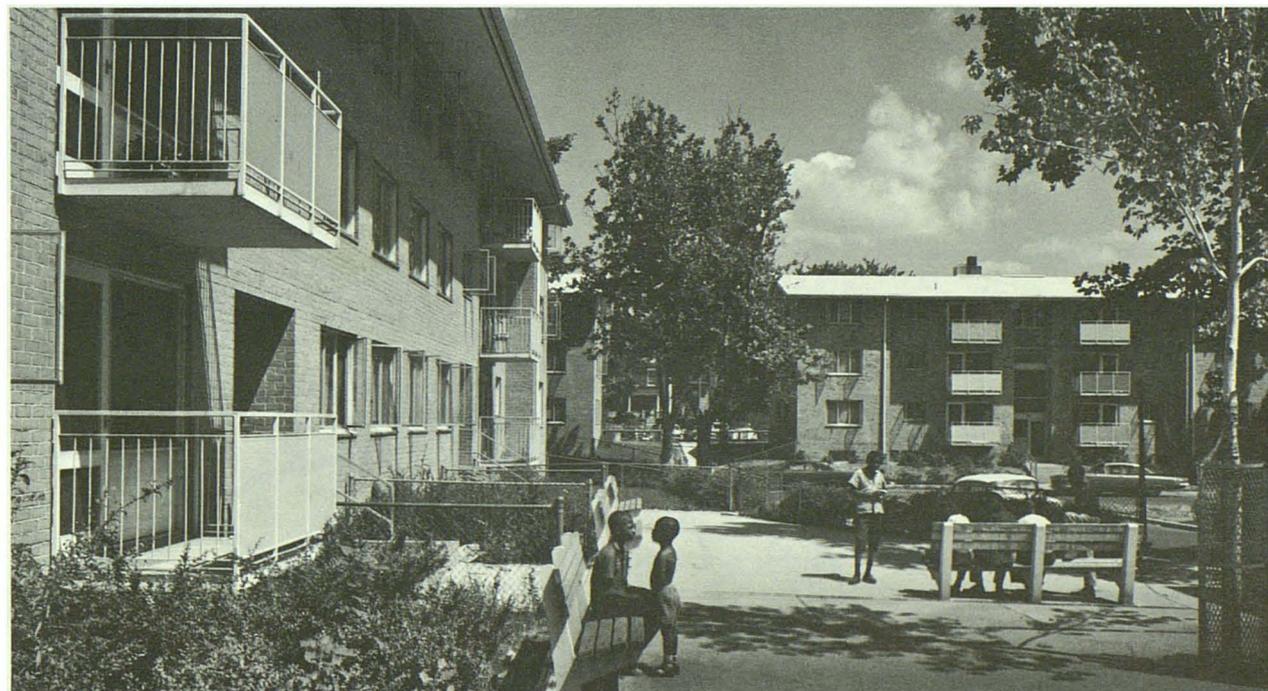
In numerical terms, the plan calls for a net gain of 65,000 housing units, increasing the District total from 280,000 to 345,000. Altogether, approximately 110,000 units should be built, but 45,000 would be removed during the period. In the central area, there should be a 15 percent increase in housing units, with the most substantial increase in NEAR NORTH (south of Florida Avenue) and on Buzzard Point. In the rest of the city, the greatest increase in the housing supply should be in ANACOSTIA, which should have an additional 30,000 units. Surplus Federal property should be developed as new residential communities, with all necessary supporting facilities. Some 6,000 units are proposed for the Anacostia-Bolling site, 5,000 for the National Training School, and 1,000 for the National Bureau of Standards.

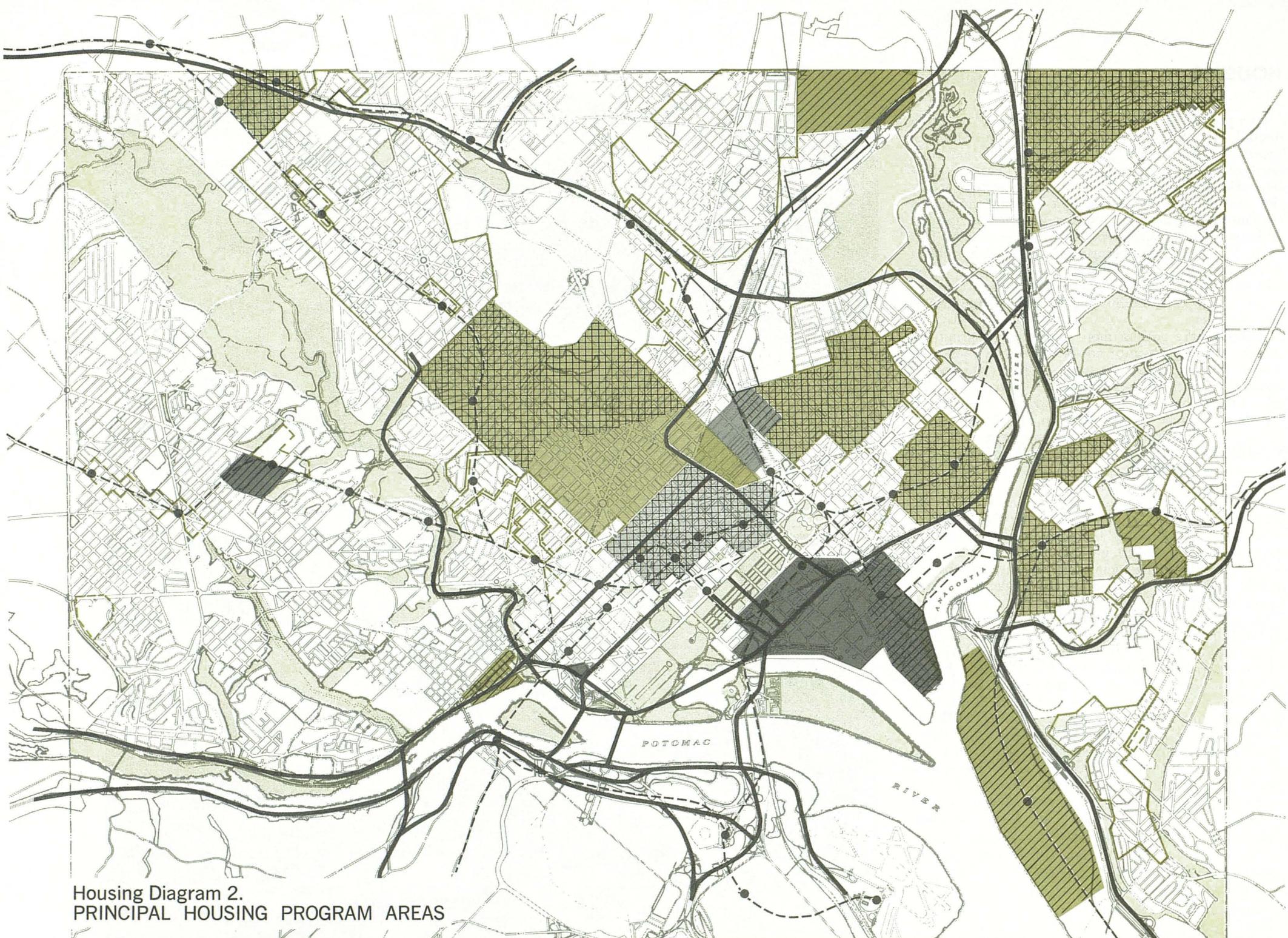
Public involvement in the effort to increase the housing supply should take several forms. Selective rezoning would permit higher densities in some areas. Publicly-assisted rehabilitation and intensive code en-



HOUSING. The prevailing pattern of housing—rowhouses, walkup apartments, and single-family houses—should be maintained. But

overcrowded quarters in deteriorating neighborhoods should give way to better developments with adequate open space.





Housing Diagram 2.
PRINCIPAL HOUSING PROGRAM AREAS

PREDOMINANTLY RESIDENTIAL AREAS		RESIDENTIAL/NONRESIDENTIAL AREAS		PREDOMINANTLY NONRESIDENTIAL AREAS	
EXISTING	PROGRAMMED	EXISTING	PROGRAMMED	EXISTING	PROGRAMMED
REGIONAL/NATIONAL PARK	PREDOMINANTLY ASSISTED REDEVELOPMENT	PREDOMINANTLY ASSISTED REDEVELOPMENT	PREDOMINANTLY ASSISTED REDEVELOPMENT	PREDOMINANTLY ASSISTED REDEVELOPMENT	PREDOMINANTLY ASSISTED REDEVELOPMENT
FREEWAY/PARKWAY	PREDOMINANTLY ASSISTED REHABILITATION	PREDOMINANTLY ASSISTED REHABILITATION	PREDOMINANTLY ASSISTED REHABILITATION	UNASSISTED PRIVATE INDUSTRIAL DEVELOPMENT	SPECIAL FEDERAL DEVELOPMENT AREA
RAIL TRANSIT SYSTEM	INTENSIVE CODE ENFORCEMENT				
	UNASSISTED PRIVATE DEVELOPMENT				



forcement programs would upgrade and preserve many residential sections. There will be direct public involvement in urban renewal areas and in the construction of public and subsidized housing. Of the total new units, 50,000 would be assisted—half as public housing and half as subsidized housing for lower-middle income groups. Approximately 50-percent of the assisted housing units should be constructed during the first 6 years.

The prospective abandonment of Federal sites should be regarded as an important opportunity to provide housing for low- and lower-middle-income groups and relocation. These new communities should have a variety of housing types for all income levels, but a high proportion of the new housing on the Training School site and Anacostia-Bolling should be assisted.

In the Shaw area, preliminary plans call for the construction of between 5,500 and 6,000 housing units, a net increase of 1,000. Of the total, half should be public housing, and one-third Section 221(d)(3). National Capital Housing Authority should acquire several hundred existing units for housing large low-income families. Private housing in the Shaw area should be at high densities.

Some housing for low- and middle-income groups should be built in the South Capitol-Buzzard Point area and near the 14th and Park Road rapid transit stop, among other areas.



ARCHITECTURAL STUDY OF THE DEVELOPMENT PROPOSED FOR FORT LINCOLN



Schools Diagram 1.
1967/1985 PUBLIC SCHOOL SYSTEM PLAN

- PLANNING DISTRICT BOUNDARY
- PLANNING DISTRICT SUB-AREA BOUNDARY
- REGIONAL/NATIONAL PARK SYSTEM

- | | | |
|----------------|-------------|-----------------|
| 20-ACRE CAMPUS | NEW | RETAINED |
| 10-ACRE CAMPUS | ELEMENTARY | ELEMENTARY |
| | JUNIOR HIGH | JUNIOR HIGH |
| | SENIOR HIGH | SENIOR HIGH |



THOUSANDS OF FEET 0 3 6 9 12 15 18 21 24 27 30

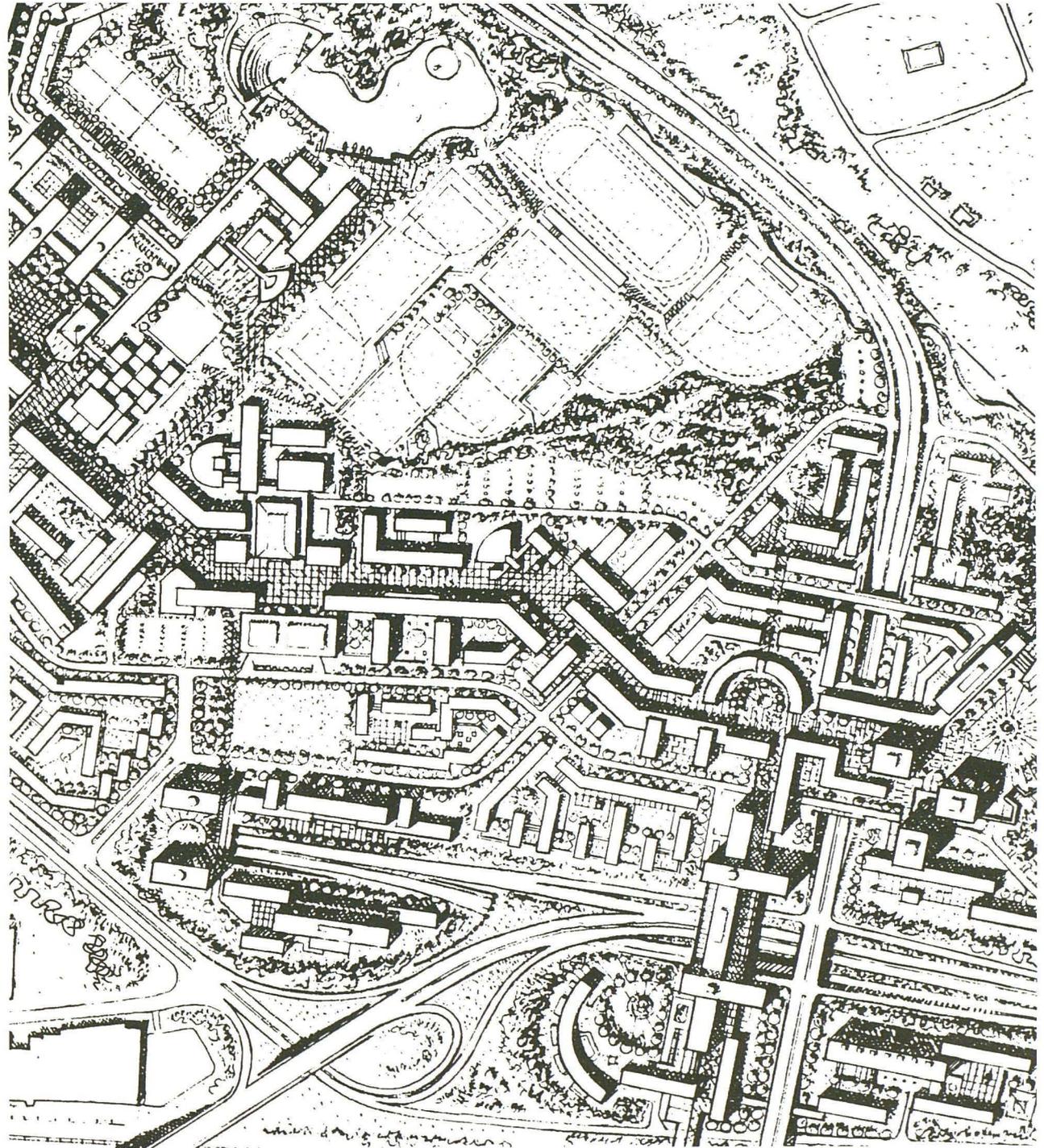
SCHOOLS

In an era of advancing technology, education will become increasingly important. The Plan seeks to provide the best educational environment by providing an adequate school plant for a school-age population that will increase by 30 percent over the next two decades.

