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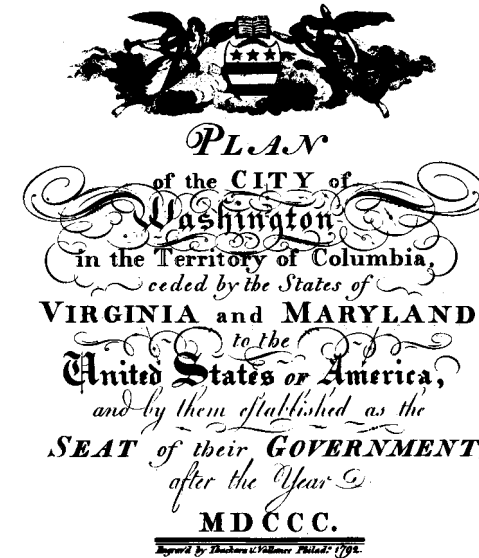
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PLAN
of the CITY of
Washington
in the Territory of Columbia,
ceded by the States of
VIRGINIA and MARYLAND
to the
United States of America,
and by them established as the
SEAT of their **GOVERNMENT,**
after the Year
MDCCC.

Engraved by Thackara & Vallance Philad.^a 1792.



L'Enfant's Methods and Features
of His Plan for the Federal City

by
William T. Partridge

Exerpt from the "Annual Report, National Capital Park and Planning Commission, 1930"

National Capital Planning Commission
1325 G Street, N.W.
Washington, D.C. 20576



Air Photographics

NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON, D.C. 20576

This Commission report prepared by a consultant and published in 1930 is reprinted in order to make available an important resource for understanding the contribution of L'Enfant and his work to past and present planning efforts in the National Capital. It constitutes a significant attempt in interpretation and illustrative application of basic concepts and principles contained in the L'Enfant Plan, many of which continue to be appropriate elements of Washington's design. Because these elements are important aspects of contemporary urban design for the National Capital, they can also serve as guidelines for future development.

Charles H. Conrad
Executive Director
January, 1975

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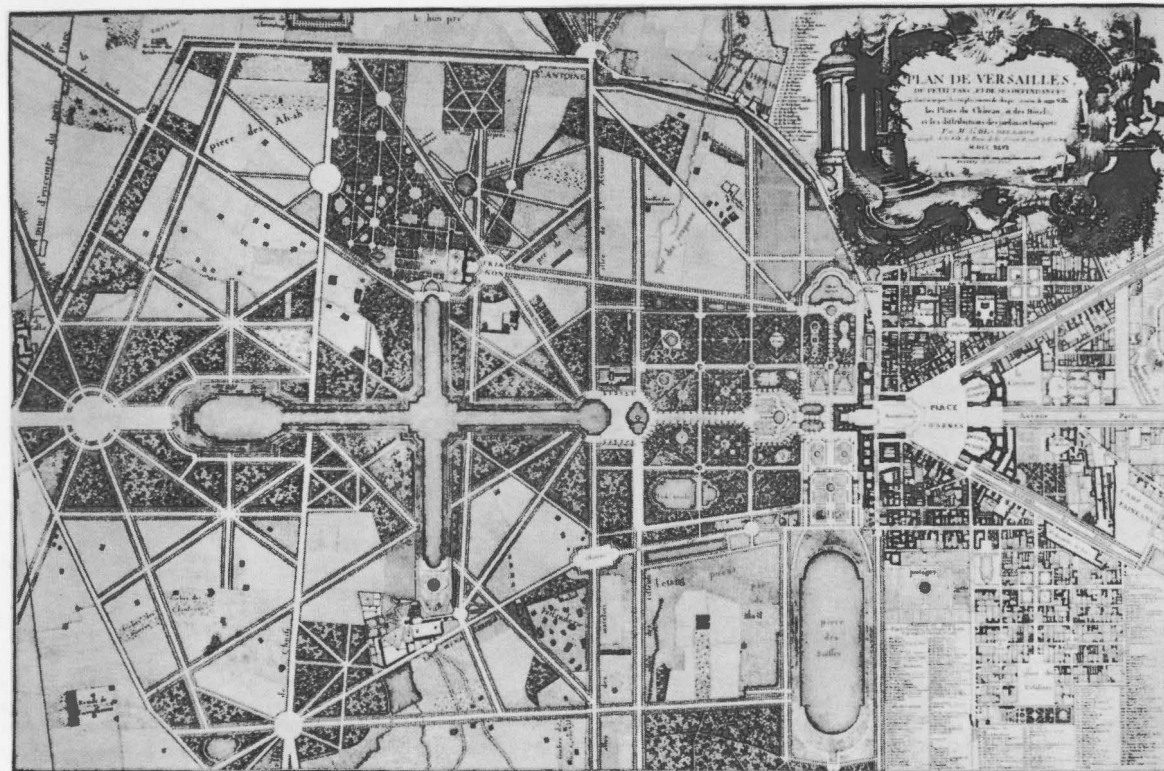
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L'ENFANT'S METHODS AND FEATURES OF HIS PLAN FOR THE FEDERAL CITY

There is an old saw that "the devil quotes scripture to his purpose." Into the inimitable writings of Shakespeare have been read the cipher of Bacon; so into L'Enfant's plan has been forced the precedent of Le Notre's Versailles and of Evelyn's plan for a new London.

Plan of The Chateau and Gardens of Versailles, France: 1746



INTRODUCTION

A study of L'Enfant's plan, as well as a careful reading of his descriptions, shows the effort made to mold his design to the existing topography. No mention can be found of Versailles or London as an inspiration. He reiterates again and again in his letters that this plan of his was "original" and "unique." In a letter to Jefferson requesting some Old World city maps he deprecates any copying and asks for this information only as a means for comparison or to aid in refining and strengthening his judgment.

In order to investigate how far the existing conditions of the site for the Federal City dictated the plan of present Washington a topographical map of the terrain, as existing at that period, has been carefully prepared from old maps and descriptions and an attempt made with an open mind to follow L'Enfant's procedure. Much was assumed only to be corroborated by later study of the original manuscripts and reports. All printed transcriptions of L'Enfant's reports have been altered by their editors in the effort to interpret L'Enfant's strange English, a fact leading to misinterpretation on the part of trained architectural commentators dependent solely on these printed transcriptions.

At the last convention of the American Institute of Architects, held in Washington, the History and Development of the Nation's Capital was the principal topic of discussion. The merits of the plan of L'Enfant were duly acknowledged by all, though chief emphasis was laid upon the progress of those modern projects sponsored and carried through largely by the efforts of the institute or its individual members.

The work of the McMillan Commission and the admirable recommendations of that trained and experienced body, that the "central area" be restored with some resemblance to L'Enfant's original plan, were generally acknowledged. There was no comparison, however, attempted between the proposed plan of L'Enfant and the much-altered modern plan, nor was there discussion in detail of the "public walk" of the original design.

The real merit of the original L'Enfant plan was sensed only by one speaker at the convention mentioned, Mr. Medary, when he spoke of the early structures maintaining their places as dominating elements in the original design and confirmed the judgment of L'Enfant "in fitting the plan of the proposed city to the topography of the site."

A long study and many references to both the plan and L'Enfant's manuscript reports have convinced the writer that students of this historic layout are so eager to fasten charges of borrowed ideas and precedent to L'Enfant that they have failed to grasp his methods of procedure in laying out his design and his clearly stated reasons for the much-discussed radial avenue system. The real cause may lie in the fact that there is little available information as to the original topography or of the location of the existing roads of the period, which, without doubt, strongly influenced the birth of this radial avenue idea.

There has come down to us only a single manuscript plan which students have accepted as the original design and on which they have based all their comments. This drawing depicts only an intermediate stage of the plan. The first plan was

much altered by L'Enfant himself at the request of President Washington, but by a careful study of internal evidence of the later drawing the designer's masterly original may be restored. Existing documents tell us that not only were considerable changes made in the plan by order of President Washington, but alterations in the layout were also made by L'Enfant's successors, all of which disturbed considerably its skillful symmetrical fitting of the irregular topography.

It has been a fascinating task to make even a conjectural reconstruction. If this submitted restoration proves correct, there is no ground left for further accusation of the use of precedent, though there may be possibilities of his indebtedness to both Versailles and the London plan for minor details. It is the writer's conclusion that L'Enfant did exactly what he claimed—devised an original plan—entirely unique. He arrived at his parti only after a careful study on the spot of the best sites for its principal buildings, allocated in the order of their importance, and located with consideration of both prominence and outlook. He tied these sites together by means of a rectangular system of streets and again connected them by means of diagonal avenues. The principal avenues followed closely the existing roads. Additional avenues were extended to the "outroads" or city entrances and were laid out primarily for the purpose of shortening communication—an engineering consideration. L'Enfant mentions that the diagonal avenues would afford a "reciprocity of sight" and "a variety of pleasant ride and being combined to injure a rapide intercourse with all the part of the City to which they will serve as does the main veins in the animal body to diffuse life through smaller vessels in quickening the active motion to the heart."

The similarity of the angles of the two principal avenues (Pennsylvania east, from Eastern Branch Ferry to the Capitol, and Maryland east, from the Bladensburg Road entrance to the Capitol) which followed closely for some distance the existing roads, doubtless suggested the radial pair-avenue idea. This was entirely accidental and the outgrowth of existing conditions. The system of a rectangular-street plan with radial avenues is not only borne out by the mention he makes himself in his descriptions but was followed by Ellicott in his redrafting of the plan for the engraver.

Our artistic hasty-tempered genius refused to give Ellicott any documents or any information. Ellicott states in his letters on the subject that, although he was refused the original plan, he was familiar with L'Enfant's system and had many notes of the surveys he had made of the site himself, so it is possible that the plan was recreated by Ellicott.

Space and time do not permit an excursion into the squabble over this engraved plan. Changes were made in reduction to the proper size of the plate. These changes led to violent protests on the part of L'Enfant, although in later years his memorial states that the changes were not so very damaging. To an architectural mind the alterations in question destroyed the unity and symmetry of the whole, and L'Enfant's later softened protest can be explained by his desire for payment by Congress. He could not afford at that time to imperil his chances.



Pierre Charles L'Enfant's
"Map of Dotted Lines": 1791

THE FIRST PLAN

In the attempt to find the method by means of which L'Enfant arrived at the system underlying his plan for the city, we are handicapped at the very start by lack of sufficient data for identification of the various plans mentioned in the old records. There was made in Washington, as the work progressed, a large map with numbered squares. Many references are made to this "large plan" in the old correspondence, but it must not be confused with the layout of the original design under discussion. A letter from the commissioners states it was in L'Enfant's hands some time after his dismissal.

As far as we now know, there is but one original drawing in existence which, after 100 years of neglect and careless handling, is now sacredly preserved in the Library of Congress. The elaborateness and care shown in the carefully lettered notes and profuse marginal references marks this a presentation copy.

The first mention of any plan or map, as they are indifferently called, is in L'Enfant's report of June 22, 1791, addressed to President Washington. In this he says:

Sir: In framing the plan here annexed for the intended Federal City, I regret much being hindered from making any particular drawing of the several buildings * * * again solicit your indulgence in submitting to you my ideas in an incomplete drawing only correct as to situation and distances of objects.

The "again solicit your indulgence in submitting an incomplete drawing" can only refer to a previous plan of which we have no other record. It is doubtless this "incomplete" drawing to which President Washington refers in his diary for 1791, under the date of Wednesday, June 29, at Georgetown:

This being accomplished, I called several subscribers together and made known to them the spots on which I meant to place the buildings for the P. and executive departments of the government and for the legislature of do. A plan was laid before them of the city in order to convey to them general ideas of the city—but they were told that some deviation from it would take place particularly in the diagonal streets or avenues which would not be so numerous, and in the removal of the President's House more westerly for the advantage of higher ground. They were also told a Town House or Exchange would be placed on some convenient ground between the spots for the public buildings aforementioned.

In L'Enfant's second report of August 19 he writes:

Sir: * * * having met with your approbation in the project of the plan I have now the honor of presenting to you altered agreeably to your direction * * *

Close investigation of the plan left us does show internal evidence in incomplete changes and omissions of detail, but nothing as radical as the shifting of the axes of the President's house.

Now, L'Enfant in 1803 made an affidavit that in the latter part of December, 1791, during his absence in Philadelphia (where we must recall Congress was sitting), all of his drawings were seized, "carried away, and never recovered except one plan of the city of Washington." A Mr. Davidson, at the same date, makes affidavit that boxes and trunks said to contain Major L'Enfant's books and papers were brought to the tavern where he lodged and that he never saw any part of their contents except the first plan exhibited by General Washington of the city, which plan Cabot brought into his room and requested his care of it

until two or three years before this date when he delivered it to Major L'Enfant. This plan returned to L'Enfant by Davidson was doubtless the one accompanying his letter of June 22 and exhibited by President Washington in Georgetown. It is uncertain whether the changes recommended by President Washington were made upon this original drawing or whether the entire plan was redrawn.

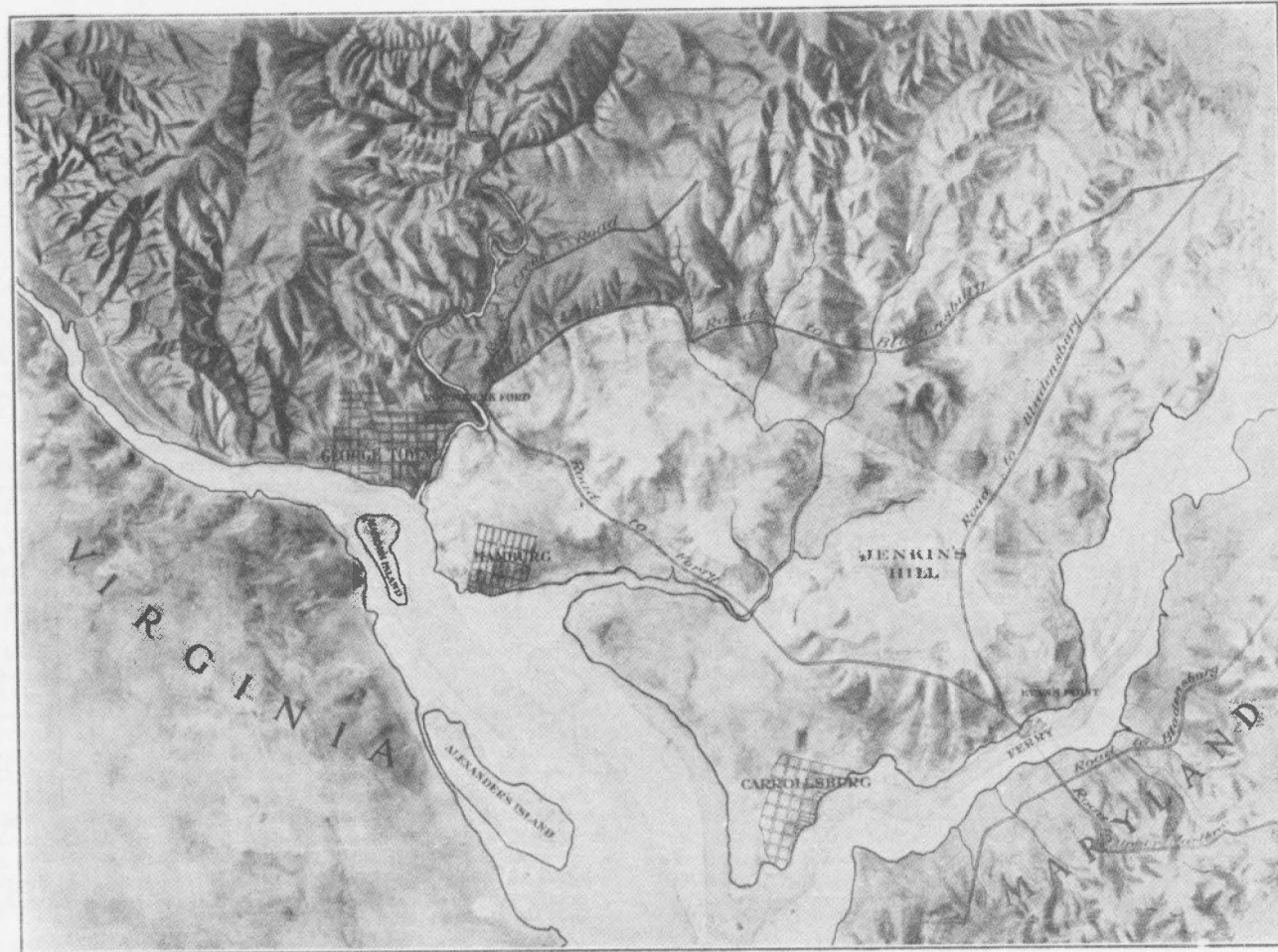
At any rate, as we have seen, a finished plan was later submitted with L'Enfant's report of August 19 to President Washington in Philadelphia and by him transmitted to Congress, sitting in Philadelphia, on December 13. In the note accompanying the plan Washington states that he places before Congress "the plan of a city that has been laid out within the District of 10 miles square which was fixed upon for the permanent seat of the Government of the United States." This plan is again specifically designated in President Washington's letter to the commissioners of December, 1796, in which he says:

A university was not even contemplated by Major L'Enfant in the plan of the city which was laid before Congress, taking its origin from another source. This plan you shall receive by the first safe hand who may be going to the Federal City. In it you may discover (though almost obliterated) the directions given to the engraver by Mr. Jefferson with a pencil of the parts to omit; the principle on which it is done I have communicated to you on more occasions than one.

If the plan with pencil notes was that submitted August 19 and sent for the information of Congress on December 13, it was in General Washington's hands during the engraving and could not have been among those drawings taken from L'Enfant's office at Georgetown late in December. It appears to have remained in the possession of the commissioners, to whom Washington sent it, and arrived eventually in the hands of their successors, the Office of Public Buildings and Grounds, finally finding its way into the archives of the Congressional Library. If the existing drawing were subjected to examination by scientific forgery experts of the Government, some trace of the pencil marks mentioned by President Washington might be discovered.

Briefly, therefore, it is the belief of the writer that the original design submitted in June, 1791, was the plan returned to L'Enfant by Davidson about 1800 and since completely lost. It follows that the plan now preserved in the Library of Congress was the presentation plan made to include the alterations ordered by Washington and sent to Philadelphia on August 19, 1791, for transmission to Congress. This explanation admittedly leaves unsolved the riddle as to why the plan which we suppose to be the second draft is labeled "Plan No. 1." Possibly it was the first presentation copy which L'Enfant prepared.

Any criticism of the L'Enfant plan must in fairness to the designer be criticism of his original or preferred design. We must therefore attempt to discover what changes were ordered by President Washington and what avenues were omitted. We have no records except the internal evidence of the plan and the conditions of the site. First, then, as to existing topography and roads which L'Enfant found when he arrived on the scene.



TOPOGRAPHY AND ROADS

As L'Enfant stresses the accommodation of his plan to the topography, the first step in any discussion of his plan is a study of the conditions existing on the site of the future city.

The city of Washington lies within the Y-formed by the junction of the Potomac River with the Eastern Branch (Anacostia River). Originally the land rose gradually from these rivers to a range of encircling hills and was drained by five streams across the city site. The large springs at the sources of these streams afforded an abundant supply of pure water, a strong consideration in those days.

The slightly undulating land between the river and the low hills took roughly the shape of a diamond with a sharp point or cape at its southern end. In area it covered some 3,600 acres and extended $4\frac{1}{2}$ miles northwest to southeast and about $3\frac{1}{2}$ miles across.

The eastern part of this ground was marked by a plateau with an elevation of 80 feet above the river and some 60 feet above the plain at its western foot. There was a knoll at the western edge of this plateau known as Jenkins Hill, which was selected as the Capitol site.

A stream called the Tiber, originally known by the more prosaic name of Goose Creek, ran at the foot of this height and, turning sharply, flowed due west, entering the Potomac at the foot of the proposed "President's Gardens." The first plan shows this stream canalized and connected with Eastern Branch, forming at one point the northern boundary to the "Grand Walk" or Mall. North of the Tiber and one-half mile from the river was a ridge running roughly parallel with the creek.

Rock Creek, originally Pine Creek, flowed into the Potomac farther up and marked the western limit of the proposed city. This stream was navigable at that time for smaller vessels for some distance above its mouth. Where P Street is now there was a ford, and at the period when the Federal City was founded there was a bridge to Georgetown at about present K Street.

In a later "note," descriptive of the site, to President Washington, L'Enfant says:

After coming upon the hill from the Eastern Branch Ferry, the country is level and on a space of about two miles each way, present a most eligible position for first settlement of a grand city and one which, if the only one within the Federal Territory is at least more advantageous than that part lying between Eastern Branch and Georgetown. The soil is dry, and notwithstanding well watered springs, it has an wholesome air and, being of an easy ascent it is, however, so high that it commands on most of the surrounding country and may be effectively guarded from these hills overlooking it. These are on the opposite side of the water and branch from the grand western mountains which come round and extend down on that eastern shore in bordering on the River Potomac and they may rather be considered as a means for protection. * * *

The land in this spot, like all the early settled river lands, had been fairly well exhausted by the intensive cultivation of tobacco and was heavily overgrown in consequence of the practice of abandoning exhausted land and clearing virgin forest for new crops.

The roads within the city limits, like other early roads in this vicinity, had been originally formed by pack-horse trails or by the hauling of tobacco hogsheads, which was done in those early days by means of pinions placed on the round ends, forming a kind of roller.

There is no map in existence of the roads traversing the city site in 1792, but a sketch by Jefferson and descriptions enable us to trace pretty clearly their routes. One leading from Georgetown forded Rock Creek and ran along the foot of the hills forming the northern boundary of the original city as far east as Seventh and P, where the road ran northwest to meet the Bladensburg Road. The main road entered the city site at what is now Maryland Avenue and Fifteenth Street NE., continued southwest to the ferry over Eastern Branch (the site of L'Enfant's "drawbridge"), and at some point not yet determined met the Georgetown and Ferry Road which crossed the Tiber at a ford believed to have been in the vicinity of Pennsylvania Avenue and Third Street near the foot of Jenkins Hill. Indeed, it is more than a conjecture that this road between Georgetown and the Eastern Branch "drawbridge" suggested the "Pennsylvania Avenue" which later replaced it. Originally skirting the foot of Jenkins Hill, this road was simply straightened out so as to pass through the "Congressional House" and continued to the Georgetown bridge. By a remarkable coincidence, these two avenues meet the east-west axis of the Capitol at the same angle and may have suggested to L'Enfant that radial pair system of avenues which makes the Washington plan unique.

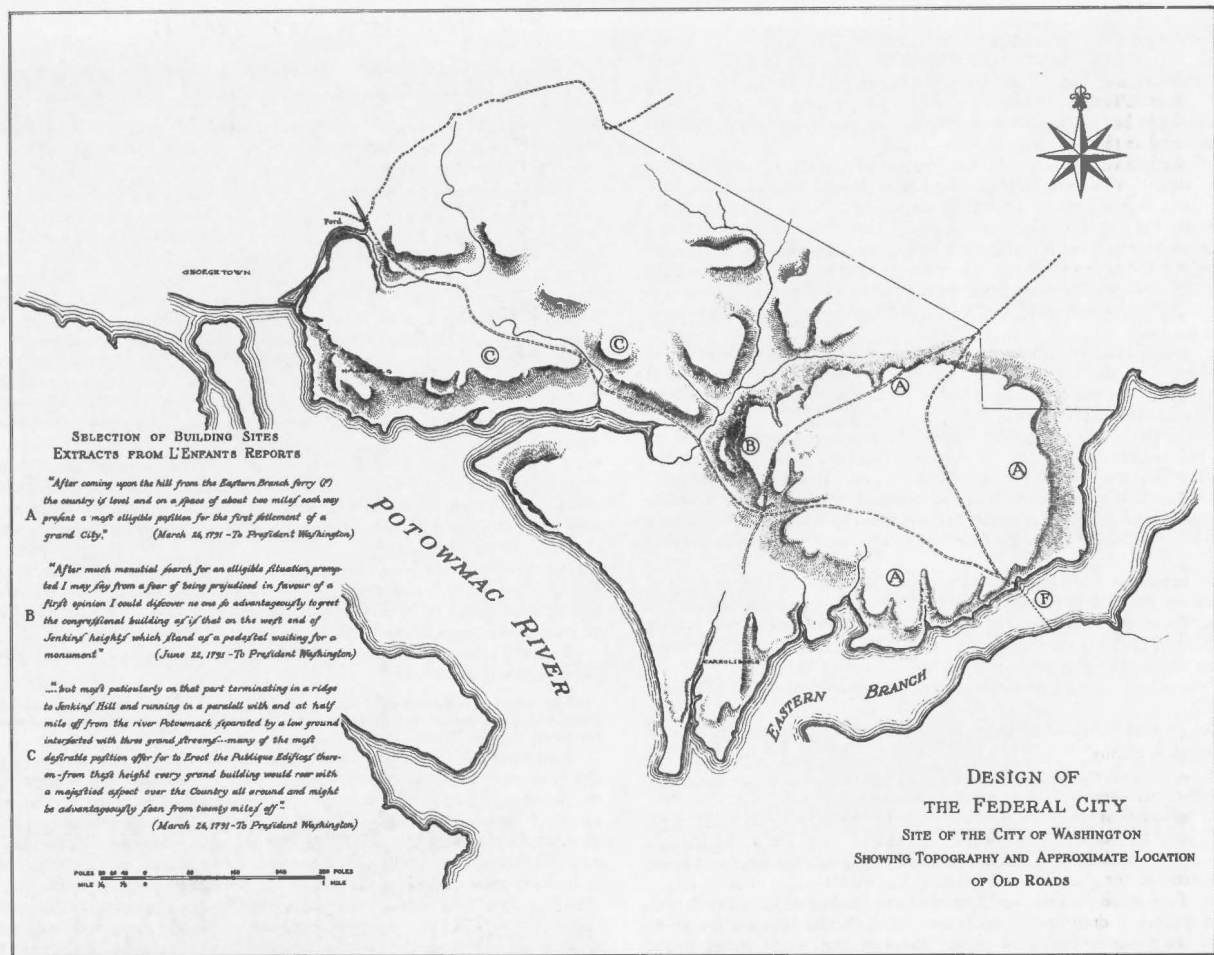
Jefferson's sketch plan for the proposed city on the Hamburg site shows the Georgetown Ferry Road crossing Tiber Creek somewhere about Third or Fourth Street, and a map of Widow Wheeler's property in the hands of the Department of Justice shows its termination at the ferry on Eastern Branch.

A description of these early roads is given in Bryan's History of the National Capital, in which he says:

The main road through the District was what was known as the Georgetown-Bladensburg Road and from the earliest time until steam came into use was an artery of travel between the North and the South.

Two sections of this road still exist, one is Florida Avenue from the ford at the present P Street bridge to Seventh Street. From here the road trended to the northeast and mounted the encircling rim of hills. The other section entered the city site at present Fifteenth and H Streets NE. and probably ran for some distance in the direction of the present Maryland Avenue and, turning, joined at some unknown place the Georgetown Ferry Road to the ferry on Eastern Branch, approximately on the line of the present Fifteenth Street.

While the Post Road (probably Florida Avenue) originally crossed Rock Creek by a ford, the rising importance of Georgetown was indicated by the erection of a bridge—the first in the District—over the creek at about the line of K Street two years before the residence bill became a law (1788).



SELECTION OF SITES

The distinguishing and most important fact about the creation of the plan of Washington is that L'Enfant began his work not by laying out streets or by running survey lines but by the selection of dominating sites. It was from and around these sites that the plan was later developed.

The central feature of the plan of Washington is the Capitol-Mall-President's House composition. The sites for the buildings and monuments of this composition were the first selected by L'Enfant. The best sites L'Enfant describes as follows:

* * * warehouse for Merchantmen might safely be used on the water edge without fear of impeding the prospect from the Heights flat behind--there were the level grounds on the water and all ground? it descends, but most particularly on that part terminating on a ridge to Jenkin's Hill and running in a parallel with and at half mile off from the river Potomack, separated by a low ground, intersected with these grand streams--many of the most desirable positions offer for to erect the Public Edifices thereon--from these heights every grand building would rear with a majestic aspect over the country all around and might be advantageously seen from twenty miles off which contiguous to the first settlement of the city they would then stand to ages in a central point to it, facing on the grandest prospect of both the branch of the Potomack with the town of Alexandria in front seen to its fullest extent over many points of land, projecting from the Maryland and Virginia shore in a manner as to add much to the perspective at the end of which the Cape of Great Huting Creek appears * * *

For the site of the Capitol, L'Enfant speaks later in the letter "of the Heights flat as far as where it ends on Jenkin's Hill" and in the letter of June 22:

* * * I could discover no one so advantageously to greet the Congressional Building as is that on the west end of Jenkin's Heights (see A on plan) which stand as a pedestal waiting for a monument, and I am confident, were all the wood cleared from the ground no situation could stand in competition with this * * *

That were I determining the seat of the President's Palace, in its difference of nature * * * the agreeableness of country seat situated on that ridge (see B on plan) which attracted your attention at the first inspection of the ground on the west side of the Tiber entrance it will see 10 or 12 miles down the Potomack front the town and harbor of Alexandria * * *

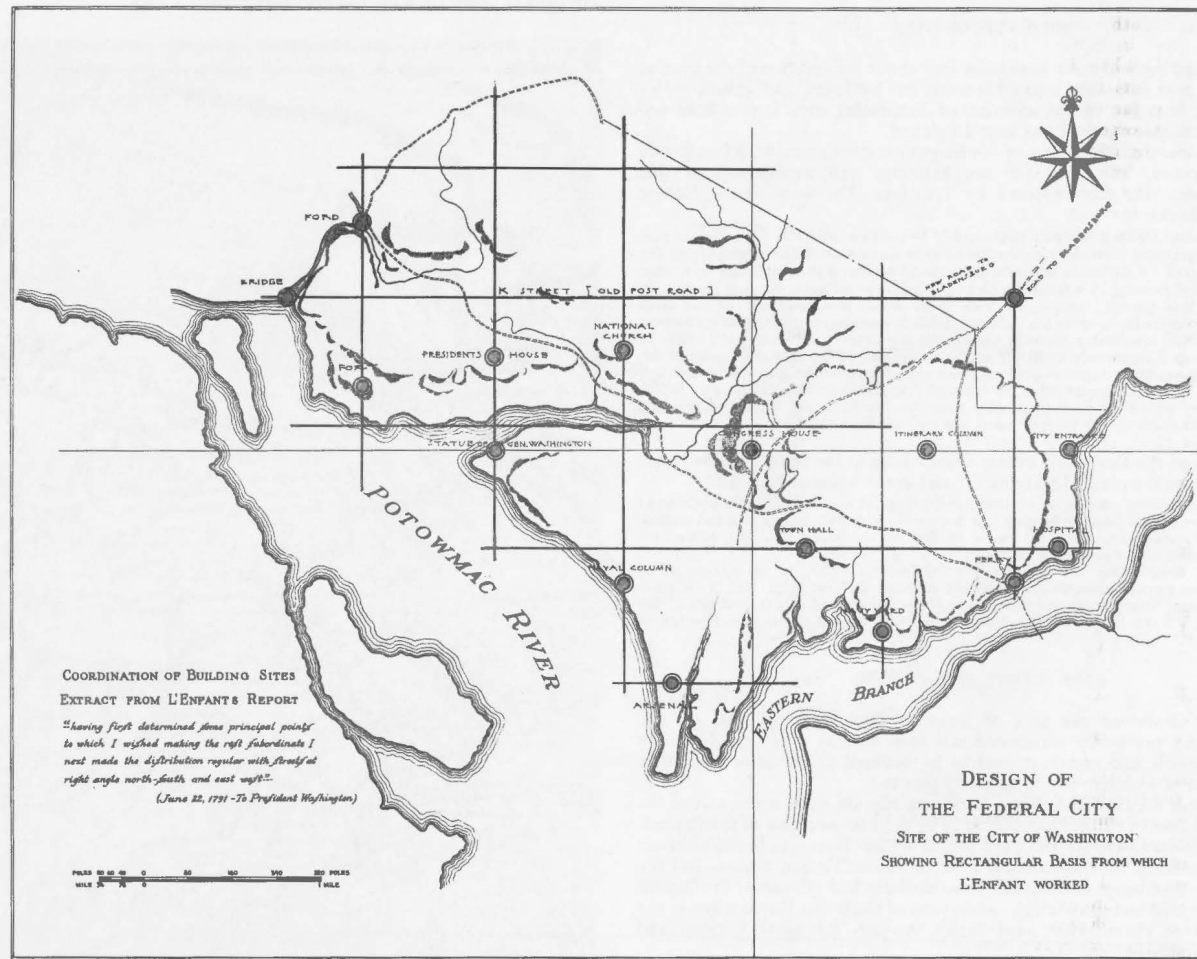
AXES, STREET, AND AVENUES

The writer conceived the idea of locating these principal sites on the topographic map previously mentioned and then binding them together with regular north-south and east-west lines as he believed L'Enfant or any other trained engineer or architect would normally proceed.

In this manner the first lines drawn were naturally the north-south axis of the Capitol and President's House sites, followed by the east-west line of the Capitol. Then a line half way between the Capitol and White House was found to bisect the sites later marked for the National Church, Mount Vernon Square, and the Naval Column. Two more north-south lines similarly laid off east of the Capitol mark the navy yard and drawbridge, while west of the White House a line at the same distance as these other axes passes through the naval hospital and Washington Circle sites.

Portion of Map of Virginia and Maryland: 1755





These north and south axes naturally fall into an equal spacing. The method which L'Enfant used in locating the east-west lines is not so obvious. Lines through the Capitol, White House, and Town Hall sites (Garfield Park) and through the high points now occupied by Dupont and Iowa Circles do not appear to form any particular pattern. When, however, the line of K Street, directly east of the Georgetown bridge (shown on the plan a very wide street), is used as a base line, the north-south module measurement east-west (about 240 poles) is again evident, and we can quickly establish the canal along Tiber Creek and the Town Hall site as features on east-west axes fitting into a regular system. A slight deviation is found in the case of the east and west axial line of the Town House which falls to the north. If it had taken its place in the system, the site of the building would have been forced south of the elevation selected for its site. But to further sustain the theory of this conjectural system, the next east-west line measured to the south is in excess exactly the same amount as the other is minus, thus making the sum equal to two modules.

Just why K Street is so important in this scheme has not been determined. It is possible that this line was the first surveyed and cleared by the surveyors from Georgetown, particularly since it starts where they would naturally start—at the bridge. K Street is shown on L'Enfant's plan at avenue width.