To prepare for this increase, and to eliminate present overcrowding, the Plan calls for a 40-percent increase in school capacity. Obsolete schools should be eliminated. Forty new elementary schools should be built (replacing 51 obsolete schools), 15 new junior highs (5 should be phased out), and 6 new senior high schools. In addition to the new schools, some 25 elementary schools, 3 junior highs, and at least 1 senior high should have additions. The six vocational schools should be phased out, replaced either by a single consolidated vocational school or by inclusion of vocational training in comprehensive high schools.

When possible, new schools and associated recreational facilities should be developed as unified campuses. The grouping of schools in this manner would afford economies in the use of scarce land, would permit a richer academic offering to the students, and would strengthen the role of the schools as community centers offering diverse programs and facilities.

A total investment of \$215 million is programmed for these improvements (in addition to the \$45 million already appropriated). Of this, \$10 million would be for new sites, and \$70 million (part of the \$120 million for local recreation facilities) would be for the acquisition and development of school-associated playspace.



SKETCH OF SCHOOL CAMPUS PROPOSED FOR FORT LINCOLN



Schools Diagram 2.
PUBLIC SCHOOL SYSTEM PROGRAM OBJECTIVES: 1967/1985

ELEMENTARY

- NEW, 1967-1972
- NEW, 1973-1985
- ⊙ EXPAND EXISTING, 1967-1972
- ⊙ EXPAND EXISTING, 1973-1985
- RETAIN EXISTING

JUNIOR HIGH

- ▲ NEW, 1967-1972
- ▲ NEW, 1973-1985
- ▲ EXPAND EXISTING, 1967-1972
- ▲ EXPAND EXISTING, 1973-1985
- ▲ RETAIN EXISTING

SENIOR HIGH

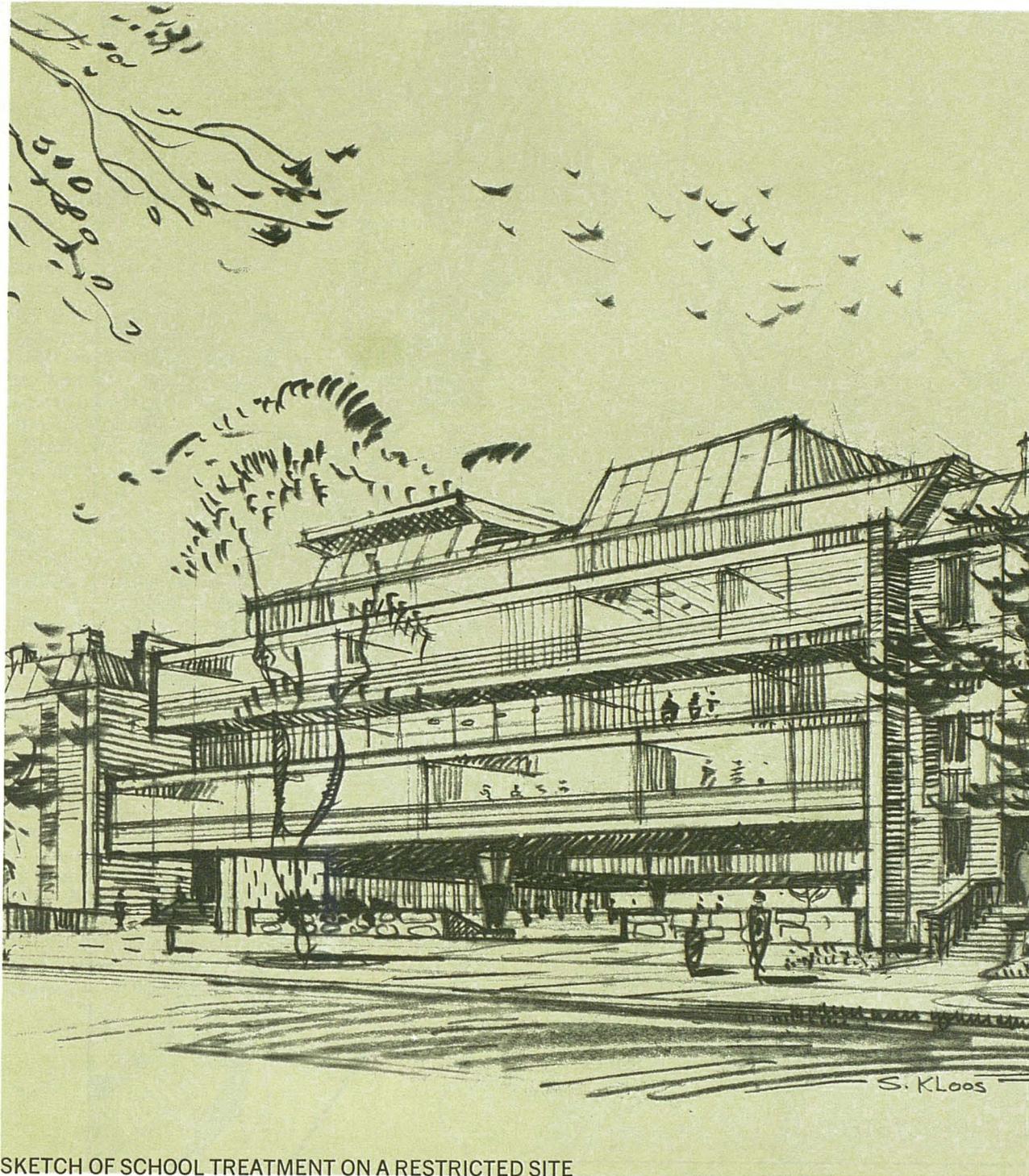
- NEW, 1967-1972
- NEW, 1973-1985
- EXPAND EXISTING, 1967-1972
- EXPAND EXISTING, 1973-1985
- RETAIN EXISTING

- PLANNING DISTRICT BOUNDARY
- PLANNING DISTRICT SUB-AREA BOUNDARY
- * ELIMINATE EXISTING



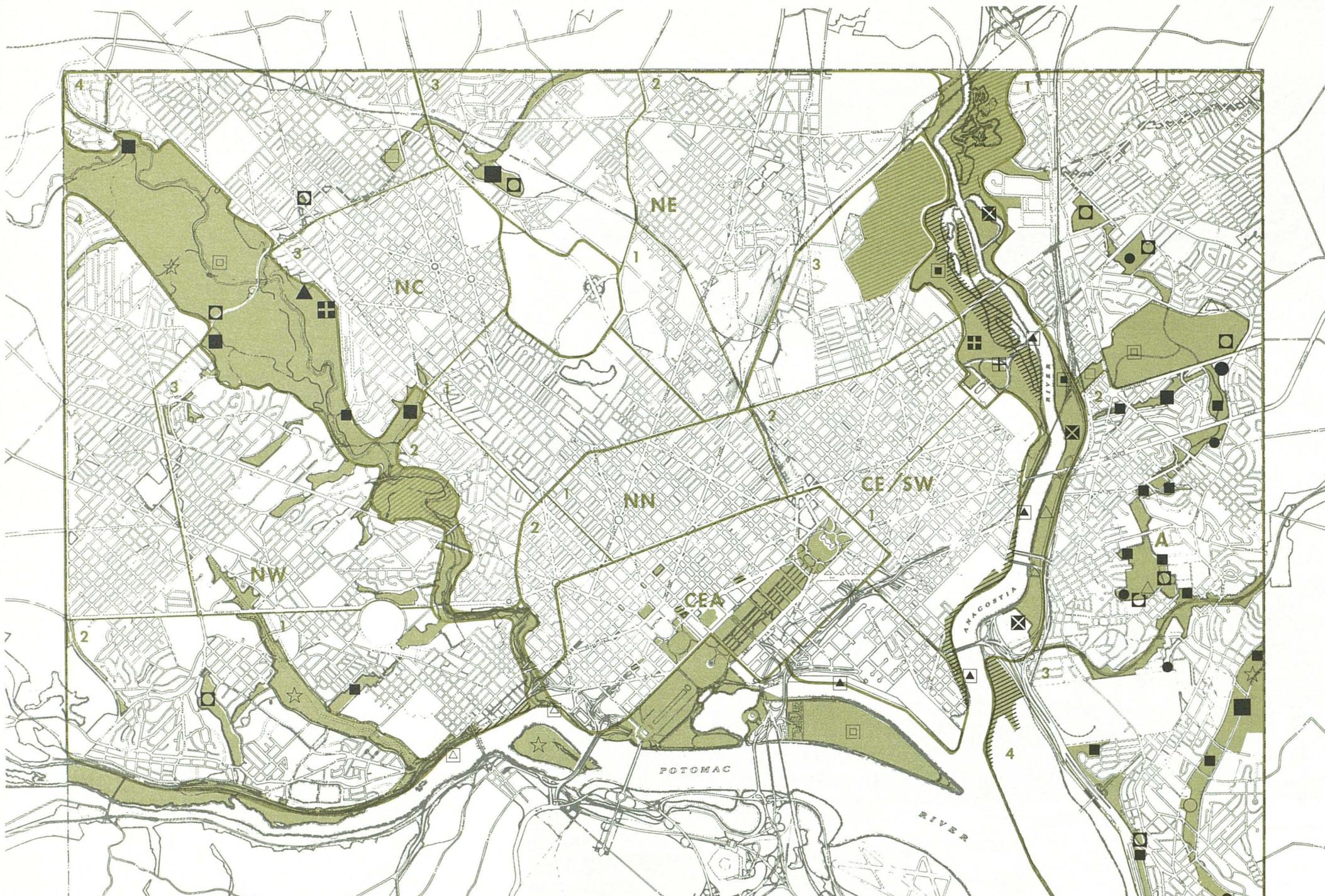
200 ACRES





SKETCH OF SCHOOL TREATMENT ON A RESTRICTED SITE

RESTRICTED SITE. Because of high land costs, especially within the central area, a special "restricted site" concept is proposed as an in-town counterpart to the campus-center proposal. The Plan calls for intensive use of land and imaginative designs to accommodate new schools and community service facilities on small sites. Restricted site schools also would be an appropriate use for air-rights space over freeways.



Parks Diagram 1.
1967/1985 PLAN FOR REGIONAL AND NATIONAL PARK SYSTEM

<p>RETAINED REGIONAL/NATIONAL PARK AREA</p> <p>NEW REGIONAL/NATIONAL PARK AREA</p> <p>PLANNING DISTRICT BOUNDARY</p> <p>PLANNING DISTRICT SUB-AREA BOUNDARY</p>	<p>SPECIAL REGIONAL/NATIONAL PARK AREAS</p> <p>ZOO, ARBORETUM, AQUATIC GARDENS, NATURE CENTER</p> <p>CONSERVATION AREA (PRESERVATION)</p> <p>PRESERVED/RESTORED CIVIL WAR FORT</p> <p>NEW CITYWIDE PICNIC AREA</p>	<p>SPECIAL REGIONAL RECREATION FACILITIES</p> <p>NEW RETAINED</p> <p>GOLF COURSE</p> <p>MARINA</p> <p>SPORTS CENTER</p>	<p>COMMUNITY-ORIENTED RECREATION FACILITIES</p> <p>NEW RETAINED</p> <p>PARK/PLAYGROUND 3-5, 10 AND 20 ACRES</p> <p>SPORTS CENTER 10 AND 20 ACRES</p> <p>SCHOOL ASSOCIATED RECREATION AREA 3-5 AND 10 ACRES</p>
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PARKS and PLAYGROUNDS

Both the national and regional park system (parks identified largely with the city's monumental area and with its rivers and other natural areas) and the system of local parks and playgrounds should be extended and developed for fuller public use.

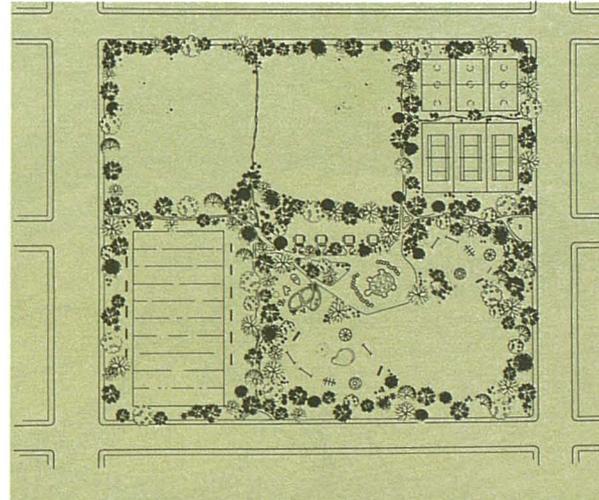
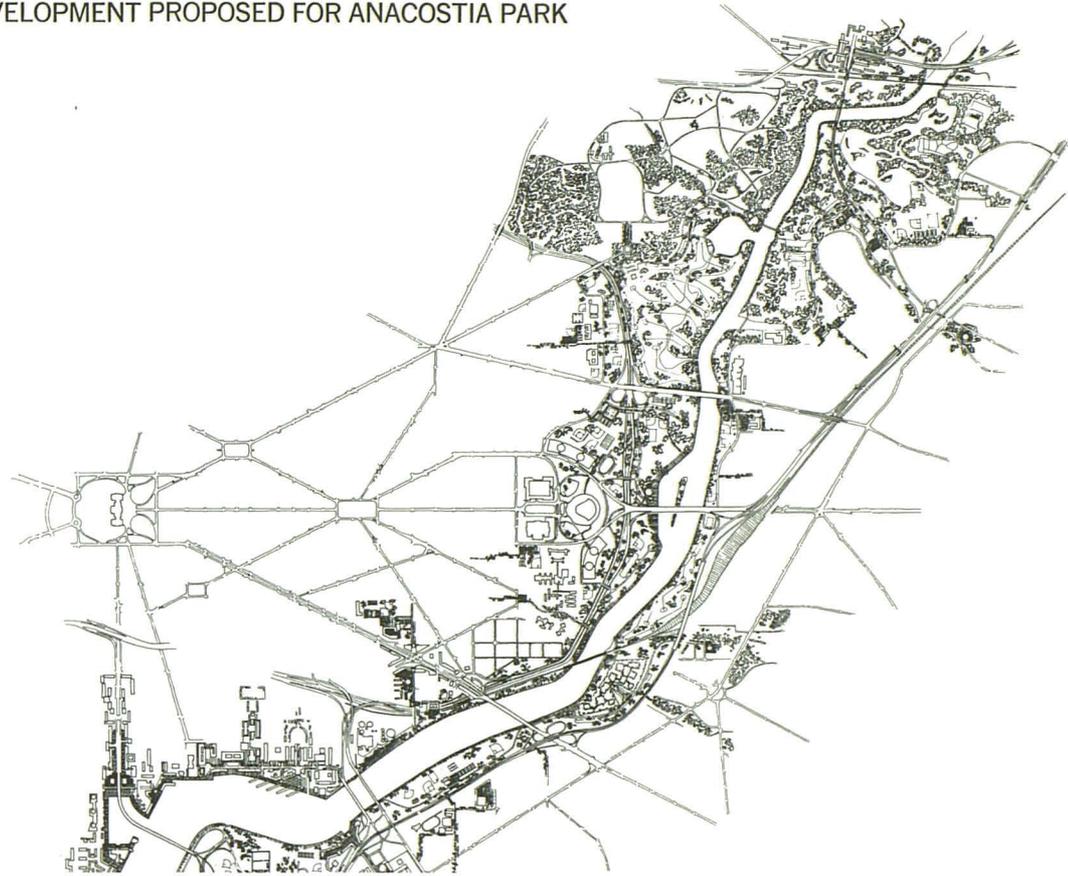
The national and regional system should undergo a modest expansion. All waterfront land should be in public use, and the shores of the Anacostia should be developed as an important recreational resource serving the entire city. The system of parks based on the ring of Civil War forts should be completed. In the downtown area, additional parks should be created—at 8th and Pennsylvania Avenue (Market Square); just west of Rawlins Park; and the large National Square proposed for Pennsylvania Avenue between 14th and 15th Streets.

Nearly 700 acres should be added to the system of local parks and playgrounds to remedy existing deficiencies and to serve a growing population. One-third of the total should be developed in ANACOSTIA. In CAPITOL EAST, NEAR NORTH, and NORTH CENTRAL, the acreage for local facilities should be doubled. Smaller additions are proposed for NORTH-EAST and NORTHWEST.

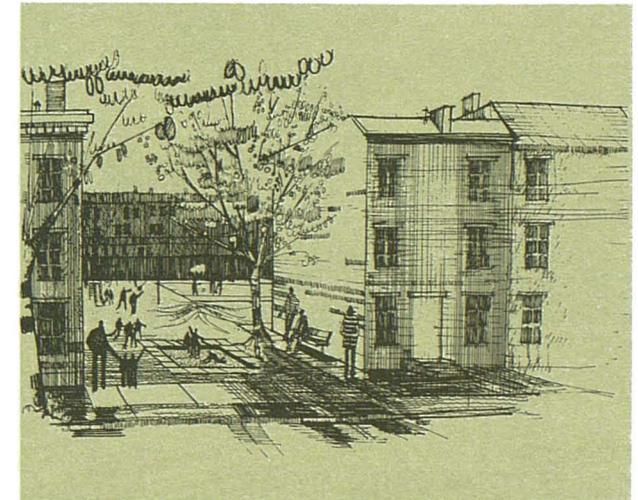
Because land available for parks and playgrounds is limited, several new approaches are recommended. Although 80 percent of the regional park system should remain in a natural state, some 270 acres should be allocated to facilities serving nearby neighborhoods. Of the total land proposed to be added to the local park and playgrounds system, nearly 500 acres should be school associated, and several major recreation centers should be developed as part of school campus complexes. In built-up areas of the city, the plan calls for the imaginative development of vest-pocket parks to provide badly needed open space.

The 20-year program for parks and playgrounds will require an investment of approximately \$180 million. Of this, \$60 million should be allocated to additions and improvements in the regional system, and \$120 million for the system of local parks and playgrounds.

PLAN OF DEVELOPMENT PROPOSED FOR ANACOSTIA PARK



Typical Neighborhood Park.



Vest Pocket Park.



**Parks Diagram 2.
PROPOSED FORT PARK SYSTEM**

- | | | | | | | | |
|--|---------------------------------|--|-----------------------------------|--|---|--|---|
| | REGIONAL/NATIONAL PARK SYSTEM | | LANDMARK SEEN FROM VIEWING POINT | | 20-ACRE COMMUNITY RECREATION CENTER | | 20-ACRE COMMUNITY RECREATION CENTER/SCHOOL CAMPUS |
| | FORT PARK SYSTEM PARK AREA | | RELATED CONSERVATION AREA | | 10-ACRE NEIGHBORHOOD RECREATION CENTER | | 10-ACRE NEIGHBORHOOD RECREATION CENTER/SCHOOL CAMPUS |
| | WALKWAY, BIKE PATH, HORSE TRAIL | | PRESERVED/RESTORED CIVIL WAR FORT | | 3-5 ACRE NEIGHBORHOOD RECREATION CENTER | | 3-5 ACRE NEIGHBORHOOD RECREATION CENTER/SCHOOL CAMPUS |
| | FREEWAY/PARKWAY SYSTEM | | CIVIL WAR FORT SITE (MONUMENT) | | | | |
| | RAIL TRANSIT SYSTEM | | GOLF COURSE | | | | |
| | VIEWING POINT AND SIGHT LINE | | | | | | |



200 ACRES

THOUSANDS OF FEET 0 5 10 15 20 25 30



Parks Diagram 3.
1967/1985 PLAN FOR LOCAL PARK AND PLAYGROUND SYSTEM

- RETAINED REGIONAL/NATIONAL PARK AREA
- NEW REGIONAL/NATIONAL PARK AREA
- PLANNING DISTRICT BOUNDARY
- PLANNING DISTRICT SUB-AREA BOUNDARY

- NEW
- RETAINED
- WATTS BRANCH PARK—NEW DEVELOPMENT

- SCHOOL ASSOCIATED**
- 20-ACRE COMMUNITY RECREATION CENTER
 - 10-ACRE NEIGHBORHOOD RECREATION CENTER
 - 3-5 ACRE NEIGHBORHOOD RECREATION CENTER

- PARK/PLAYGROUND**
- 20-ACRE COMMUNITY RECREATION CENTER
 - 10-ACRE NEIGHBORHOOD RECREATION CENTER
 - 3-5 ACRE NEIGHBORHOOD RECREATION CENTER





Libraries Diagram 1.
LIBRARY SYSTEM PLAN: 1967/1985

	RESIDENTIAL		NEW BRANCH LIBRARY		ONE MILE SERVICE RADIUS	 200 ACRES
	REGIONAL/NATIONAL PARK SYSTEM		EXISTING TO BE EXPANDED		EXISTING TO REMAIN	
	PLANNING DISTRICT BOUNDARY		EXISTING TO BE ELIMINATED			
	NEW CENTRAL LIBRARY					

THOUSANDS OF FEET 0 5 10 15 20 25 30

LIBRARIES, PUBLIC PROTECTION, PUBLIC UTILITIES

The provision of adequate supporting facilities—libraries, police and fire protection, water supply and sewage, and health centers—is essential to the creation of a good urban environment.

Replacement of the Central Library already has been authorized. In addition, the plan proposes five new branch libraries and the replacement of four outmoded libraries. Total cost would be \$19 million.

An investment of \$8 million is programmed for the system of 33 fire stations. This would include replacing 20 obsolete facilities and the construction of 3 new ones to provide better service.

The increasing space and equipment needs for police functions will require the replacement or modernization of several precinct stations, the construction of a new headquarters, and a new training facility. Two studies on police department reorganization are currently under review and cost estimates cannot be made at this time.

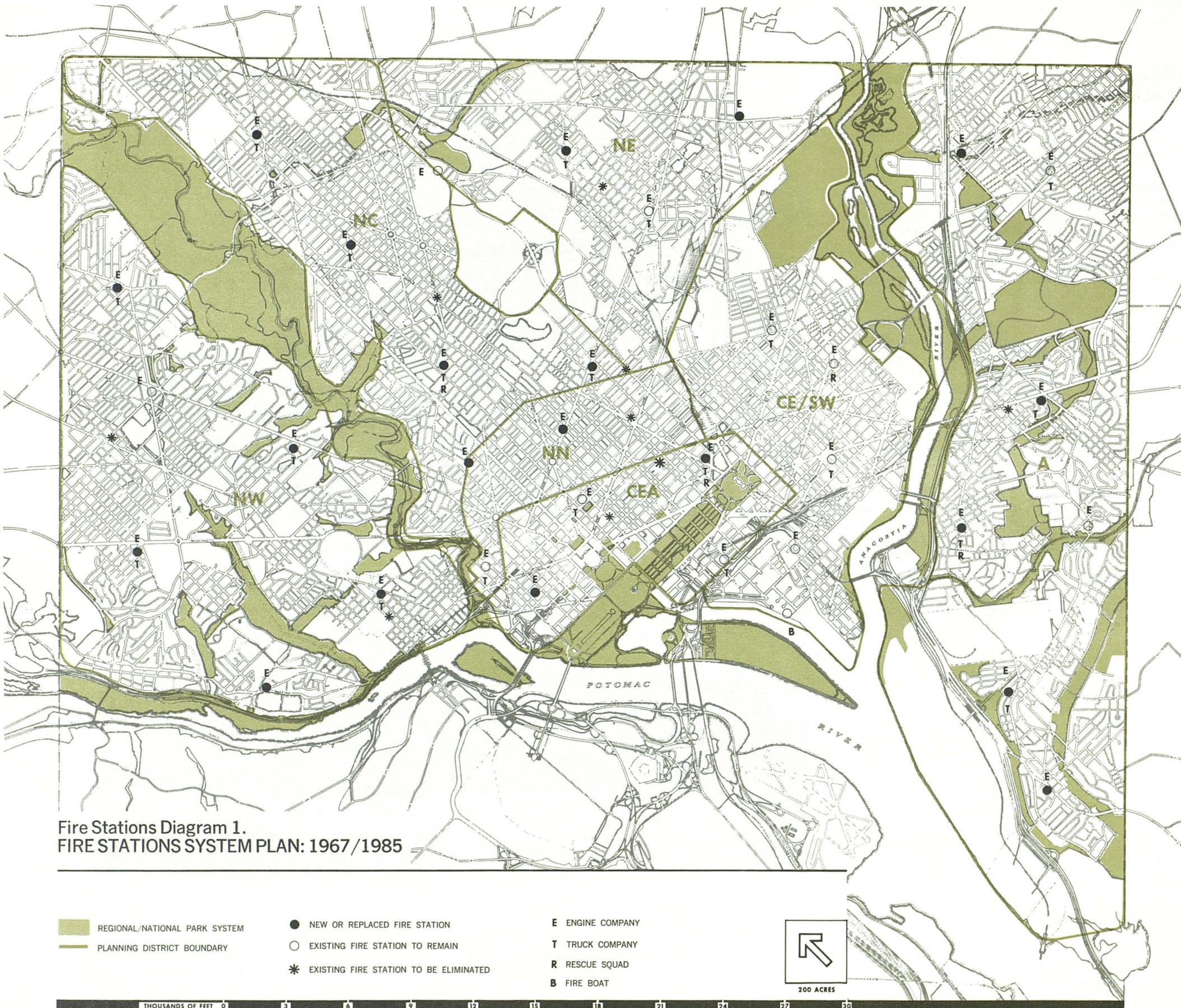
Although the water supply and distribution system for the District is now adequate, increasing population growth in the region will require a review of the District's role in the water supply system serving the Region and the problems of untreated sewage and erosion. Within the District, the program of storm and sanitary sewer separation should continue in order to reduce river pollution. The modernization and improvement of the District's filtration and distribution system should be continued.



LIBRARIES. The old Central Library at Mount Vernon Square (above) will be replaced with the new Mies van der Rohe design

(below) a few blocks away. Many fire and police stations similarly should be replaced and relocated.





Fire Stations Diagram 1.
FIRE STATIONS SYSTEM PLAN: 1967/1985

 REGIONAL/NATIONAL PARK SYSTEM
 PLANNING DISTRICT BOUNDARY

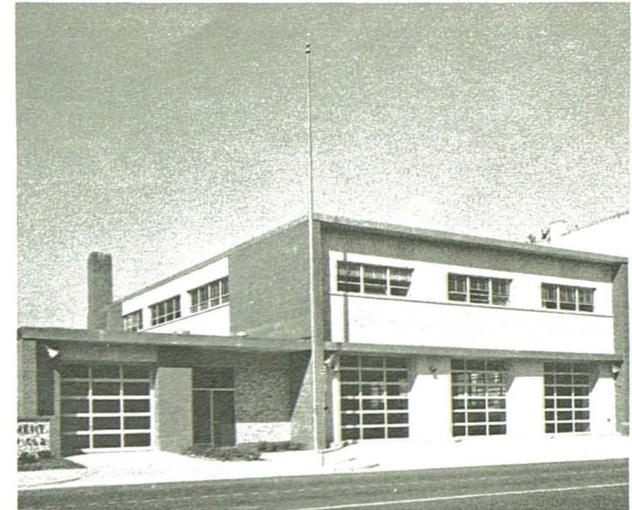
 NEW OR REPLACED FIRE STATION
 EXISTING FIRE STATION TO REMAIN
 EXISTING FIRE STATION TO BE ELIMINATED

E ENGINE COMPANY
 T TRUCK COMPANY
 R RESCUE SQUAD
 B FIRE BOAT





OLD. Although charming, this old firehouse in Southeast is inefficient and scheduled for replacement. More than 20 stations are already obsolete or will become so within the next 20 years.