There is marked at one end of this street "new road to Bladensburg" and its line is coincident with the Water Street of Georgetown; continuing along the river bank to the proposed bridge at "Three Sisters," it extends to the outlet of the Patowmack Canal at Little Falls. L'Enfant was too clever a city planner not to see the value of this artery, and the street was laid out of avenue width. It must have been an important element in the plan, though no specific allusion to it has yet been found.

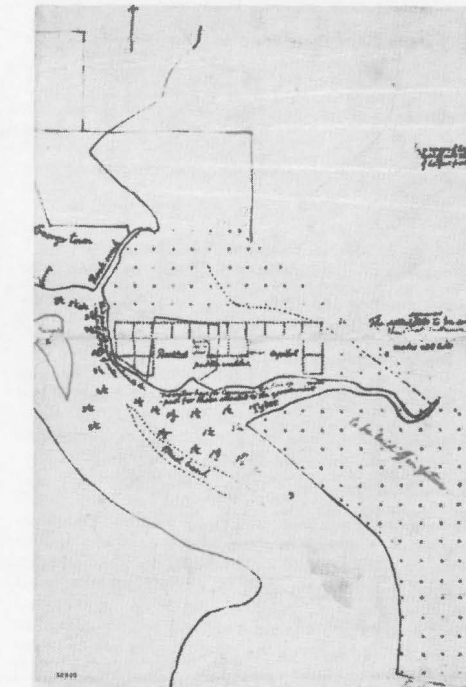
Some such explanation will probably account for the otherwise curious coincidence that the east and west Capitol axis does not fit the scheme. The line here is the center of the canal or the present B Street NW. The east-west axis line of the Capitol, however, is preserved as a principal element in the architectural composition along with the north-south line through the White House and down the Potomac.

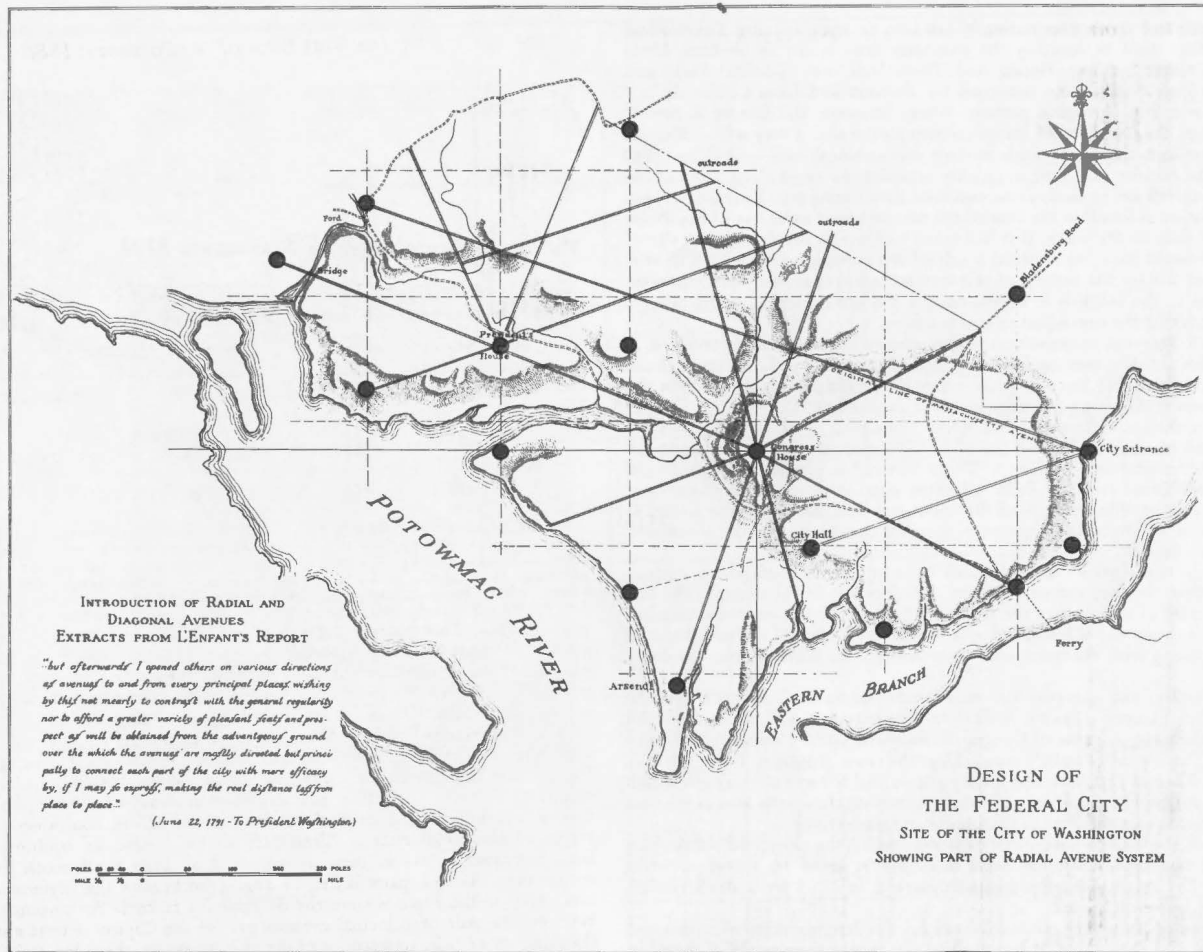
Architecturally, the composition thus formed is an L along both arms of which L'Enfant planned a "public walk." At the western end of this walk, at the junction of the axes, a statue of General Washington, already authorized, was to be placed. The "public walk" connecting the two principal buildings was suggested by Thomas Jefferson and clearly shown and lettered on his sketch plan for the city on the Hamburg site. L'Enfant, however, claims the idea as his own in his descriptions and emphasizes the beauty of this feature.

The site of the present memorial shaft, replacing the proposed statue, was moved southeast some distance from this spot in order to secure a better foundation. The original intersection was marked in 1804 by a small obelisk known as the Jefferson Stone.

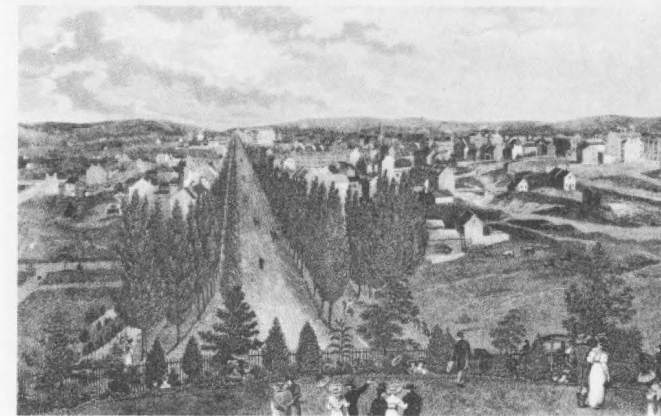
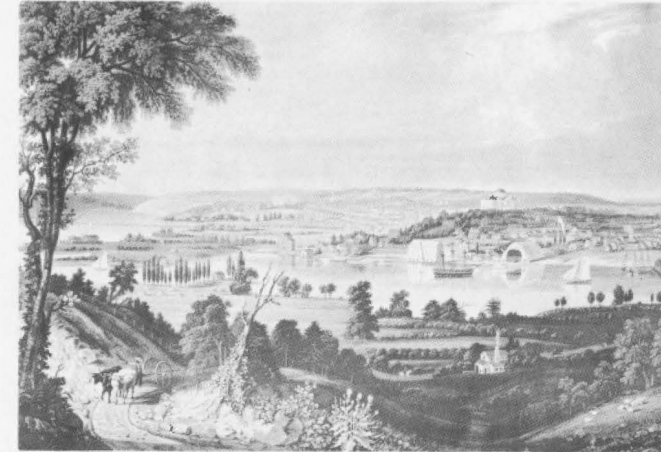
The method of procedure outlined above for the determination of streets and axes is logical and reasonable. It was evolved as a theory from study of the plan,

Thomas Jefferson's Plan for Washington: 1791





Washington from the South Bank of the Anacostia River: 1834



Pennsylvania Avenue to the White House from the Capitol: 1834

Washington from the West Bank of the Potomac: 1838



topography, and the sites which L'Enfant noted on his plans. A search for documentary evidence to support this hypothesis revealed proof in L'Enfant's own words. He states clearly in his letter to President Washington dated June 22, 1791:

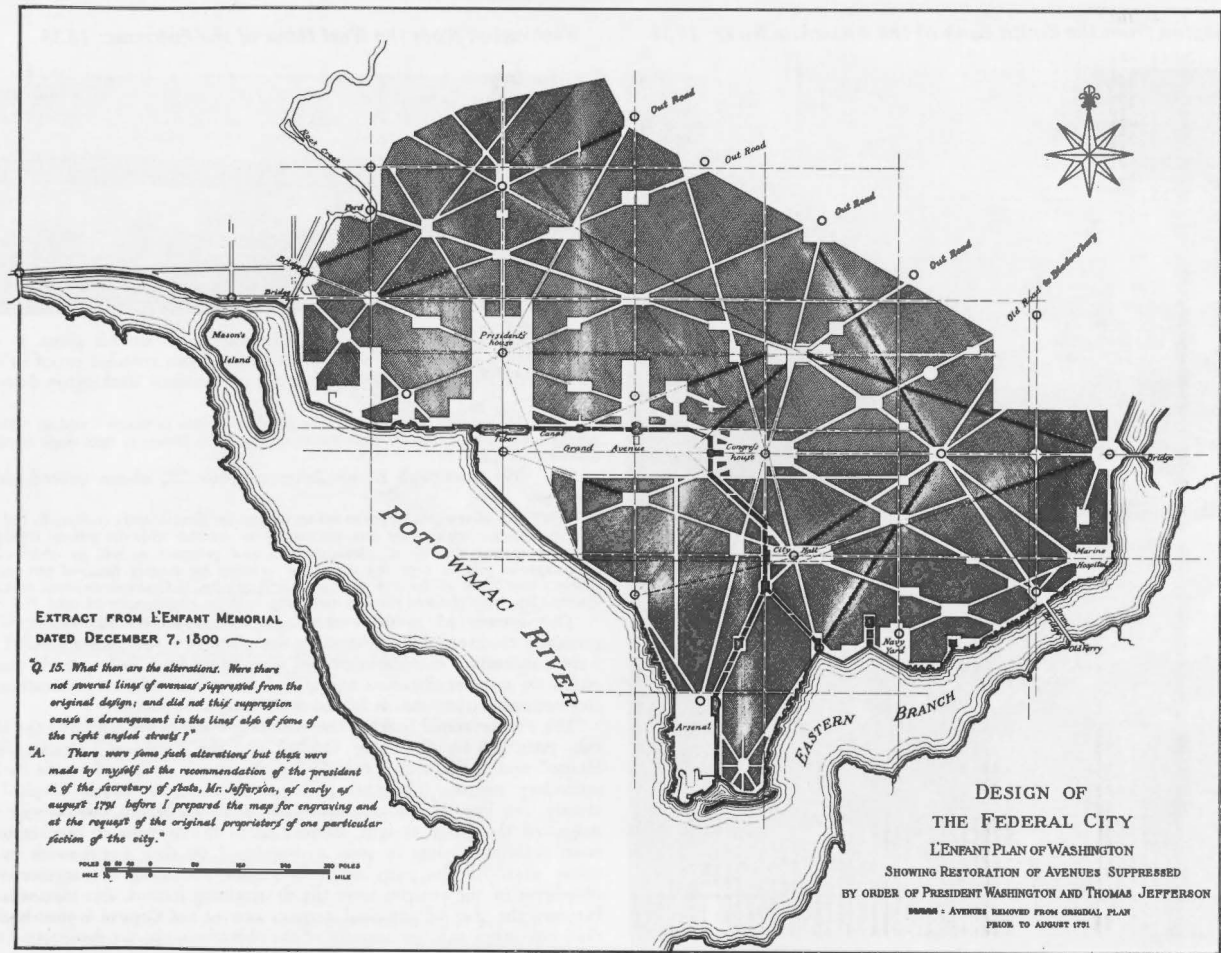
*** having first determined some principal points to which I wished making the rest subordinate I next made the distribution regular with streets at right angle north-south and east-west ***.

The next paragraph in his letter of June 22, above quoted, says of his avenues:

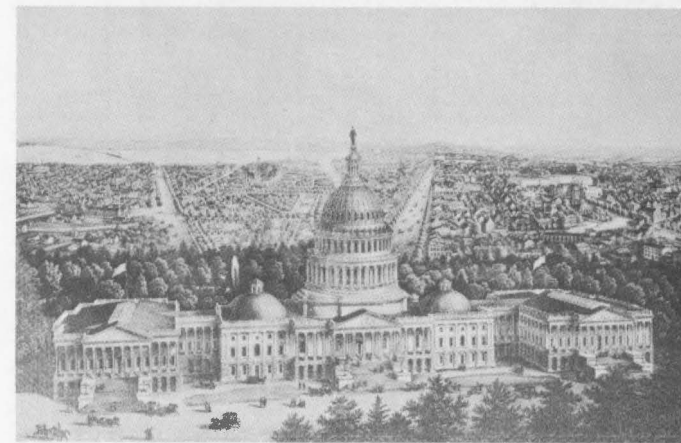
*** but afterwards I opened others on various directions as avenues to and from every principal place, wishing by this not merely to contrast with the general regularity nor to afford a greater variety of pleasant seats and prospect as will be obtained from the advantageous ground over the which the avenues are mostly directed but principally to connect each part of the city with more efficacy by, if I may so express, making the real distance less from place to place in menaging on them a reciprocity of sight ***.

The system of radial avenues—superimposed on the gridiron—has been generally credited with influencing the plan. It is the author's belief that they were a secondary consideration and were added by L'Enfant to do exactly as he states—to shorten distances and afford direct lines of communication from the city entrances (the "outroads") to the principal buildings.

The two principal foci for the radiating avenues are naturally the sites of the two principal buildings—the Capitol and the President's House, the "Town House" and the itinerary column on the site of present Lincoln Park forming secondary centers. The two principal avenues east of the Capitol followed closely the line of the original roads, and, as before mentioned, may have suggested the radial system. Almost all of the avenues of Washington radiate from principal points in pairs symmetrical on their north-south or east-west street axes. All the pairs differ in angles, sustaining the argument that the objectives of the avenues were the determining factors. For instance, the angle between the pair of principal avenues east of the Capitol is thus much greater than any other pair, on account of the objectives, viz, the Anacostia Drawbridge and the old Bladensburg Road entrance.



Washington from the Capitol to the White House: 1852



Washington from the Capitol to the White House: 1871

SUPPRESSED AVENUES

It is impossible to fully explain the theory or method used by L'Enfant in designing the diagonal avenues without some idea as to which avenues were suppressed by order of President Washington. Some of the existing avenues can only be explained as pieces of a larger system.

The present Massachusetts Avenue is generally described as cutting across the city irrespective of any logical relation to the radiating system. If the direction of this avenue west of the Capitol be extended on L'Enfant's plan, it will be found to lead directly to the main entrance to the city at the bridge plaza at the eastern extremity of East Capitol Street. If the short avenue now known as South Carolina Avenue be continued, it will nearly hit the same corresponding point in the plaza as Massachusetts Avenue extended does. This would be exactly the same if the "Town House" site were moved south to a "module" line. What happened here in the changing of the plan is not quite clear, but considering these two avenues extended to the bridge plaza, we have a principal pair nearly symmetrical about their axis (East Capitol Street), one leading from the Plaza to the "Town Hall," the other to Georgetown—Rock Creek Ford and the road to Frederick, a direct arterial highway across the city and a logical part of the avenue system.

This suppression of this radial pair of avenues from the bridge was doubtless among the avenues suppressed by President Washington as mentioned in his diary of June, 1791, already mentioned.

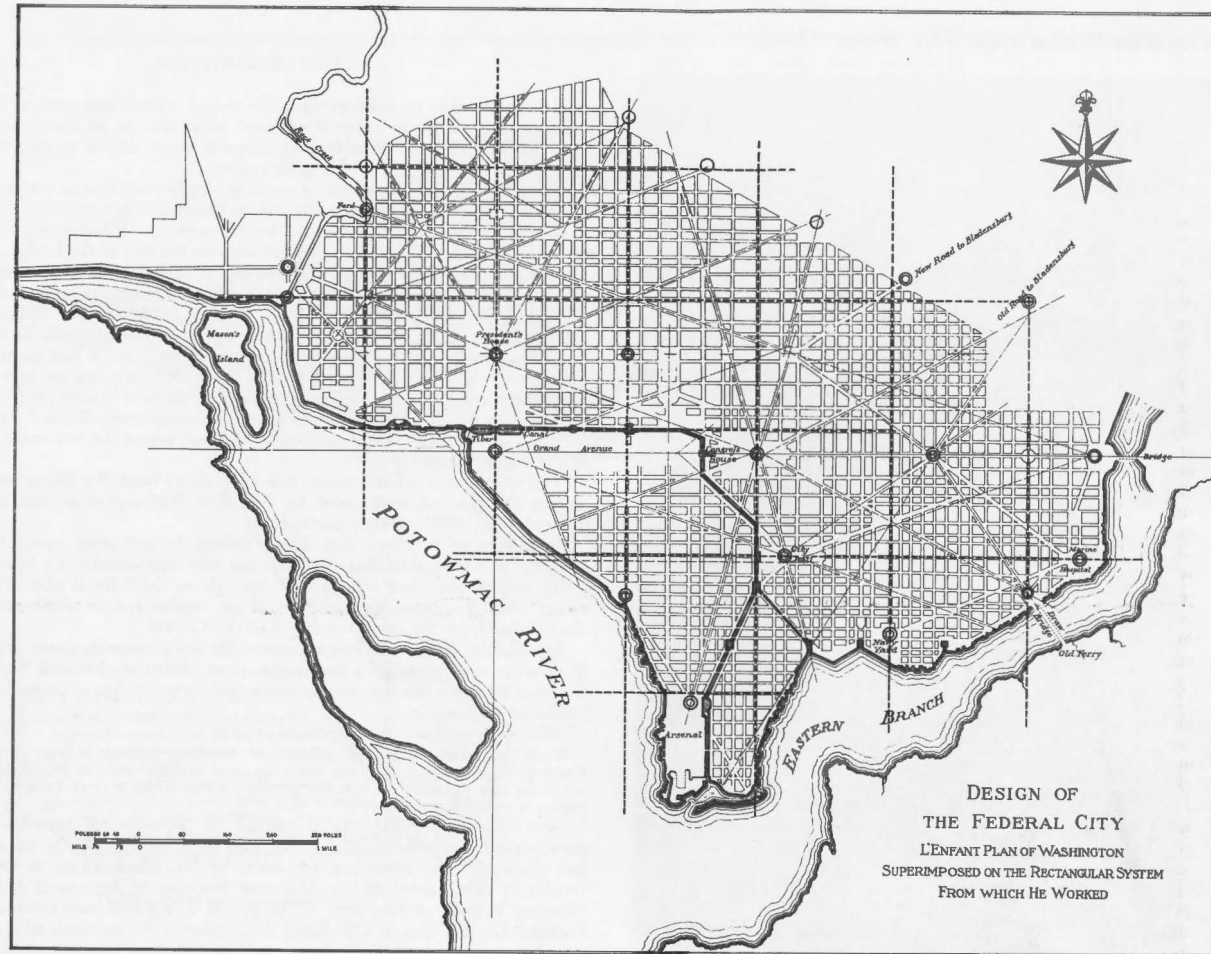
It is seen at a glance that Rhode Island Avenue must have continued to Washington Circle; that Maryland Avenue was suppressed at its western end on the L'Enfant plan, but was carried through on the Ellicott plan. The diagonal bridge over the canal gives a hint of an avenue symmetrically balancing, in direction at least, the canal southwest of the Capitol.

Mr. McKim frequently turned one of his designs upside down and studied it from what may be called a new angle. If we shift the plan of L'Enfant so that the west becomes the top, we can more easily see the "gaps" created by order of President Washington.

Ellicott says of his contemporary's plan:

There has always appeared to me the following Defects in plan of the City of Washington. First, in having too many diagonal avenues, without a probability of their answering any particular or valuable purpose, which ought ever to be the object when a regular system is departed from, * * *.

The virtues and defects in detail of a radiating system of avenues superimposed on a rectangular street plan have been admirably set forth in the last chapter of the American Vitruvius, by Mr. Elbert Peets, as well as in his articles in the Journal of the American Institute of Architects and the Town Planning Review of July last. W. B. Bryan, in his comprehensive work on the National Capital, quotes L'Enfant's description of his methods of laying out the city, but not being either engineer or architect, fails to interpret them.



THE ELLICOTT PLAN

The executed plan of the Federal City as redrawn by Ellicott departs but little from the modified L'Enfant plan. The changes are perhaps an improvement on the layout as modified by President Washington.

The chief alteration shown in Ellicott's engraved plan is the straightening of what is now Massachusetts Avenue. The suppression of the eastern portion leading to the upper bridgehead made it end at the present Lincoln Square, the drawbridge over Eastern Branch being reached by what is now Kentucky Avenue.

By moving the marine hospital site north some distance and ignoring the Rock Creek Ford at the other end, Ellicott was enabled to run Massachusetts Avenue in nearly a direct line; the western end reached the road to Frederick, as it did in L'Enfant's plan.

It must be recalled that the settlement of this section of the city was at that date problematical and no serious attention was given it. The area was marshy. (Mr. James Rush Marshall recalls in the early part of his life hunting snipe through the swampy land. This fact explains the meandering of Florida Avenue to the northwestern boundary line of the old city.)

In an overlay of the two plans of L'Enfant and Ellicott, prepared with great accuracy by the hydrographic section of the Navy, only the main east-west and north-south axes of the Capitol and White House coincide. An examination of this drawing shows that the art of surveying had not in that day reached the accuracy of modern times.

Several suppressed sections of the L'Enfant plan were restored in the engraved plan. Maryland Avenue was carried through to the "Grand Avenue" and South Carolina extended to New Jersey and the "Town House" site.

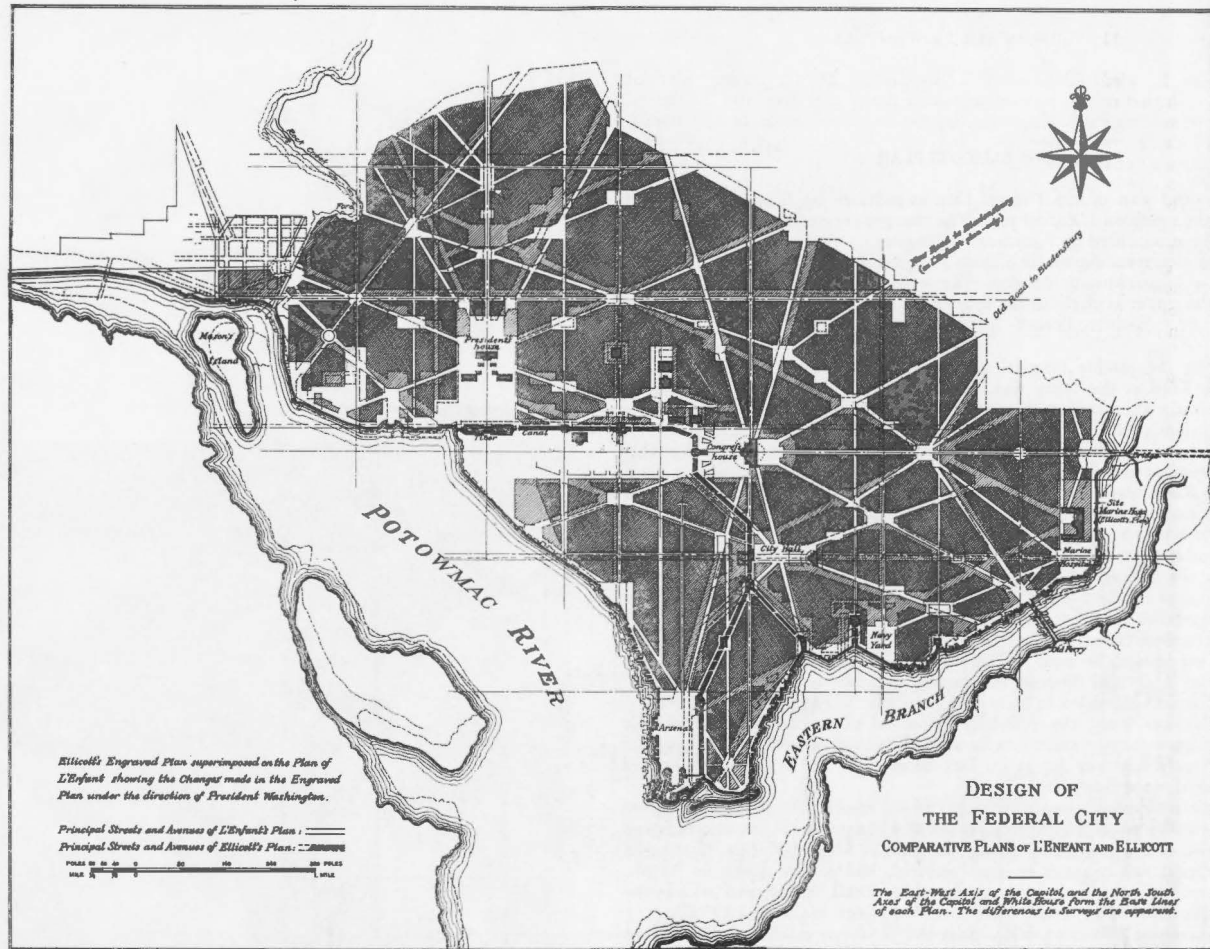
Dermott's later plan, the officially approved plan, had many more city squares and consequently more lots for sale. The grasping owners' and voracious speculators' only cry was for more lots—more lots, and L'Enfant's letter of warning proved more than justified.

Recent discussion has arisen in reference to the credit Ellicott should be given for the executed plan of Washington. In 1802 a congressional committee found "that the plan of the city was originally designed by Major L'Enfant, but that in many respects it was rejected by the President, and a plan drawn up by Mr. Ellicott purporting to have been made from actual survey and which was engraved and published by order of General Washington in the year 1792."

As the surveying had been done under the direction of L'Enfant, there can scarcely be a just claim of originality on the part of Ellicott's admirers.

Andrew Ellicott: 1792





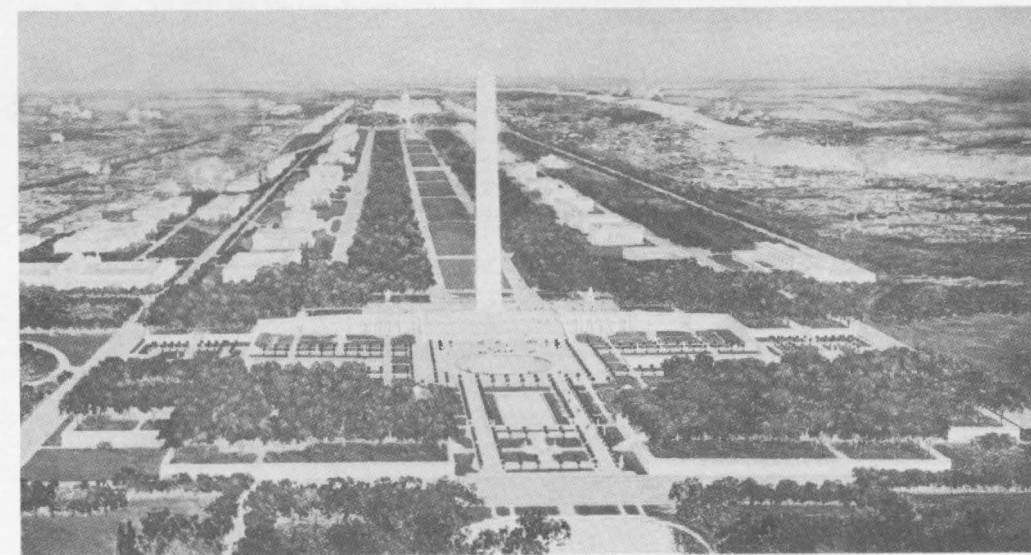
FEATURES OF THE L'ENFANT PLAN

Mr. Milton B. Medary suggested a comparison of the present plan of Washington with that of the original layout by Major L'Enfant with the idea of restoring or reinstating any of the neglected or forgotten features of the original. To that end a careful comparison has been made and those features of L'Enfant not already carried out have been noted and are herewith described:

The Washington Monument replaces L'Enfant's proposed equestrian statue, as we all know. The long-neglected Mall is being studied along the lines suggested by the McMillan Commission of 1901.

The minor features of city entrances or "outroads," as he calls them (some still desirable), and his scheme for fountains and public squares have been lost sight of in subsequent developments. For better consideration these features may be classified as (1) city entrances, (2) monumental columns, (3) the 15 State squares, and (4) 5 grand fountains.

The Mall Showing Development Proposed by the Senate Park Commission: 1902



1. The position for the different line of latitude and for the several meridians - those of Africa and Europe - are laid out in many fine determined walls and subdivisions, generally, immediately the various principal and the better accounts of such improvements at the various distance of the several degrees of longitude.
2. Lines of distance, of level or inclination, have been devised, to connect the grounds and some distant points with the principal and to traverse through the whole a convenient figure with the same form. Attention has been paid to the joining of these leading streets and the more beautiful, grand and proper and convenient.
3. North and South have been indicated by running down East and West, made the central axis of the City and several squares in which the houses have been erected, are most at distance, great squares with their long divisions, in which they are most distinguished, the different squares or streets, which are so proportioned in length and breadth to the "size" of the street and the place.

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A. The upper portion of General Washington's document is sent to you by the late Colonel Smith.

B. The document is sent to you by the late Colonel Smith.

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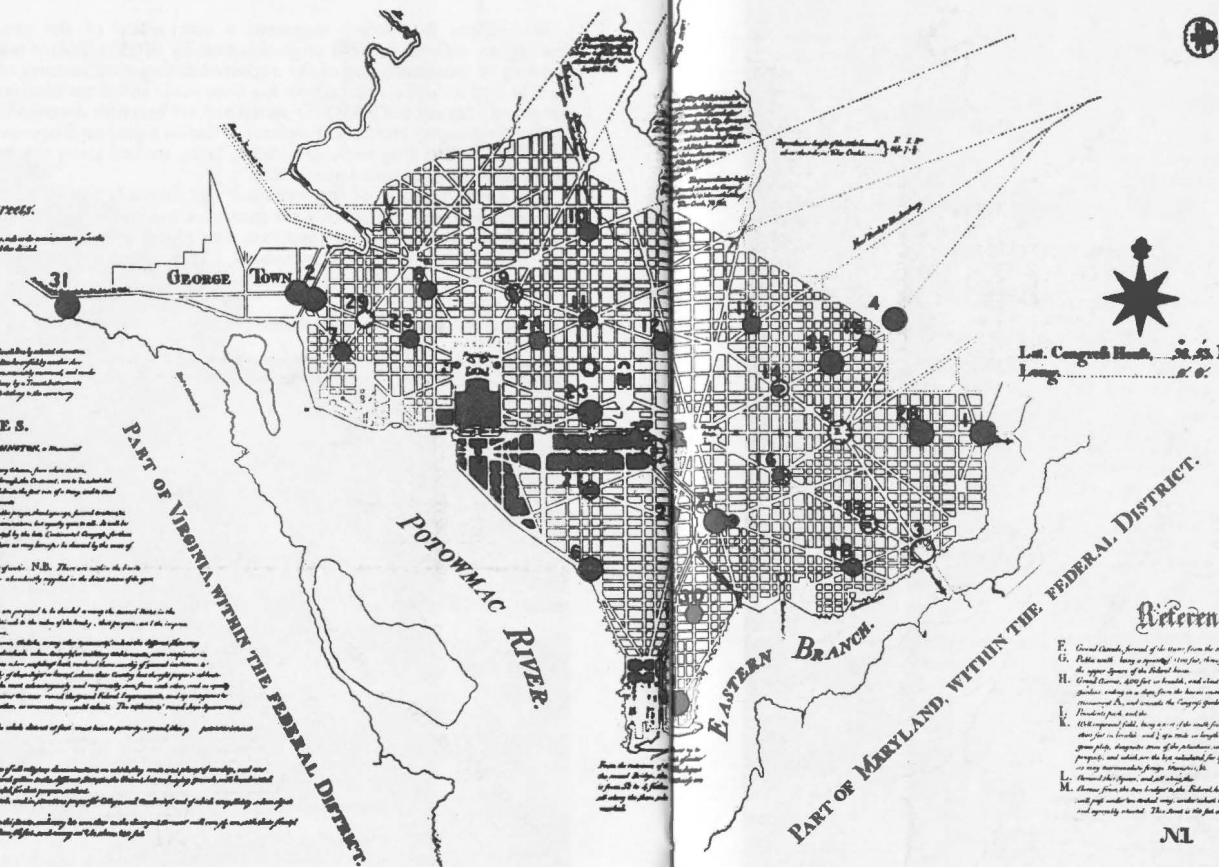
V. The document is sent to you by the late Colonel Smith.

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References

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A semicircular plaza is indicated at the entrance to the city of the old Bladensburg Road (Fifteenth and H Streets NE.). Studies have been made by the commission for emphasis at this point in the plan of to-day with a rectangular public area. (fig. 4.)

L'Enfant's suggestion for a naval memorial column in his plan has been ignored by the later planners, this space being now laid out in squares. Although Ellicott shows a considerable space here, there is no indication of a monument. Opportunity for a reinstatement of this feature is not lost, as the proposed water-front development has not yet received final approval. (fig. 6.)

Shaded Circles Indicate Lost Features, Open Circles, Retained Features



Air Photographs

STATE SQUARES

The squares allotted the 15 States at the various intersections, marked on L'Enfant's original plan in yellow, have some of them received monuments as suggested by L'Enfant, but have been named after the hero whose statue is therein installed, and no reservation has been named after any of these original 15 States. Iowa Circle is the only reservation bearing a State name.

The changes made in the rectangular street system by Ellicott make the exact location of these squares difficult.

At the intersection of what is now Virginia and New Hampshire Avenues there is shown a circular plaza on L'Enfant's plan, a square in Ellicott's revision, and only a natural intersection in the executed plan. (fig. 7.) This commission has made studies for a possible future bridge to Virginia across Analostan Island, for which this square would form the bridge plaza.

At the intersection of M Street and Connecticut Avenue is shown a small square on L'Enfant's plan. This was thrown to the east in Ellicott's revision, straddling Connecticut Avenue. In the present plan this has become a small triangular park for the statue of Longfellow (fig. 8.)

At the intersection of Vermont and Massachusetts Avenues is indicated on L'Enfant's plan an elliptical park in the midst of a poor intersection. On Ellicott's plan is a large circular plaza, which we find retained in the modern plan—Thomas Circle—to-day. (fig. 9.)

A large rectangular square appears on L'Enfant's plan at the intersection of Eighth Street and Rhode Island Avenue (Eighth Street is a strongly marked axial line on the original plan). This has been ignored in all subsequent layouts. (fig. 10.)

The intersection of Massachusetts and New York Avenues is recognized in all plans and has become to-day the site of the Washington Public Library. (fig. 11.)

At the intersection of Massachusetts and New Jersey Avenues is indicated a small rectangle to the left of the true intersection, recognized in Ellicott's plan by a large elliptical space but not considered in the layout of to-day. (fig. 12.)

A square on a suppressed avenue of L'Enfant's plan has disappeared in all subsequent plans, and as it is now in immediate proximity to the railroad yards its reinstatement is not worth considering. (fig. 13.)

At the intersection of Massachusetts and Maryland Avenues is shown a rectangular space in all plans, which has now become "Stanton Park." (fig. 14.)

A small park on Maryland Avenue NE. is shown on the L'Enfant plan, but on none of the others. (fig. 15.)

A rectangular space at the intersection of Pennsylvania and North Carolina Avenues is shown on all plans, but has been split up into six small triangles in the modern layout. (fig. 16.)

A small rectangular space on Pennsylvania Avenue and G Street SE. on L'Enfant's plan was doubtless intended as an accent on the east and west axis of the City Hall. It became a natural intersection on Ellicott's plan. The shifting of Georgia Avenue (now Potomac) by Ellicott changed entirely L'Enfant's layout in this locality. (fig. 17.)

At the intersection of Virginia and Georgia Avenues (now Potomac) occurs a very irregularly shaped space on Ellicott's plan, which has been carried through in the modern plan of to-day and has been emphasized by a playground in one of the triangles. (fig. 18.)

A circular plaza indicated near the present War College was evidently an afterthought on L'Enfant's original, and is now difficult of location on account of the changes mentioned in the rectangular street system. It was ignored on all later plans, but has been reconsidered in our study for the South Capitol Street bridge project. (fig. 19.)

A rectangular park below the intersection of Delaware and Virginia Avenues in the L'Enfant plan has been ignored in all subsequent layouts. (fig. 20.)

A large rectangular park, shown at the intersection of Maryland and Virginia Avenues, is carried through in all plans, and, although marred by the railroad of to-day, is an important feature in the McMillan plan of 1901. (fig. 21.)

FOUNTAINS

Five grand fountains were suggested in L'Enfant's plan, the principal one a grand cascade, formed of water from the source of the Tiber, was to flow from under the Capitol to the canal. Ellicott shows a basin and a fountain in place of this suggested cascade of L'Enfant. This feature was abandoned in later plans, until the McMillan plan of 1901 restored it, but it has again been omitted in the studies for the Union Square development by Messrs. Bennett and Parsons. (fig. 22.)

The plan of Ellicott shows detailed indication of three fountains suggested by L'Enfant. No monumental fountains have been placed in accordance with L'Enfant's plan, principally due to the fact that their original location was for the purpose of utilizing existing springs now long vanished.

L'Enfant's proposed bridge over the Potomac above Georgetown at Three Sisters—he calls it "Two Sisters"—has been reinstated in studies of this commission. (fig. 31.)



**A Staff Proposal
National Capital Planning Commission
December, 1972**

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Special recognition should be given to the following members of the staff who have contributed in great measure to this study and report:

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Mary M. Tracy

the urban river

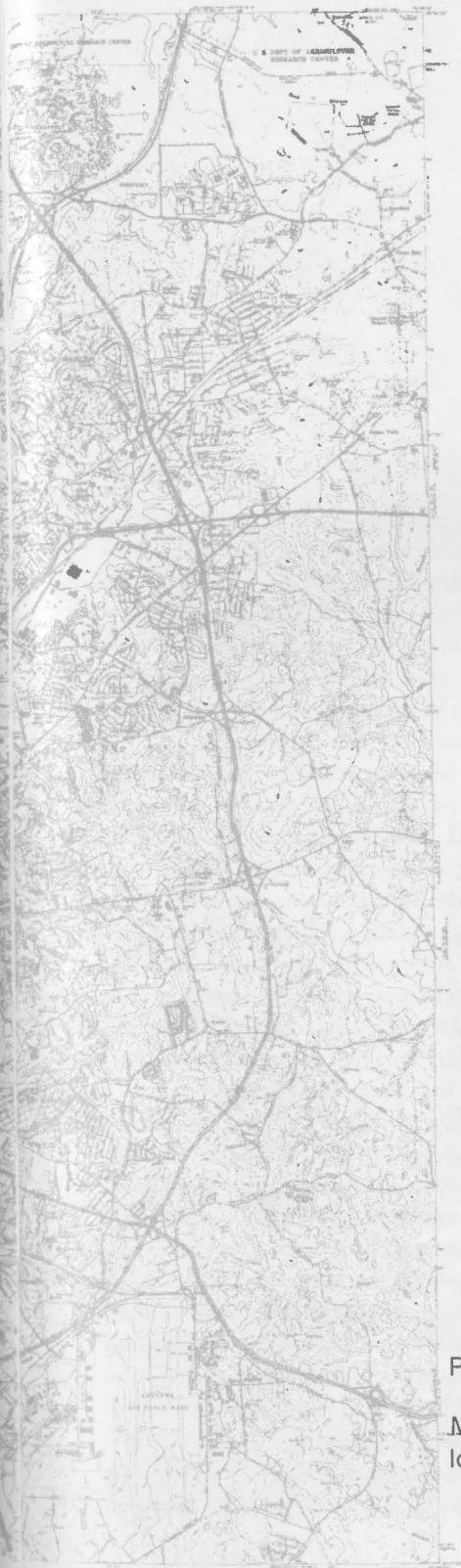
A Staff Proposal for Waterfront Development in the District of Columbia

December, 1972

National Capital Planning Commission

1325 G Street NW.
Washington, D.C. 20576





PLACE NAMES

Map of river features and
locations referred to in this report

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INTRODUCTION

Forming a great Y-shaped expanse of water stretching across the site of the Nation's Capital chosen by George Washington, the Potomac and Anacostia Rivers are Washington's most dramatic public spaces and its greatest environmental resource.

Potomac River, looking north (Air Photographics)



Over the past two centuries a combination of circumstance and public interest has given the Nation's Capital a valuable legacy of relatively unspoiled shoreline and vast stretches of waterfront parkland, providing the greatest potential the city has for people-oriented facilities and activities to serve the residents of Washington as well as the thousands of tourists who visit each year.

In recent years, however, concern for the rivers has concentrated on efforts to control pollution, sedimentation, and uneven waterflow—problems resulting from the rapid urbanization of the surrounding countryside. Less attention has been given to another, equally serious problem: the need to establish guidelines for growth along the waterfront. Without such guidelines there is considerable danger that new development could diminish the rivers' potential for serving people and detract from the setting of the National Capital.

The National Capital Planning Commission, as part of its responsibility to the citizens of the city for planning the orderly growth of the District of Columbia, and pursuant to its Federal planning responsibility in the region, is concerned with the development and protection of the Potomac and its tributaries. In the past the Commission has participated both directly and indirectly in efforts to preserve the river, but it has never formulated a set of specific detailed policies to control future development along the waterfront.

As a first step in developing these policies the staff of the Commission has prepared a design study of

Anacostia River, looking northeast (USN)



the "urban river"—the Potomac and Anacostia as they flow through the District of Columbia. Based on an analysis of historic trends and existing conditions, the report develops a plan concept and suggests how the recommended policies might be achieved.

By presenting a detailed study of the river within the District, the report adds significantly to earlier material. It does not, however, attempt to deal with all aspects of planning for the rivers. For example,

there is little direct attention to technical problems of water supply, sewage treatment and flood control, even though such programs must improve dramatically in effectiveness throughout the entire Potomac Basin. Furthermore, the report does not respond directly to the problems and potentials of the Potomac north of Chain Bridge and south of Wilson Bridge, although a summary of current plans and proposals affecting the river in the region has been included in an appendix.

As the Commission refines its proposals it seeks the assistance of concerned citizens and agencies. Preserving and protecting the Potomac and Anacostia Rivers will require the reconciliation of many different interests and the cooperative efforts of private groups and individuals, as well as Federal, State and local agencies. The Commission hopes that this report, by suggesting guidelines for development of a single section of the river, can be a valuable step in this process.



Potomac Park.

War College and Engineers School.

"Panorama of the City of Washington from Anacostia, typical of views from the proposed ridge parks."
(1902 McMillan Report)

HISTORICAL OVERVIEW

The development of the Potomac and Anacostia Rivers has long concerned the city's planners, but over the years the focus of this attention has shifted. In the early days the rivers were vital to the economy as major transportation routes. Indeed, the choice of a site for the National Capital was influenced by the availability of land just below the fall line of the Potomac; and the city's founders were careful to include in the District's boundaries two thriving port towns, Georgetown and Alexandria.

The city's first planner, Pierre L'Enfant, tied the river to the city's economic heart when he designed a series of canals connecting the river with the business district. L'Enfant's 1791 plan also would have related the city to the water by bringing residential and commercial development up to a continuous "water street" along the river's edge. This water street was variously treated, with wharves and piers or canal inlets for docking, a landscaped quay and park and wide plazas and squares for markets, monuments or building groups.

Many of L'Enfant's recommendations were never carried out. A substantial investment of public funds would have been necessary to realize the plan, but during the next 70 years the city was governed by a municipal corporation with little financial support from Congress. Toward the middle of the 19th century the introduction of rail transportation and the decline of waterborne commerce further hampered development of the waterfront.

As port activities diminished during the second half of the 19th century, the possibility of using the Potomac's banks for parks began to attract public interest. In 1872 a congressionally appointed Board of Survey recommended that the Federal Government acquire complete control of both sides of the Potomac in the National Capital. Subsequent actions on this proposal have made possible the preservation of much of the Potomac shoreline in a natural state.



Washington Monument.

Capitol.

Library of Congress.

Later in the 1870's under the extensive public works program of Governor Alexander Shepherd, the old canals—which had become fetid sewers—were filled in. The possibility of reclaiming silt-filled marshlands west and south of the Washington Monument for parks won congressional support, and in 1882 work began on a project to dredge the Washington Channel and reclaim more than 600 acres of land. To flush the channel a tidal basin emptying into the river was created at the head of the channel; the two new parks thus formed became known as East and West Potomac Parks.

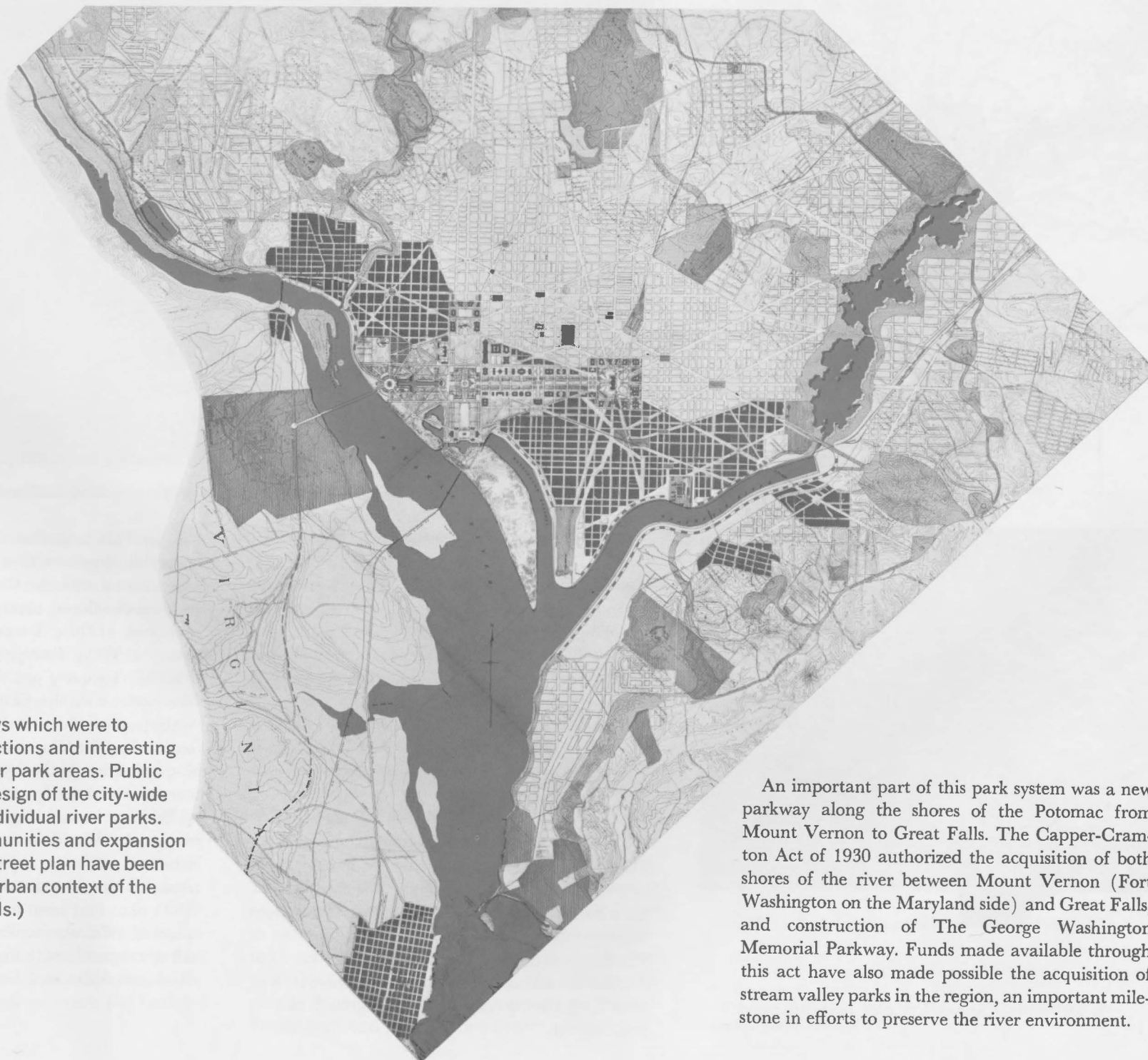
In 1902 the McMillian Commission report gave further impetus to the redevelopment of the waterfront. The report called for public access by means of parks and quays along most of the waterfront, as well as a continuous waterfront drive. Because of cost the commission deferred the idea of extending the park drive along the Georgetown waterfront.

Although these recommendations were only partly realized, the McMillian Commission plans heralded significant changes for the character of the waterfront. Early developments included the improvement of East and West Potomac Parks, the extension of the Mall to the present shoreline and the erection of the Lincoln Memorial and the Memorial Bridge. Important improvements recommended for the Anacostia included a water park (Anacostia Park) of 1,100 acres to serve the eastern section of the city much as Rock Creek was to serve the western portion; a Botanic Garden (the National Arboretum) for scientific and recreational purposes; and in the lower Anacostia, the establishment of bulkhead lines which became the basis of the shoreline as it is today.

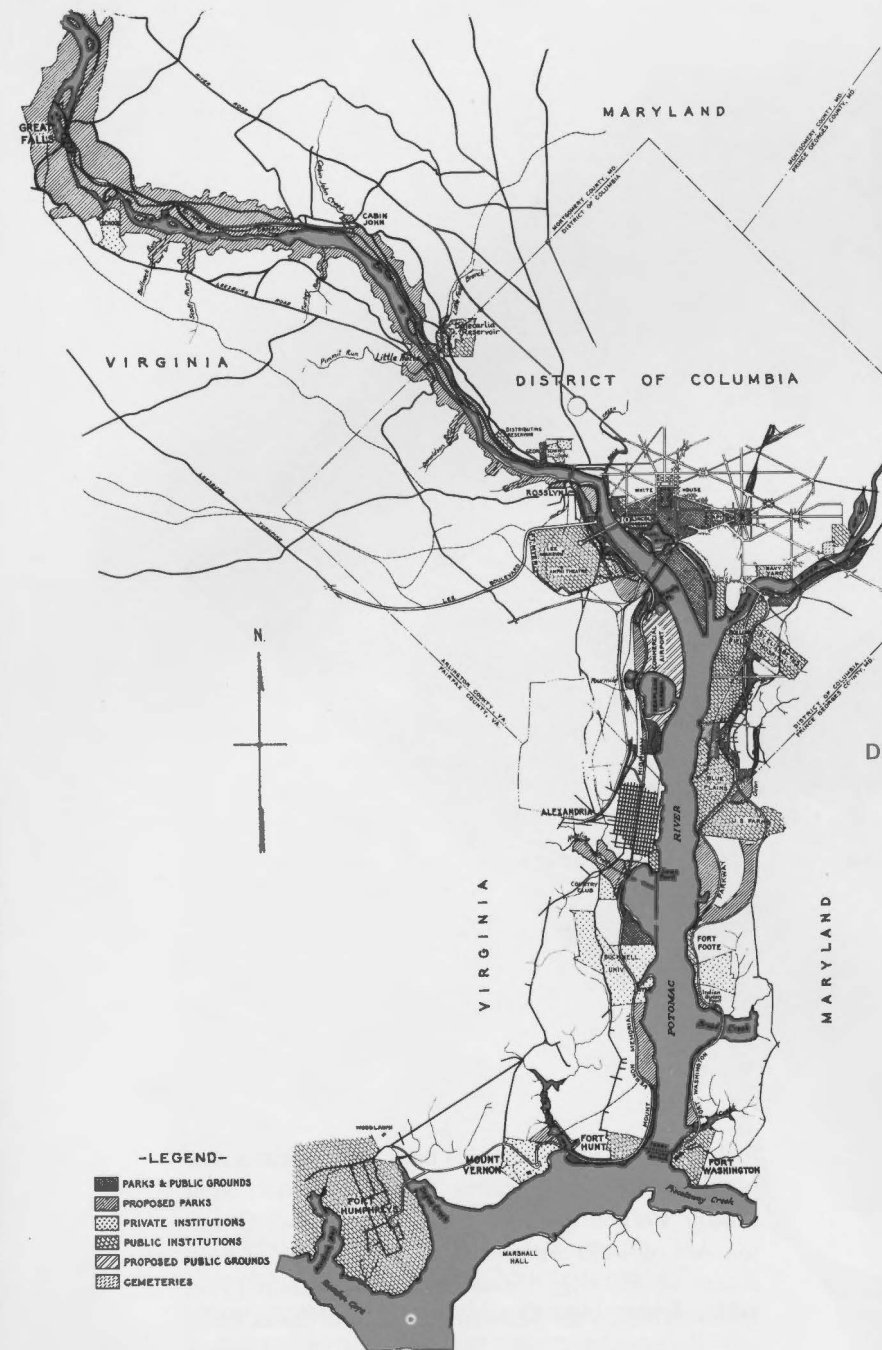
While some of these improvements were being carried out, Congress in 1924 established the National Capital Park Commission to provide for “a comprehensive development of the park and playground system for the National Capital.” In 1928 the Commission, by then known as the National Capital Park and Planning Commission, issued a park plan calling for waterfront parks along both rivers except in the following areas: Georgetown, Southwest Washington Channel, Buzzard Point to the Sousa Bridge and most of the Anacostia-Bolling frontage.

McMILLAN PLAN 1901

Note new waterfront quays which were to provide important connections and interesting activity between the larger park areas. Public access was provided in design of the city-wide park system as well as individual river parks. (Existing river-side communities and expansion anticipated in the city's street plan have been highlighted to show the urban context of the Plan's river park proposals.)



An important part of this park system was a new parkway along the shores of the Potomac from Mount Vernon to Great Falls. The Capper-Cramton Act of 1930 authorized the acquisition of both shores of the river between Mount Vernon (Fort Washington on the Maryland side) and Great Falls, and construction of The George Washington Memorial Parkway. Funds made available through this act have also made possible the acquisition of stream valley parks in the region, an important milestone in efforts to preserve the river environment.



Difficult Run, 1928: stream valleys and other smaller features of the river were disappearing and had to be protected.

POTOMAC RIVER PARKS PLAN, 1928

This first plan for the river's metropolitan region was to protect the natural setting as a park or park-like character common to a variety of public facilities and commercial, institutional or recreational activities. The 1928 Plan was an integral part of the first over-all planning for the regional growth of Washington.

The Park and Planning Commission gave considerable attention to waterfront development. In cooperation with the Corps of Engineers the Commission developed plans for the Washington Channel area (1926); Buzzard Point (1929); Georgetown (1930); Rosslyn (1931); and Alexandria (1932). To carry out the orderly development of the port areas, the Commission suggested that all waterfront on the two rivers be in public ownership, with a single administrative agency (a National Capital Port Authority) having control over the commercial waterfront.¹

Progress in carrying out these plans was interrupted by World War II. Nevertheless, by 1950, when a new comprehensive plan was published, most of the waterfront parkland proposed in the 1928 plan had been acquired. The comprehensive plan of 1950 was similar to the 1928 plan in that all of the land not in Federal ownership or in parkland was designated for industrial use.



National Capital Park and Planning Commission Study for Anacostia Stadium, circa 1940

In *A Policies Plan for the Year 2000*, issued in 1961, the National Capital Planning Commission proposed adding several waterfront park areas—one along the southwest waterfront; another as a continuation of Anacostia Park south to the Anacostia Bridge (11th Street); and a third along the entire length of the Anacostia-Bolling complex. The area between the navy yard and Fort McNair was designated for industrial use.

Shortly after this plan was published, the naval weapons plant, which had been viewed as the core of industrial development along the Anacostia, was closed, and much of the area became available for redevelopment. With the encouragement of the Planning Commission new plans for this section of the waterfront all included provisions for public access to the water.

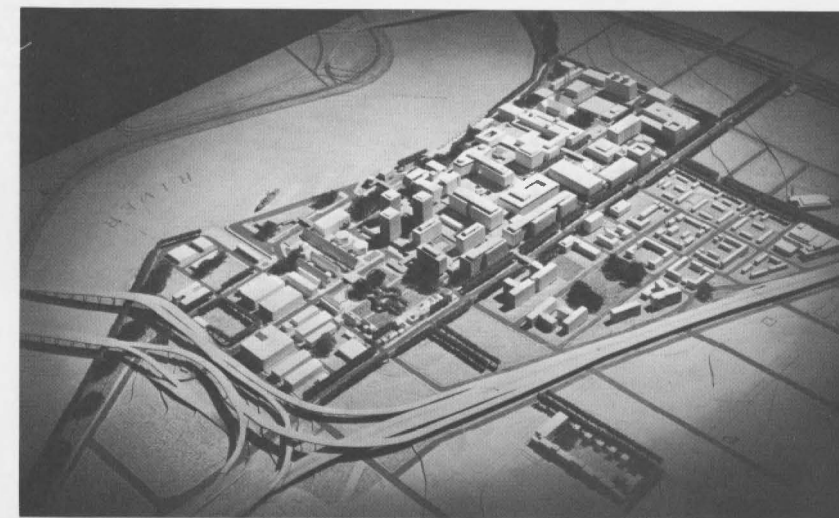
In 1967 the proposed comprehensive plan for the National Capital extended the concept of public use to include the entire river frontage in the District, thus returning to ideas originally put forth by

L'Enfant. Major proposals included a development plan for Anacostia Park that would make it the principal center for outdoor recreation in the city and the creation of new waterfront park areas in Georgetown, in the South Capitol Street-Buzzard Point area and along the waterside edge of Anacostia-Bolling. Policy recommendations also stressed variety in the character of waterfront park areas: Georgetown, for example, would have an air of busy urbanity; areas such as the Palisades, Roosevelt Island and most of Anacostia Park would continue to provide natural, quiet settings.

Beginning in 1968 the Commission has approved elements of the comprehensive plan providing for expansion of waterfront parks along both rivers. In addition to its work on the general plans, in recent years the Planning Commission has begun to establish some important development principles in the process of reviewing master plans for Federal and District installations along the rivers. (Appendix A includes a brief description of these recently approved and pending master plans.)



Current concept and master plans along the river



First NCPC Study for Weapons Plant Re-use, 1964

¹ National Capital Park & Planning Commission, *Annual Reports*, 1932, p. 15.

THE NEED FOR A DEVELOPMENT PLAN

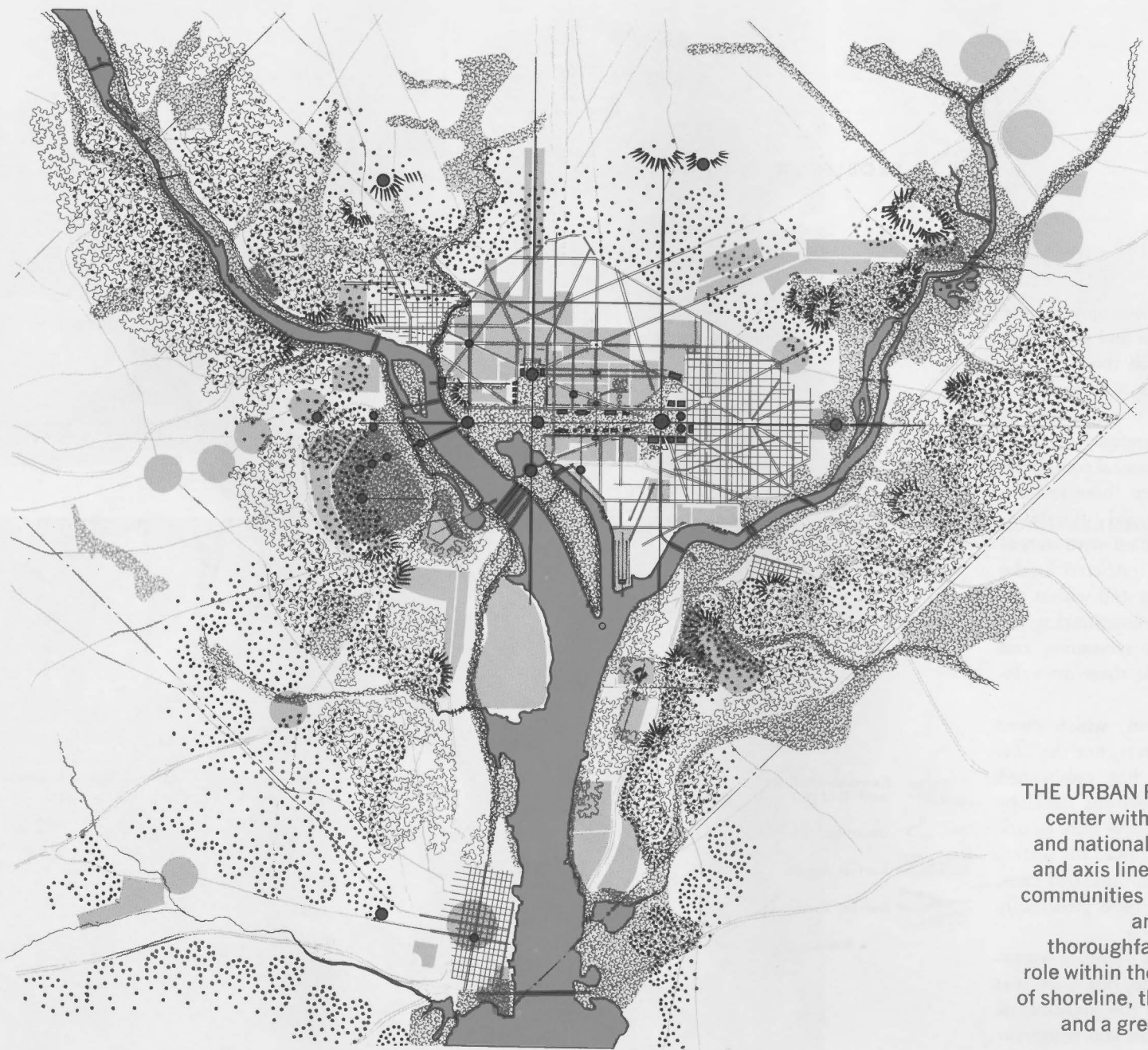


*"Mother, may I go for a swim?"
"Yes, my darling daughter,
Hang your clothes on a hickory limb
But don't go near the water."*

Anonymous

Although the Potomac and Anacostia Rivers have had a major influence on the development form of the National Capital, their potential for public use has not been realized. For the most part the city is oriented away from the rivers; the water is seen more as a barrier than as a valuable cultural and recreational resource.

Within the District of Columbia the Potomac and Anacostia Rivers provide a river setting of great beauty and variety. In their brief course through the National Capital the rivers provide numerous dramatic contrasts: between the wooded Palisades and the monumental core, between the quiet northern banks of the Anacostia and the sweeping vistas where the two rivers meet and between urbanized areas and park development.



THE URBAN RIVER SETTING is a metropolitan center with areas serving city-wide, regional and national functions; monumental features and axis lines of the National Capital; historic communities including the L'Enfant Plan area; and a network of centrally-oriented thoroughfares. These aspects perform their role within the natural setting of 30-plus miles of shoreline, the surrounding topographic bowl and a green matrix of parks, parkways and tree-shaded communities.

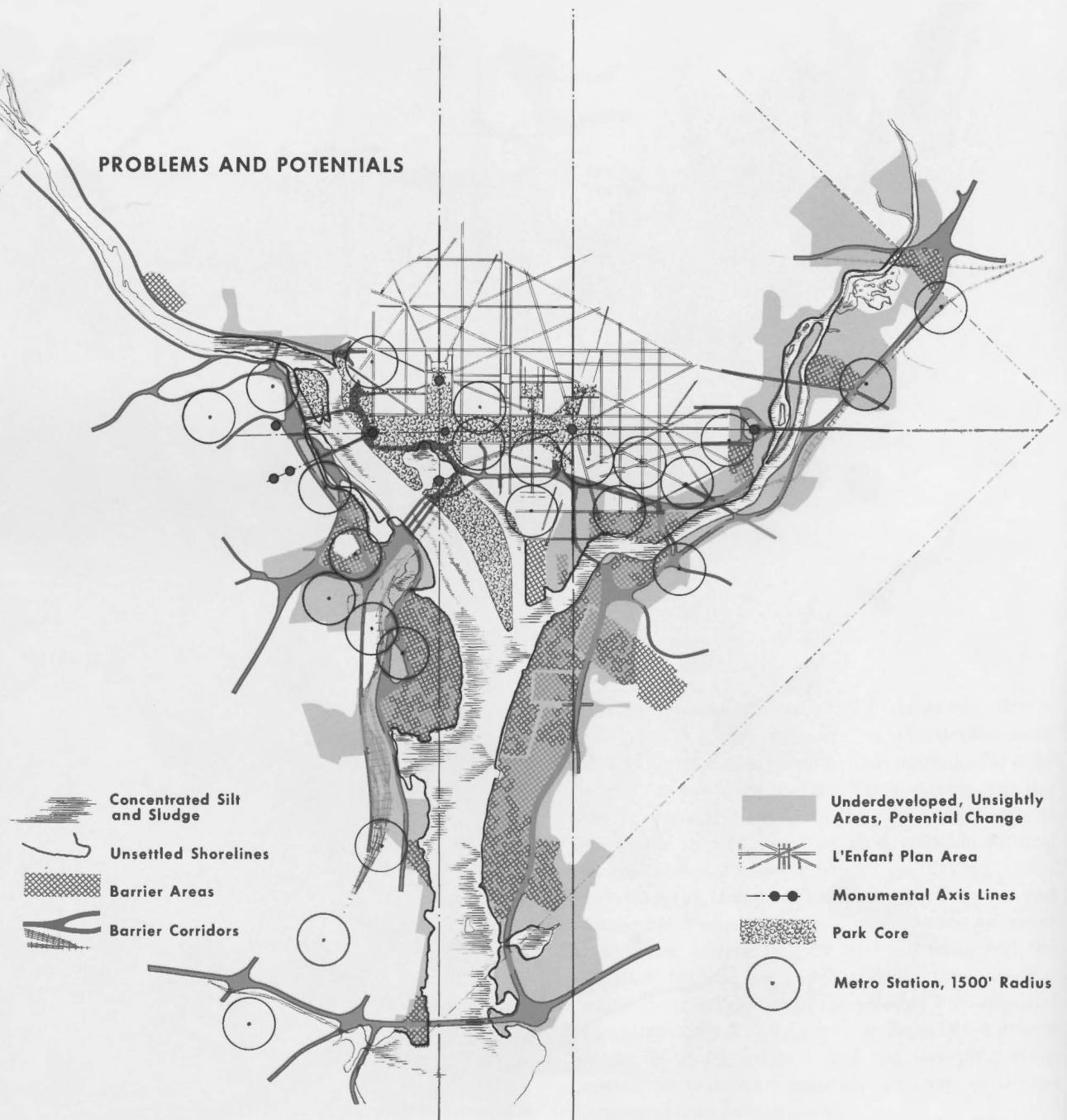
PROBLEMS AND POTENTIALS

Unfortunately, opportunities for enjoying the rivers are limited. Existing land uses and ownership patterns hamper public contact with the rivers. In some areas obsolete industrial uses at the water's edge prevent access from adjacent communities; in others freeways interfere. Major stretches of parkland are found mostly in the monumental core of the city. Elsewhere along the river even those sections in public ownership are underdeveloped—the shorelines ill-defined, the shallow flats filled with debris.

Use of the rivers for recreation is restricted. In the past careless development upstream and within the District has led to silting and pollution, making the rivers unattractive and unsafe for swimming and fishing. Although boating is possible there are relatively few public landings.

Neither the Federal Government, which owns most of the land along the two rivers, nor the District of Columbia Government has established clearly defined controls over waterfront development. Zoning regulations, which apply only to private land, do not include specific guides for water-oriented development. Pierhead and bulkhead lines, set by the Corps of Engineers, are used principally as an aid to navigation.

Over the past two centuries many plans for waterfront development have been made, but none was entirely carried out. Today, when the pressures of urban growth have made protection and conservation of the environment imperative, the need for a plan to guide riverfront growth is clear.