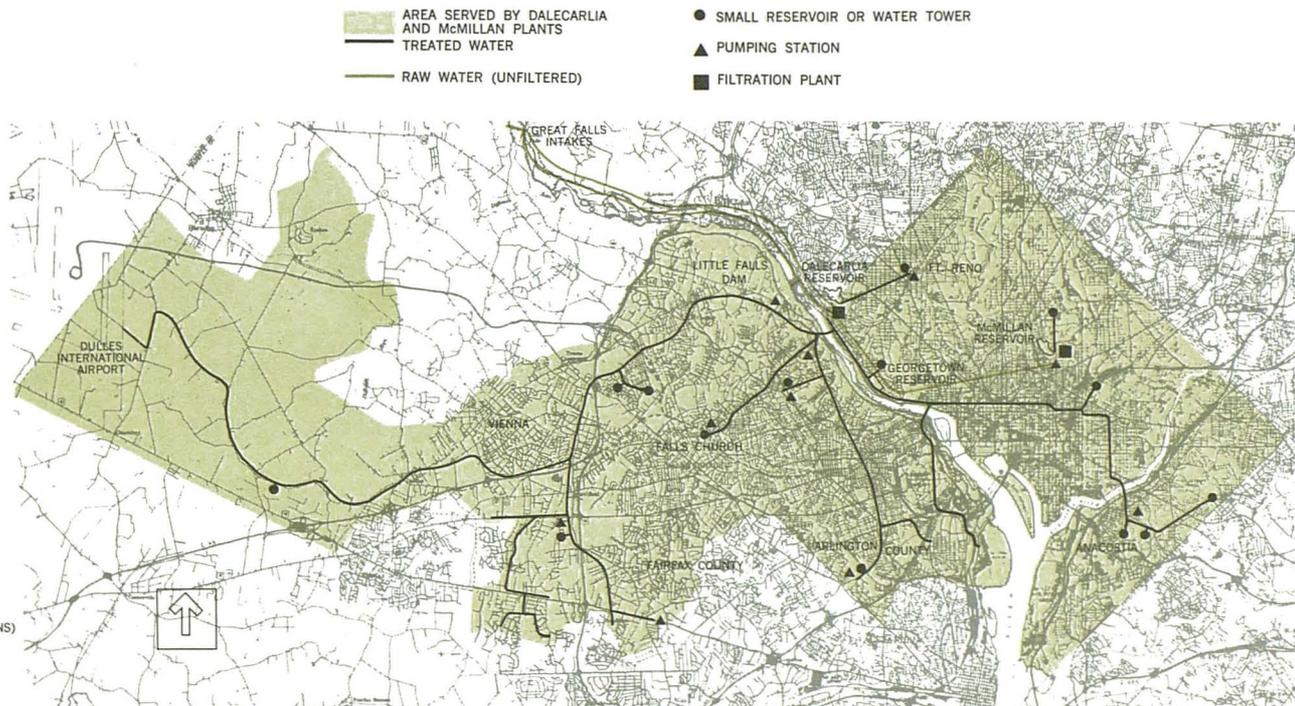


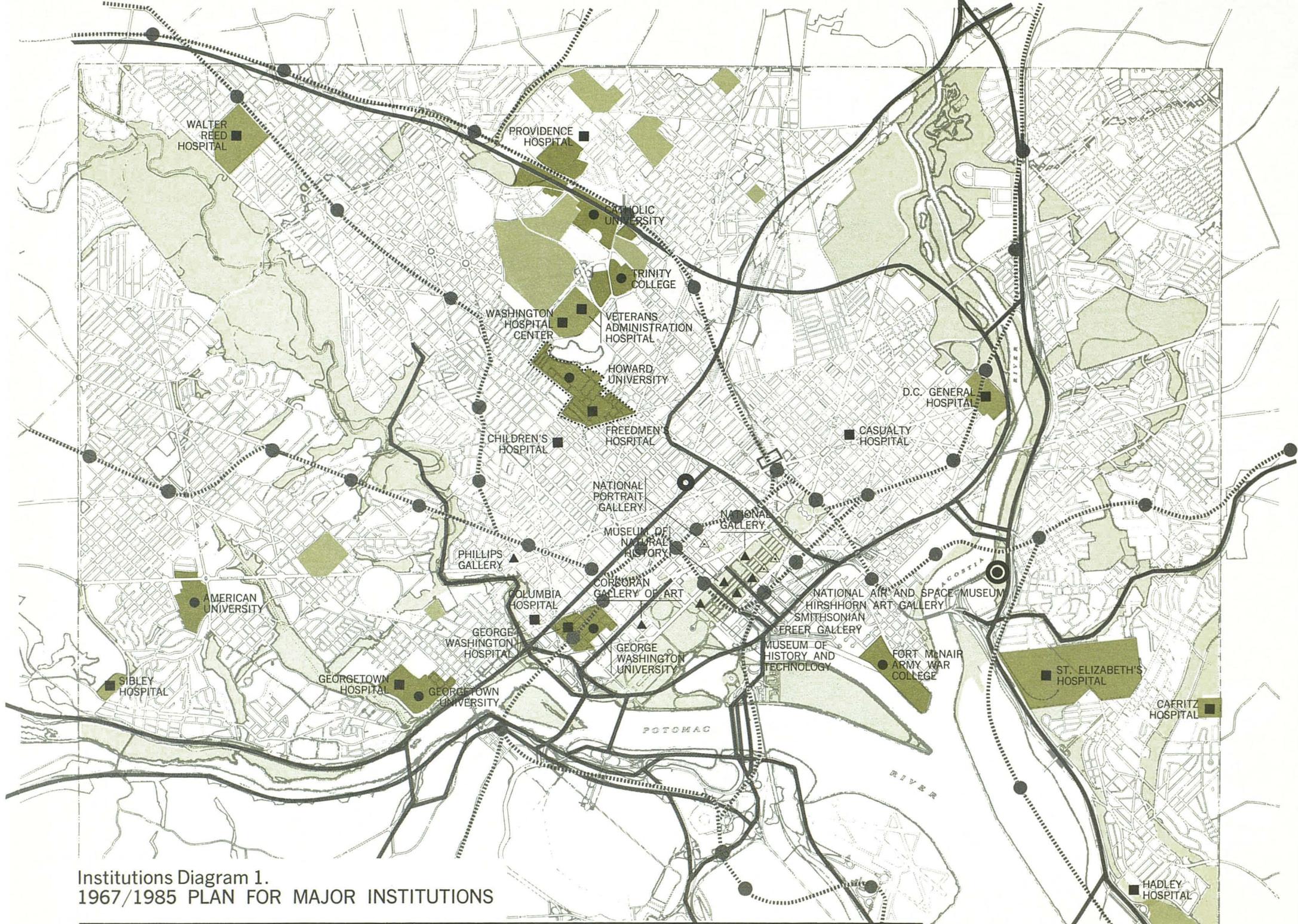
MODEL. The new fire stations have doors large enough to accommodate the heavy new engines, but enough glass to let the public see in. New training and repair facilities also are needed.

Sewer System Diagram 1.
AREA TRIBUTARY TO D.C. POLLUTION CONTROL PLANT, BLUE PLAINS: 1966



Water Supply Diagram 1.
AREAS SERVED BY D.C. WATER SUPPLY SYSTEM: 1966





Institutions Diagram 1.
1967/1985 PLAN FOR MAJOR INSTITUTIONS

- | | | |
|---|------------------------------------|----------------------------------|
| REGIONAL/NATIONAL PARK SYSTEM | COLLEGE OR UNIVERSITY CAMPUS—1985 | NEW TWO-YEAR COMMUNITY COLLEGE |
| FREEWAY/PARKWAY SYSTEM | HOSPITAL GROUNDS—1985 | NEW FOUR-YEAR PUBLIC COLLEGE |
| RAIL TRANSIT SYSTEM | OTHER INSTITUTIONAL AREAS RETAINED | EXISTING COLLEGE OR UNIVERSITY |
| PRELIMINARY 1985 BOUNDARY OF HOWARD UNIVERSITY CAMPUS | | EXISTING HOSPITAL |
| | | NEW MAJOR MUSEUM OR GALLERY |
| | | EXISTING MAJOR MUSEUM OR GALLERY |



THOUSANDS OF FEET 0 3 6 9 12 15 18 21 24 27 30

INSTITUTIONS

Many of Washington's public and private institutions will need to expand during the next two decades. Institutions already occupy a large amount of land, and their demands will have to be reconciled with other demands for land.

HOSPITALS

The hospitals in the District should continue to meet the general care needs of the District's residents and the needs of the Region for specialized care. New construction should consist largely of expansion or modernization of existing facilities.

COMPREHENSIVE HEALTH CENTERS

Since an estimated 40 percent of the District's population is medically indigent, the city must develop a system of public health facilities stressing outpatient care and disease prevention. The Plan calls for a decentralized system of comprehensive health centers located in the four major health service areas and developed in coordination with existing hospitals. Satellite facilities should be developed according to need.

An investment of \$6.5 million is estimated to complete the system of major centers.

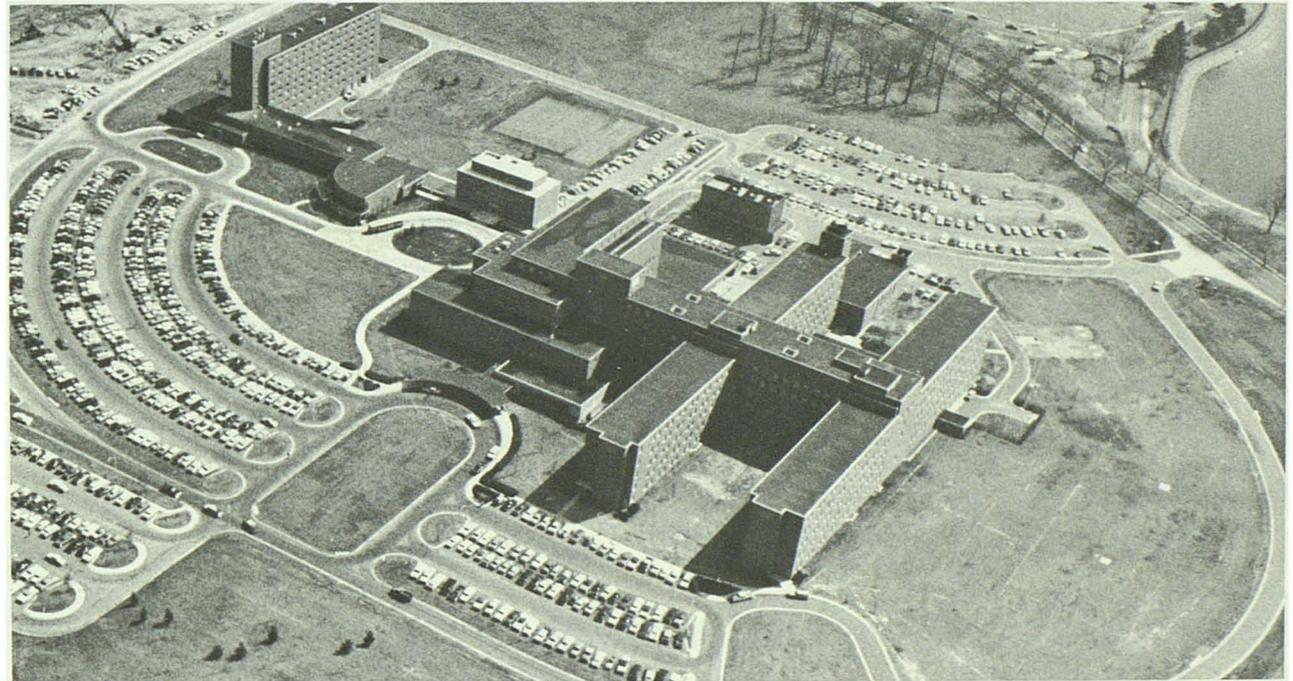
MUSEUMS

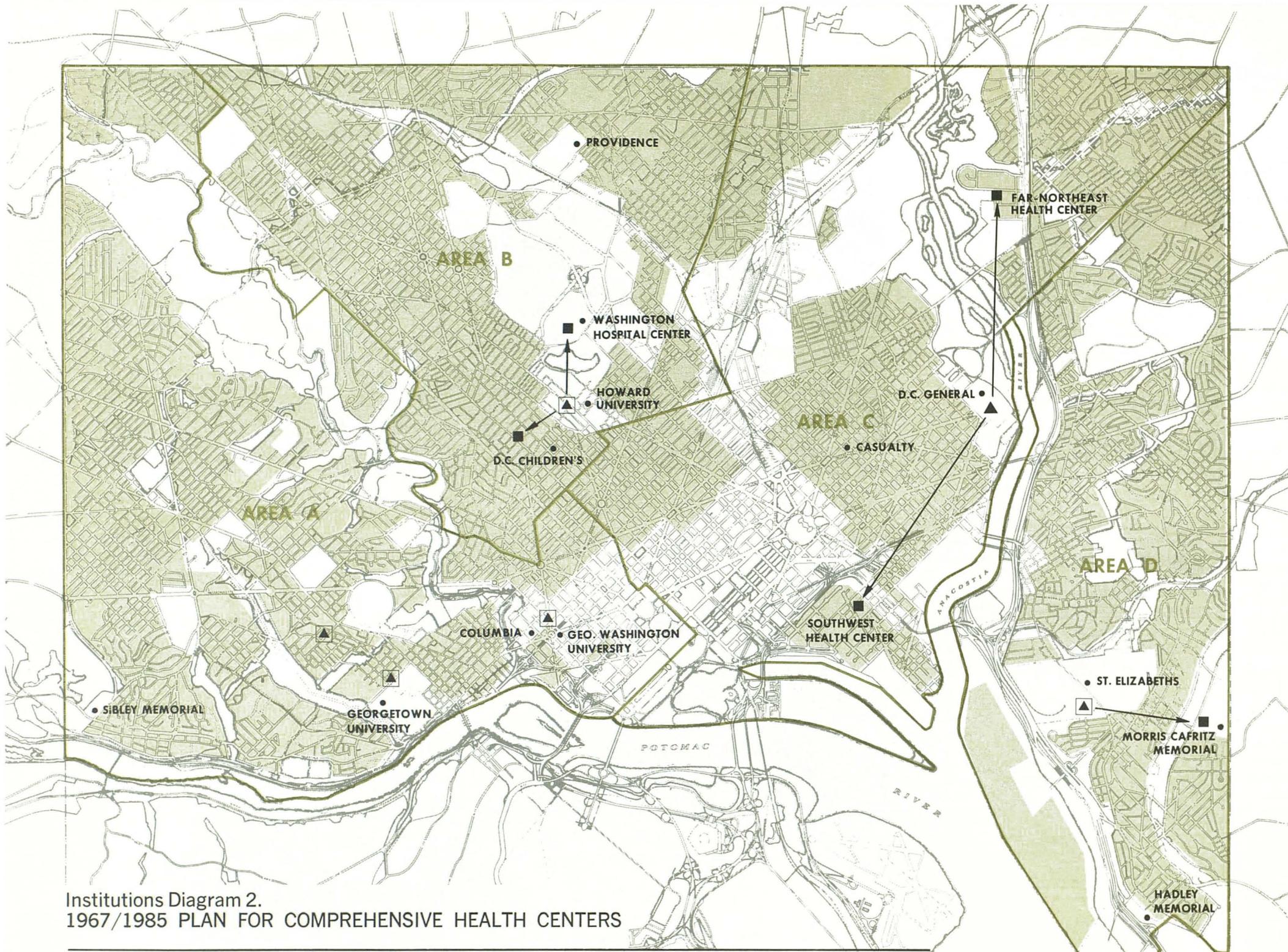
Of the numerous museums, only the Smithsonian plans to expand in the next two decades. Most of its growth can be accommodated on the Mall, but some expansion can appropriately occur in other downtown locations. The proposed Woodrow Wilson Center for Advanced Studies should be located along the Eighth Street Mall, as part of the redevelopment of Pennsylvania Avenue.