Georgetown—Even the graffiti on the walls are not up to Georgetown standards



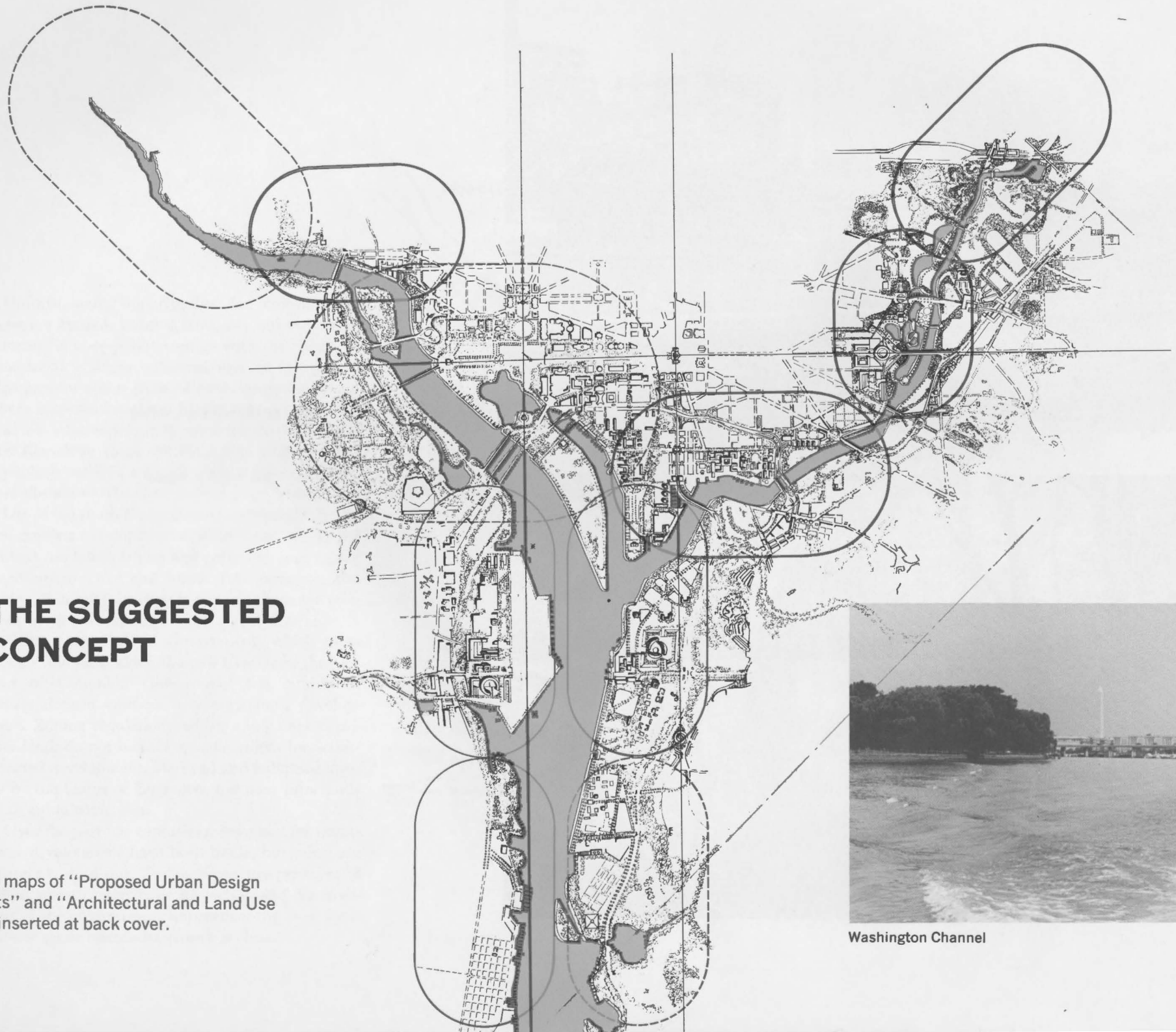
Benning Road, Anacostia—is it too much to expect trees and children to grow here?

THE SUGGESTED CONCEPT

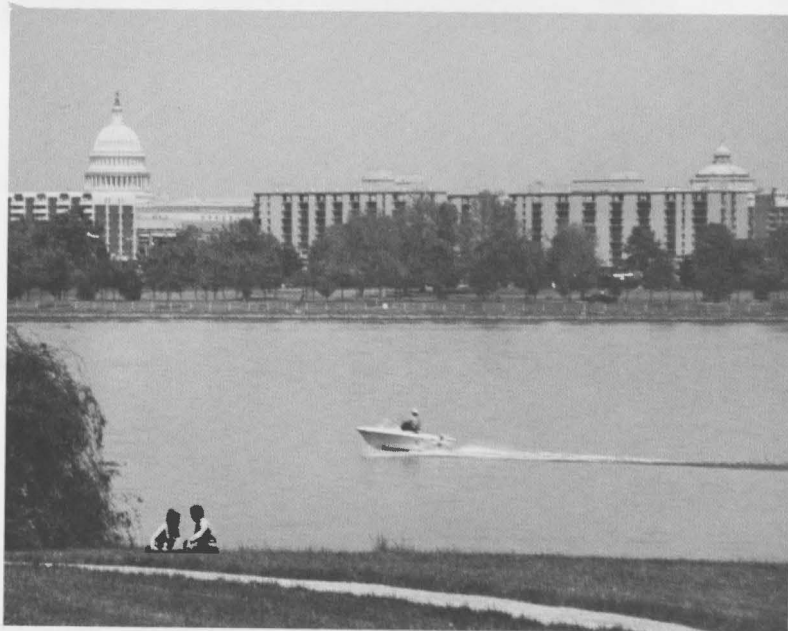
Refer to maps of "Proposed Urban Design
Concepts" and "Architectural and Land Use
Study" inserted at back cover.



Washington Channel



The following proposal for waterfront development seeks to preserve amenities as well as respond to the demand for growth and change. Not all of the policies are new: there has been a conscious effort to revive the more important concepts from earlier plans, while modifying them to meet present and foreseeable conditions. However, in its emphasis on the unified development and protection of waterspace as well as shoreline, the proposals are intended to contribute to current efforts to improve the total urban environment.



Gravelly Point and Southwest

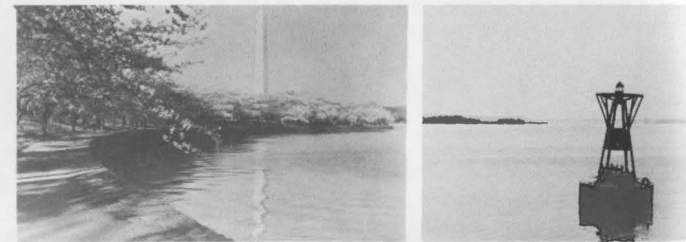
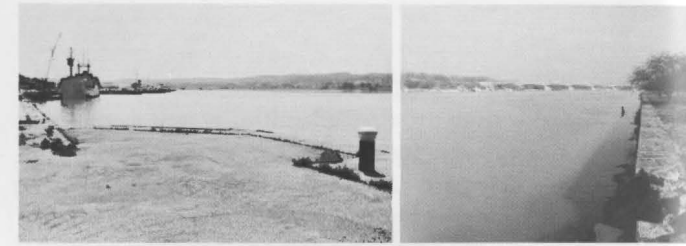


Aquatic Gardens



Looking Toward Prince George's County

Mouth of the Anacostia



To enhance the setting of the National Capital, shoreline development along the Potomac and Anacostia Rivers should stress preservation of the historic character of the rivers. At the same time some intensive development at selected locations should be encouraged to meet the needs of a growing population.

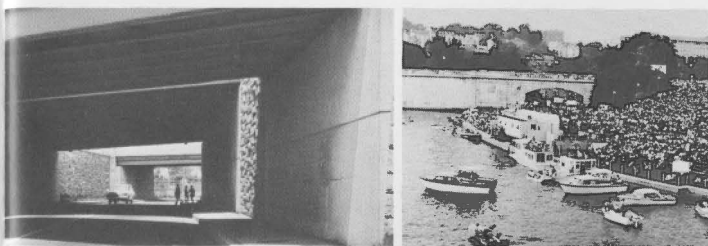
Because Washington has little industrial development, its rivers still retain much of their natural tidewater charm. Throughout much of their course in the District, both rivers are broad and open, with wooded or open park shorelines providing a gradual transition to built-up areas.

New development should respect this historic character. Along the Potomac growth should be in keeping with the grand scale of the river. Parks should be broad and sweeping; vistas long and unobstructed. Where urban development is proposed close to the water's edge, it should be intensive and strong in character, providing accents without breaking the continuity of river shore. Along the Anacostia, where filling and dredging have altered much of the original wetland character, the development effort should stress reworking of water areas to reestablish the historic open character.

Upper Kingman Lake
Memorial Bridge-head



SUGGESTED BASIC PLAN POLICIES

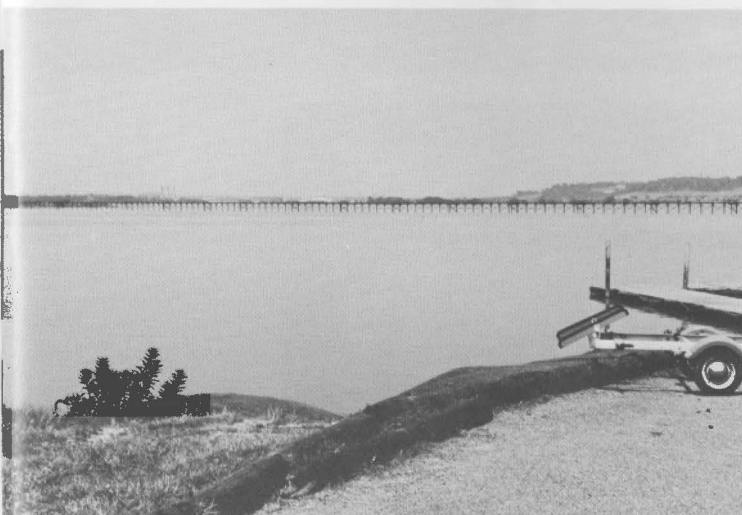


The rivers should become more accessible to the city's residents and visitors.

To take advantage of handsome vistas and cooling breezes, efforts should be made to reorient the city to the rivers. There should be continuous public access to the entire water-front—in some cases limited to a narrow path between the river and an area of intensive development; in others, reaching through broad parks well back into the city.

In some areas residential and commercial uses should be built close to the water to bring a new sense of activity to the rivers. In park areas new linkages should be developed between nearby communities and the water.

Both rivers should have new recreational facilities. More boat landings should be provided; and, as the rivers are cleaned sufficiently, swimming areas should be developed at selected locations, especially in the clean lake areas of the Anacostia.



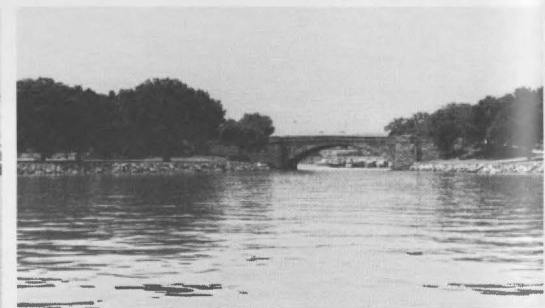
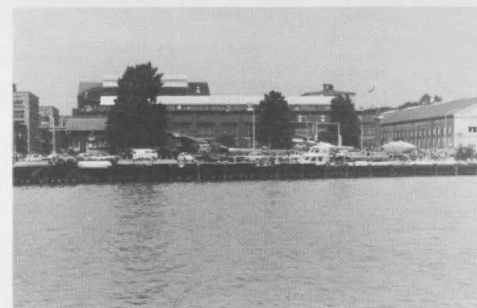
Washington Sailing Marina and Shepherd Parkway Hills



Southwest Waterfront Renewal, 1971 (RLA)

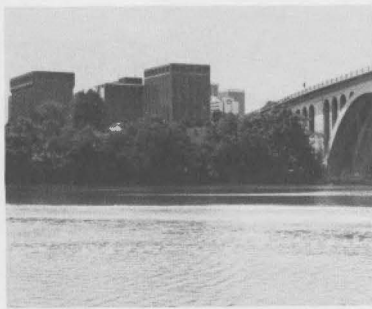
Development along the two rivers should include a variety of activities and land uses.

By bringing more intensive urban development close to the water, a new, more interesting shoreline can be created. Although the majority of waterfront land will remain in park use, a wide variety of park types and facilities should be provided.



Mall Reflecting Pool, circa 1938

Langston Golf Course



Outside the District of Columbia riverfront development plans should provide increased opportunities for recreation while protecting and preserving the natural river environment.

Although an urban character is appropriate for the river within the city and along portions of the Virginia shoreline, outside the District of Columbia only low-density land uses should be permitted in order to preserve the natural landscape. Nevertheless, new recreation facilities along the river should be provided throughout the region as well as in the city.



Upper C & O Canal (NPS)

Seneca area, Montgomery County (WSSC)



Lower Potomac Estuary (Leet-Melbrook)



SUGGESTED SPECIFIC PLAN POLICIES

For Urban River Elements

(as shown on the Proposed Urban Design Concepts map)

WATER SPACES

Principal open waters. Treatment of these areas, which include most of the Potomac south of Key Bridge, the Anacostia north to the railroad bridge and the Washington Channel up to the northern boundary of Fort McNair, should emphasize the rivers' broad scale. The entire shoreline should be embanked, with promenades and embankment quays providing continuous access to the water. Except for a few sections where shorelines would be straightened to reestablish important river axes and to provide continuity to the waterfront parks, there would be no further landfill.

Development of land fronting on open waters should be carefully controlled. Building masses should be set back from the water's edge, and their heights should be appropriate to their setting. In general parks along open waters would have open-formal planting.

Principal landscaped waters. For sections where the sweep of the rivers is less apparent, shorelines would be retained in a natural state. Public facilities such as parking lots of boat docking areas would be inconspicuous—limited in number and well-screened.

Principal landscaped waters would include the Potomac north of Key Bridge, Little River and the

Boundary Channel, the Tidal Basin, Oxon Cove and the upper portion of Anacostia Park.

Main channels. To preserve the rivers' open character and provide room for increased small-craft activity, existing navigation and flood channels should be maintained, a new channel should be dredged along National Airport and Little River should be reopened.

In design these channels would be treated as "water avenues." Major vistas and focal points would be retained, and new ones would be developed at appropriated locations. Long piers and bridges along main channels would be prohibited.

Major docking channels and basins. Inlets and sheltered areas along the open waters would serve as major docking channels and basins. For these areas, which include Georgetown, Washington Channel, the Anacostia Channel, the Pentagon lagoon, Oxon Cove Basin, Fourmile Run, Daingerfield Island, and Alexandria, there would be no further fill. Piers would be permitted in some sections, but the more common form of docking would be along seawalls or quays.

Secondary docking areas. Smaller coves, inlets, and headlands would be developed with secondary docking facilities, providing new focal points of

waterfront activity. In the District, these areas would include James Creek, South Capitol, Bolling Air Force Base, Shepherd's Landing, Rock Creek, Key Bridge, and Fletcher's Boathouse. In Virginia, there would be one at Roaches Run, two at the southern edge of Daingerfield Island, and two along the Alexandria waterfront.

SHORELINES

Embankment quays. To encourage use of the water sections of the embanked shorelines would be developed as quays, providing temporary landing places for small boats. This development would be appropriate along all of the waterfront building precincts.

Permanent moorings. To vary the nautical scene permanent moorings for floating restaurants and display craft would be encouraged in all major docking areas. Because of parking and access requirements they would be planned in accordance with adjacent land use regulations.

Park marinas and boathouses. New and expanded marinas and boathouses in park areas would attract water sportsmen and spectators to the rivers. Existing park marinas on the Potomac at Columbia

Examples of Urban River Elements

Principal Landscaped Waters



Secondary Docking Areas



and Daingerfield Islands should be expanded; new facilities would be built at Oxon Cove/Goose Island, north of Alexandria and at Gravelly Point. New park marinas on the Anacostia would include the Barney Circle area, near Massachusetts Avenue, and at East Capitol Street.

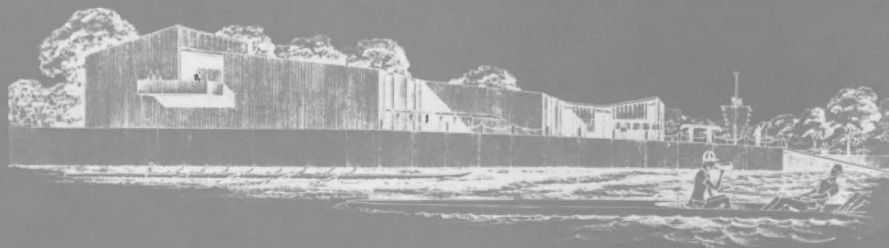
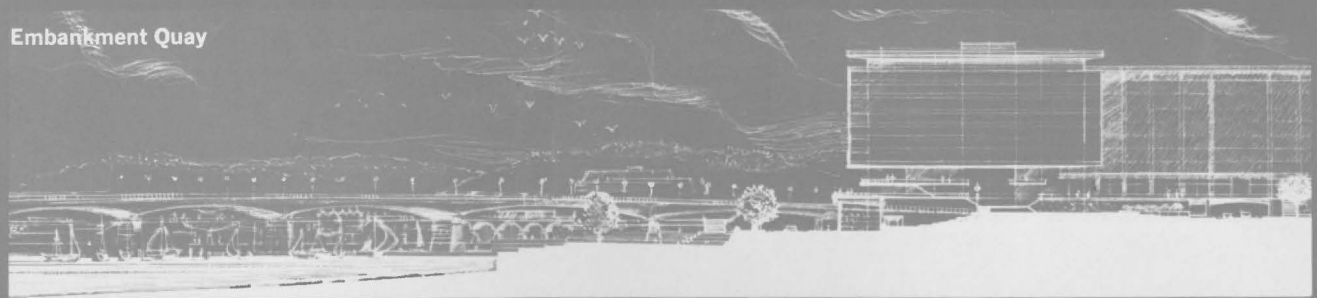
Daingerfield Island, Columbia Island, Alexandria, and Oxon Cove marinas would serve the region; the others would serve neighboring communities. Future regional facilities would locate below Wilson Bridge or above Little Falls.

Swimming beaches and boardwalks. Even before the entire river is cleaned, swimming beaches could be developed in protected clean water lagoons at Kingman Lake. Eventually it might be possible to reestablish swimming areas along the Tidal Basin.

Boardwalks along Kingman Lake would encourage strolling, fishing and sitting. They could also include restaurants and entertainment centers.

Open-formal walks and embankments. The continuous pedestrian paths along park edges would generally have a formal landscape treatment: open planting would mark the gradual transition between land and water; regular spacing of trees would provide an element of human scale to contrast with the breadth of the rivers. Ornamental plantings like the Tidal Basin cherry trees would be used only at selected points, not as a general theme.

Embankment Quay



Park Marinas and Boathouses



Open-Formal Walks and Embankments



Swimming Beaches and Boardwalks
(Frankfurt am Main)



Symbolic Landmarks and Settings



Waterfront Building Precincts



Inland Frontages



Gateway-Bridgeheads

Park-scale Neighborhoods



Open Parks and Playfields



Overlook Parks

Natural Parks and Preserves

Riverside Drives



River Thoroughfares



Community Waterfront Entrances



Park Bridges



URBAN EDGES

Symbolic landmarks and settings. Careful siting of new buildings and appropriate landscaping of riverfront areas would emphasize the water settings of many of the city's major landmarks and monuments.

In the central area completion of the Mall and Potomac Parks would strengthen the city's symbolic identity in relation to the Potomac. The proposed docking basin at the foot of South Capitol Street would relate the Capitol vista to the Anacostia, as well as provide a more attractive gateway to the monumental area.

Other opportunities to emphasize historic and gateway aspects can be found on the Anacostia at the navy yard, Barney Circle, East Capitol Street and Fort Lincoln. On the Potomac potential sites include the cross-axis at Portland Street and Four-mile Run, and the downriver axis at Gravelly Point and Jones Point. Further development of Arlington Cemetery, the 10th Street overlook and the Naval Research Laboratory should also stress these relationships.

Waterfront building precincts. Intensive building development close to the water's edge should replace obsolete industrial areas in Georgetown, Alexandria, and on the west bank of the Anacostia from Buzzard Point to the 11th Street Bridge. Other new waterfront town centers are proposed for Anacostia-Bolling urban renewal area, between the stadium and the river, and at either end of a re-developed National Airport. These precincts would offer a lively contrast to the open waterfront parks; more important, they would afford residents and office workers opportunity for increased contact with the rivers.

Inland frontages. Where topography affords river views, inland frontages could be developed to strengthen relationships with the rivers. High-rise construction, taking advantage of these views, would be appropriate along the Jefferson Davis corridor, at

the Anacostia Uptown Center, at Kenilworth-Benning Road NE., Barney Circle SE., and northern Alexandria.

Large riverfront institutions, including D.C. General Hospital, Bolling Air Force Base, and the Naval Research Headquarters, should also take advantage of river vistas.

Gateway-bridgeheads. Where bridges connect residential areas, new links between bridgehead communities should be developed. The improvement of pedestrian access on Key Bridge, the 11th Street Bridge, and the Pennsylvania Avenue and Benning Road Bridges would help to relate cross-river communities to each other. The proposed extension of Eastern Avenue offers another opportunity to link the Fort Lincoln new town with the far northeast.

Freestanding or accent buildings. To mark important activity centers or prominent sites, large single buildings or massed buildings would be appropriate. Suggested sites include Fort Lincoln town center, the Spingarn complex, the brow of St. Elizabeths hill, Georgetown University, the Jefferson Davis Highway crossing Fourmile Run, the hill near the Navy Annex in Arlington and inland of the Pentagon.

PARK EDGES

Open parks and playfields. Extension and improvement of park areas along the two rivers would provide recreation for large numbers of people. Such development would be appropriate along the Mall and in East and West Potomac Parks, as well as along much of the Anacostia. New facilities could also be provided by reclaiming the old Fairlawn Recreation Center below the proposed uptown center at Martin Luther King, Jr. Avenue and Good Hope Road; in the military and renewal residential areas of Anacostia-Bolling; and at Oxon Cove.

Screen parks and buffer zones. Along open waters thick screens of trees should be introduced to minimize the intrusive effects of bridge entrances, freeway interchange areas and public utility plants. Elsewhere in open park areas heavy planting would be discouraged.

Park-scale neighborhoods. Existing low-density, low-rise residential areas should be retained along the Potomac Palisades and on the east bank of the Anacostia. Preservation of these communities would extend the rivers' natural character inland and emphasize their valley setting.

Overlook parks. On the ridges of the topographic bowl overlook parks should be developed as part of the citywide skyline path linking other recreation and community facilities. Such parks would be developed along Shepherd Parkway, on the Palisades north of Key Bridge and on the hills above Arlington and Alexandria.

Natural parks and preserves. On the Potomac north of Key Bridge and along the Anacostia north of Benning Road, park development should emphasize preservation or restoration of the natural landscape. In these areas there should be few parking lots, boathouses, and snack bars.

CIRCULATION

Riverside drives. Except for the Palisades and Fort Washington extensions of the George Washington Memorial Parkway system, no new riverside drives should be built. However, the parkway character of existing drives should be strengthened. In Virginia the existing right-of-way of the George Washington Memorial Parkway along National Air-

port should be increased from the present 150-250 feet to 500 feet. In the District automobile traffic along park drives in East and West Potomac Parks should be controlled, and most of the existing drives in Anacostia Park should be terminated at park entrances.

Promenades and bicycle paths along these drives would encourage greater public use.

River thoroughfares. Only one new river thoroughfare—the East Leg Freeway—should be built. It should follow the approved alignment east of the stadium but should be depressed throughout much of its length south of the arboretum. Landscaped terraces on air rights over the freeway would reduce its barrier effects.

Landscaping along existing river thoroughfares should emphasize the panoramic views.

Community waterfront entrances. New pedestrian and bicycle paths would cross barrier thoroughfares to connect inland communities with the rivers. Such connections would be particularly important as a means of providing river access and recreational opportunities for neighborhoods in Capitol East and Anacostia.

Inland connections. Redesign of the river terminals of some important historic avenues and community streets would be another means of reestablishing connections between the city and its rivers. Some of these streets would end at waterfront building precincts; others would feed into major park entrances. All would also be oriented towards inland focal points.

Park bridges. In the Anacostia water park, lagoon barriers should be developed as pedestrian paths to add interest to the landscaped water character. Other park bridges would link inland parks with riverside community centers and park areas.

SUGGESTED BASIC PROGRAM OBJECTIVES

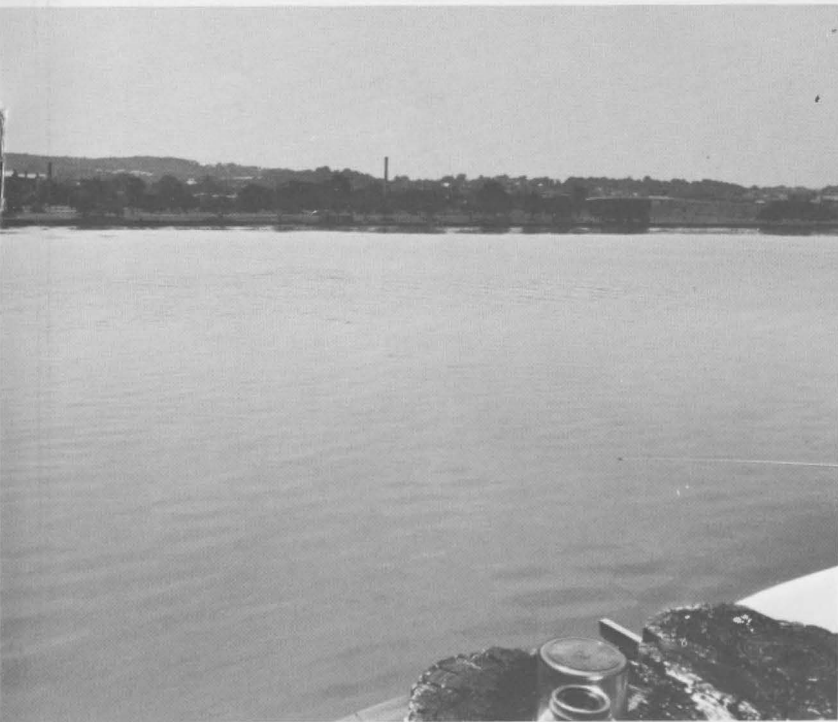


Washington's waterfront program should combine conservation and development activities in order to improve the quality of the rivers and broaden the opportunities for their use and enjoyment.

A variety of techniques would be used to give the city a closer relationship to its rivers. Waterfront building precincts would replace special-purpose and obsolete land uses with lively activity. In the park areas, which would continue as the major land use along the rivers, new paths would link inland communities to the water, and new marinas, docking basins, and swimming areas would enable more people to participate in water sports.

All such improvements would be in keeping with the historic tidewater quality of the rivers. Dredging and cleaning would reestablish breadth and openness and make the rivers more inviting. New, intensive shorefront development would be limited to a few locations and carefully designed to harmonize with the river and park setting. Finally, areas where an appropriate river character has already been established would be protected from further development incursions.

Lower Anacostia—Whittled down and oft-forgotten as an “Eastern Branch” of the Potomac, these broadly open waters between spreading bottom-lands extend the character of our native tidal-rivers well up into the city. The city can meet this character without encroaching on it.



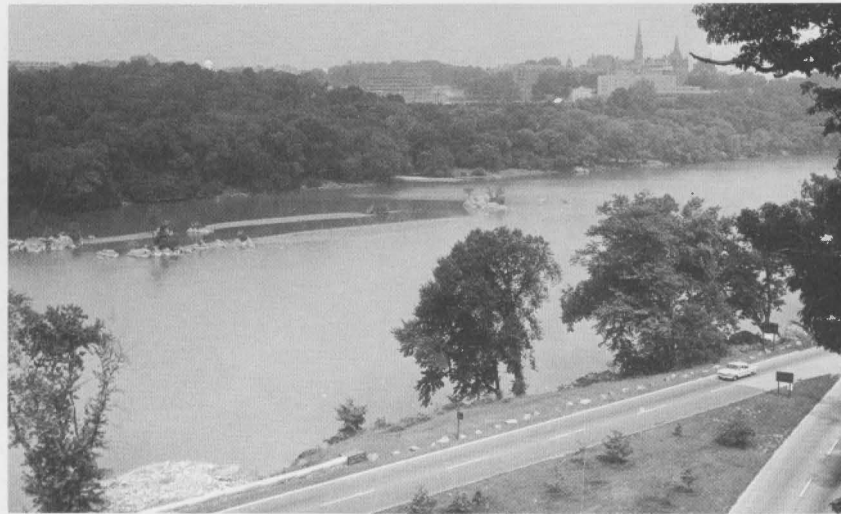
Upper Anacostia Wetlands—Water has its own fascination—if you can get to it.

Watergate Concert—People sanctuary at the end of the Mall.



Roaches Run—On the White House river-axis, a bird sanctuary?





POTOMAC GORGE—The fall-line entrance to the urban river so far retains most of its centuries-old natural character. Shouldn't at least one area inside the city be protected from urban development?

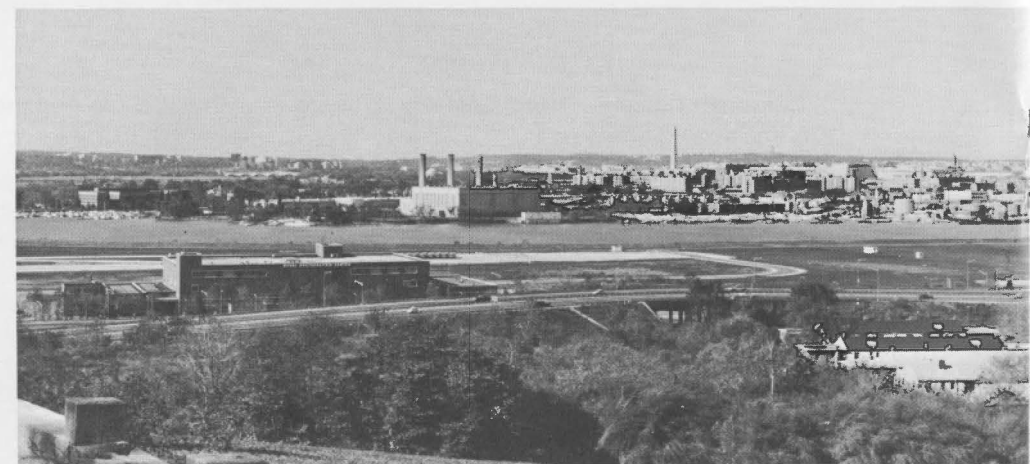
Within the framework of the general plan detailed studies should be made of individual sections of the waterfront.

Because of the scope and complexity of the waterfront program, only a few actions will be carried out at any one time. Although the initial efforts will concentrate on two areas of the river, each subsection should have a plan which outlines problems and priorities, and designates the agency or group to carry out each recommended action.

Subareas where such detailed plans would be appropriate have been identified on the basis of natural and functional characteristics. They include: the Potomac Gorge area from Chain Bridge to Key Bridge; Georgetown waterfront/Roosevelt Island; the Potomac Park memorial area, including both Virginia and District of Columbia shores; National Airport; Alexandria; Oxen Cove; Anacostia/Bolling; the Anacostia/South Capitol Street area; the Anacostia/East Capitol area; and the Anacostia/Northeast area, from Benning Road to the District line. *See map on page 30 for geographic reference.*



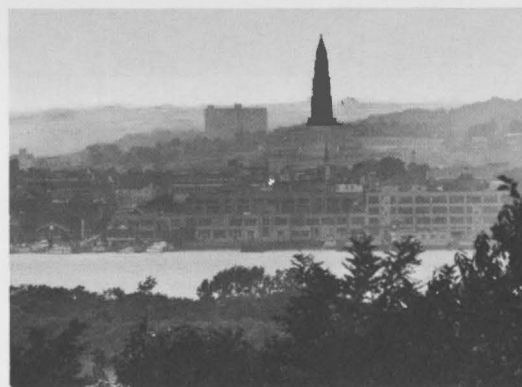
ANACOSTIA/BOLLING—A recollection of topographic aspects lost in earlier "reclamation" could be one of the features unique to new river-flat development—such as re-emphasizing Giesboro Point where the rivers officially meet.





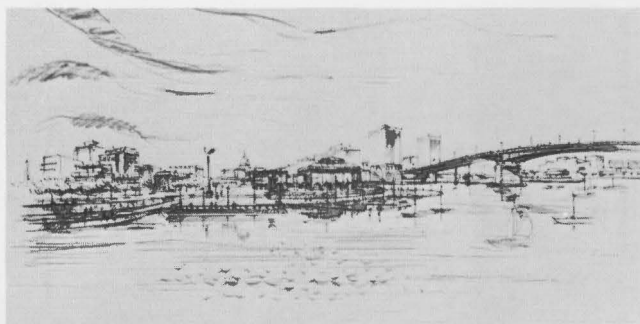
POTOMAC MEMORIALS—Monuments and parks symbolically recall the original Federal District responsibility on both sides of the river. The seat of Government could be further identified by greater use and scenic protection of the south bank areas.

OXON COVE AND ALEXANDRIA—Highways and high-rise have brought the “front” of the National Capital back to both sides of this tidewater entrance to the urban river—where hills and open waters make each bank area the keeper of its neighbor’s river outlook.



ANACOSTIA/SOUTH CAPITOL—As communities face more directly on the Eastern Branch, this substantial waterway will become an urban seam and not a barrier.

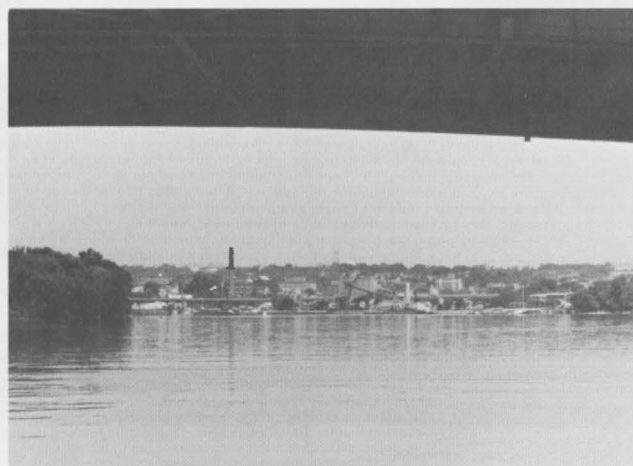




ANACOSTIA/SOUTH CAPITOL—Many people live in the Anacostia valley; some of them could live right on this river!



ANACOSTIA/EAST CAPITOL—Facilities like D.C. General Hospital or the Stadium could be more than nice real-estate—why not special introductions to the river parks?



GEORGETOWN—Such a lively town has its own contemporary reasons for being—no need to prolong 200-year old "expectations" of industrial development nor to change in imitation of other places.

To draw public attention to the potential uses of the rivers, early in the program the major development efforts should concentrate on the Anacostia and on the Georgetown waterfront.

Past development of the Anacostia has never fulfilled its potential to meet the social and recreational needs of the large population living in its valley. Completion of recently approved plans—the Southeast Federal Center and the Navy Yard—will begin to change the character and function of the waterfront, but other opportunities exist. Development of Anacostia Park could provide much-needed recreation facilities within walking distance of much

of Capitol East, Anacostia and Southwest; and a new water-oriented community in the South Capitol Street/Buzzard Point area would add housing and shopping centers as well as marina activities.

To speed redevelopment the action program should set priorities for different sections. Near the District line the program for Anacostia Park should begin with the redevelopment of Kenilworth dump as a riverside park. In the East Capitol area the program would emphasize water improvements—the reshaping and cleaning of Kingman Lake. In the South Capitol Street/Buzzard Point section the program would start with the creation of an urban edge waterfront.

Priority should also be given to the Georgetown waterfront, where private interests have already acquired land in anticipation of action to complete the Potomac River Freeway. Following the recommendations of a feasibility study¹ sponsored jointly by the Planning Commission and the Georgetown community, consultants to the Commission are now preparing alternative design concepts that will become the basis of a sectional development plan.

¹ Urban Design and Development Corp., *Georgetown Waterfront Feasibility Study for Joint Public/Private Development*. Prepared for the National Capital Planning Commission, the Citizens Association of Georgetown, and the Georgetown Harbour Associates. December 1970.

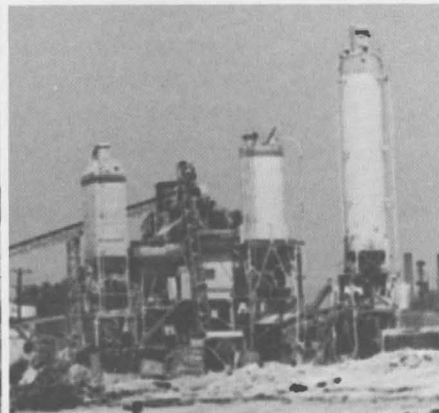
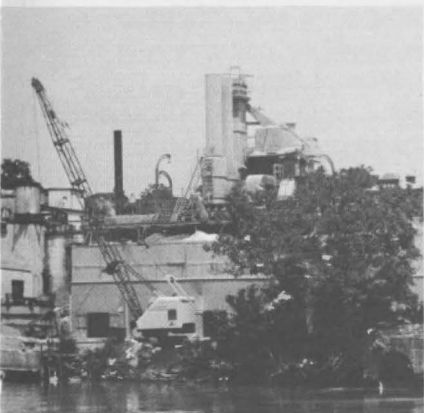


Fourteenth Street Bridgehead—Boats alone do not make a waterfront, nor monuments and buildings a gateway.

Floating Piers—These could be new on-the-water provisions for landlubbers as well as for boats and boatsmen.



Below Barney Circle—Derelict marinas show that urban-river pollution isn't all in the water.



Georgetown and Buzzard Point—Whatever the future use or design a thorough overhaul is clearly needed.



Douglass Bridge Approaches—Bridges are bigger than ever; they should also be better—or hidden.

Anacostia Railroad Bridge—Even the river has trouble getting to the river.



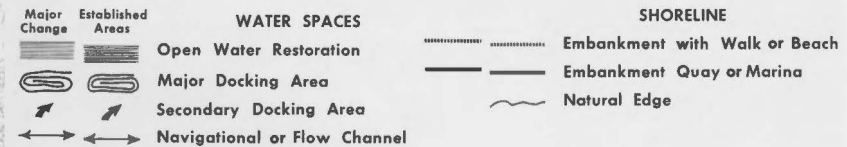
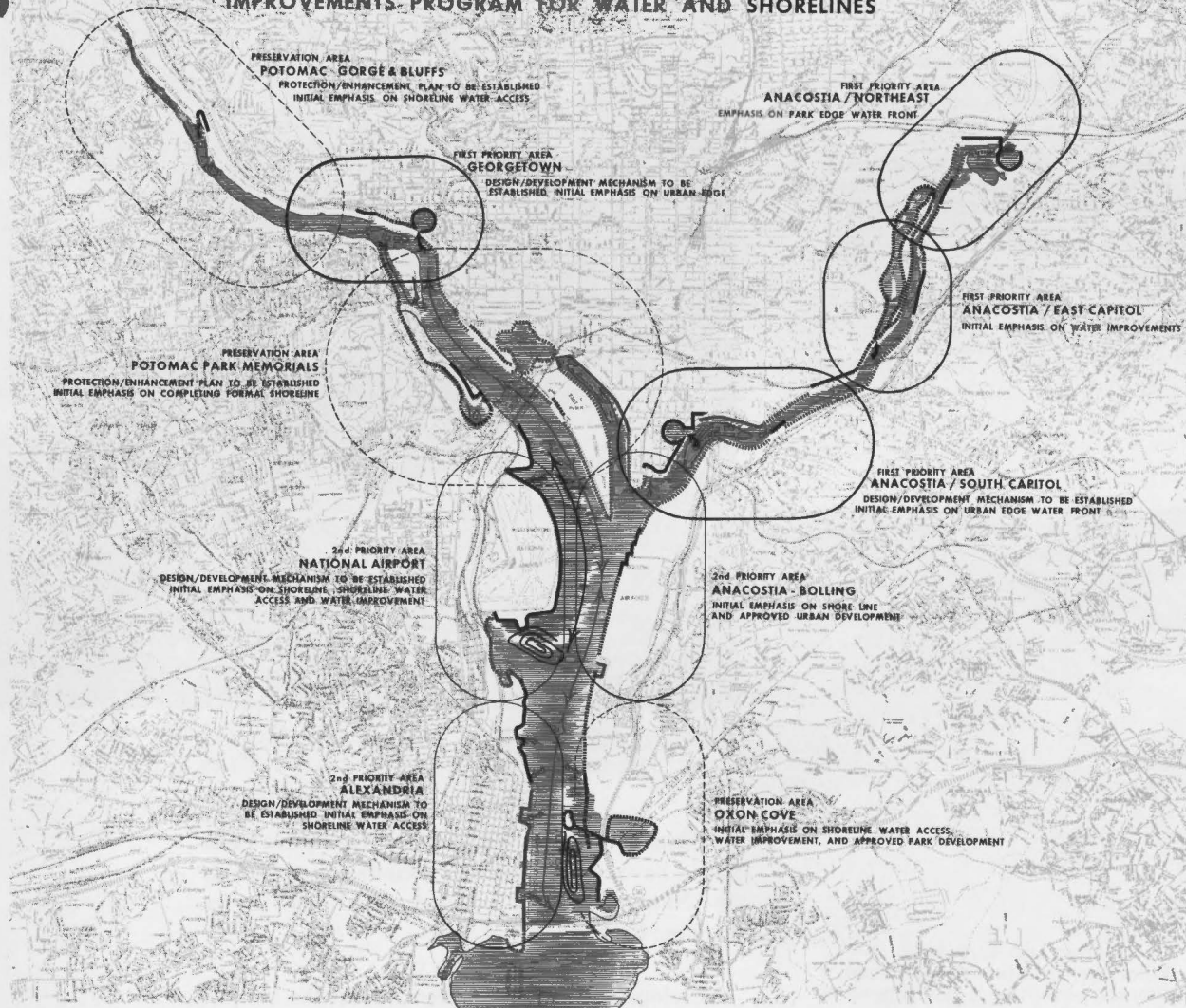
Anacostia Aquatic Gardens—Natural basin conditions must help keep life in the river, as part of urban life on it.

Efforts to protect and preserve the rivers must extend beyond the District's boundaries to include the National Capital Region and the entire Potomac Basin.

Development along the rivers within the District of Columbia should conform to the goals of preserving and protecting the river environment throughout the Potomac Basin, but the proposals for the urban river will depend largely on the success of more wide-ranging efforts.

Although the District of Columbia can do much to clean up the Potomac within its boundaries, problems of pollution, flood control, and water supply must be dealt with on a regional basis through cooperative efforts involving local jurisdictions, county and State governments, and the Federal Government. Because it controls large sections of waterfront land in the region, the Federal Government will have a major role in programs to meet these problems.

IMPROVEMENTS PROGRAM FOR WATER AND SHORELINES



SHORELINES

Improvement of the shorelines would consist largely of embankment construction and new embankment walks along Anacostia-Bolling, in the Kingman Lake area, along the Georgetown waterfront, and along the southern and western edges of the Columbia Island Lagoon.

Embankment improvements and adjustments to the existing shoreline would be undertaken in the South Capital Street/Buzzard Point area and at the southern edge of Daingerfield Island, where new marinas would be dredged; along Anacostia-Bolling and at National Airport, where the shoreline would be straightened to reestablish historic axes; and at Oxon Cove, where Goose Island would be enlarged and a docking area created.

An official shoreline should be established in accordance with the recommendations in this report. This line would extend, and in some cases adjust, the existing bulkhead line to cover the entire urban waterfront. It would also establish the limits to which construction would be permitted.

Since most of these improvements would occur on Federal property, the responsibility for shoreline improvements would fall on either the Corps of Engineers or the National Park Service. The District of Columbia government, by establishing zoning regulations for riverfront development areas, can also contribute to this effort to enhance the river environment.

SUGGESTED SPECIFIC PROGRAM OBJECTIVES

WATER SPACES

In addition to routine maintenance of navigation channels, water improvements would include dredging of silted areas and the creation of new docking basins and clean water areas. These improvements would occur at Kingman Lake, Oxon Cove, Daingerfield Island, Little River, and South Capitol Street.

To provide permanent protection for the open water areas along the rivers, separate pierhead and bulkhead lines should be eliminated in most areas. Piers would be limited to docking basins; for the most part they would be short.

Improvements to water spaces should be undertaken by the Corps of Engineers.

URBAN EDGES

The most substantial waterfront changes will occur with the creation of "urban edge" building areas, a process that is already underway in Southwest, Columbia Plaza, and the Watergate complex, and in Rosslyn and Crystal City in Virginia. Approved plans will add urban edge developments at the Navy Yard and the Southeast Federal Center, in addition to a major new employment concentration at Anacostia-Bolling.

New proposals for urban edge development include the redevelopment of the Georgetown waterfront, the new residential community on Buzzard Point, and the extension of the community in the Barney Circle area, as well as proposals to relate up-town centers at Martin Luther King, Jr. Avenue/Good Hope Road and Minnesota Avenue/Benning Road to the river.

Construction of these building precincts will require both public and private resources. The Southeast Federal Center will be financed entirely by Congressional appropriation; South Capitol Street development would be carried out by private resources. Redevelopment of some of the other areas may call for techniques which have yet to be explored. In all cases, however, overall program guidelines should be established for the entire waterfront area to preserve the desired balance between urban and park areas.

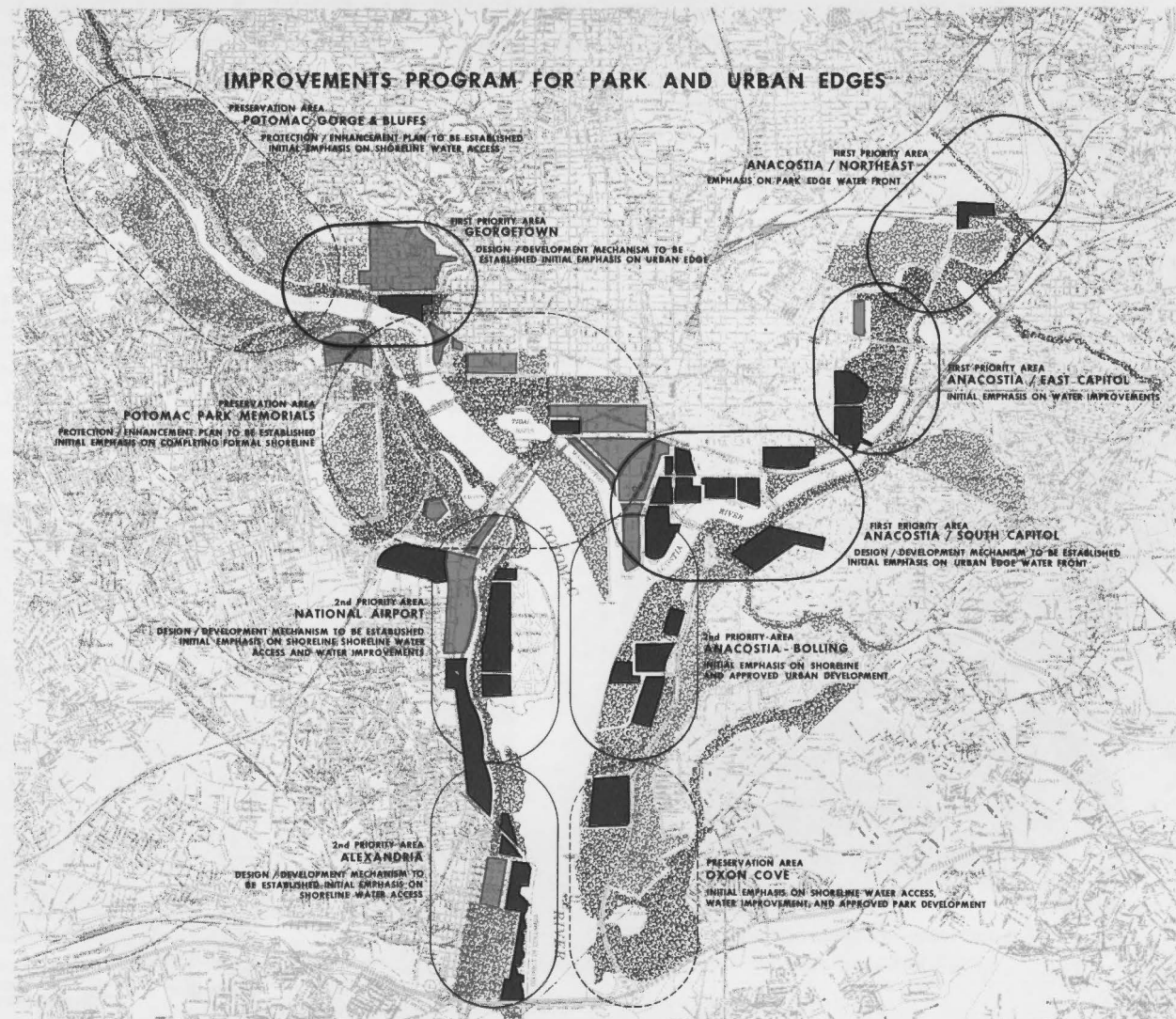
PARK EDGES

The waterfront program should stress the completion of waterfront parks along the urban section of the rivers. First priority should be given to the expansion and improvement of Anacostia Park south of the arboretum to Fort McNair. Along the Potomac significant additions to the waterfront park system would include the new Oxon Cove Park, park areas on both sides of (and possibly including) National Airport and a waterfront park along the Anacostia-Bolling tract. In the Anacostia-Bolling area

restriction of building heights to the tree line will help to extend the park-like atmosphere into the new community.

The entire shoreline should be in public use and the Federal Government should carry out all waterfront park development. As a first step the Park Service should develop a coordinated waterfront park development program covering reservations to be improved and protected as well as new park areas. Throughout, the program should identify methods of protecting park areas from conflicting development.

Major Change
Established Areas
Park Edge
Urban Edge



IMPACT OF THE SUGGESTED IMPROVEMENT PROGRAM

Completion of the waterfront program would significantly alter the general environment of the National Capital, providing new opportunities for recreation and esthetic pleasure, and upgrading valuable land and water resources. Not all areas would be equally affected by the program. Some would undergo major alteration; in others, approved master plans might be modified to conform with new goals; while for still others, no appreciable changes would be necessary.

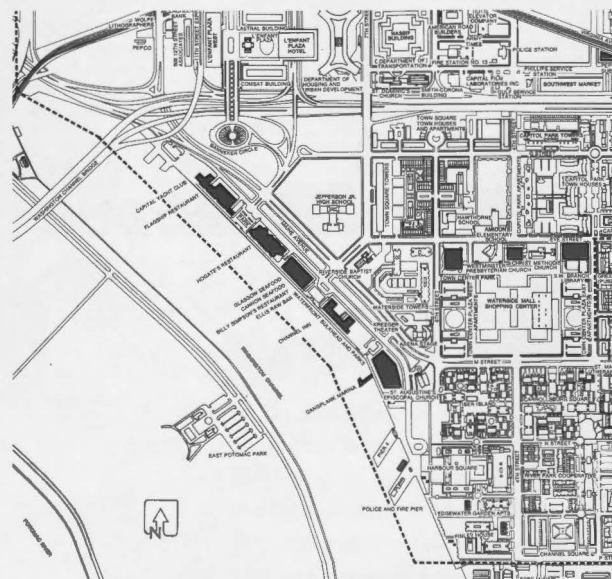
Areas of significant change would include most of the Anacostia waterfront, with major new development in the Buzzard Point/South Capitol area, the Fairlawn and Virginia Avenue Recreation Centers and the stadium area. On the Potomac important changes would occur in the National Airport area, along the George Washington Memorial Parkway, in the Little River area, in the vicinity of 23d Street and the Naval Observatory Hill, at the entrance to Rock Creek, at Key Bridge and along the Georgetown waterfront.

In other areas change would occur through the **modification or elaboration of existing plans**. For example, the character proposed by preliminary renewal plans for the waterfront park along the Anacostia-Bolling tract should be better defined to be consistent with the landscaping across the river at East Potomac Park and Fort McNair. Similarly, the Naval Research Laboratory embankment could have a more formal treatment than now planned, together with a moderate change in shoreline to relate it to the diagonal line of the channel from Alexandria to Capitol Hill. At Blue Plains the approved plan could be modified by enlarging Goose Island and landscaping it to provide a more natural character around the sewage treatment plant. A modification is proposed even for West Potomac Park, where the embankment would be developed as a more prominent link between the Jefferson and Lincoln Memorials.

Sections where **no substantial changes to approved plans** are necessary include the Kennedy Center area, the Southwest waterfront, the Southeast Federal Center, the navy yard, Oxon Cove Park, and Anacostia Park north of the railroad bridge—particularly upper Kingman Lake and the arboretum shore area.

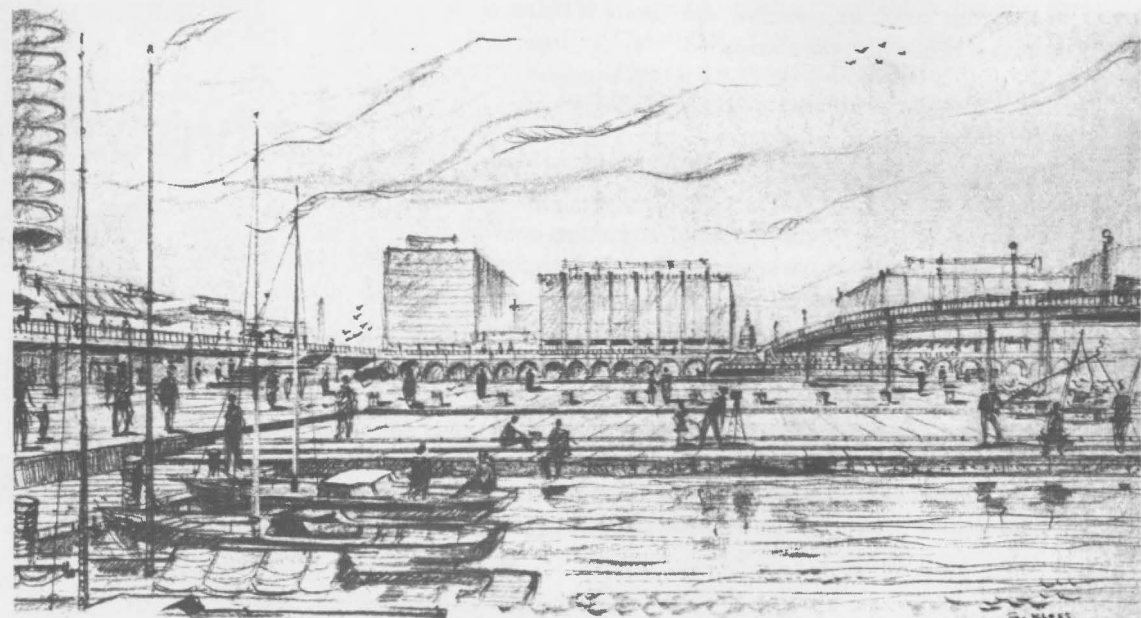
To show how the program would affect the city, the following section provides a brief summary of the program's potential impact on different geographic areas of the urban river.

Except for south of the Capitol, master plans reflect new approaches to the urban waterfronts of the L'Enfant Plan area.
(Descriptions in Appendix A)



Southwest—near completion (RLA)

Study of basin and quay at foot of South Capitol Street



THE ANACOSTIA

The proposal suggests three major design zones along the Anacostia River: the Anacostia/South Capitol area, including both sides of the river from its confluence with the Potomac to the Pennsylvania Railroad Bridge; the Anacostia/East Capitol area, extending from the Railroad Bridge north to the Benning Road area; and the Anacostia/Northeast section, from Benning Road north to the District Line. Each of these zones would be treated as a unified design area; developments on either side of the river would be related to each other in scale and orientation, thus minimizing the barrier effects of the water.



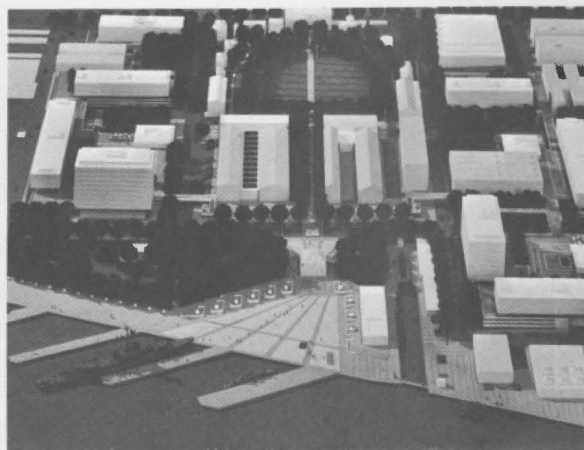
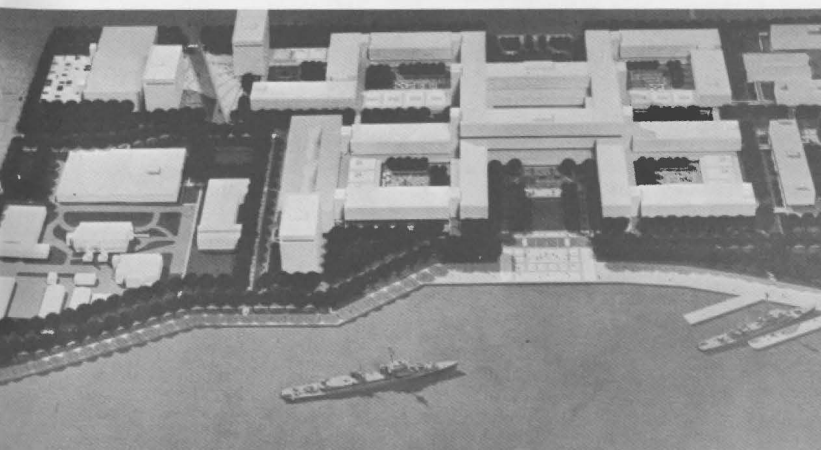
Kennedy Center Area—near completion

Buzzard Point and South Capitol Street

Redevelopment of this area would relate the Southwest community both to the Anacostia River and to Southeast. All along the waterfront a continuous promenade would link marina centers from Fort McNair to the navy yard. To protect the sweeping vistas characteristic of the area, only short piers—less than 50 feet long—would be permitted at the marina.

On Buzzard Point a new high-rise residential community would have its focus in a commercial center built around a marina under the approaches to the South Capitol Street Bridge. The new marina, together with an enlarged boat basin at James Creek, would become an important water recreation center serving the entire city. It would also mark an important transition from the Capitol axis to the broad river spaces.

South Capitol Street would be developed as a major entrance to the city. Just north of the bridge, twin buildings would mark the gateway to the monumental area; north to the Capitol, new development would create an architectural frame for the Capitol vista and relate the Capitol to the water.



Southeast Federal Center embankment quay and new building precincts(GSA)

Navy Yard embankment quay and historic core (USN)

Anacostia Park preliminary sketch, 1968 (NPS)

Fairlawn/Anacostia Uptown Center

In contrast to the hard edge approach proposed for the Buzzard Point/South Capitol/Navy Yard area, the eastern shore of the Anacostia between the South Capitol Street and the 11th Street Bridges would be left open. Existing land uses—the Naval Receiving Station and two tree nurseries—would be removed and the area redeveloped as the principal waterfront recreation area for the communities in southern Anacostia.

The new park would lead in a gentle sweep up from the river, across a terrace over the freeway, to the intensively developed uptown center near Martin Luther King Jr. Avenue and Good Hope Road. Some of the recreation facilities at the Receiving Station could be retained for community use, but most of the shoreline would be left open. No shoreline changes are necessary, although the embankment, the river flats and the uptown center frontage would be improved. Thick screens of trees along bridgeheads and ramps would provide a landscape framework for the area. A small community docking basin could be established around Good Hope Road.

Development of this frontage for parks was first proposed in the 1928 Potomac Parks plan. For many years portions of the area were known as the Fairlawn Recreation Center. Revival of "Fairlawn" as a place name thus seems appropriate in both historical and descriptive contexts.

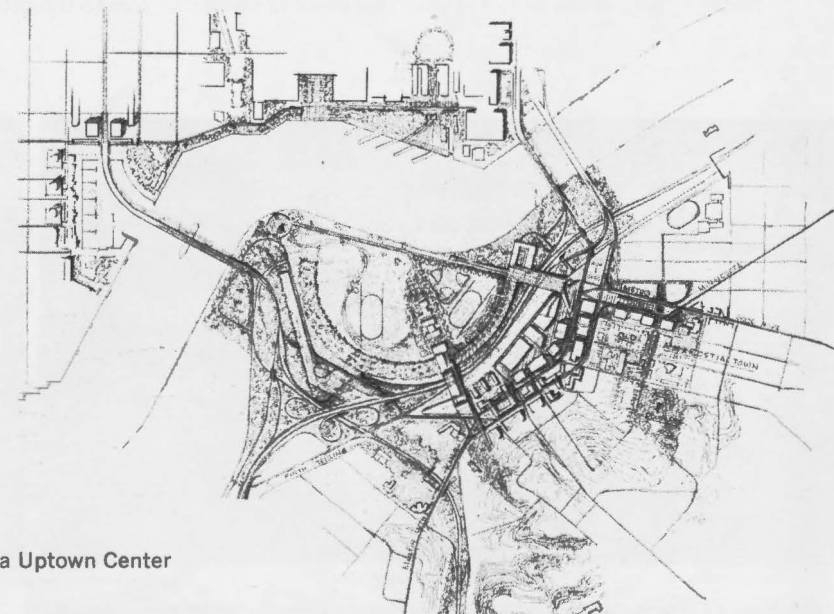
Virginia Avenue SE/Barney Circle

The west bank between 11th Street and Barney Circle would be redeveloped as a major active recreation center for Capitol East, complementing the Anacostia Recreation Center across the river. These two centers would provide the most comprehensive community-oriented recreation facilities along the entire riverfront in the District of Columbia.

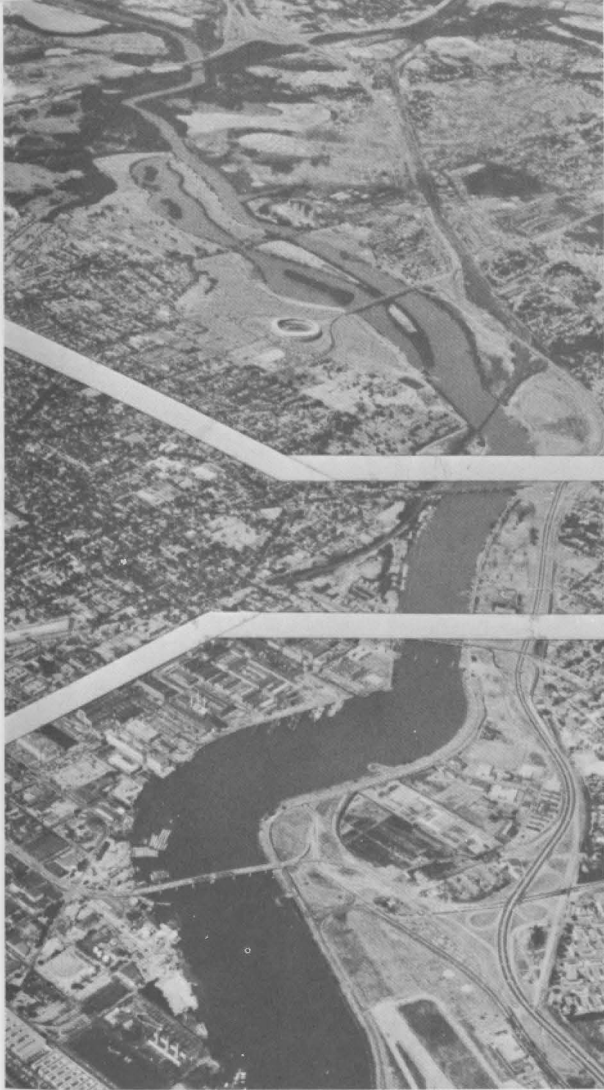
Linkages between the community and the river would be improved through a landscaped drive in the park and a pedestrian overpass spanning the Southeast Freeway. A residential and recreational terrace over the freeway would reduce the barrier effect of the road and provide a focal point for the community.

Below Barney Circle the marina area would be intensively developed as a working marina, with repair and maintenance facilities. Such uses would be compatible with the adjoining recreation areas. On the bluff the Barney Circle area would be rebuilt more intensively around the Potomac Avenue Metro Station to mark an important entrance to Washington's central area.

Since most of the riverfront land is publicly-owned, development of new recreational facilities could proceed even without the removal of the gas works.



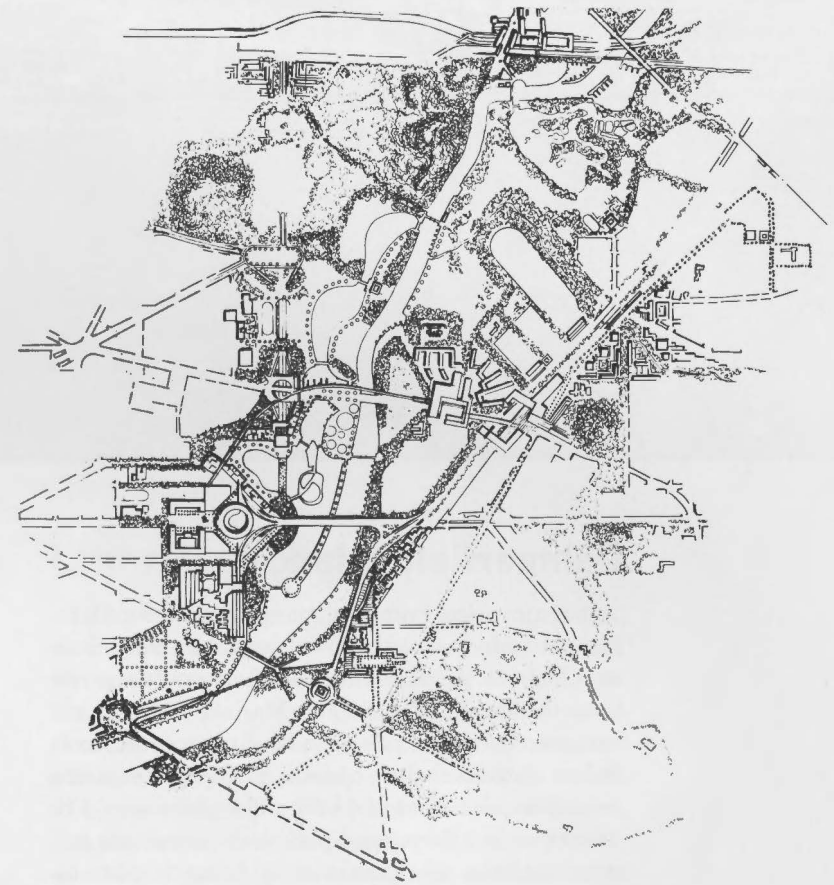
Study for site plan of Fairlawn/Anacostia Uptown Center



Anacostia North of the Pennsylvania Railroad Tracks

This area would be reworked as a major water park that would help to restore the historic identity of the river as the "Eastern Branch" of the Potomac. The lagoons forming Kingman Lake would be enlarged and cleaned in stages to provide new swimming and fishing centers. To increase the sense of openness and continuity of water spaces, land barriers separating the clean-water lakes from the channel would be reduced in size and redesigned as "park bridges" linking the water park to nearby communities.

Near the District line the Park Service concept could be modified to include a small-boat basin serving Fort Lincoln. South of the East Capitol Street bridge, new development around D.C. General Hospital should be designed to create an urban institutional edge behind the riverside park.



Upper Anacostia, detail of water-park and centers proposed in architectural study

Anacostia Valley, 1967, showing three major areas of change (USN)



Park edge of study of Virginia Avenue, SE, area, looking across river from Anacostia Recreation Center



THE POTOMAC

Past efforts to improve the Capital's rivers have focused largely on the Potomac, especially on the area adjacent to the Mall. Future development of the urban section of the river would concentrate on

the Virginia shores—creating new recreation areas and strengthening the waterfront character of large expanses of public land, and on the Georgetown waterfront—revitalizing a long-blighted area.

Daingerfield Island

A major focal point for many river vistas, Daingerfield Island would be developed more intensively as a marina park serving the Region. Downriver from the Washington Sailing Marina, some fill and embankments would be added to form a promenade link to waterfront development in Alexandria, and a second marina would be built. The shore would be developed as a deep, open park with restaurants and other facilities for spectators. Planting would emphasize a contrast between tree masses and open areas.



Daingerfield Island, shoreline southward to Alexandria

National Airport area, study of urban and park edges as viewed from Hains Point or Anacostia/Bolling

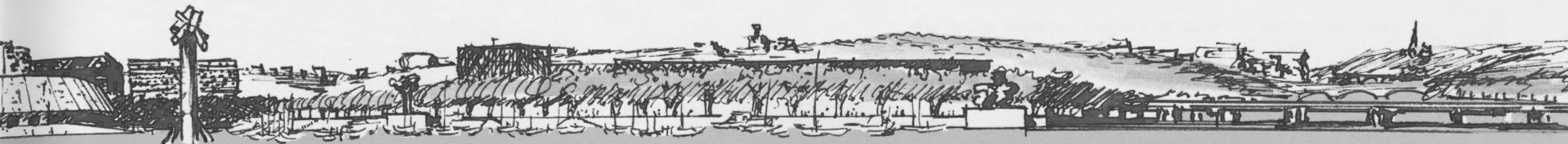
National Airport Area

The increasing urban growth south and west of the original city makes it desirable to establish stronger urban design relationships on the Virginia side of the urban river. Following the L'Enfant principle of accentuating the urban framework with natural features, the bends, open reaches, headlands, and coves of the river would be protected and enhanced with activity to bring a sense of continuity to the area between Washington and Alexandria. Such development would restate and strengthen the axial line downriver from the White House to relate the heart of the National Capital to its metropolitan region.