HOSPITAL. Hospital expansion should be restricted to present institutions which need more space or modernization. Two of the

biggest are the relatively new, private Washington Hospital Center (above) and the modernized, public D.C. General (below).





Institutions Diagram 2.
1967/1985 PLAN FOR COMPREHENSIVE HEALTH CENTERS

- RESIDENTIAL AREA
- D.C. DEPARTMENT OF HEALTH SERVICE AREA BOUNDARY
- MAJOR COMMUNITY HEALTH CENTER
- POSSIBLE MAJOR COMMUNITY HEALTH CENTER
- SATELLITE OF MAJOR COMMUNITY HEALTH CENTER
- MAJOR HOSPITAL



THOUSANDS OF FEET 0 3 6 9 12 15 18 21 24 27

COLLEGES AND UNIVERSITIES

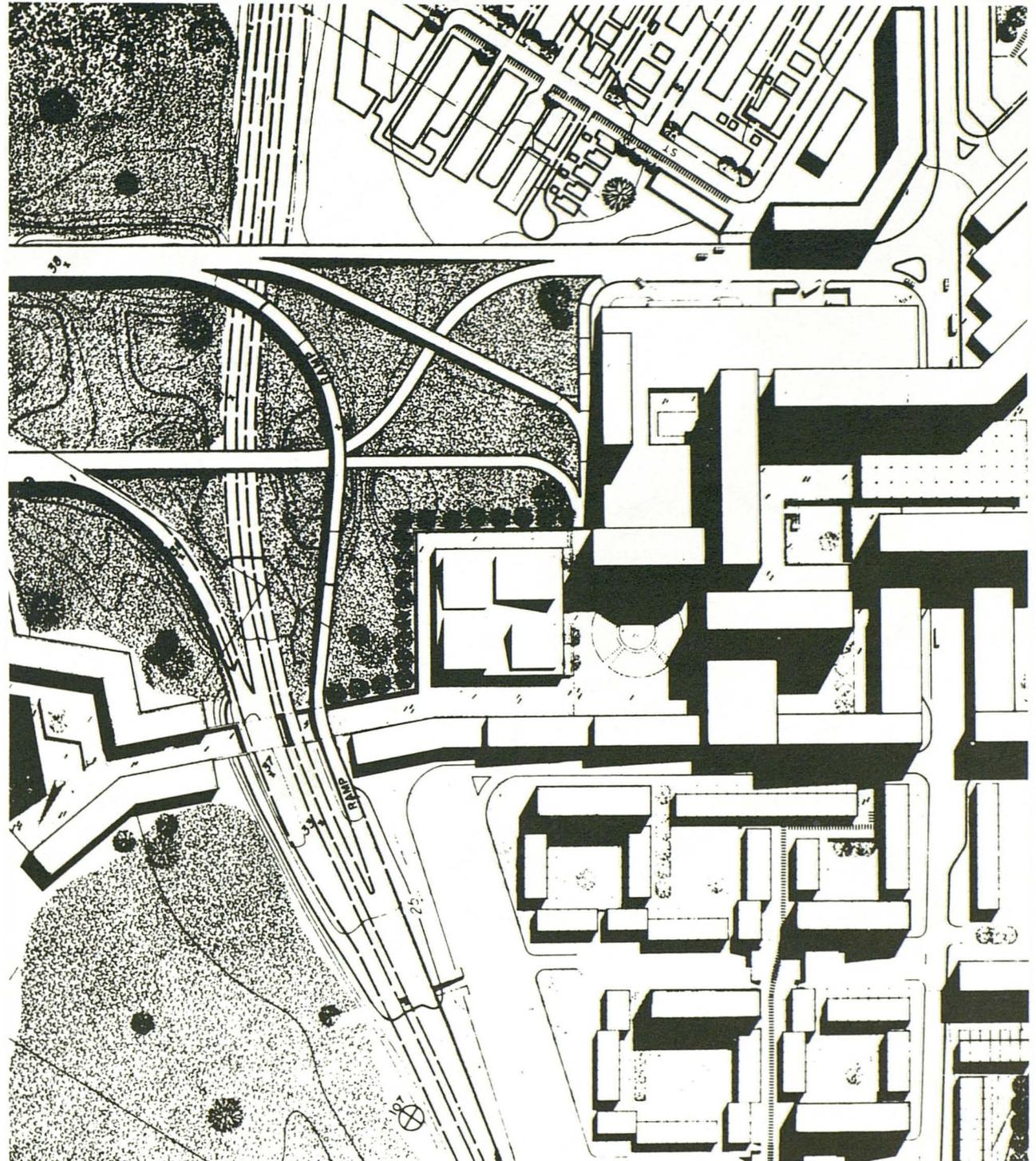
All of the existing major colleges and universities expect significant increases in enrollment over the next two decades. In general, they should intensify the development of their existing campuses. But where neighborhoods are blighted, some horizontal expansion should be encouraged.

PUBLIC HIGHER EDUCATION

The District of Columbia is one of the few cities of its size which has never provided its residents with a system of public higher education. The Plan proposes the creation of two publicly-supported institutions: a 2-year community college emphasizing vocational training but providing background so that students can continue on to a 4-year college; and a 4-year college of liberal arts and sciences which would absorb District of Columbia Teachers College and would, in addition, provide a broader curriculum. The 2-year college is proposed for a site at Fifth and K Streets NW. The 4-year college should be located to the east of the Naval Receiving Station in Anacostia Park, where it would become an important part of the proposed uptown center at Nichols Avenue and Good Hope Road.

An investment of \$50 million is programmed for the two colleges.

LIBERAL ARTS COLLEGE. The 4-year liberal arts college with a riverfront setting would be a vital part of the Anacostia Uptown Center. Its location within walking distance of the rapid transit stop would make it accessible to students from all over the District, and its potential as a cultural center would be a much-needed addition to this section of ANACOSTIA. The college would replace the present D.C. Teachers College and provide a broader curriculum, with original emphasis on sciences, social studies, humanities and the arts. It would make it possible for any District resident to attend college.





Transportation Diagram 3.
1967/1985 TRANSIT PROGRAM

- RAIL TRANSIT: FIRST STAGE CONSTRUCTION, 1967-1972
- - - RAIL TRANSIT: SECOND STAGE CONSTRUCTION: 1973-1985
- TRANSIT FRINGE PARKING: FIRST STAGE, 1967-1972
- UPTOWN CENTER PARKING: SECOND STAGE, 1973-1985
- UNION STATION TRANSPORTATION TERMINAL: FIRST STAGE, 1967-1972



200 ACRES



TRANSPORTATION

The transportation system must serve traffic needs and protect the pattern of land uses. The plan proposes a transportation system balanced between the several specialized modes. It should include a rail transit system (in subways throughout most of the District), an unobtrusive freeway system, a limited system of arterial streets and avenues, a citywide system of special streets and places, a publicly controlled quantity of downtown parking, and the substitution of offstreet and onstreet parking in much of the city.

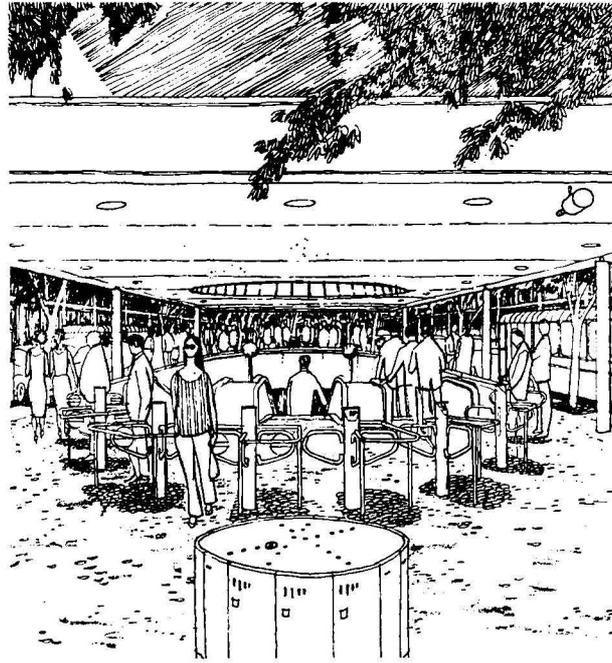
The subway system should consist of six trunk lines feeding into a downtown loop. Bus routes should serve these lines, and offstreet parking should be provided at many of the stations. The six trunk lines would include: the Wisconsin Avenue corridor; Georgia Avenue; the B. & O. tracks; Kenilworth Avenue; from Suitland; and from National Airport via the Pentagon and Rosslyn to the downtown loop.

The freeway system should be more limited than originally conceived, and the plan accepts congestion during rush hour. The freeway system should consist of an Inner Loop with radial freeways to the Capital Beltway. The radials would include: the Palisades Parkway and the Potomac River Freeway; the North Central Freeway; the Northeast Freeway connecting to I-95; and Suitland Parkway, the Anacostia Freeway, and Kenilworth Avenue as constructed. During the second stage, a possible connection from the John Hanson Highway to the Inner Loop near New York Avenue should be considered.

The Inner Loop would consist of the South Leg in tunnel from the Lincoln Memorial to the Southwest Freeway; the Southwest and Southeast Freeways as constructed; the Center Leg in tunnel under the Mall; the North Leg in tunnel under K Street between the Potomac River Freeway and the Center Leg; the West Leg as constructed; and the East Leg from Barney Circle through Anacostia Park as a depressed freeway to Rhode Island Avenue, with a tunnel directly south of Mt. Olivet Cemetery.

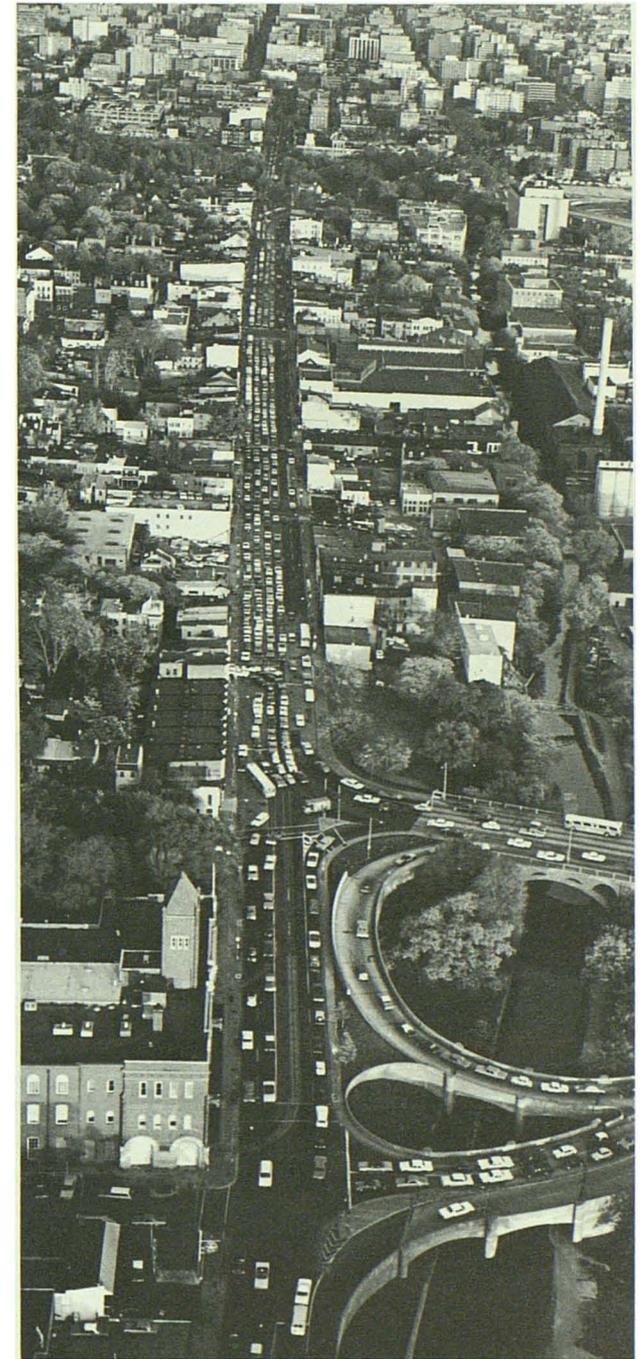
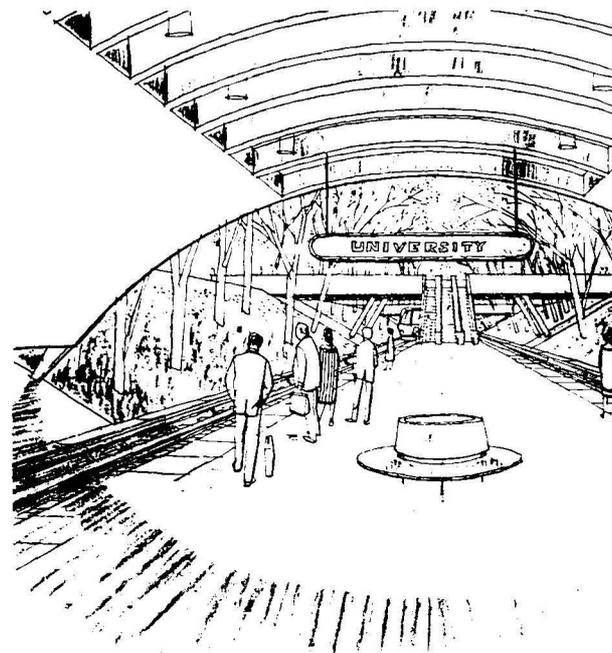
Additional river crossings would include a bridge across the Potomac near the Three Sisters; a new 14th Street bridge; and for consideration in the second stage, a crossing below Anacostia-Bolling.

All downtown parking should be offstreet and at locations established by public policy and the amount should be publicly-controlled. The total number of parking spaces in the downtown area should not be increased by 1985, but some redistribution of offstreet facilities would be necessary.



Station Entrance.

Outlying Station for Open-cut Line.



TRAFFIC. The proposed tunneling of the Potomac River Freeway from a point west of Key Bridge almost to Rock Creek Park and a new bridge at Three Sisters should relieve some of the M Street congestion. The Whitehurst Freeway should be eliminated.



Transportation Diagram 4.
1967/1985 HIGHWAY PROGRAM

- FREEWAY—EXPRESSWAY: 1966
- - - FREEWAY—EXPRESSWAY: FIRST STAGE CONSTRUCTION, 1967-1972
- FREEWAY—EXPRESSWAY: SECOND STAGE CONSIDERATION, 1973-1985

- PARKWAY: 1966
- - - PARKWAY: FIRST STAGE CONSTRUCTION

- ARTERIAL: TRAFFIC MANAGEMENT BOTH STAGES
- - - ARTERIAL: FIRST STAGE CONSTRUCTION
- ARTERIAL: SECOND STAGE CONSTRUCTION

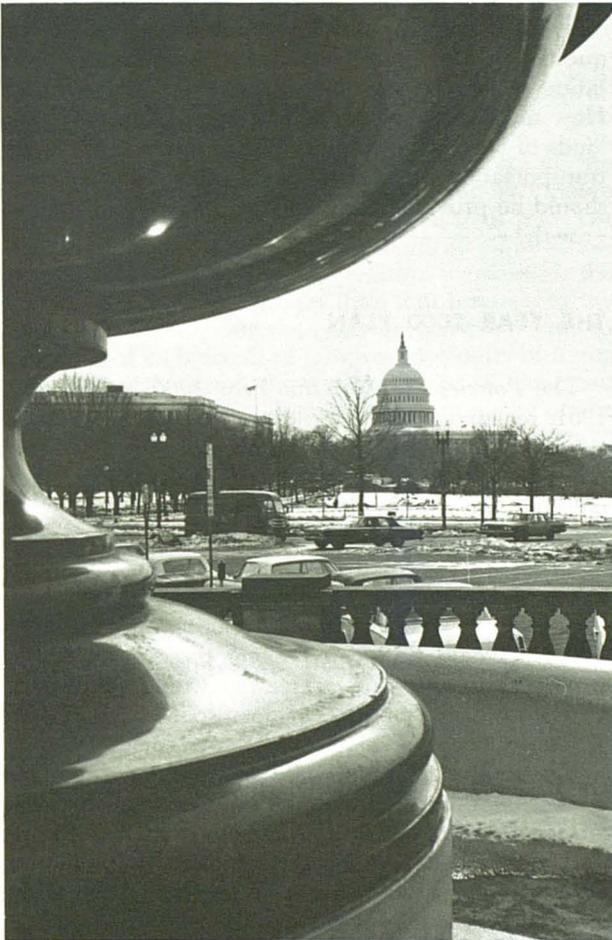


To encourage use of the rapid transit, park-and-ride facilities should be constructed at stops as the lines are extended. In later stages, some parking space at uptown centers can be converted to use by visitors to these centers.

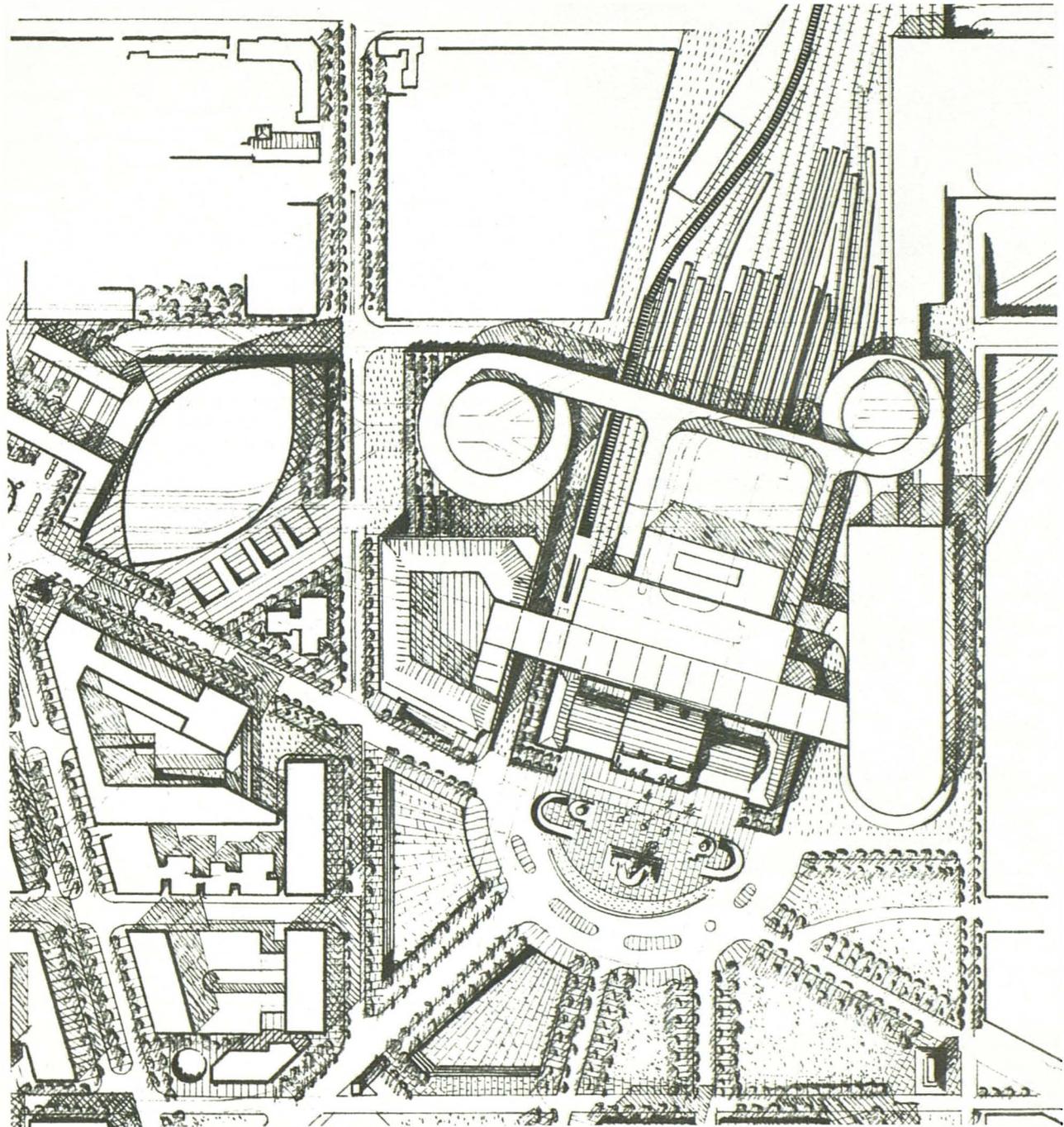
Union Station should be redesigned as a major transportation terminal and Visitor Center to combine the railroad terminal with an intercity bus terminal connecting to local transportation.

Pending a study of National Airport, the plan makes no recommendations. In order to improve the accessibility of Dulles Airport, consideration should be given to developing a rapid transit link along the access road right-of-way.

UNION STATION. Union Station should be developed as a gateway to the monumental core of the city, with new facilities for other modes of transport and a visitor reception center.



SKETCH PLAN OF PROPOSED TRANSPORTATION TERMINAL AND VISITOR CENTER AT UNION STATION





GREEN WEDGES. The Year 2000 Plan calls for corridors radiating from Washington for development of communities. The wedges in between would be kept open and green, such as this farmland near Seneca.

PUBLIC FINANCING REQUIREMENTS

To achieve the high goals set in the Comprehensive Plan, an investment of \$1.2 billion in public works and more than \$5 billion in private construction will be required over the next 20 years.

The program of long-term municipal investment should satisfy two essential conditions. In terms of types of investment, it should represent a conscious commitment to urgently needed improvements such as schools, recreation space, and housing for low-income groups. It also should be financially sound and designed to maximize the return on investment. Whenever possible, expenditures on public works and community renewal should be timed to qualify as local contributions under the current Federal grant-in-aid procedures of the Title I program. Long-term borrowing should be considered when substantial savings would result.

The Comprehensive Plan calls for the District government to invest approximately \$65 million annually in public works over the next two decades. Nearly half of the total investment should be made during the first 6 years. Accordingly, the annual investment would amount to about \$90 million during the first stage, and about \$50 million after 1972.

During the first 6 years, general fund financing should provide for a greater proportion of new public works to support accelerated development programs for schools and recreation space; to finance two new public colleges; to cover the District's contribution to the rapid transit program; and to complete new municipal service buildings.

To finance the 6-year program, the Plan assumes that general fund receipts can be greatly increased. This will be possible if tax and nontax revenues continue their 10-percent annual increase (as they have over the past 8 years); the annual Federal payment to the District averages about \$90 million a year (about 20 percent of the total general fund program); and new borrowing averages about \$28 million annually.

Between 1973 and 1985, the Plan assumes that tax and nontax revenue would increase at about 12 percent per year, while the Federal payment would continue to average about 20 percent of the total annual general fund program. New borrowing would average about \$15 million per year for this period.

During the 20-year period, public works investment should be more than sufficient to meet the city's share of net project costs for future renewal projects.

REGIONAL ASPECTS

The city of Washington is the National Capital, the home of nearly a million people, and the central city of a large metropolitan area. In its metropolitan role, the city exerts a powerful effect on the surrounding communities and in turn is vitally affected by developments in the whole region.

THE CHALLENGE OF REGIONAL GROWTH

All planning for Washington and its metropolitan region is affected by one outstanding fact—the population of the Region will continue its rapid growth for many years to come. The Comprehensive Plan assumes that the Region will grow from 2.6 million in 1966 to 3.7 million or more in 1985.

This prospective growth raises some basic policy questions. How much of the new metropolitan population should be accommodated within the District? How many new jobs should be located there? What kinds of residential communities, employment centers, transportation facilities, and other developments should be provided for the District's share of regional growth?

THE YEAR 2000 PLAN

The *Policies Plan for the Year 2000*, published in 1961, recognized the interdependence of plans for the city and for the suburbs. This document set forth broad policies to guide the growth of the whole metropolitan area. It was based on an assumed growth of the Region's population to 5 million by the Year 2000.

The plan proposed development along radial corridors to accommodate the rapid growth in suburban population. New towns with populations of about 100,000 would be located along these corridors. A rapid transit line and a freeway would follow each corridor. Large amounts of open space would be preserved in "wedges" between the corridors.

The *Year 2000* report also outlined legislation, organizational arrangements, and financial measures needed to carry out its proposals. It stressed the importance of coordinating development by public and private groups in creating new towns and preserving open space in the Region.

SUBSEQUENT PLANS AND DEVELOPMENTS

The *Year 2000* policies, recommended by the National Capital Planning Commission and the National Capital Regional Planning Council and endorsed by President John F. Kennedy, have guided much of the subsequent planning and many of the key development decisions in the Region.

Among significant recent developments are the establishment of a regional transportation planning organization, transit development agencies in both the Maryland and Virginia suburbs, and proposals for expansion of the activities of the Washington Metropolitan Council of Governments.

Although progress in implementing the *Year 2000* policies has been slow, the basic concept of regional growth on which these policies were based remains valid and has guided the preparation of the Comprehensive Plan.