The National Airport area, strategically located on this axis, should receive special design attention, even if air traffic is retained. Water spaces should be protected from further fill or sedimentation, and shorelines should be embanked. The present landing field area would remain open, but intensive development, similar to that along the Jefferson Davis Highway corridor, could take place along the inland edge of the tract. (The illustrative plan shows how the site could be redeveloped as a residential community. Even if air traffic continues the same general design considerations should apply.)

South of the airport, the cove of Fourmile Run is proposed for development as a major docking channel, with a new marina quay and outlook points marking an important cross-river axis. On either side of the cove new building masses—motels, restaurants and shops—would form a “hard” edge of development. New access roads would link this area with the communities along Glebe Road.

Similarly, the north edge of National Airport could be developed with building masses to provide a focal point for many of the long river vistas. This moderate-density development should be arranged to frame the vistas toward the city from the parkway. In the Roaches Run/Gravelly Point area changes in the shoreline would increase the water space and create a major docking area. A footbridge could connect the park area with the building precinct along the north edge of the airport.



Pentagon-South Bank

Substantial public holdings make it possible to establish permanent protection for river vistas in this area. To retain the broad sweep of park and river, any new Defense Department expansion would take place to the south and west of the Pentagon, and private development at the 14th Street bridgehead and around the Iwo Jima Memorial would be controlled in height and character to maintain the appearance suitable to these important entrances to the Capital.

More overlook parks similar to the Iwo Jima Memorial could be developed to draw visitors along the topographic rim. Toward the river the Pentagon Lagoon and Terrace areas could become a conspicuous waterfront feature linking the river bank with the new transit station. A park-path overpass would also link the Metro station with Arlington Cemetery, thus reducing the need for parking facilities for visitors. After the Metro begins operation conversion of the north parking lot might be considered as a way of adding new park and recreation space to the river parkway.

George Washington Memorial Parkway

New development should strengthen the recreation aspects of the parkway and subordinate its thoroughfare character. The major change in the parkway would occur in the vicinity of National Airport, where adjacent intensive development has encroached steadily on both the character of the parkway and its river orientation. To reestablish the parkway scale the original 200-foot right-of-way would be increased to approximately 500 feet. Alternatively, the present route might become an access parkway for a new river drive built over the airport facilities.

Treatment of the embankment along the parkway would preserve the major vistas of the rivers and monuments and provide new paths, stopping places, and boat landings.

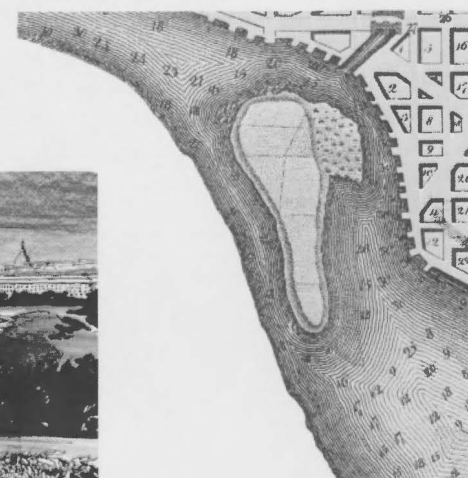
Part of vista protection area proposed along South Bank, viewed from Navy Annex

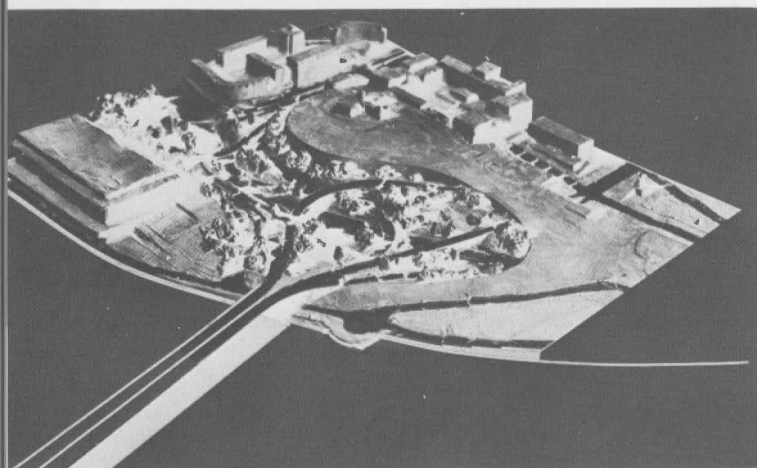


Little River

This is one of the major points where the broad and open character of the river can be restored. By reopening the historic channel of Little River, the river boundary of the District of Columbia would become more prominent, and flood dangers and sedimentary spread would be minimized. Roosevelt Island would be protected as a natural sanctuary, but its shores would be improved to permit better access by boat. A pedestrian bridge would connect the Island to the George Washington Memorial Parkway embankment.

Little River, shown as the main Potomac channel in 1792 (Ellicott Engraving)





Observatory Hill, study for restoring outlook heights and access to shoreline

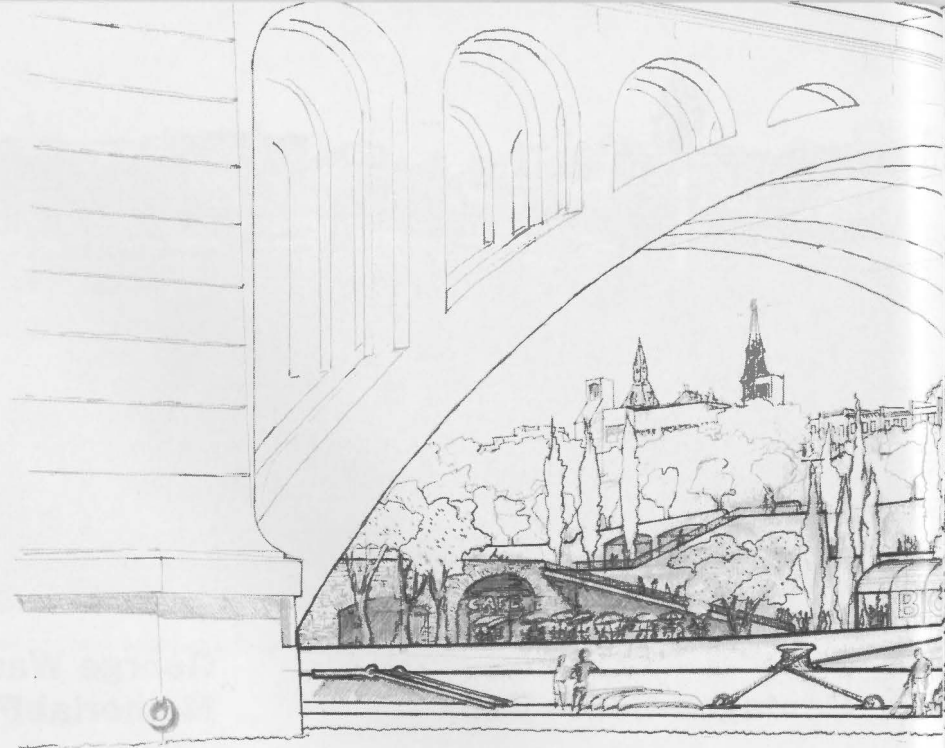
23rd Street and Old Naval Observatory

Twenty-third Street would be treated as a major "special street" leading to the river as well as to the Lincoln Memorial. Memorial Circle would be maintained as a roundpoint, and the street would terminate at the Ericsson Monument where the formal embankment along Ohio Drive begins.

Observatory Hill would become a river overlook park linked to the Lincoln Memorial and the parkway embankment, thus reestablishing the historic relationship of the hill to the river. Its crest would be raised and the slopes toward the river would be open, with generous park overpassing of intervening highways. Highway portals to the South Leg Freeway would be located away from the Lincoln Memorial to allow for this park flank.

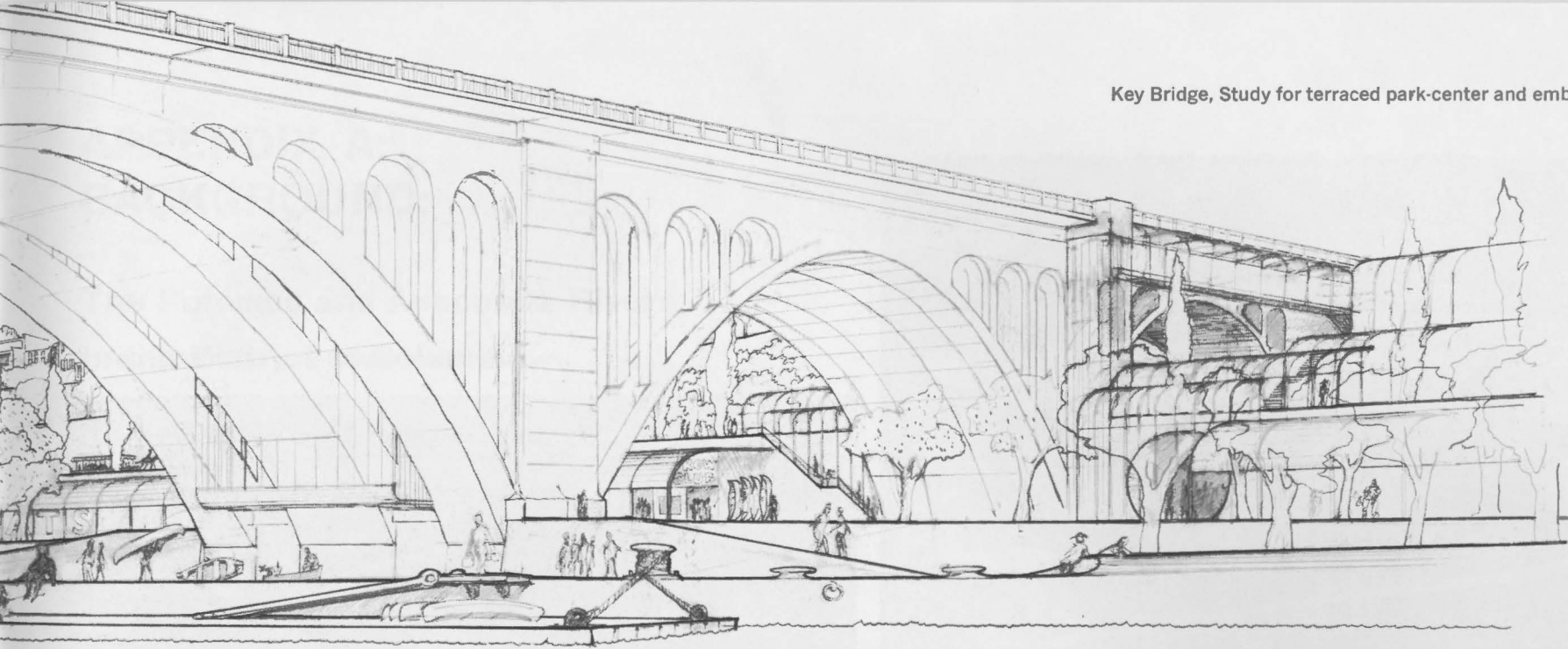
Rock Creek

Redesign of the area where Rock Creek meets the Potomac and the Chesapeake and Ohio Canal would reestablish the open character of the river at this point. The mouth of Rock Creek would be opened to the river, and a small-boat basin at Rock Creek could be linked to the canal to provide a stronger water setting for park and building development.



Georgetown Waterfront

The Georgetown waterfront plan should take into account the historic relationships of the town to the river. To achieve a balance of development and open space continuity, the traditional "water street" concept would be revived. Across the water street buildings and public open space would be oriented broadside to the river; new structures would be at medium height in order to accommodate a variety of activities without blocking the river outlook from the rest of Georgetown. The water street itself would be a promenade embankment, with landings for small boats. Wisconsin Avenue would terminate at the water street in a new urban square. Toward Rock Creek and Key Bridge park centers would provide transition to park development to the north and south.



Key Bridge

Freeway and parkway connections will require revision of the underbridge and bridgehead areas, offering an opportunity to develop a park center serving the new Georgetown waterfront. This center would be connected to M Street by a series of stairs, ramps, and terraces.

Redesign of the area would emphasize the unique architectural character of the bridge. If highway design extends the embankment into one of the "wet" arches, an open plaza might be constructed; it should be designed to encourage lively uses of the park center and to provide a transition from the urban Georgetown waterfront to the natural character upstream.

CONCLUSION

This report has been prepared by the staff of NCPC for use as a guide for the Planning Commission, the Zoning Commission, the District of Columbia Government and other affected agencies as we proceed in the development of policies and recommendations for the waterfront. Obviously none of these can be fully implemented unless there is a vigorous and sustained effort to clean up the Potomac and Anacostia Rivers. While this essential effort is not discussed in the report, it is a basic prerequisite to any waterfront development.



Estuary and wet-lands at Piscataway Creek

Piedmont valley at River Bend (Air Photographics)



APPENDIX A: BACKGROUND:

The Potomac and Anacostia Rivers in the District of Columbia

River-Oriented Master Plans

Existing Land Use

Waterfront Activities

Navigation

Controls of Waterfront Development

Pierhead and Bulkhead Lines

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APPENDIX B: Regional Aspects

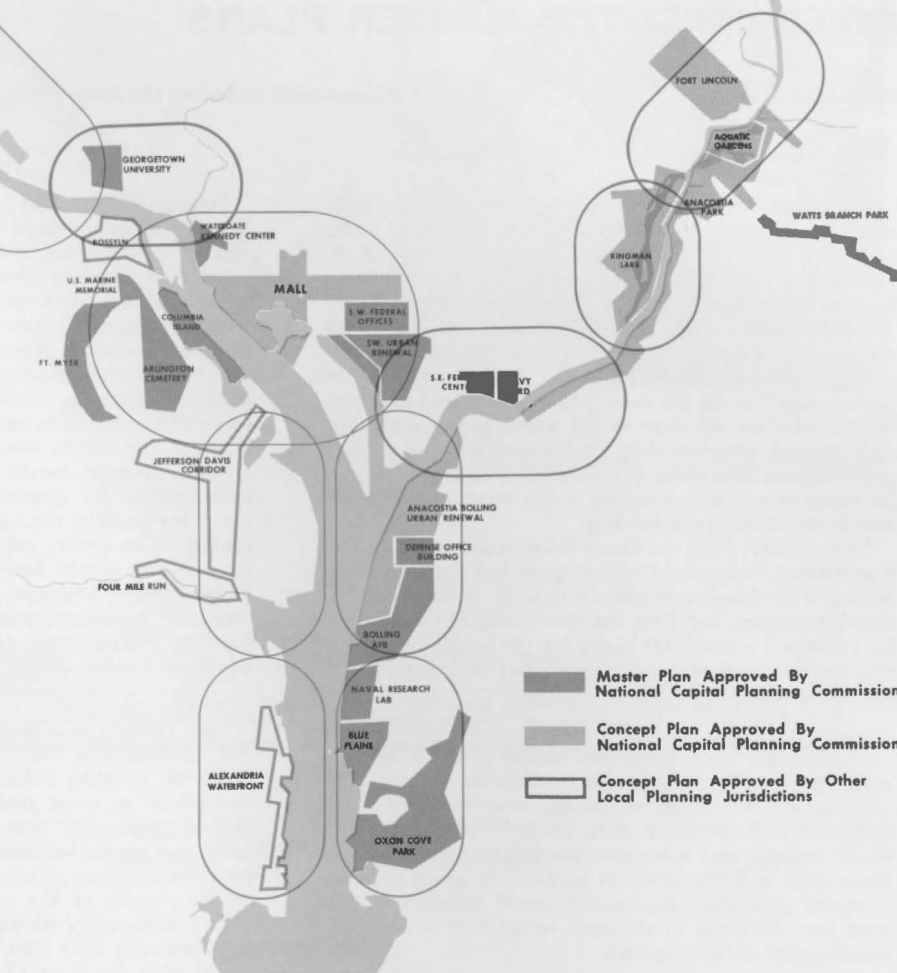
General Policy Proposals

Status of Master Plans for Riverfront Federal Properties in the National Capital Region

48

49

STATUS OF CURRENT PLANS ALONG THE URBAN RIVER



Master Plans are modified from time to time; more current information is available at the Planning Commission office.

RIVER-ORIENTED MASTER PLANS

Plans approved by the National Capital Planning Commission including the following:

Southwest Waterfront. Under the urban renewal plan, first adopted in 1963 and subsequently amended, all waterfront will continue in public ownership and will be developed for parks and private commercial uses, the latter by lease from the Redevelopment Land Agency (RLA). When development is completed, RLA will transfer jurisdiction over the parks to the National Park Service.

An important feature of this plan is the creation of an "urban edge" along the river. Major residential and commercial uses are set close to the water, giving a pleasant river outlook and providing an interesting visual contrast with the park area across the channel. A 20-foot-wide public walkway will permit access to the water and will connect public squares and landings.

In December 1964 the Commission approved in concept a pedestrian bridge lined with shops to link the 10th Street Mall and the Southwest waterfront with the proposed National Aquarium and East Potomac Park. The Park Service sponsored a feasibility study for the bridge in 1970 in response to a congressional request, but no further action has been taken.

Washington Navy Yard. The master plan for the navy yard, approved by the Planning Commission in June 1966, calls for the redevelopment of the navy yard for 10,000 employees and related naval facilities. Existing naval piers would remain, and the embankment and quay would be landscaped and developed as an outdoor naval museum. A paved pedestrian promenade would follow the bulkhead line. Branches of the path would lead to the community north of the navy yard.

Southeast Federal Center. The plan for this major new center, approved by the Planning Commission in March 1968, provides office space for 30,000 Federal employees in a building group that would become a major architectural feature of the riverfront. The bulkhead line will be modified to permit a paved promenade along the river. This walkway would also have connections to the community north of M Street.

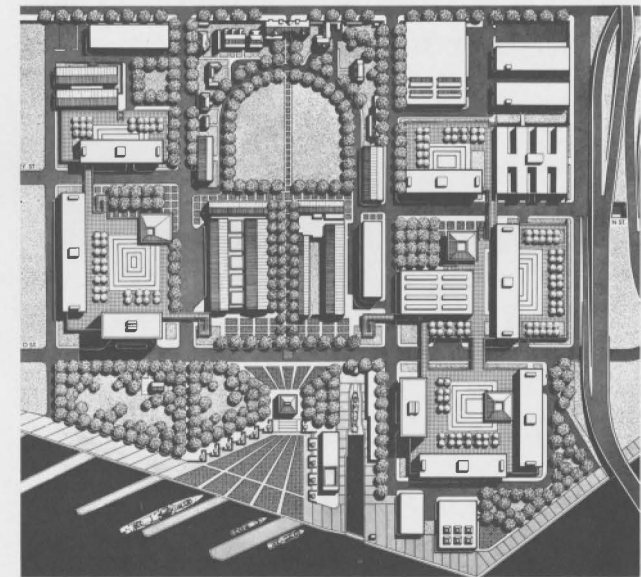
Anacostia Park. As proposed by the National Park Service and as approved in concept by the Planning Commission in December 1968, Anacostia Park would be developed to serve city-wide and neighborhood needs as well as regional recreation needs. In its overall arrangement the park is proposed to take on a distinct character in each of three general development zones. A natural upper zone, generally north of Benning Road, would provide allotment gardens, a marina, children's camping, stables, and two community recreation centers—all in a natural setting. By contrast, the middle zone, south to the vicinity of Pennsylvania Avenue, would be more intensively developed, with facilities for spectator sports, an amusement center, two lakes flanking the channel and community recreation centers. The lower, urban zone south of Pennsylvania Avenue also would have walkways and areas for sports such as tennis, swimming, and boating. In this area, however, the transition from water to shore would be defined by a hard edge, as suggested by the plan for the Southeast Federal Center.

Fort Lincoln new town. Early renewal plan studies for Fort Lincoln new town, a residential community on the National Training School site, recommended the development of adjacent park land along the Anacostia for limited public use, with a small boat marina, a restaurant, and picnic facilities. In November 1970, the Planning Commission approved the parks and recreation facilities chapter of the comprehensive plan, which identifies a community recreation center on the west bank of the Anacostia near Fort Lincoln. The revised urban renewal plan for Fort Lincoln, now under study by the Commission, includes access to the center.

Defense office building—Anacostia-Bolling. As approved in the preliminary plan stage by the Planning Commission in March 1968, this facility will house 10,000 office workers. Set on a raised terrace, the building would become a major feature of the river landscape. An easement between the building and the waterfront would permit pedestrian and limited vehicular access and would preserve the long river vistas. The plan also calls for a river shuttle service similar to the one that operates today between the Pentagon and Bolling Air Force Base.

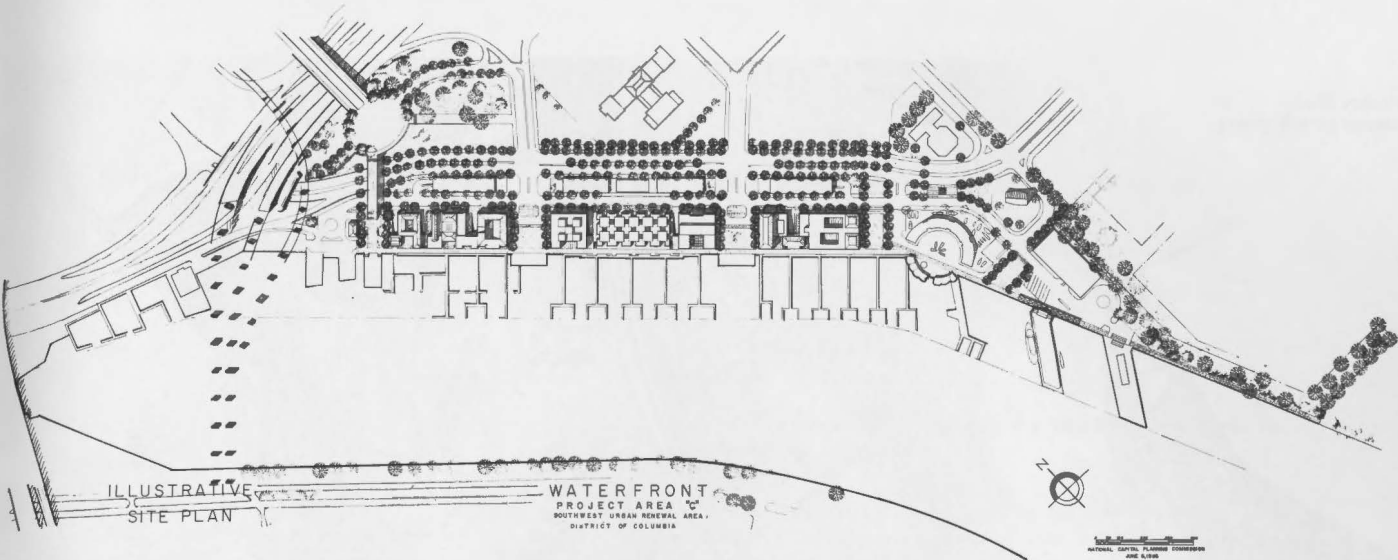


Washington Navy Yard, site development plan. (USN)

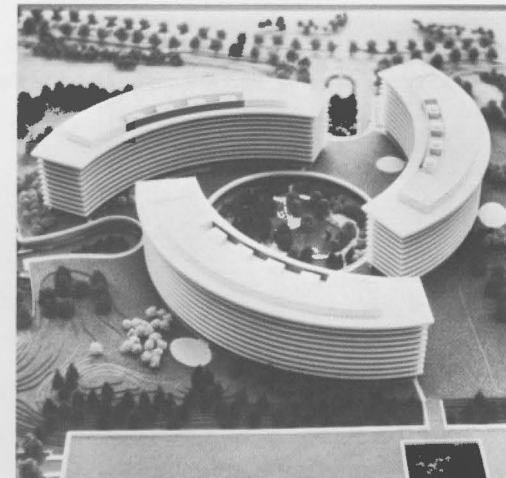


Anacostia Park Plan, central activity zone (NPS)

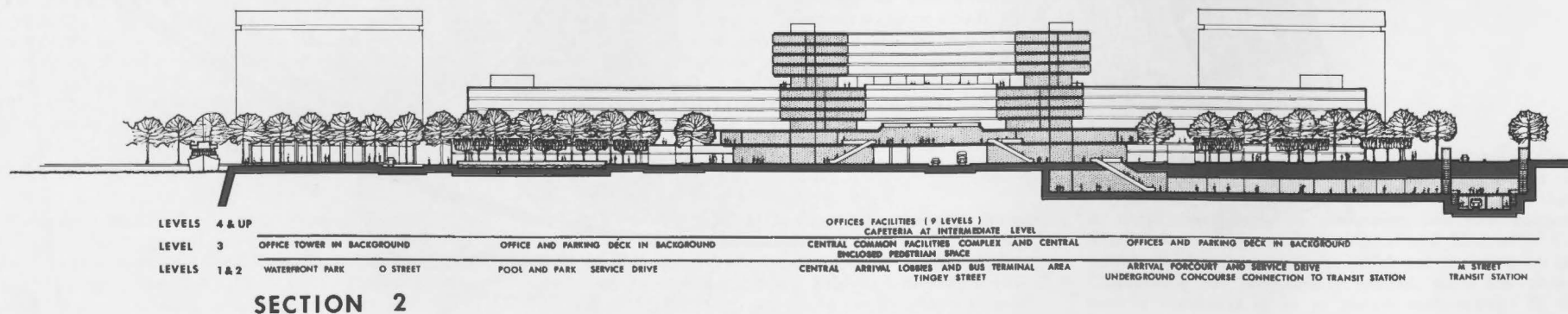
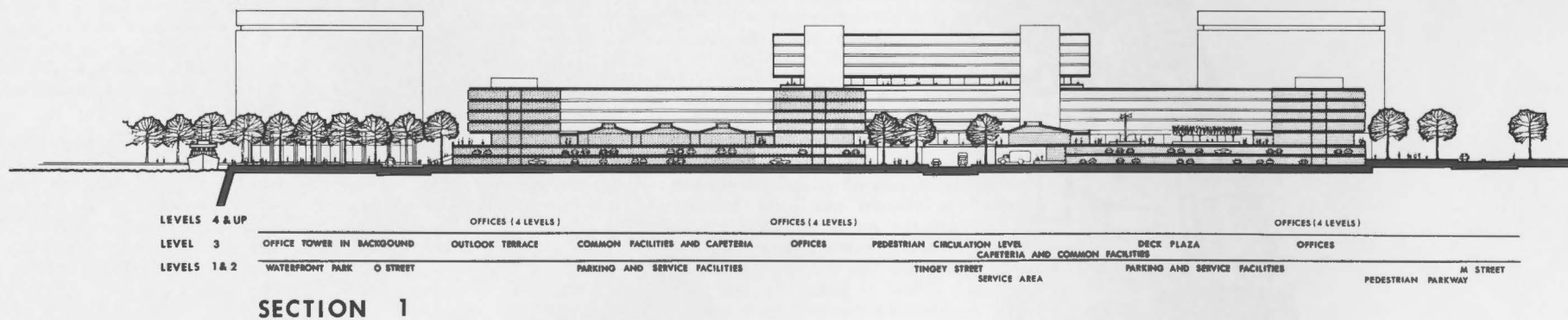




Southwest Waterfront Renewal, 1963 (RLA)

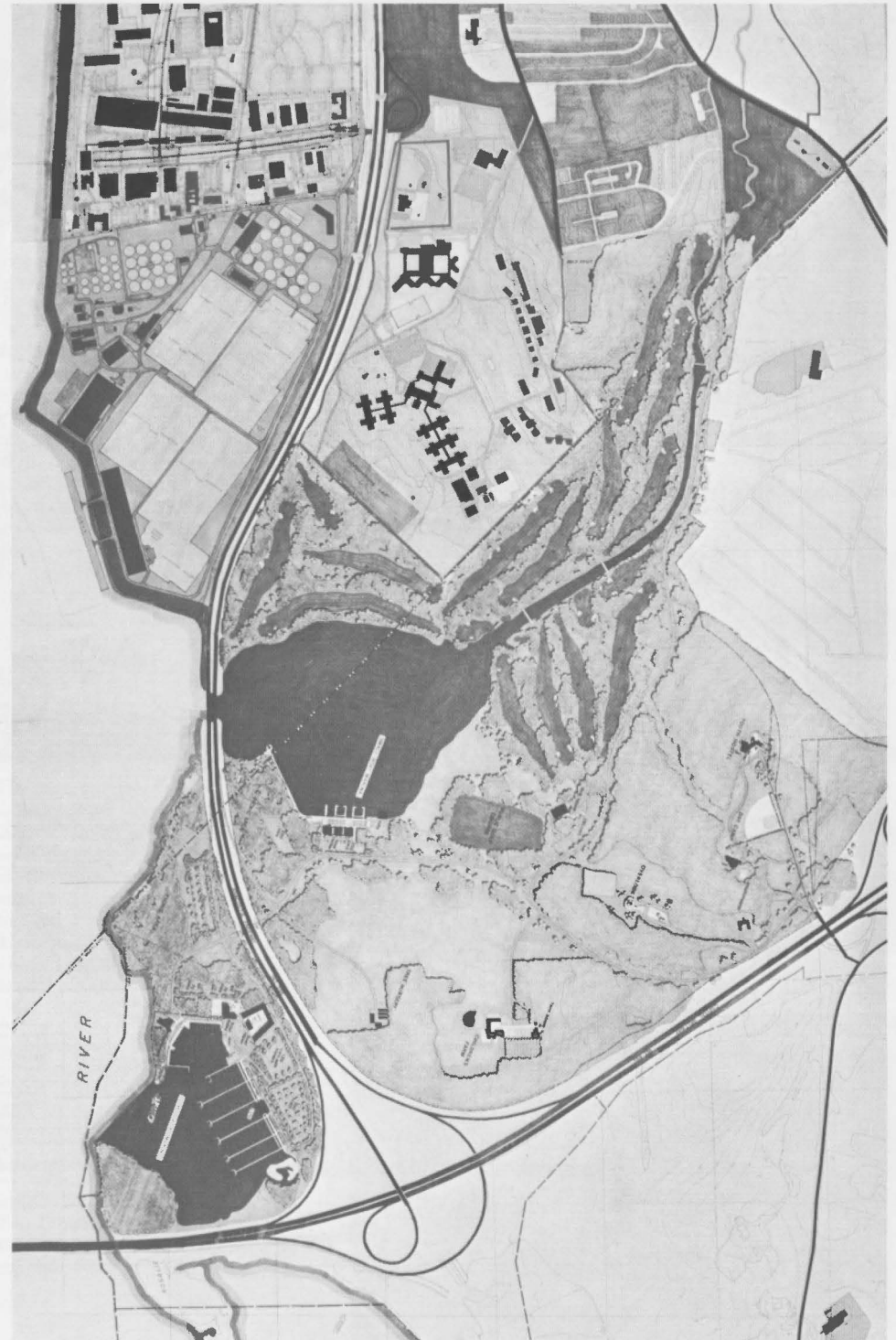


Defense Office Building, Anacostia/Bolling, final design



Southeast Federal Center, access levels (GSA)

Composite of site plans for Bolling Air Base (preliminary plan),
Defense Office Building, and Anacostia/Bolling Renewal (draft plan)



Composite of site plans for Oxon Cove Park
and Blue Plains Pollution Control Plant, with existing D.C. Village area between

Other proposals, on which the Commission has yet to take action, include:

Naval Research Laboratory. Under the new master plan approved by the Planning Commission in August 1969, all new development would have a campus-like setting. A 150-foot-wide fill strip from Seward Road south to Blue Plains would be developed as public parkland, providing a gradual transition from the river to the mass of buildings. The park would connect with similar strips north and south of the property. In order to extend the river-park setting, new buildings above tree height would be set back at least 550 feet from the riverfront.

Blue Plains water pollution control plant. The plan for modernizing this facility, approved by the Planning Commission in May 1969, is a major step in the effort to achieve a clean Potomac. An important feature of the plan is the creation of a new treatment area by means of land fill along the riverfront. The plan also provides for a continuous waterfront park and promenade that would connect with the new Oxon Cove Park to the south and with the new waterfront park proposed for the Anacostia-Bolling development to the north.

Oxon Cove Park. The plan approved by the Planning Commission in June 1969 calls for a major new park located partly in Prince Georges County and partly within the District of Columbia. Major features would include a large boat marina developed on land presently owned by the Potomac Sand and Gravel Co., a small boat center and waterside cafe, a championship 18-hole golf course, an expanded children's farm, a day camp, picnic area, and a youth hostel.

Columbia Island (Lady Bird Johnson Island). The preliminary development plan, approved by the Planning Commission in July 1967, calls for an informal landscape treatment for Columbia Island. Flowering trees would be added in some areas, and views opened to the river in others. To encourage pedestrians and cyclists more paths and walkways would be developed.

The Anacostia-Bolling tract. In the mid-1960s, after the Defense Department indicated that it did not need the entire tract, the Planning Commission prepared a draft plan for the Anacostia-Bolling urban renewal area.

The preliminary plan called for development of a residential community of 23,500 people, with housing located at some distance from the river, and high-rise buildings carefully placed to protect major vistas. A continuous public park would follow the waterfront, and a marina and lagoon would provide water recreation opportunities for the residents. At the foot of Portland Street, a town center developed in conjunction with the new Defense Office Building and Bolling Air Force Base headquarters would form an urban edge that would contrast with the broad expanse of park to the north and south.

In June 1967, the Commission referred the plan to public agencies and the community for review. After Congress passed legislation restricting transfer of Federal military land until 1975, further action was deferred. In 1971 the Defense Department announced that it wished to retain the entire tract after all and was preparing a master plan for the site. The plan, on which there has been no official action, also proposes a continuous park and recreation facilities along the waterfront.

National Airport. The Department of Transportation is currently considering a consultant's report which presents four alternative approaches to the modernization of Washington National Airport. This report does not consider the possibility of closing the airport, or of limiting its service. In fact the report concludes that more than 40 acres of water area in the Potomac and in Fourmile Run be filled to accommodate runway extensions and other airport expansion.

Buzzard Point. Preliminary Comprehensive plan design studies for the Buzzard Point area suggest the development of a residential community around a marina plaza under the South Capitol Street Bridge. A public promenade would connect with one along the Southeast Federal Center, and via P Street, to the Southwest waterfront park.