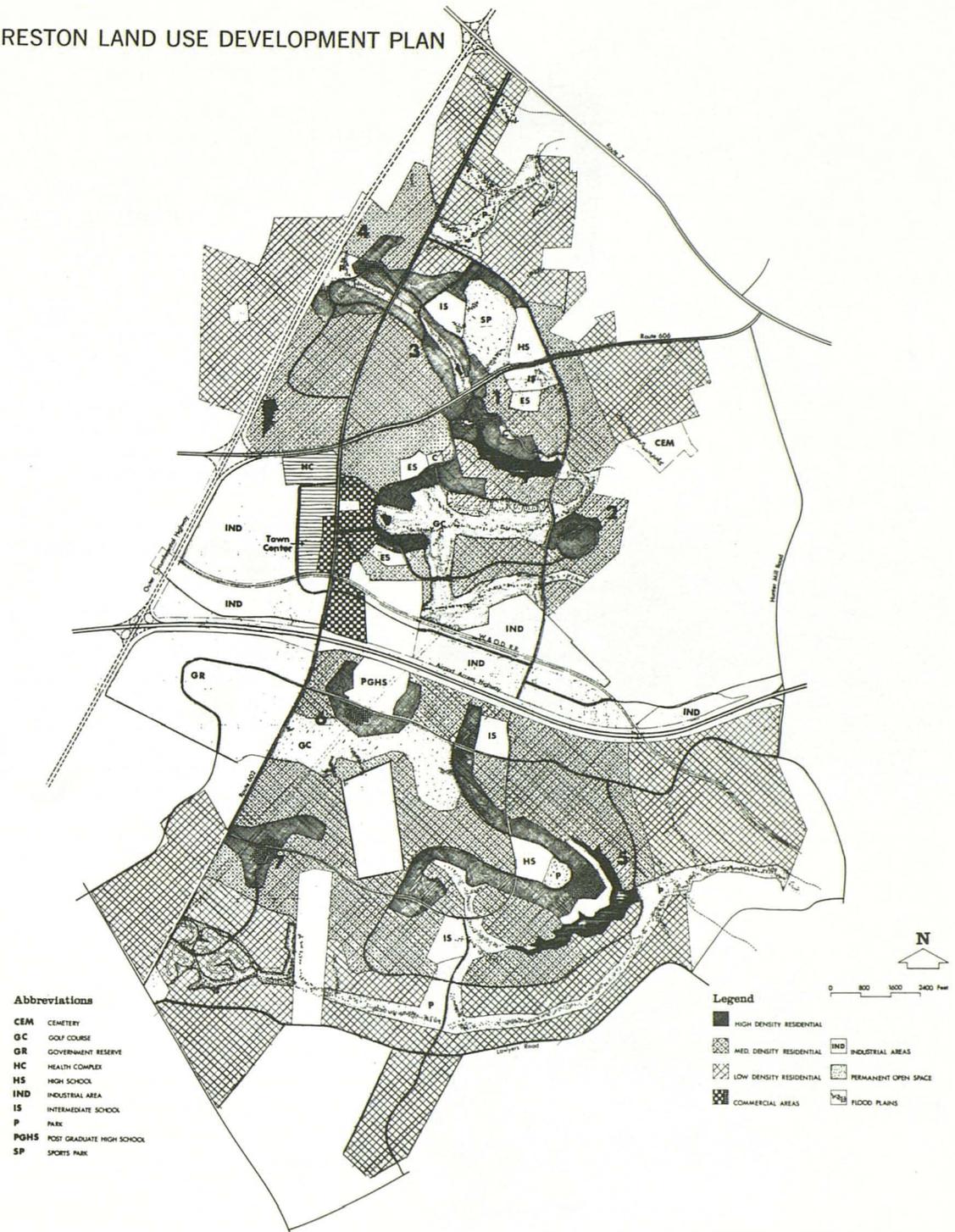
PATTERNS OF REGIONAL DEVELOPMENT

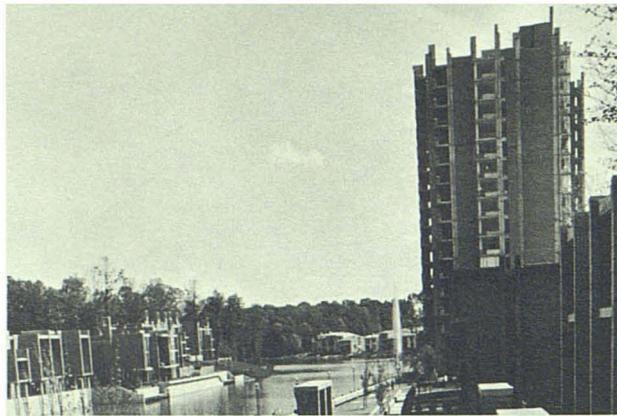
The Comprehensive Plan takes into account the fundamental concepts of the *Year 2000* report. Some recommendations have been incorporated into the plan; others have been slightly modified. The Comprehensive Plan proposes a population increase for the District that is perhaps larger than that foreseen by the *Year 2000* report, but that can be achieved without sacrificing the objective of "improved quality of living environment." From the regional point of view, this plan assumes that the overwhelming majority of the new population (about 90 percent of it) will have to be accommodated in the suburbs, which will have three-fourths of the Region's population by 1985.

DISTRIBUTION OF EMPLOYMENT

The *Year 2000* report called for continued concentration of a large proportion of the Region's employment in the District of Columbia, while recognizing that the majority of new jobs would necessarily be located in the suburbs. The Comprehensive Plan is in harmony with this policy. While it proposes an ambitious 40-percent increase in jobs in the CENTRAL EMPLOYMENT AREA, the total for the whole District would increase by only one-third, to 800,000. This means that employment in the rest of the Region

THE RESTON LAND USE DEVELOPMENT PLAN





The Village, with Town Houses and High-rise Apartments.



Washington Plaza, by Lake Anne.



Housing on the Shores of Lake Anne.

will surpass that in the District, growing by more than 70 percent to over 800,000 in 1985.

TRANSPORTATION

The *Year 2000* policies called for a network of free-ways and rapid transit that would assure good access to downtown Washington for large numbers of workers and shoppers, and would provide efficient movement along the radial corridors.

The Comprehensive Plan, while proposing some changes in the transportation network, is still designed to achieve these basic objectives, though the highways serving downtown Washington will not be able to carry peak-hour traffic without congestion. The free-way and transit lines will, upon extension into the suburbs, provide the mobility necessary for development along the corridor pattern.

NEW TOWNS FOR THE NATIONAL CAPITAL REGION

Perhaps the most important regional implication of the Comprehensive Plan is the opportunity that it reveals for the development of a number of new towns in the outer part of the Region. If a sizable part of the new population is concentrated in new towns along radial corridors, as proposed in the *Year 2000* report, and much of the large suburban increment in employment is concentrated in these towns, many hundreds of thousands of the future inhabitants of the Region will be able to live and work in a physical setting far superior to any that we know today. Furthermore, the people of the Region will be able to travel more efficiently and economically than will be the case if the present sprawling pattern of growth is further extended.

OPEN SPACE

Comprehensive Plan proposals for parks within the District include recommendations that would bring all of the riverfront area within the District into public ownership. This is, in effect, a reaffirmation of the long-standing Federal interest in protecting the banks of the Potomac within the entire metropolitan area from private development.

On the other hand, the growth trends that offer such promise for the creation of new towns at the same

time pose a great threat to the Region's remaining open space. If strong measures are not taken promptly, new suburban development will very rapidly obliterate hundreds of miles of prime open land.

OTHER REGIONAL IMPLICATIONS OF THE PLAN

The Plan's proposal for maintenance of low or moderate densities in large parts of the District will provide added impetus to high-density development in the suburbs. The strong demand for high-rise office and residential space will have to be met largely in the suburbs if the District maintains its long-established limitation on building heights and preserves large areas for single-family homes, rowhouses and garden apartments.

PROGRAM FOR REGIONAL DEVELOPMENT

The Plan calls for a regional development program, with provision for new towns, suburban development and renewal, suburban transportation, open space, and metropolitan housing. For example, it proposes a metropolitan housing authority to provide housing for the low-income groups who need public assistance to buy or rent adequate housing. Such an authority would be of special importance to the suburbs, which have both the undeveloped land needed for low-income housing and a rapidly growing industrial sector which will need workers who cannot at present afford the housing now available in the suburbs.

SUBURBS. The bulk of the population growth will be in suburban areas such as Wheaton, which itself developed after World War II.



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Anna M. Cowart, *Secretary* (resigned October 1966); Katherine R. O'Connell, *Secretary*; Laure H. Brown, *Library Assistant*

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Edna E. Ritter, *Clerk-Typist*; Ivan G. Blair, *Chauffeur*

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Agnes R. Shanley, *Secretary*; Joan E. Spaulding, *Clerk-Stenographer*

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RESEARCH Robert N. Gold, *Chief*; Jeanne M. Baranek, *Social Science Analyst*; John D. Miller, *Urban Planner*;
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Stanley Baldinger, *Administrative Assistant*; Hervadine M. Winder, *Secretary*

PROJECT DESIGN Arnall T. Connell, *Chief Urban Designer*; Ellen N. Johnston, *Architect*; Francis A. Baby, Jr., *Illustrator*

TRANSPORTATION Robert W. Harris, *Civil Engineer*

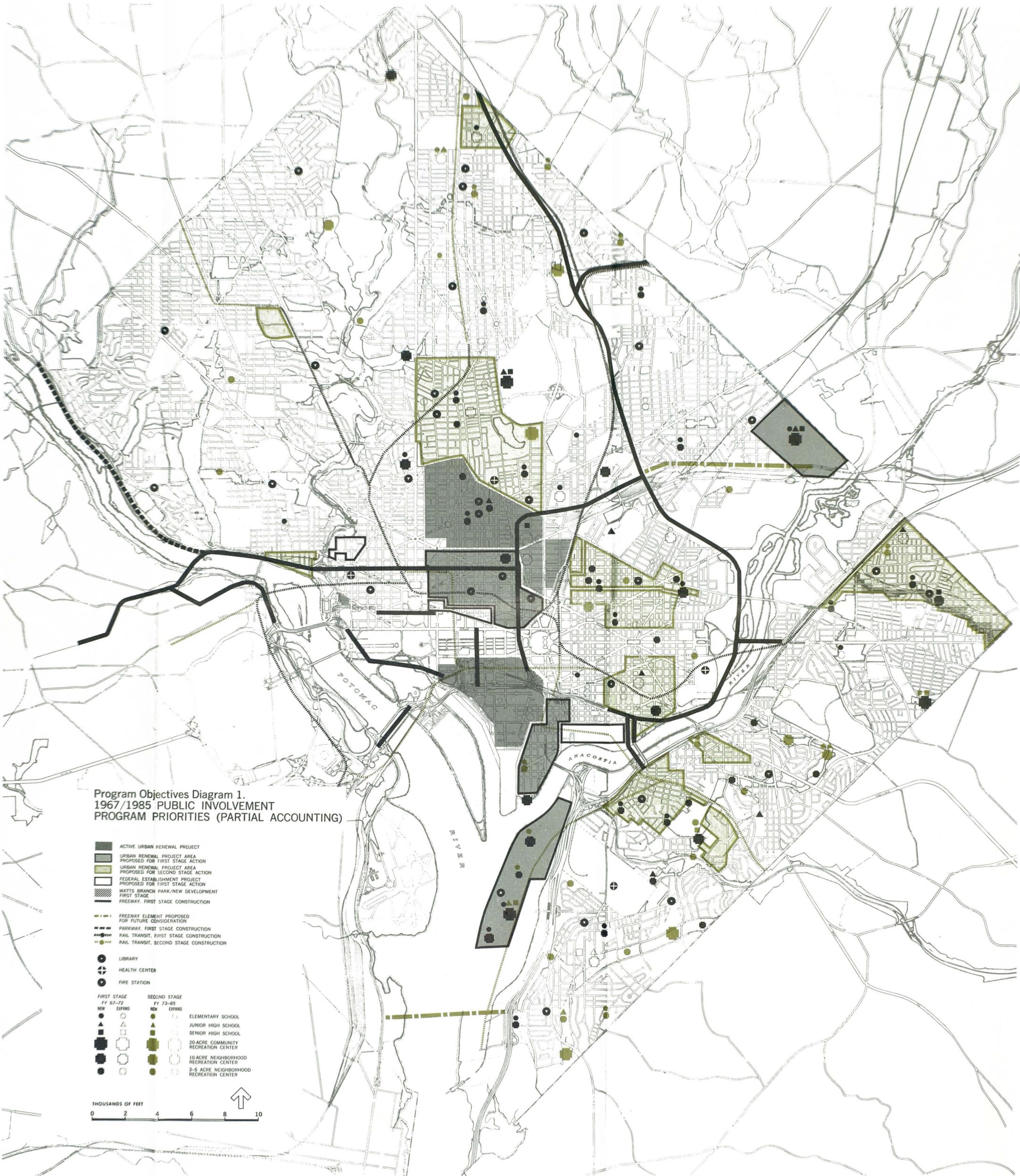
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41; Wally McNamee, *Washington Post*, 5, 6; C. E. Nesbitt, 44; Abbie Rowe, *National Park Service*, 11;

August Schmitt, *D.C. Highway Department*, 35, 39; U.S. Navy, 7. DESIGN CREDITS: Victor Gruen,
Architect, 14, 15, 37; Mies van der Rohe, Architect, 31; Harry Weiss, Architect, 39.



Program Objectives Diagram 1.
1967/1985 PUBLIC INVOLVEMENT
PROGRAM PRIORITIES (PARTIAL ACCOUNTING)

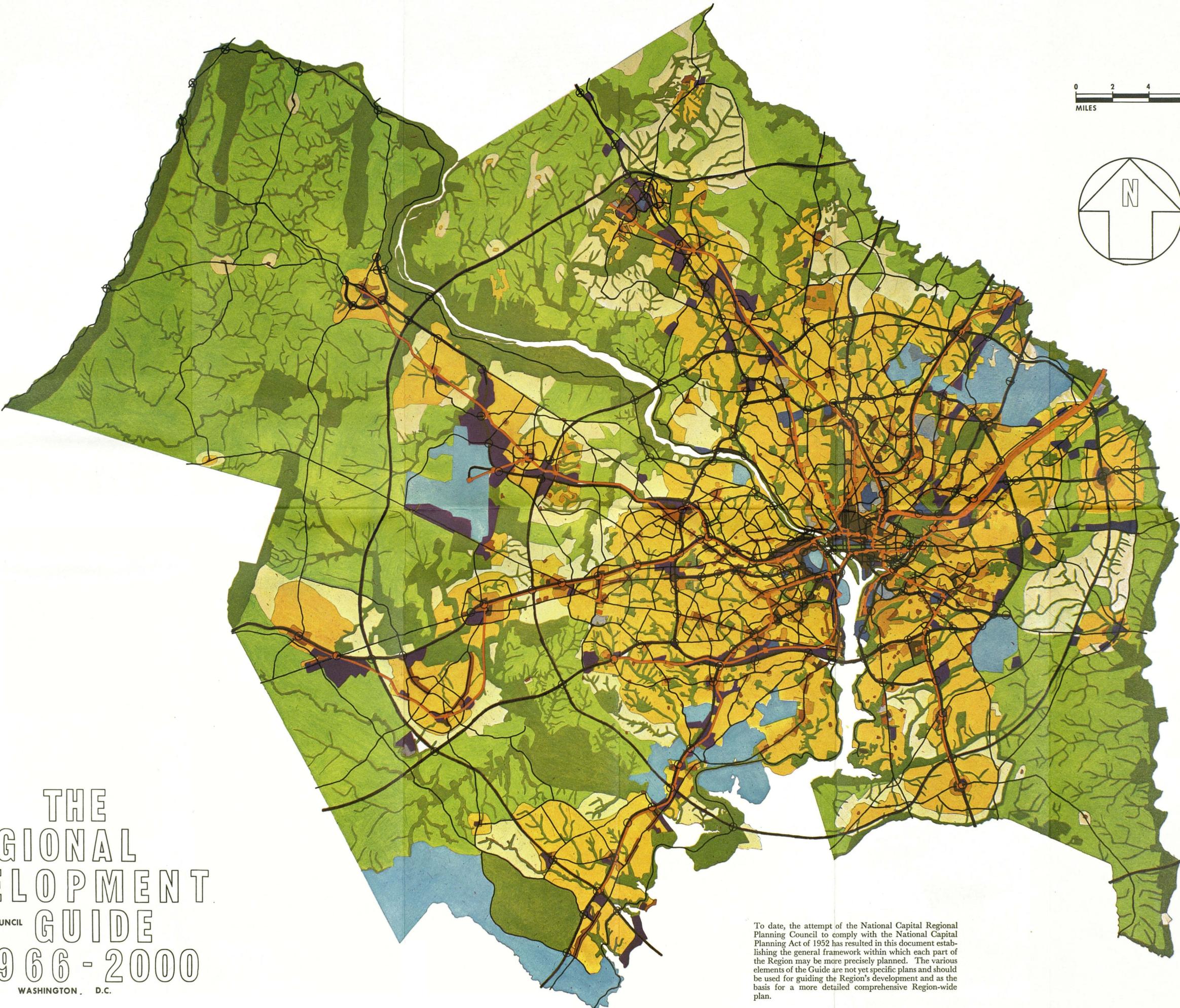
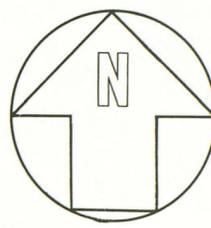
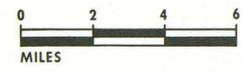
- ACTIVE URBAN RENEWAL PROJECT
 - URBAN RENEWAL PROJECT AREA PROPOSED FOR FIRST STAGE ACTION
 - URBAN RENEWAL PROJECT AREA PROPOSED FOR SECOND STAGE ACTION
 - FEDERAL ESTABLISHMENT PROJECT PROPOSED FOR FIRST STAGE ACTION
 - ▨ WATTS BRANCH PARK/NEW DEVELOPMENT FIRST STAGE
 - FREEWAY, FIRST STAGE CONSTRUCTION
 - - - FREEWAY ELEMENT PROPOSED FOR FUTURE CONSIDERATION
 - PARKWAY, FIRST STAGE CONSTRUCTION
 - RAIL TRANSIT, FIRST STAGE CONSTRUCTION
 - RAIL TRANSIT, SECOND STAGE CONSTRUCTION
 - LIBRARY
 - ⊕ HEALTH CENTER
 - FIRE STATION
- | FIRST STAGE
FY 67-72 | SECOND STAGE
FY 73-85 |
|--|---|
| ● NEW | ○ EXPAND |
| ● ELEMENTARY SCHOOL | ○ JUNIOR HIGH SCHOOL |
| ● SENIOR HIGH SCHOOL | ○ 20 ACRE COMMUNITY RECREATION CENTER |
| ● 10 ACRE NEIGHBORHOOD RECREATION CENTER | ○ 3-5 ACRE NEIGHBORHOOD RECREATION CENTER |
- THOUSANDS OF FEET
- 0 2 4 6 8 10
- ↑

THE
REGIONAL
DEVELOPMENT
GUIDE

NATIONAL CAPITAL REGIONAL PLANNING COUNCIL WASHINGTON, D.C.

1966 - 2000

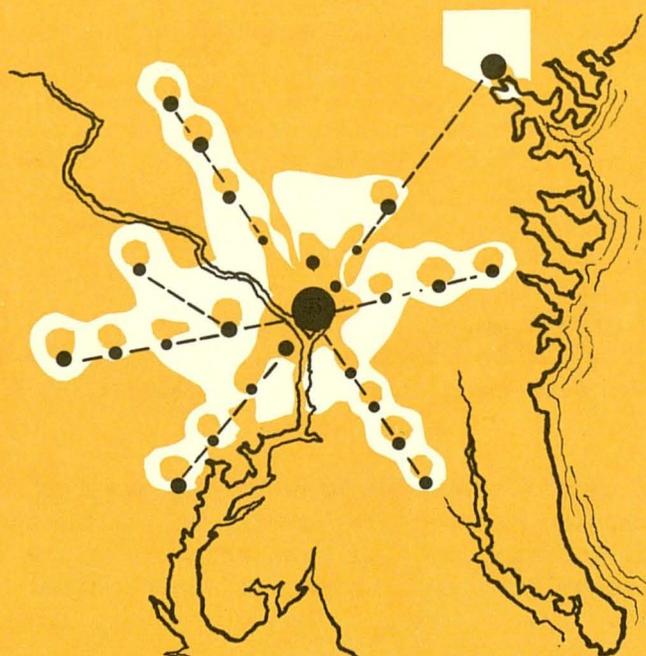
-  HIGH DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  ESTATE-FARM RESIDENTIAL
-  RURAL AND PRIVATE OPEN SPACE
-  PARKS AND PUBLIC OPEN SPACE
-  COMMERCIAL
-  OFFICE AND INDUSTRIAL
-  FEDERAL INTENSIVE
-  FEDERAL EXTENSIVE
-  OTHER PUBLIC AND SEMIPUBLIC
-  FREEWAYS  INTERCHANGE
-  ARTERIALS
-  RAIL TRANSIT
-  BOSTON-WASHINGTON HIGH-SPEED TRANSPORTATION CORRIDOR



THE
 REGIONAL
 DEVELOPMENT
 GUIDE
 1966 - 2000
 NATIONAL CAPITAL REGIONAL PLANNING COUNCIL
 WASHINGTON, D.C.

To date, the attempt of the National Capital Regional Planning Council to comply with the National Capital Planning Act of 1952 has resulted in this document establishing the general framework within which each part of the Region may be more precisely planned. The various elements of the Guide are not yet specific plans and should be used for guiding the Region's development and as the basis for a more detailed comprehensive Region-wide plan.

FEDERAL POLICIES FOR THE NATIONAL CAPITAL REGION THE PRESIDENT'S MEMORANDUM



THE RADIAL CORRIDOR PLAN

THE WHITE HOUSE
WASHINGTON

November 27, 1962

MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND ESTABLISHMENTS
AND THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA

Because of the importance of the Federal interest in the National Capital Region, I want the greatest possible coordination of planning and action among the Federal agencies in developing plans or making decisions which affect the Region.

Decisions of the Federal Government affect directly and indirectly the location of employment centers, highways, parks, airports, dams rapid transit, utilities, and public and private housing. These decisions all have a crucial bearing on the future development of the metropolitan area outside as well as within the District of Columbia.

In order that the effect of the Federal Government's activities on the Region will be consistent and directed in a manner which will foster the implementation of modern planning concepts, the following development policies are established as guidelines for the agencies of the executive branch, subject to periodic review:

1. Planning for the Region shall be based on the prospect that regional population will approximate 5 million by the Year 2000.
2. The corridor cities concept recommended by the Year 2000 Plan, prepared by the National Capital Planning Commission and the National Capital Regional Planning Council in 1961, shall be supported by agencies of the executive branch as the basic development scheme for the National Capital Region.
3. The success of the corridor cities concept depends on the reservation of substantial area of open countryside from urban development. It shall be the policy of the executive branch to seek to preserve for the benefit of the National Capital Region strategic open spaces, including existing park, woodland, and scenic resources.
4. It shall be the policy of the executive branch to limit the concentration of Federal employees within Metro-Center, as defined in the Year 2000 Plan, over the next four decades to an increase of approximately 75,000.
5. It shall be the policy of the executive branch that new facilities housing Federal agencies outside Metro-Center shall, to the maximum extent possible, be planned, located, and designed to promote the development of the suburban business districts which will be required to serve the new corridor cities.

6. Planning to meet future transportation requirements for the Region shall assume the need for a coordinated system including both efficient highway and mass transit facilities, and making full use of the advantages of each mode of transportation.

7. It shall be the policy of the executive branch to complete and enhance the Mall complex as a unique monumental setting.

8. It shall be the policy of the executive branch to house new public offices of an operational nature in non-monumental buildings which, through the use of the highest quality of design and strategic siting, will have a dignity and strength to establish their public identity. Within Metro-Center, this policy shall be carried out by locating new non-monumental Federal buildings in relatively small but strategically-situated groups in and adjacent to the Central Business District.

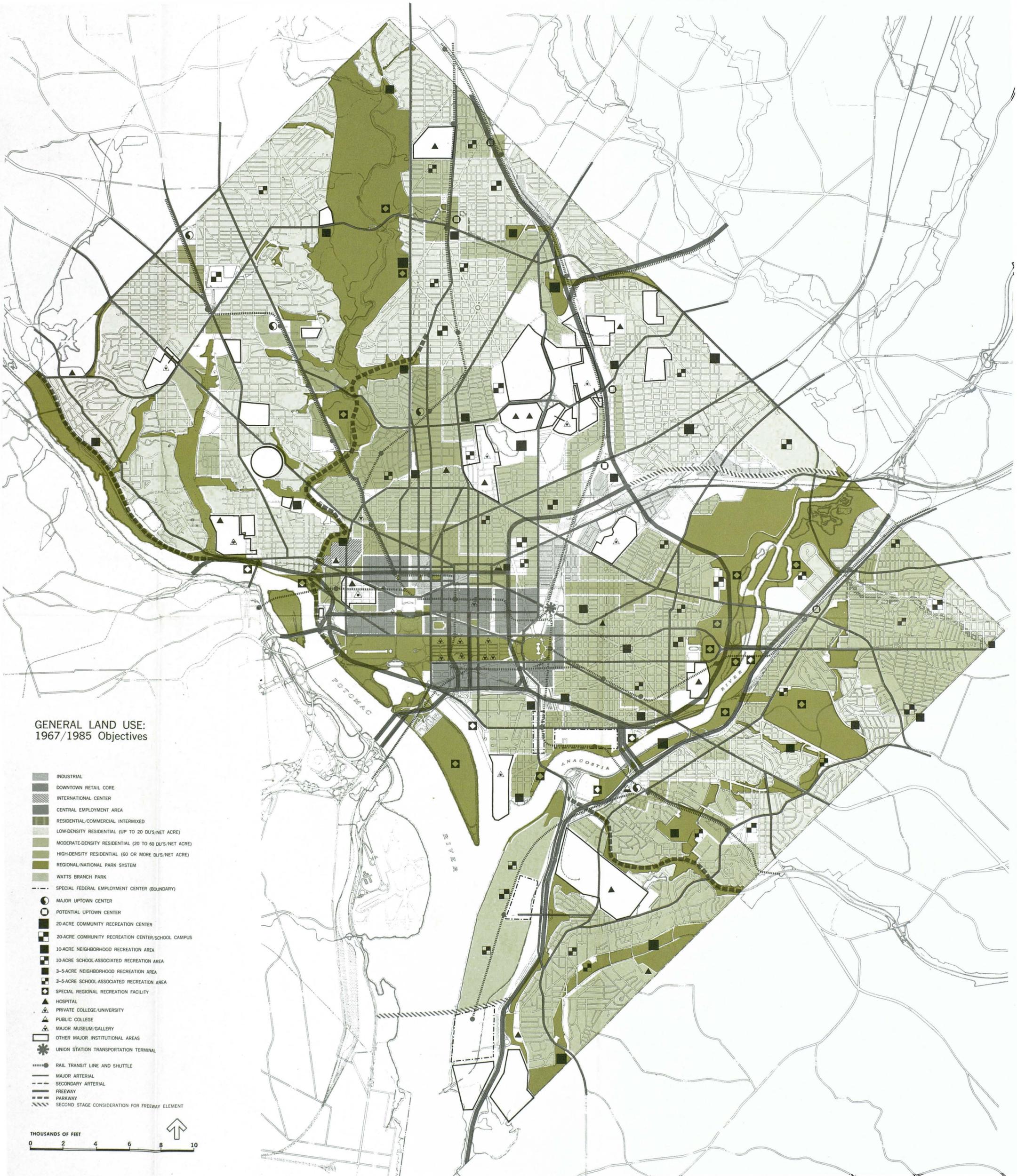
9. It shall be the policy of the executive branch to encourage the development of a system of small urban open spaces throughout the District of Columbia as adjuncts to the development of new Government, institutional, commercial and high-density residential facilities. In addition, a system of important streets and avenues shall be designated for special design coordination and treatment.

10. The executive branch will participate with local governments in the formulation of complementary policies essential to the coordinated development of the Region.

I am requesting each department and agency head concerned to give full consideration to these policies in all activities relating to the planning and development of the National Capital Region, and to work closely with the planning bodies which have responsibilities for the sound and orderly development of the entire area.

The Administrator of General Services is requested to cause this memorandum to be published in the Federal Register.

A handwritten signature in black ink, appearing to read "Paul J. Henry". The signature is written in a cursive style with a long, sweeping tail that extends downwards and to the right.



**GENERAL LAND USE:
1967/1985 Objectives**

- INDUSTRIAL
- DOWNTOWN RETAIL CORE
- INTERNATIONAL CENTER
- CENTRAL EMPLOYMENT AREA
- RESIDENTIAL/COMMERCIAL INTERMIXED
- LOW-DENSITY RESIDENTIAL (UP TO 20 D.U.'S/NET ACRE)
- MODERATE-DENSITY RESIDENTIAL (20 TO 60 D.U.'S/NET ACRE)
- HIGH-DENSITY RESIDENTIAL (60 OR MORE D.U.'S/NET ACRE)
- REGIONAL/NATIONAL PARK SYSTEM
- WATTS BRANCH PARK
- SPECIAL FEDERAL EMPLOYMENT CENTER (BOUNDARY)
- MAJOR UPTOWN CENTER
- POTENTIAL UPTOWN CENTER
- 20-ACRE COMMUNITY RECREATION CENTER
- 20-ACRE COMMUNITY RECREATION CENTER/SCHOOL CAMPUS
- 10-ACRE NEIGHBORHOOD RECREATION AREA
- 10-ACRE SCHOOL-ASSOCIATED RECREATION AREA
- 3-5-ACRE NEIGHBORHOOD RECREATION AREA
- 3-5-ACRE SCHOOL-ASSOCIATED RECREATION AREA
- SPECIAL REGIONAL RECREATION FACILITY
- HOSPITAL
- PRIVATE COLLEGE/UNIVERSITY
- PUBLIC COLLEGE
- MAJOR MUSEUM/GALLERY
- OTHER MAJOR INSTITUTIONAL AREAS
- UNION STATION TRANSPORTATION TERMINAL
- RAIL TRANSIT LINE AND SHUTTLE
- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- FREEWAY
- PARKWAY
- SECOND STAGE CONSIDERATION FOR FREEWAY ELEMENT