When all these plans approved by the Planning Commission and those pending before the Commission are viewed as a whole, it quickly becomes evident that there is already continuity in waterfront and river-oriented development. Although the Federal and District of Columbia Government projects which are reviewed by the Commission are individually treated, there has always been a consistent effort to review each project in the light of its relationship to the entire waterfront. This report is a further expression of that approach.

EXISTING LAND USE

Except for about 5,500 feet all of the waterfront in the District of Columbia is owned by the Federal or District Governments. Privately owned property remains along the Georgetown waterfront and on Buzzard Point between Fort McNair and the South Capitol Street Bridge. All privately owned land is presently zoned for industrial use. Most of the publicly owned waterfront is in park use or planned for park purposes.

Federal ownership extends also along most of the Virginia shoreline of the urban section of the river. The Department of the Interior controls parkland along the George Washington Memorial Parkway from Chain Bridge to the Washington Marina, as well as a small tract south of Slater's Lane in Alexandria and another at Jones Point, at the Virginia end of the Wilson Bridge. National Airport, which lies between the parkway and the river, is also federally owned. Other major Federal properties in the river area in Virginia include Arlington Cemetery and the Pentagon complex.

Along the Alexandria waterfront the Federal Government owns two sites on Union Street. In the waterfront redevelopment plan for Alexandria¹ these properties would be acquired for public use, including marinas, parks, and other purposes.

¹ "Waterfront Study Committee Report," Alexandria, Va., January 1964.

WATERFRONT ACTIVITIES

In recent years commercial and industrial use of the river averaged 2.5 million tons of freight and 315,000 passengers annually.² Freight included agricultural products, sand and gravel, seafood, bulk petroleum products, and some manufactured products. Much of this traffic passed through the Southwest waterfront, where there are several special-purpose piers: the Municipal Fish Wharf, the District of Columbia Police and Fire pier, and the Wilson Line pier. Barge tie-ups are located along the Georgetown waterfront, in the Buzzard Point area and near the Pennsylvania Avenue Bridge (Sousa Bridge).

Use of the waterfront and river for recreation has increased steadily. Currently, there are 15 marinas and boat clubs along the urban river, many of which are private. Most are along the Washington Channel or on the Anacostia River or on the Virginia shore. On the Potomac north of the 14th Street Bridge there are only four marinas, limited to small boats.

² U.S. Army Corps of Engineers, "Potomac River at and Below Washington, D.C." (Survey) July 1964.

NAVIGATION

The Corps of Engineers maintains a navigation channel 24 feet deep and 200 feet wide from the Chesapeake Bay to Giesboro Point in the District of Columbia. (Giesboro Point is located generally at the line separating Bolling Air Force Base from the Anacostia Naval Air Station.) Within the District of Columbia the major extensions of this channel, all at least 400 feet wide and 24 feet deep at mean low water, include:

The Washington Channel from Hains Point to the foot of 14th Street SW.;

The Virginia Channel between Giesboro Point and Key Bridge;

The Anacostia Basin, from Giesboro Point to the 11th Street Bridge, with a turning basin 800 feet wide and 2,400 feet long opposite the Navy Yard; and

The Anacostia upstream of the 11th Street Bridge, with a 400-foot turning basin at the foot of 15th Street SE.

Except for a few areas of marshlands all of the Potomac within the District is navigable for small, shallow-draft pleasure craft. Canoeing is also possible along much of the C. & O. Canal.

A flood control-navigation project initiated in 1954 for the Anacostia River restored navigation for small craft to Bladensburg, Md. The channel is now 6 feet deep and 80 feet wide from the foot of 15th Street SE., upstream to Bladensburg. The Federal Government maintains the channel and the Washington Suburban Sanitary Commission is responsible for operation and maintenance of the flood control features and the boat basin at Bladensburg.

CONTROL ON WATERFRONT DEVELOPMENT

City and Federal regulations have never dealt specifically with the question of how the waterfront should be developed. Along some sections of the river in the District, pierhead and bulkhead lines set limits on the extent of permitted construction and filling, but their primary purpose is to prevent flooding and promote water safety, not to create an attractive waterfront. Moreover, these lines have been established only for areas with significant commercial or industrial activity; most of the shoreline is not affected. Other forms of control would be possible through zoning and building code regulations. To date, however, only the building code has provisions governing development in relation to the river, and these guidelines are very general. In some cases urban renewal plans for waterfront areas include objectives and regulations governing shoreline development, but such guidelines have never been applied to the waterfront as a whole.

PIERHEAD AND BULKHEAD LINES

Pierhead and bulkhead lines are established by the Corps of Engineers³ on the basis of hydrological and navigation considerations. The pierhead line generally indicates the navigational channel by defining the limits to which piers may extend. The bulkhead line indicates the point beyond which no shoreline construction may take place; most often it follows the existing shoreline, but in some cases it shows where fill would be acceptable.

At present, pierhead and bulkhead lines are set in the following manner:

Combined pierhead-bulkhead lines following the existing shoreline extend on both sides of the river (using the east bank of Roosevelt Island) from Key Bridge to the Roosevelt Bridge; on both shores of East Potomac Park; and along the Anacostia-Bolling tract from the Anacostia Bridge (11th Street) to Giesboro Point.

Separate lines are found on the Potomac between Giesboro Point and the District of Columbia outfall sewer, along the east bank of the Washington Channel, and on the Anacostia from Fort McNair and Buzzard Point to the 11th Street Bridge. East and west of the South Capitol Street Bridge, the bulkhead line extends beyond the existing shoreline, while the pierhead line parallels the bulkhead line and varies from 150 to 200 feet in distance from the bulkhead line. Theoretically, piers could be built anywhere in this area, but in practice this has not been done.

Separate pierhead and bulkhead lines are also established along the Alexandria waterfront from Second Street to the Fairfax County line south of the Wilson Bridge.

Until recently construction or filling shoreward of these lines was subject only to appropriate city regulations. Recently, however, in response to increasing public concern with the environment, the Department of the Army issued revised regulations⁴ requiring a permit for any filling or construction activities in harbor areas. These new regulations will provide a mechanism for review of waterfront changes, but they still do not identify appropriate types of development.

³ Sec. 404 of title 33 of the United States Code authorizes the Secretary of the Army to establish "harbor lines . . . beyond which no piers, wharves, bulkheads or other works shall be extended." Sec. 405 applies this authority specifically to the Potomac and Anacostia Rivers.

⁴ Department of the Army, Office of the Chief of Engineers, ER 1145-2-304, May 27, 1970.

APPENDIX B:

Regional Aspects

GENERAL POLICY PROPOSALS

Land Use Policies for the Banks of the Potomac River Within the National Capital Region

This important policy statement, adopted in February 1964 by the Metropolitan Washington Council of Governments, sets forth the following principles governing future development along the Potomac:

"The scenic, historic, scientific, and recreational values, and the natural topographic and vegetation characteristics of land adjacent to the river should be preserved to the maximum extent possible by Federal and local jurisdictions in their highway and public works programs, through acquisition of land or interests in land, through tax policy, and through the exercise of the police power; and

"The use of presently undeveloped lands adjacent to or in the vicinity of the River in private ownership generally should be limited to low-density single-family residential, agricultural, recreational or other open-space uses, and all such lands should be zoned to prohibit or preclude row or group housing, multi-family housing or industrial or commercial uses, except that these policies should not serve to restrict the development of those areas of Arlington, Alexandria, or Georgetown or 'Foggy Bottom' in Washington, D.C., where the proper use of the waterfront may be at a higher density."

Project Potomac

In 1968 a Federal interdepartmental task force issued proposals for a model conservation plan for the Potomac.¹

Major recommendations applying to the region are summarized below:

- To protect the river environment and provide new recreation opportunities, the report urges Congress to establish a Potomac National River extending north from Washington to Cumberland, Md.² Through land acquisition and scenic easements, Federal, State, and local governments would cooperate to develop a green sheath of land on either side of the river that would protect the river and provide recreation opportunities.

- For the estuary the report recommends that conservation efforts begin with the enactment of a national estuary law which would lead to preservation of estuarine environment, particularly the marshlands. Second, the States of Maryland and Virginia, the District of Columbia, and the Metropolitan Washington Council of Governments should undertake a recreation study to identify and evaluate recreation resources along the estuary.

Specific recommendations for parkland acquisition include:

- In Montgomery County, completion of Seneca Creek Park and the completion of the C. & O. Canal National Monument.

- In Virginia a joint State-Federal program to acquire 950 acres for the Mason Neck National Wildlife Refuge to protect the habitat of the bald eagle. West of the refuge, the Northern Virginia Regional Park Authority should be encouraged in their plans to acquire nearly 3,000 additional acres for state and regional parks.

- A 675-mile parkway system linking scenic, historic and recreation areas should be established in the Potomac Basin.

In the region this would consist of part of the George Washington Country Parkway extending south from Mount Vernon, looping through Mason Neck, passing close to the wetlands of Farm Creek and crossing the headwaters of Quantico Creek near the southern end of Prince William County. Land acquisition for this portion of the parkway would preserve Freestone Point and the entire Powell's Creek Estuary.

Outside the region the parkway would pass through Tidewater Virginia and the James River, join Skyline Drive and extend it to Harpers Ferry. Once again in the region, the parkway would follow the river south through Loudoun and Fairfax Counties to the beltway, where it would link up with the George Washington Memorial Parkway.

- To increase recreation opportunities and as a means of preserving land in the Potomac Valley, Congress should authorize a Potomac Basin Trail System. The Potomac Heritage Trail would lead from the heart of Washington north and south along the river and inland to the ridges and the tidewater country.

In the region the trail would follow both sides of the Potomac from just south of Harpers Ferry through Prince Georges and Prince William Counties in the south. In the District of Columbia portions of the trail would wind through the city using Fort Circle Park as well as the Mall.

Farther out in the Region efforts should begin immediately to acquire land for these trails.

- Federal installations along the Potomac should intensify their efforts to control pollution. Where feasible, they should incorporate into their master plans provisions for public access to the river.

¹ Land, People, and Recreation in the Potomac River Basin," final report of the Recreation and Landscape Sub-Task Force, Project Potomac. Federal Interdepartmental Task Force on the Potomac, U.S. Department of the Interior, 1968.

² This proposal is before Congress as HR 14020, a bill to establish the Potomac National River in the States of Maryland, Virginia, and West Virginia, and for other purposes. In addition to the provisions noted above, the Chesapeake and Ohio Canal National Monument would be administered as part of the National River.

STATUS OF MASTER PLANS FOR RIVERFRONT FEDERAL PROPERTIES IN THE NATIONAL CAPITAL REGION

The Potomac Estuary Study

In June 1970 the Bureau of Outdoor Recreation of the Department of the Interior released a draft study of the Potomac estuary. This report attempts to identify areas of high value for recreation and for fish and wildlife, and tries to resolve conflicts over land use in the Potomac estuary. It emphasizes recreation and conservation, and does not deal in depth with other aspects of river front development. *Among the recommendations:*

- Military operations using large land areas along the estuary should be phased out, and the land used for recreation.
- A national recreation area should be established along the Potomac from Chain Bridge to Woodrow Wilson Bridge and north along the Anacostia to Greenbelt, Md. This would include land along the shoreline now owned by the Department of Defense.
- There should be no further expansion of National Airport, and the waterfront section of the airport should be converted to recreational use.
- The Potomac Basin compact should be approved, thereby establishing a central planning authority for the estuary.

George Washington Memorial Parkway

Except for the area between Chain Bridge and Little Falls Dam the riverfront in Virginia is in Federal ownership from Route 495 north of the city to Mount Vernon in the south. Public access for picnicking and hiking is provided along the parkway.

In Maryland the river edge is almost entirely in Federal ownership north to Seneca Creek, though small parcels and many islands are privately held. Access via the parkway and the towpath of the C. & O. Canal is continuous to Great Falls. Beyond this point the towpath is the only continuous access. Above Seneca Creek there are many private parcels between the canal and the river. Now that Congress has made the canal a national monument, it will be possible to purchase most of these parcels to provide continuous protection of the natural river edge.

South of the city in Maryland, Federal ownership is limited to Oxon Cove, Fort Foote, Fort Washington, and portions of Piscataway Bay. Access and development are limited at present.

No overall master plans have been developed for these areas, but those river edges in Federal title are all kept in a natural state.

Fort Washington Parkway

The Federal Aid Highway Act of 1968 authorizes the Secretary of the Interior to acquire lands along the Potomac in Prince Georges County for the Fort Washington Parkway. To protect the scenery and the shoreline, the Secretary will also acquire necessary easements in private development areas.

Fort Foote-Jones Point Bicentennial Park

A Revolutionary War Museum Park and Dwight D. Eisenhower Institute for Historical Research are proposed at these two locations. Legislation for the park was reported favorably to the Office of Management and Budget by the National Capital Planning Commission in March 1970.

Fort Belvoir, Va.

In December 1965 the Commission adopted a master plan for Fort Belvoir, the headquarters of the U.S. Army Corps of Engineers. The plan provides for military and civilian employment totalling about 15,000, and training and support facilities for a base population of 23,500 persons. To protect the river the plan calls for preservation of most of the natural shoreline. However, it does not provide general public access to waterfront recreation facilities on the post.

U.S. Army Strategic Command, Woodbridge, Va.

This master plan, approved by National Capital Planning Commission in December 1967, includes a 100- and 200-foot landscape buffer strip to protect and enhance the natural shoreline and to screen operational facilities from river view. Although the installation no longer operates as a transmitting station, the Department of Defense has retained it for military purposes.

Mason's Neck

A combined Federal, State, and local effort is proposed to purchase most of the peninsula for a wildlife refuge and public parkland. This will add a significant area of public open space and recreation area along the western banks of the Potomac. The park will include Gunston Hall Plantation.

U.S. Marine Base, Quantico, Va.

In April 1972, the Planning Commission approved the preliminary master plan for the U.S. Marine Base at Quantico. To preserve the natural shoreline, a buffer strip of trees will extend along much of the waterfront.

THE NATIONAL CAPITAL PLANNING COMMISSION

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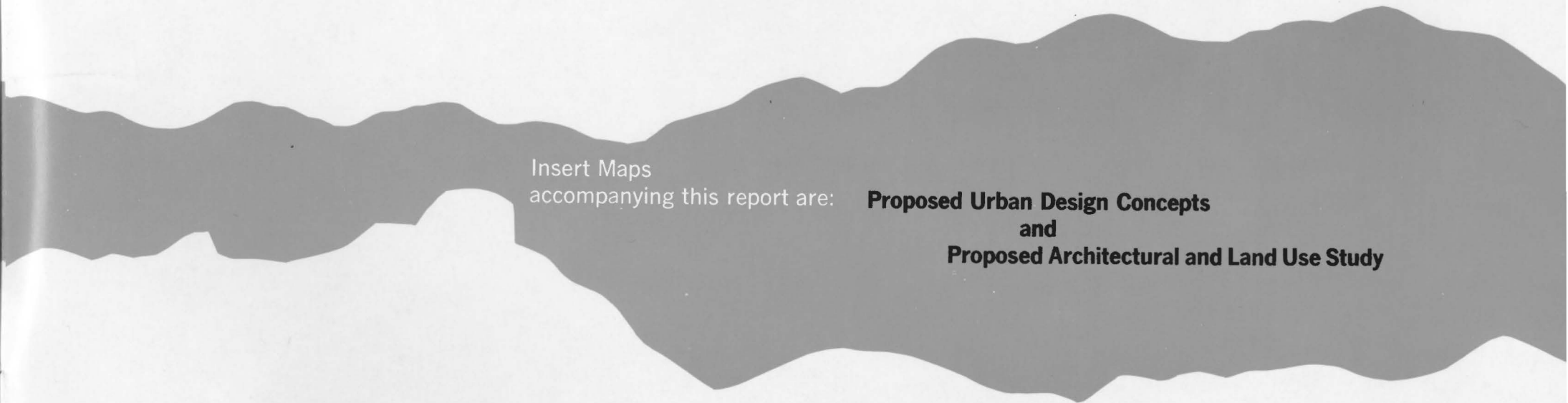
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*Deputy Federal Highway Administrator
Federal Highway Administration*

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U.S. Senate*

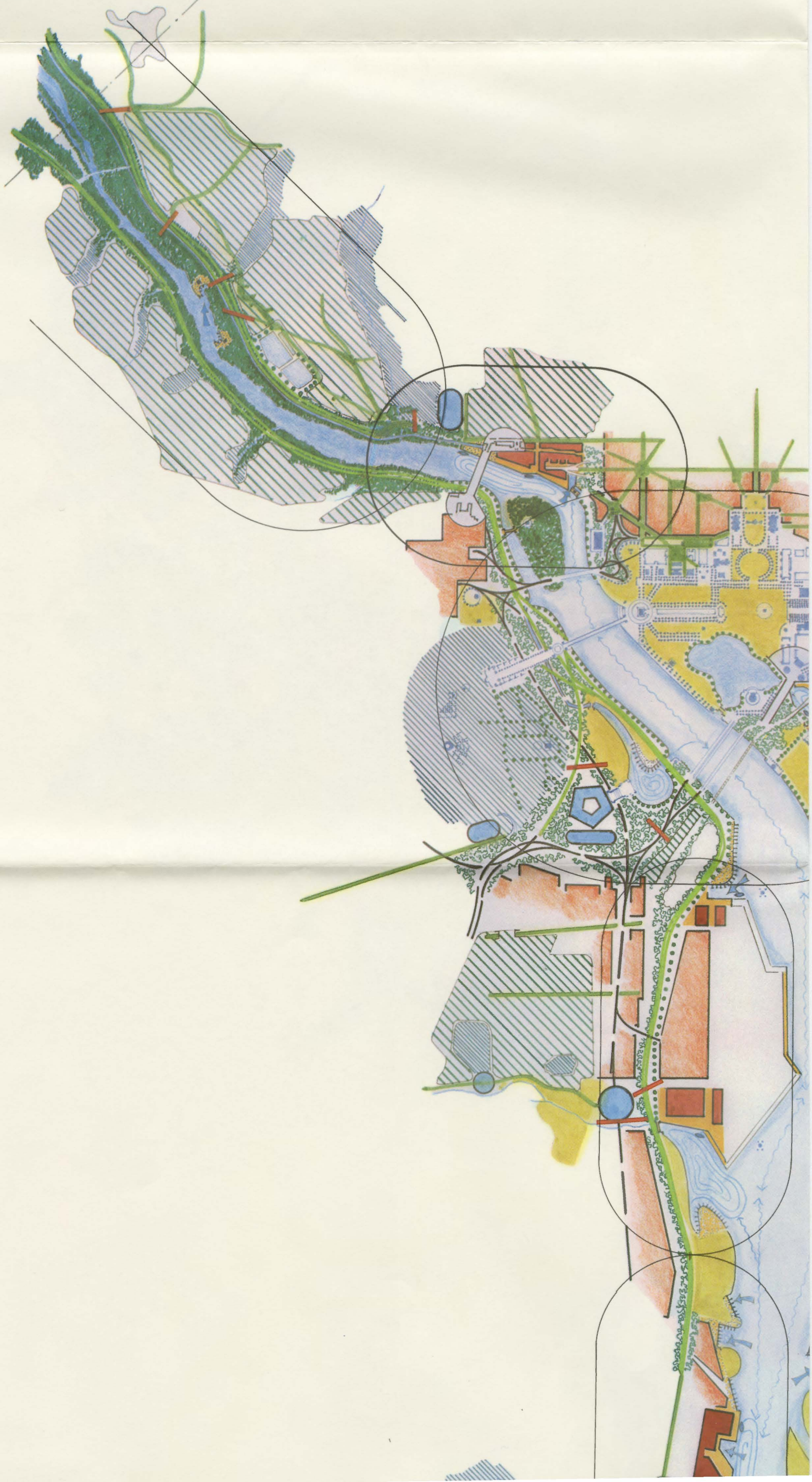
Honorable John L. McMillan,
*Chairman, Committee on the District of Columbia,
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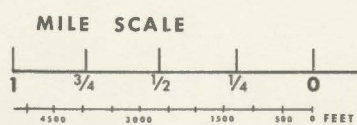
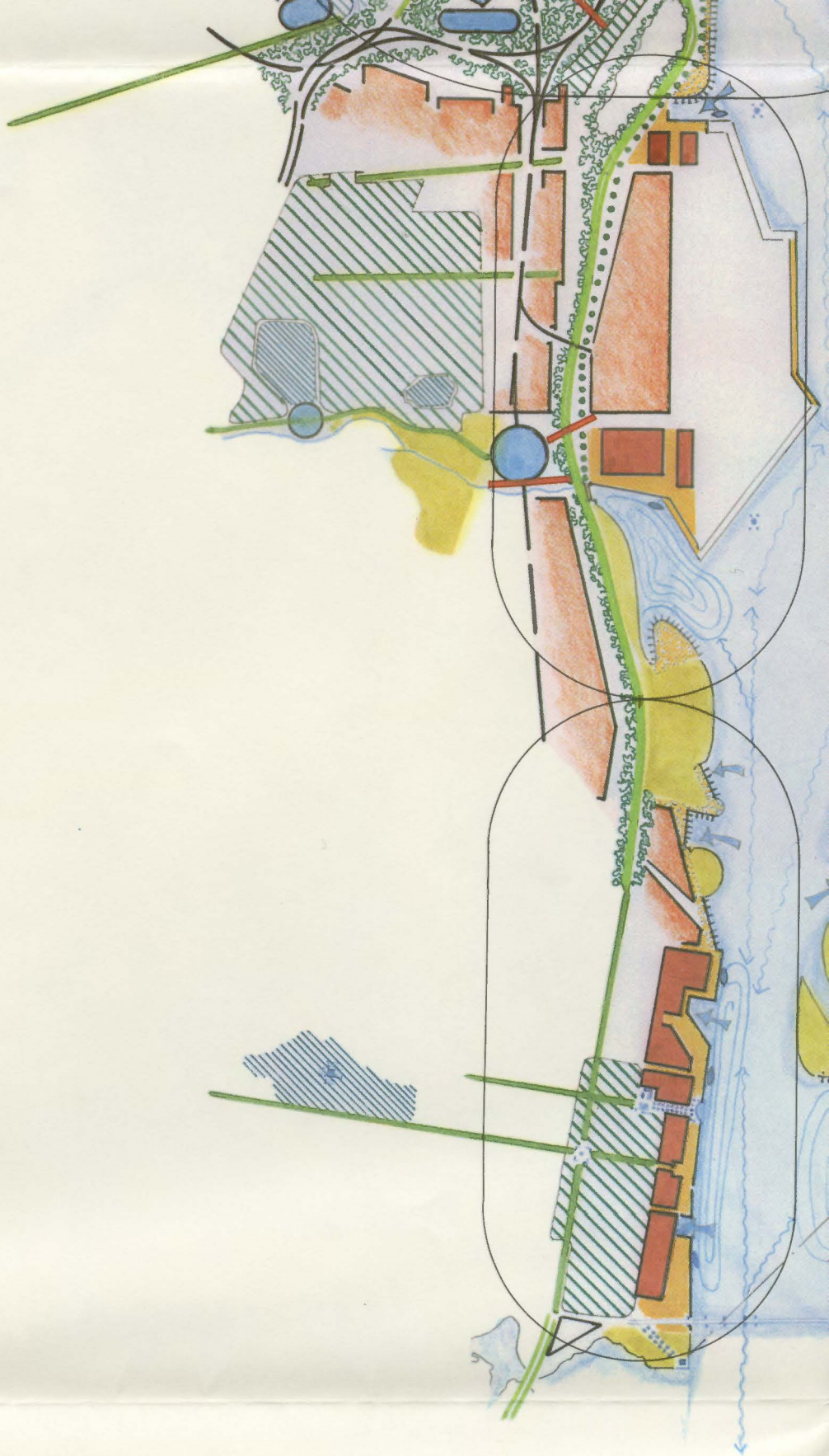
Insert Maps
accompanying this report are:

**Proposed Urban Design Concepts
and**

Proposed Architectural and Land Use Study







WATER SPACES

Principal Open Waters



Broad tidal and flood pools of both rivers used for wide variety of marine recreation activities and settings.

Principal Landscaped Waters



Narrower reaches of river and enclosed water areas used to supplement land-based park character.

Main Channels



Navigation and flow channels as "water avenue" sections differentiated according to character of river frontage.

Major Docking Channels and Basins



Sheltered or semi-enclosed areas of open water with intensive marine-land activity orientation.

Secondary Docking Areas



Coves, inlets and headlands accentuating landscaped waters and major docking areas.

SHORELINE ELEMENTS

Embankment Quays



Docking-area shorelines developed both as promenade-boating frontage and as setting for waterfront building precincts.

Permanent Moorings



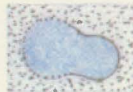
Docking-area settings for display ships, floating restaurants, and historic naval architectural features.

Park Marinas and Boathouses



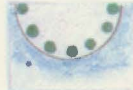
Combined boating, servicing and recreation centers with water settings on park edges of docking areas.

Swimming Beaches and "Boardwalks"



Shorelines of clean water lagoons, mainly in Anacostia waterpark.

Open-Formal Walks and Embankments



Ornamental path edges opened up for pedestrian continuity along or leading to river-front.

URBAN

Symbol



Waterfr



Inland



Gatewa



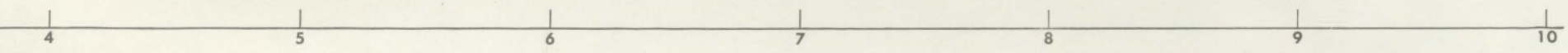
Free-st





PROPOSED URBAN DESIGN CONCEPTS

National Capital Planning Commission



EDGE ELEMENTS

Landmarks and Settings

Formal architectural monuments, edifices, landscape compositions or axial features.

Front Building Precincts

Riverside development areas linked directly with embankment and docking areas for more identity with river setting.

Frontages

Riverside community or institutional developments overlooking and connected with waterfront park areas.

Bridgeheads

Connections between riverside communities at major points of entry, developed with compatible relationships between roadways and community areas.

Landmark or Accent Buildings

Major public facilities and high-rise structures outside formal compositions so sited as to lend distinction to riverfront setting.

PARK EDGE ELEMENTS

Open Parks and Playfields

Flat river-meadows flanking major riverpark shorelines and used for active recreation by large numbers of people.

Screen Parks and Buffer Zones

Scenic planting around existing bridgeheads, thoroughfares, or intrusive development.

Park-Scale Neighborhoods

Low-rise, well-treed urban areas flanking narrow park edges and extending natural river-valley character inland as community development.

Overlook Parks

Hillside and crest open spaces landscaped to serve as outlook settings for skyline path elements.

Natural Parks and Preserves

Prominent natural landscape features dominating the character of the river valley.

CIRCULATION ELEMENTS

Riverside Drives

Parkways and embankment roads designed to shelter waterfront park areas from continuous park-edge circulation.

River Thoroughfares

Highways, bridges and approaches with long distance, line-of-travel panoramas of Capital river-setting.

Community Waterfront Entrances

Inland access to urban and park-edge waterfronts, developed principally at transit stops and community center focal points.

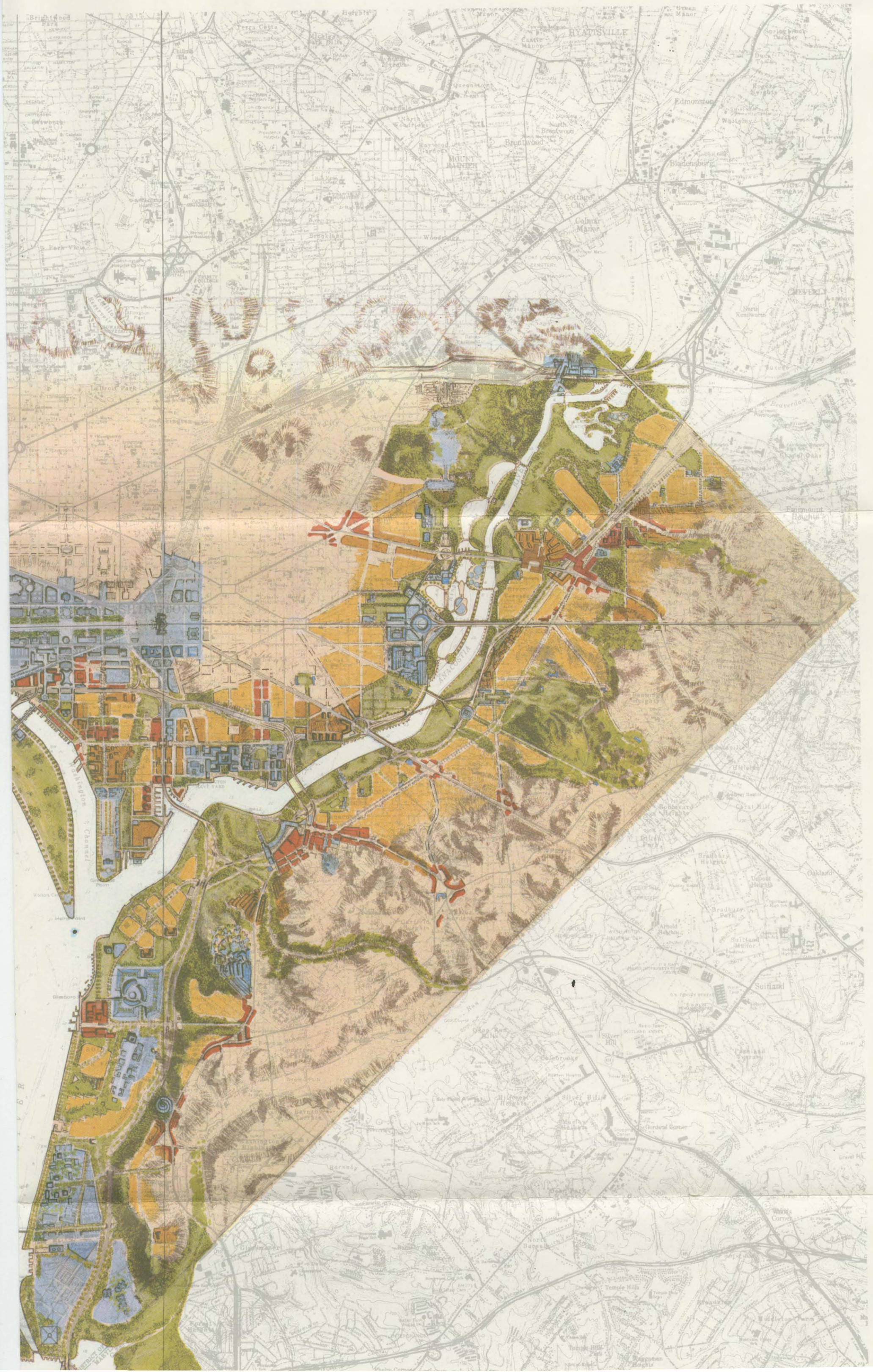
Inland Connections

Community-oriented routes linking waterfront and inland community focal points, especially historic L'Enfant and successor avenues.

Park Bridges

Connections between narrow park sections along landscaped waters where land bridges can be erected to enable accessibility to the entire park.







MILE SCALE



PREDOMINANT USE



Public Monuments, Office
Buildings and Installations



More Dense Residential





ARCHITECTURAL AND LAND USE STUDY

National Capital Planning Commission



Less Dense Residential

Public Open Space

Community Commercial
and Activity Centers

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OF THE NATIONAL CAPITAL

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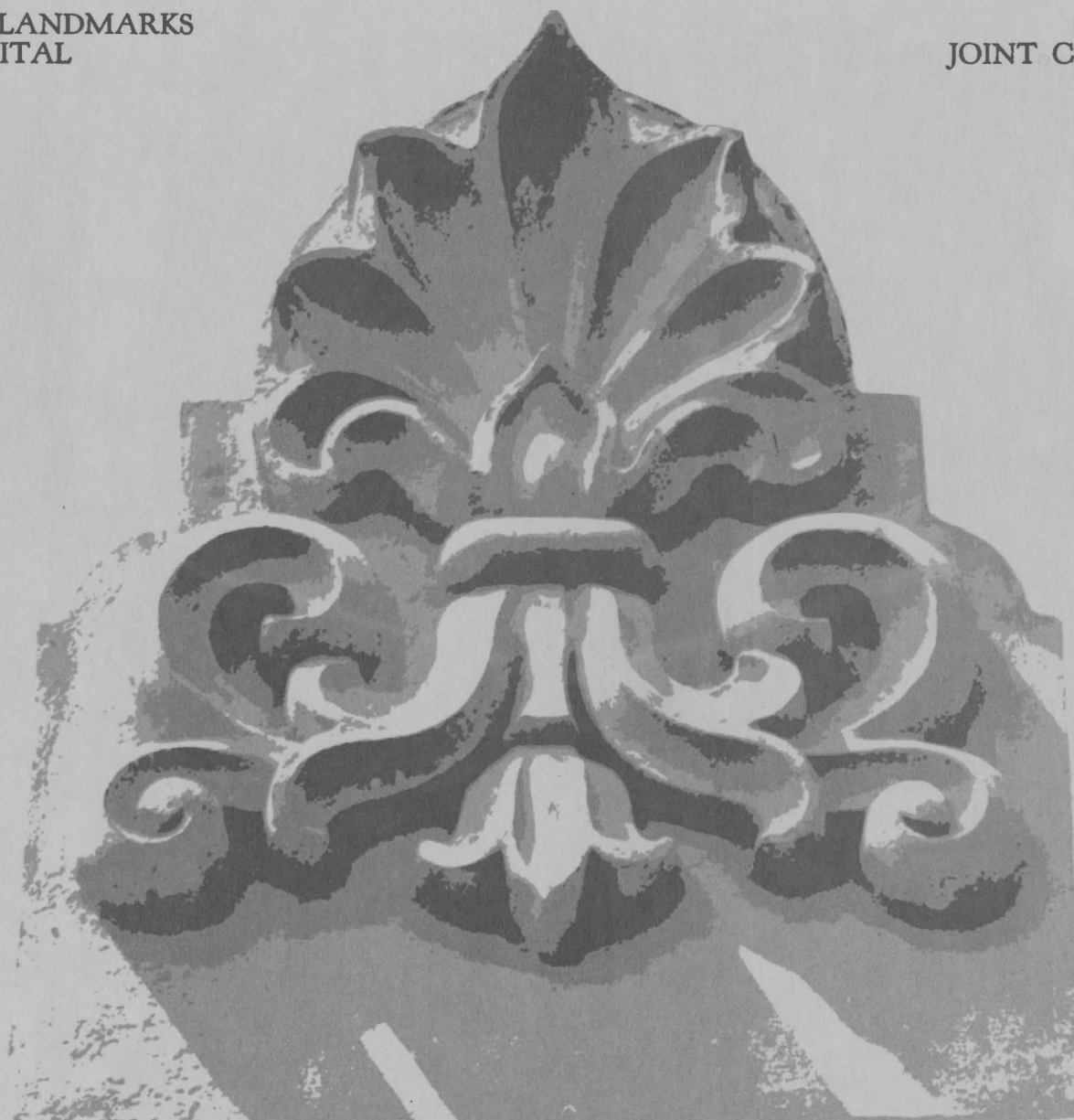
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National Capital Planning Commission
Commission of Fine Arts

MAP AVAILABLE AT:

National Capital Planning Commission
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Detail, Franklin School

LANDMARKS OF THE NATIONAL CAPITAL

DESIGNATED BY THE JOINT COMMITTEE ON LANDMARKS OF THE NATIONAL CAPITAL AS OF AUGUST 28, 1973

Landmarks of the National Capital

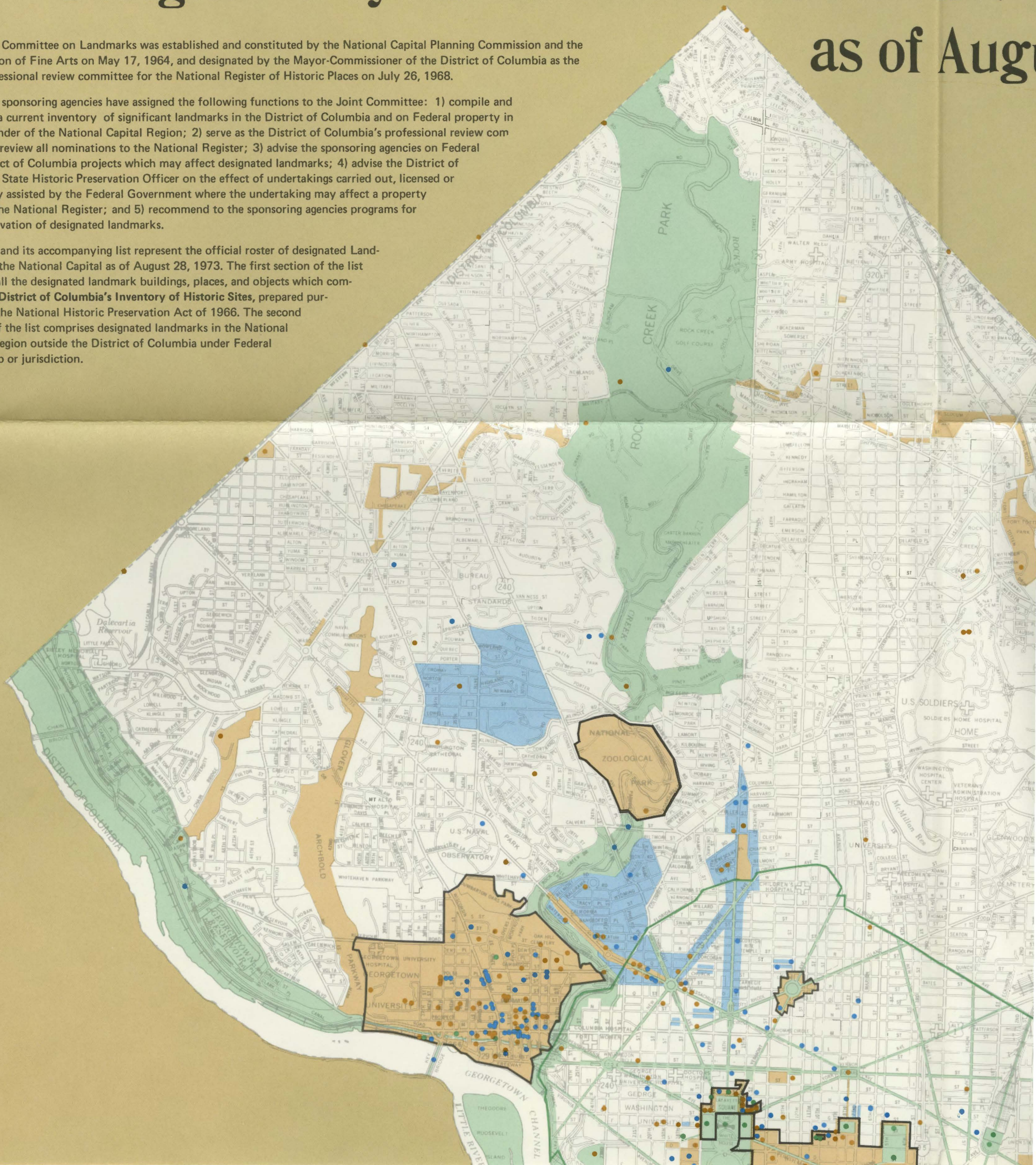
Designated by the Joint Committee on Landmarks

as of August 28, 1973

The Joint Committee on Landmarks was established and constituted by the National Capital Planning Commission and the Commission of Fine Arts on May 17, 1964, and designated by the Mayor-Commissioner of the District of Columbia as the state professional review committee for the National Register of Historic Places on July 26, 1968.

The three sponsoring agencies have assigned the following functions to the Joint Committee: 1) compile and maintain a current inventory of significant landmarks in the District of Columbia and on Federal property in the remainder of the National Capital Region; 2) serve as the District of Columbia's professional review committee to review all nominations to the National Register; 3) advise the sponsoring agencies on Federal and District of Columbia projects which may affect designated landmarks; 4) advise the District of Columbia State Historic Preservation Officer on the effect of undertakings carried out, licensed or financially assisted by the Federal Government where the undertaking may affect a property listed in the National Register; and 5) recommend to the sponsoring agencies programs for the preservation of designated landmarks.

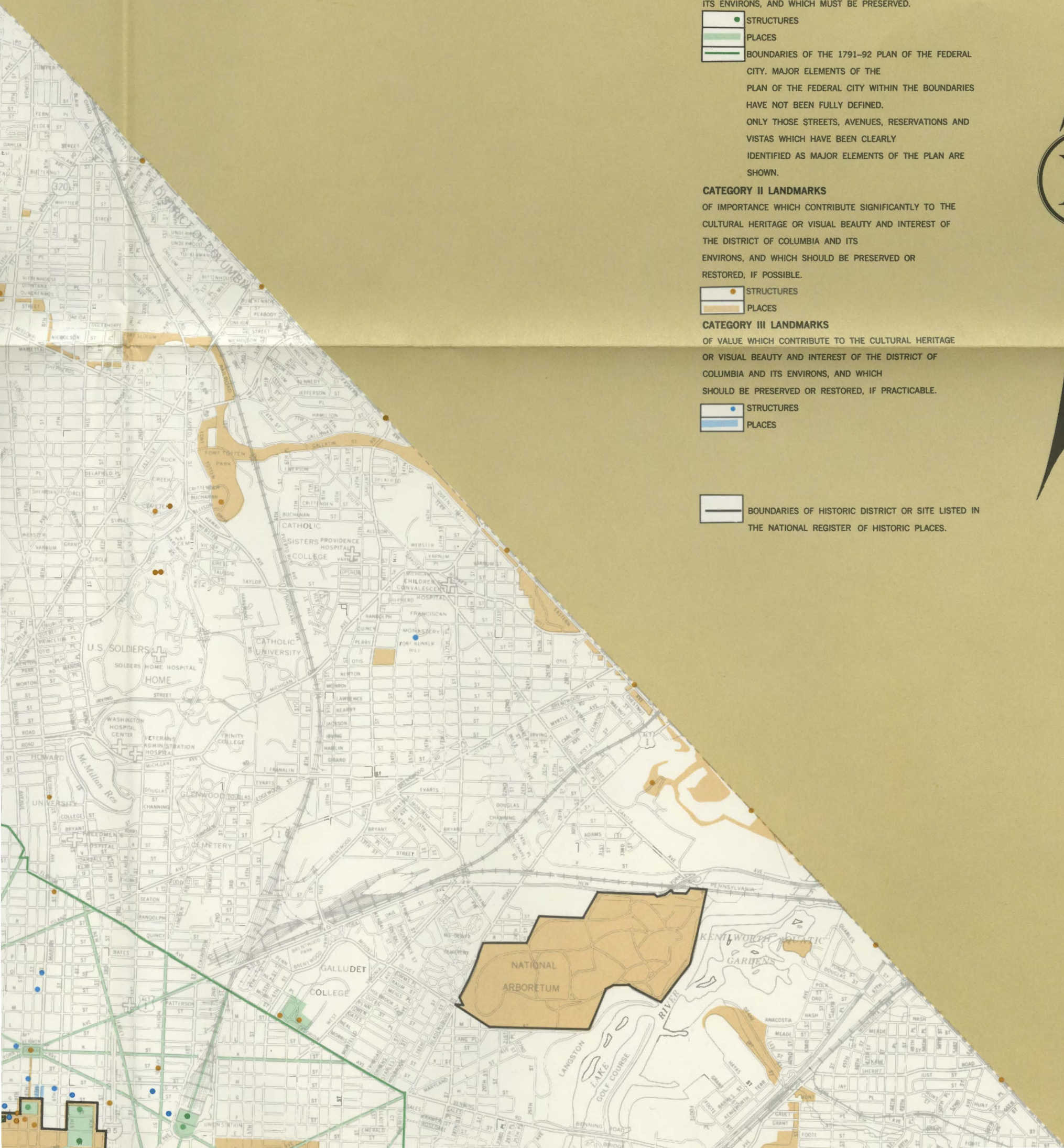
This map and its accompanying list represent the official roster of designated Landmarks of the National Capital as of August 28, 1973. The first section of the list includes all the designated landmark buildings, places, and objects which comprise the District of Columbia's Inventory of Historic Sites, prepared pursuant to the National Historic Preservation Act of 1966. The second section of the list comprises designated landmarks in the National Capital Region outside the District of Columbia under Federal ownership or jurisdiction.



the National Capital

tee on Landmarks of the National Capital

as of August 28, 1973



District of Columbia's Inventory of Historic Sites Prepared Pursuant to the National Historic Preservation Act of 1966

CATEGORY I—Landmarks of Great Importance Which Contribute Significantly to the National Cultural Heritage or that of the District of Columbia and its Environs, and Which Must Be Preserved.

STRUCTURE & LOCATION

1. The White House
1600 Pa. Ave., NW
2. The U.S. Capitol
West Terraces & Steps
The U.S. Capitol
3. Octagon (Taylor House)*
1741 N.Y. Ave., NW
4. Tudor Place*†
1644 31st St., NW
5. St. John's Church*†
16th & H Sts., NW
6. Decatur House*†
748 Jackson Place, NW

8. Old City Hall*†
451 Indiana Ave., NW
9. National Portrait Gallery & National Collection of Fine Arts (Old Patent Office)*†
7th, 9th, F & G Sts., NW
10. Treasury Department*†
15th St. & Pa. Ave., NW
11. Smithsonian Building*
Jefferson Drive bet.
9th & 12th Sts., SW
12. Washington Monument*
Monument Grounds
13. Ford's Theatre
(Lincoln Museum)*†

- 511 10th St., NW
Petersen House (House
Where Lincoln Died)*†
516 10th St., NW
14. The Pension Building*†
4th, 5th, F & G Sts., NW
15. Executive Office Building
(Old State, War & Navy)*†
17th St. & Pa. Ave., NW
16. Library of Congress
1st St. bet. E. Capitol
St. & Independence Ave., SE
17. Union Station & Plaza*
Columbus Fountain
Mass. & Del. Aves., NE

18. Lincoln Memorial*
Statue of Lincoln
Memorial Grounds
 19. Supreme Court Building
1st & E. Capitol Sts., NE
 20. Forrest Marbury House*†
3350 M St., NW
- PLACES
1. The Potomac Gorge
 2. Annapolis Island
(Roosevelt Island)
 3. The Squares, Circles, Vistas
& Major Elements created by

- the Plan of the Federal City
4. Chesapeake & Ohio Canal*†
Wisconsin Ave. Bridge over
Canal & Canal Monument
Potomac Aqueduct Bridge
Abutment & Pier
 5. East & West Potomac Parks
& Tidal Basin
 6. Rock Creek Park & Piney
Branch Parkway (Res. 339)
Rock Creek & Potomac
Pkwy (Res. 360)
 7. Gallaudet College
Historic District
7th St. & Florida Ave., NE

CATEGORY II—Landmarks of Importance Which Contribute Significantly to the Cultural Heritage or Visual Beauty and Interest of the District of Columbia and its Environs, and Which Should Be Preserved or Restored, if Possible.

A. PUBLIC BUILDINGS AND MONUMENTS

STRUCTURE AND LOCATION

1. Quarters B*†
Washington Navy Yard
8th & M Sts., SE
2. Main Gate,
(The Latrobe Gate)*†
Washington Navy Yard
8th & M Sts., SE
3. Quarters A, (Tingey House;
Commandant's House)*†
Washington Navy Yard
8th & M Sts., SE
4. Commandant's Office
(Building #1; Quarters J)*†
Washington Navy Yard
8th & M Sts., SE
5. Marine Corps Commandant's
House*†
Marine Barracks
801 G St., SE
6. U.S. Marine Barracks
Buildings*†
Marine Barracks
Eye & 9th Sts., SE
7. U.S. Tariff Commission
Building (General Post Office,
General Land Office)*†
E, F, 7th & 8th Sts., NW
8. Winder Building*
604 17th St., NW
9. Custom House & Post Office*†
1221 31st St., NW
10. Renwick Gallery
(Old Corcoran Gallery)*†
1661 Pa. Ave., NW
11. Temporary Home for
Veterans of All Wars
(Old Naval Hospital)
9th St. & Pa. Ave., SE
12. Arts & Industries Building
(National Museum)*
Smithsonian Institution
Jefferson Drive, SW
13. Corcoran Gallery*
17th St. & N.Y. Ave., NW
14. Old Post Office & Clock
Tower*†
Pa. Ave., bet. 11th &
12th Sts., NW
15. Central Public Library
(Carnegie Library)*
Mount Vernon Square, NW
16. Army War College*
Fort McNair
Bet. 3rd & 4th Sts., SW
17. District Building*†
14th & E Sts., NW
18. Pan American Union*
17th St. bet. C St. &
Constitution Ave., NW
19. Freer Gallery of Art*
12th St. & Jefferson
Drive, SW
20. Folger Shakespeare
Library*
E. Capitol & 2nd Sts., SE
21. The National Archives*†
Constitution Ave. bet.
7th & 9th Sts., NW
22. Federal Reserve Board
Constitution Ave. bet.
20th & 21st Sts., NW
23. Jefferson Memorial*
West Potomac Park
24. National Gallery of Art
Constitution Ave. &
6th St., NW
25. Van Ness House Stables
18th & C Sts., NW
Pan American Union Grounds

B. RELIGIOUS BUILDINGS AND MONUMENTS

STRUCTURE AND LOCATION

1. St. Paul's Episcopal Church
(Rock Creek Church)*
Rock Creek Cemetery, Rock
Creek Church Rd. & Webster
St., NW
2. Convent of Mercy (Old
Trinity Church)*†
3525 N St., NW
3. Christ Church, Washington
Parish (Christ Church,
Navy Yard)*
620 G St., SE
4. St. John's Church†
3240 O St., NW
5. Convent of the Visitation†
1500 35th St., NW
Chapel of the Sacred Heart
Monastery
Academy Building
6. Van Ness Mausoleum†
Oak Hill Cemetery
30th & R Sts., NW
7. Church of the Epiphany*
1317 G St., NW
8. Oak Hill Cemetery Chapel*†
Oak Hill Cemetery
29th & R Sts., NW
9. St. Aloysius Catholic
Church*
N. Capitol & I Sts., NW
10. Grace Protestant Episcopal
Church (Mission Church for
Canal Boatmen)*†
1041 Wisconsin Ave., NW
11. Luther Place Memorial Church*
1226 Vermont Ave., NW
Thomas Circle
12. Christ Church*†
3116 O St., NW
Rectory†
3112 O St., NW
13. Old Adas Israel Synagogue*
3rd & G Sts., NW
14. Adams Memorial
(Grief, Peace of God)*
Rock Creek Cemetery
Rock Creek Church Rd. &
Webster St., NW
15. St. Matthew's Cathedral
1725 R.I. Ave., NW
16. Cathedral of St. Peter &
St. Paul
(National Cathedral)
Wisc. Ave. At Mass. Ave., NW
17. St. Mark's Church,
Capitol Hill*
3rd & A Sts., SE
18. St. Mary's Episcopal Church
(St. Mary's Chapel)*
730 23rd St., NW
19. Metropolitan A.M.E. Church*
1518 M Street, NW

C. INSTITUTIONAL & EDUCATIONAL BUILDINGS

STRUCTURE AND LOCATION

1. Old North†
Georgetown University
2. Friendship House (The
Maples; Maple Square)*
619 D St., SE
3. Maret School (Woodley)
3000 Cathedral Ave., NW
4. Episcopal Church Home
(Bowie-Sevier House)*†
3124 Q St., NW
5. Dumbarton Oaks†
3101 R St., NW

D. COMMERCIAL AND INDUSTRIAL BUILDINGS

STRUCTURE AND LOCATION

1. The Highlands
(Zartman House,
Sidwell Friends School)*
3825 Wisc. Ave., NW
2. Chaplains Memorial Building
(Mountjoy Bayly House;
Hiram Johnson House)*
122 Maryland Ave., NE
3. Georgetown University
Astronomical Observatory*†
Georgetown University
4. Corn Rigs — Anderson House
Soldiers' Home
Rock Creek Church Rd. &
Upshur St., NW
5. Main Building
(Sherman Building)
Soldiers' Home
Rock Creek Church Rd. &
Upshur St., NW
6. Old Naval Observatory*
23rd & E Sts., NW
7. President's House
Gallaudet College
7th St. & Fla. Ave., NE
8. Chapel Hall*
Gallaudet College
7th St. & Fla. Ave., NE
9. Franklin School*
13th & K Sts., NW
10. Healy Building*†
Georgetown University
11. Phillips Collection
(Phillips Memorial Gallery)*
1612 21st St., NW
12. Textile Museum*
2310-2320 S St., NW
13. National Academy of Sciences
2101 Constitution Ave., NW
14. Stevens School
21st St. bet. K &
L Sts., NW
15. Potomac Masonic
Lodge No. 5†
1058 Thomas Jefferson St., NW
16. Conduit Road Schoolhouse
4954 MacArthur Boulevard, NW
17. Howard Hall
Howard University

E. RESIDENTIAL BUILDINGS, EMBASSIES AND CLUBS

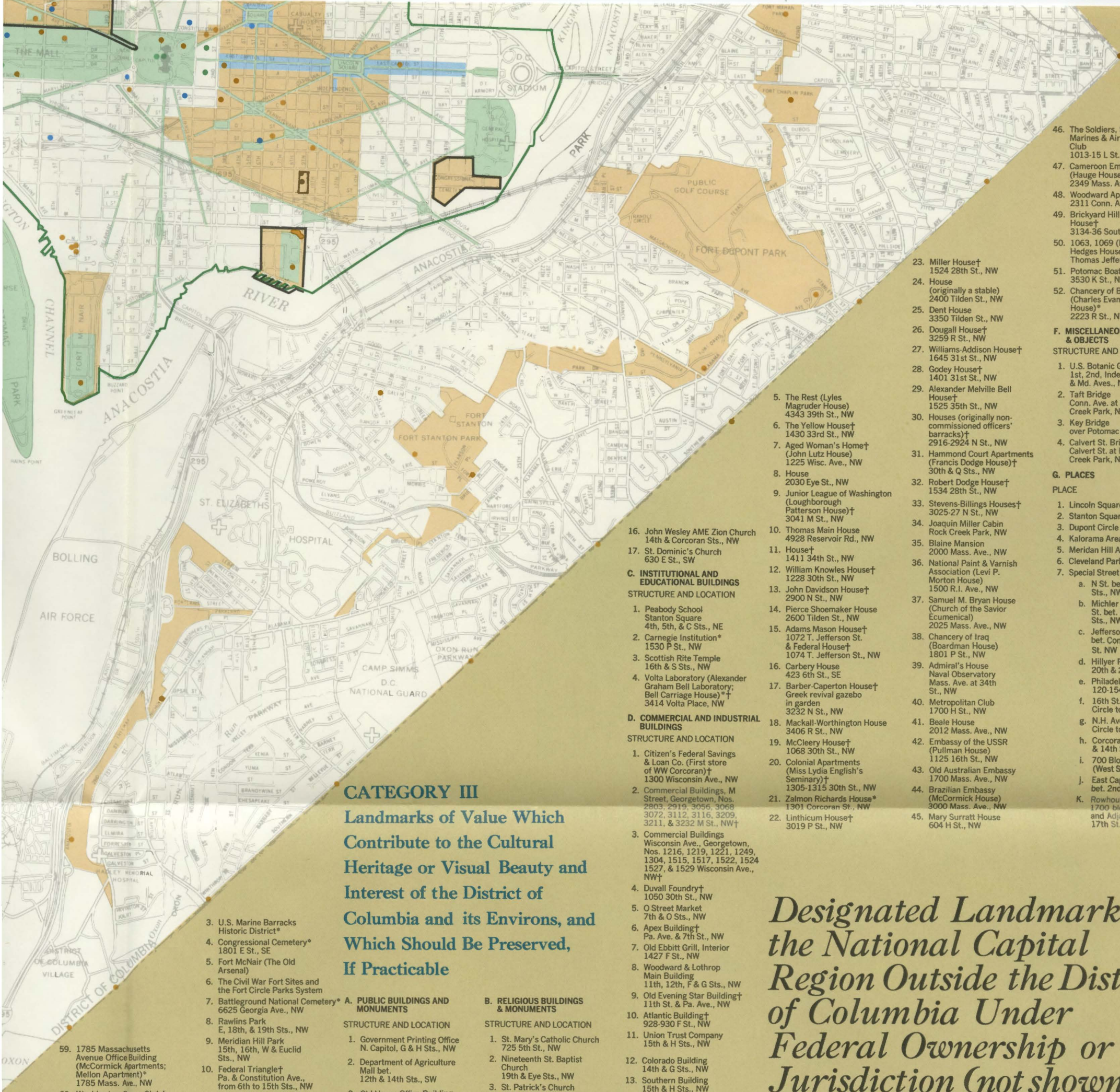
STRUCTURE AND LOCATION

1. Dumbarton House (National
Society of Colonial Dames
of America; Bellevue)*†
2715 Q St., NW
2. The Lindens
(King Hooper House)*
2401 Kalamazoo Rd., NW
3. Old Stone House†
3051 M St., NW
4. Beall-Peter-Dick House†
3033 N St., NW
5. Morsell House
(Decatur-Gunther House)*†
2812 N St., NW
6. Halcyon House
(Benjamin Stoddert House)*†
3400 Prospect St., NW
7. Prospect House
(Lingan-Templeman House)*†
3508 Prospect St., NW
8. Rosedale (Forrest House)*
3501 Newark St., NW
9. Thomas Beall House†
3017 N St., NW
10. Thomas Law House
(Honeyman House)*
1252 6th St., SW
11. Wheat Row (4 Houses)*
1315-1321 4th St., SW
12. Duncanson-Cranch House
(Barney Neighborhood House)*
468-470 N St., SW
13. Quality Hill (John
Thomson Mason House)*†
2425 Prospect St., NW
14. Sewall-Beimont House
(National Woman's Party)*
144 Constitution Ave., NE
15. Laird-Dunlop House†
3014 N Street, NW
16. Foxall House†
2908 N St., NW

F. MISCELLANEOUS BUILDINGS & OBJECTS

STRUCTURE AND LOCATION

1. 1785 Massachusetts
Avenue Office Building
(McCormick Apartments;
Mellon Apartment)*
1785 Mass. Ave., NW
2. Washington Canoe Club†
W. End of K St., NW
3. U.S. Marine
Historic I
1801 E S
5. Fort McN
Arsenal)
6. The Civil
the Fort)
7. Battlegro
6625 Ge
8. Rawlins I
E, 18th, 4
9. Meridian
15th, 16
Sts., NW
10. Federal I
Pa. & Co
from 6th
11. National
Main Ent
of Conne
12. Glover-A
13. 17th St.
from N.Y
to Const
14. National
24th & R
15. Aquatic
13th, 14
16. Franklin
13th, 14
17. Eighth S
Mt. Vern
Archives
18. Sheridan
Ave. Are
Circle to
Park
19. Logan Ci
District*
20. Capitol H
District
21. C & O Ca
District*
22. Pennsylv
National
23. Lafayette
District*
24. Ford's T
Historic



CATEGORY III Landmarks of Value Which Contribute to the Cultural Heritage or Visual Beauty and Interest of the District of Columbia and its Environs, and Which Should Be Preserved, If Practicable

- U.S. Marine Barracks Historic District*
 - Congressional Cemetery* 1801 E St., SE
 - Fort McNair (The Old Arsenal)
 - The Civil War Fort Sites and the Fort Circle Parks System
 - Battleground National Cemetery* 6625 Georgia Ave., NW
 - Rawlins Park E, 18th, & 19th Sts., NW
 - Meridian Hill Park 15th, 16th, W & Euclid Sts., NW
 - Federal Triangle† Pa. & Constitution Ave., from 6th to 15th Sts., NW
 - National Zoological Park* Main Entrance, 3000 Block of Connecticut Ave., NW
 - Glover-Archbold Park
 - 17th St. NW, West side from N.Y. Ave., to Constitution Ave.
 - National Arboretum* 24th & R Sts., NE
 - Aquatic Gardens
 - Franklin Square (Res. 9) 13th, 14th, Eye & K Sts., NW
 - Eighth St. Vista from Mt. Vernon Sq. to National Archives
 - Sheridan Circle & Mass. Ave. Area from DuPont Circle to Rock Creek Park
 - Logan Circle Historic District*
 - Capitol Hill Historic District
 - C & O Canal Historic District through Georgetown †
 - Pennsylvania Avenue National Historic Site*
 - Lafayette Square Historic District*
 - Ford's Theatre National Historic Site*
- F. MISCELLANEOUS BUILDINGS & OBJECTS**
- STRUCTURE AND LOCATION**
- The Boundary Stones of the District of Columbia
 - Former Capitol Gatehouses and Gateposts Ellipse & Mall
 - Spring Grotto, Herdic Stations, Lamp Standards, etc. U.S. Capitol Grounds
 - Bartholdi Fountain 2nd & B Sts., SW
 - Buffalo Bridge* Q St. over Rock Creek Park
 - Arlington Memorial Bridge over Potomac River
 - Godey Lime Kilns (Washington Lime Kilns) Rock Creek & Potomac Parkway at 27th & L Sts., NW
- G. PLACES**
- PLACE**
- Georgetown Historic District*
 - Washington Navy Yard Historic District*

- A. PUBLIC BUILDINGS AND MONUMENTS**
- STRUCTURE AND LOCATION**
- Government Printing Office N. Capitol, G & H Sts., NW
 - Department of Agriculture Mail bet. 12th & 14th Sts., SW
 - Old House Office Building New Jersey & Independence Aves., SE
 - Old Senate Office Building 1st St. & Constitution Ave., NE
 - Daughters of the American Revolution* 1776 D St., NW
 - National History Building Smithsonian Institution Mall bet. 10th & 11th Sts., NW
 - City Post Office Mass. Ave. & N. Capitol St., NE
 - Bureau of Engraving & Printing 14th & C Sts., SW
 - American National Red Cross* 17th, D & E Sts., NW
 - Treasury Annex† Pa. Ave. & Madison Place, NW
 - U.S. Chamber of Commerce Building† 1615 H St., NW
 - South Building Interior Department 18th, 19th & E Sts., NW

- B. RELIGIOUS BUILDINGS & MONUMENTS**
- STRUCTURE AND LOCATION**
- St. Mary's Catholic Church 725 5th St., NW
 - Nineteenth St. Baptist Church 19th & Eye Sts., NW
 - St. Patrick's Church 10th & G Sts., NW
 - Church of the Ascension & St. Agnes 12th St. & Mass. Ave., NW
 - Greater New Hope Baptist Church (Ovare-Sholem Synagogue) 816 8th St., NW
 - Franciscan Monastery 14th & Quincy Sts., NE
 - Mt. Vernon Place United Methodist Church 9th St. at Mass. Ave., NW
 - Sacred Heart Church 16th St. & Park Rd., NW
 - All Souls Unitarian Church 16th & Harvard Sts., NW
 - National Baptist Memorial Church 16th St. & Columbia Rd., NW
 - Friends Meeting House 2111 Fla. Ave., NW
 - National City Christian Church Thomas Circle, NW
 - Church of Christ & Latter Day Saints 16th St. & Columbia Rd., NW
 - Mt. Olivet Lutheran Church (Vermont Ave. Christian Church)† 1308 Vermont Ave., NW
 - Immaculate Conception Church 1315 8th St., NW

- John Wesley AME Zion Church 14th & Corcoran Sts., NW
 - St. Dominic's Church 630 E St., SW
- C. INSTITUTIONAL AND EDUCATIONAL BUILDINGS**
- STRUCTURE AND LOCATION**
- Peabody School Stanton Square 4th, 5th, & C Sts., NE
 - Carnegie Institution* 1530 P St., NW
 - Scottish Rite Temple 16th & S Sts., NW
 - Volta Laboratory (Alexander Graham Bell Laboratory; Bell Carriage House)* † 3414 Volta Place, NW
- D. COMMERCIAL AND INDUSTRIAL BUILDINGS**
- STRUCTURE AND LOCATION**
- Citizen's Federal Savings & Loan Co. (First store of WW Corcoran)† 1300 Wisconsin Ave., NW
 - Commercial Buildings, M Street, Georgetown, Nos. 2803, 2919, 3056, 3068, 3072, 3112, 3116, 3209, 3211, & 3232 M St., NW†
 - Commercial Buildings Wisconsin Ave., Georgetown, Nos. 1216, 1219, 1221, 1249, 1304, 1515, 1517, 1522, 1524, 1527, & 1529 Wisconsin Ave., NW†
 - Duval Foundry† 1050 30th St., NW
 - O Street Market 7th & O Sts., NW
 - Apex Building† Pa. Ave. & 7th St., NW
 - Old Ebbitt Grill, Interior 1427 F St., NW
 - Woodward & Lothrop Main Building 11th, 12th, F & G Sts., NW
 - Old Evening Star Building† 11th St. & Pa. Ave., NW
 - Atlantic Building† 928-930 F St., NW
 - Union Trust Company 15th & H Sts., NW
 - Colorado Building 14th & G Sts., NW
 - Southern Building 15th & H Sts., NW
 - Mayflower Hotel Conn. Ave. & DeSales St., NW
 - Riggs Bank, 17th & G St. Branch (Washington Loan & Trust Co.) 17th & G Sts., NW
 - Carlton Hotel 16th & K Sts., NW
 - District of Columbia Paper Manufacturing Company† 3255-59 K St., NW
 - Washington Hotel† 15th St. & Pa. Ave., NW
 - Folger Building & The Playhouse Theater 723-27 15th St. NW

- E. RESIDENTIAL BUILDINGS, EMBASSIES AND CLUBS**
- STRUCTURE AND LOCATION**
- Beall-Washington House† 1647 30th St., 2920 R St., NW
 - Joseph Carlton House† 1052-54 Potomac St., NW
 - The Yellow Tavern† 1524 33rd St., NW
 - Hyde House† 1319 30th St., NW

Designated Landmarks in the National Capital Region Outside the District of Columbia Under Federal Ownership or Jurisdiction (not shown)

CATEGORY I Landmarks

- STRUCTURE AND LOCATION**
- Arlington House (Custis Lee Mansion)* Arlington National Cemetery Arlington County, Virginia
 - Fort Washington* National Capital Parks System. 5.5 miles south of D.C. line on Md. 210, Prince Georges County, Maryland
- PLACES**
- The Potomac Gorge Great Falls Montgomery County, Maryland, Fairfax County, Virginia
 - The Chesapeake & Ohio Canal,* Montgomery County, Maryland
 - Arlington National Cemetery Arlington County, Virginia

CATEGORY II Landmarks

- STRUCTURE AND LOCATION**
- The Boundary Stones of the District of Columbia Arlington & Fairfax Counties, Virginia
 - Jones Point Lighthouse Jones Point, Alexandria City, Virginia
 - Cabin John Aqueduct Bridge* over Cabin John Creek, Montgomery County, Maryland
- PLACES**
- Civil War Fort Sites Fairfax County, Virginia
 - The Mt. Vernon Memorial Highway, part of the George Washington Memorial Parkway, Arlington and Fairfax Counties and Alexandria City, Virginia
 - National Park Seminary Historic District*

CATEGORY III Landmarks

- STRUCTURE AND LOCATION**
- Quarters 1*† Fort Myer Historic District, Arlington County, Virginia
 - Belvoir* Fort Belvoir, Fairfax County, Virginia

- The Soldiers, Sailors, Marines & Airman's Club 1013-15 L St., NW
- Cameroon Embassy (Hauge House) 2349 Mass. Ave., NW
- Woodward Apartments 2311 Conn. Ave., NW
- Brickyard Hill House† 3134-36 South St., NW
- 1063, 1069 (Nicholas Hedges House) & 1071 Thomas Jefferson St., NW †
- Potomac Boat Club † 3530 K St., NW
- Chancery of Burma (Charles Evans Hughes House)* 2223 R St., NW

F. MISCELLANEOUS BUILDINGS & OBJECTS

- STRUCTURE AND LOCATION**
- U.S. Botanic Garden 1st, 2nd, Independence & Md. Aves., NW
 - Taft Bridge Conn. Ave. at Rock Creek Park, NW
 - Key Bridge over Potomac River
 - Calvert St. Bridge Calvert St. at Rock Creek Park, NW

G. PLACES

- PLACE**
- Lincoln Square Area
 - Stanton Square Area
 - Dupont Circle Area
 - Kalorama Area
 - Meridian Hill Area
 - Cleveland Park Area
 - Special Street Facades
 - N St. bet. 17th & 18th Sts., NW
 - Michler Place, north side, F St. bet. 17th & 18th Sts., NW
 - Jefferson Place bet. Conn. Ave. & 19th St. NW
 - Hillyer Place bet. 20th & 21st Sts., NW
 - Philadelphia Row 120-154 11th St., SE
 - 16th St. from Scott Circle to N.H. Ave., NW
 - N.H. Ave. from Dupont Circle to 16th St., NW
 - Corcoran St. bet. 13th & 14th Sts., NW
 - 700 Block of 7th St., NW (West Side)
 - East Capitol Street bet. 2nd & 19th Sts.
 - Rowhouses, both sides of 1700 block of Q St., NW and Adjacent Rowhouses on 17th St., NW

* Listed individually in National Register of Historic Places
† Included within one or more National Register Historic Sites or Districts