

GOALS

*A decent home in a suitable living environment
for every American family.*

U.S. HOUSING ACT OF 1949.

GOALS OF THIS PLAN

The best plan is the one which comes nearest to reaching the goals that you and your fellow citizens want to see accomplished. The General Plan is therefore based on these goals. First is the assumption that space for growth shall be amply provided on the basis of population, employment, and other trends. In accordance with this basic assumption, the following goals are those which will help most to improve the manner in which growth takes place.

Land should be treated as one of our most precious possessions, using efficiently what we need for accommodating expected urban growth, and conserving the rest for the unforeseeable future. Land is too valuable an asset to be heedlessly wasted by allowing it to be developed aimlessly in a scattered pattern. Extravagant "leap-frogging" of development into the countryside and overemphasis on larger and larger residential lots waste the land and establish widespread patterns of land use which become obsolete before they are even fully developed.

Public plans must be realistic in providing enough land for each type of urban development to meet the demands of urban growth. But at the same time public policy should not be used to inflate rural land prices artificially by extending urban zoning beyond realistic estimates of development needs. Equitable treatment of land owners demands that the need for expansion be met by opening land to development in a sequence which enhances orderly operations of the real estate market and reduces unsound speculation, leap-frogging, and excessive requests for rezoning.

Land is the basis of most natural resources, yet the 1960 Census tells us that we have less than 13 acres of it in the United States for each person in the population. This land includes all our farms, forests, mines, oil fields, mountains, deserts and parks as well as our residential, commercial and industrial areas. The total amount of land does not change but the amount per person is decreasing rapidly. With our exploding population and our rising standard of living, there is a potential danger of natural resources shortage. In addition to the land itself, certain special resources such as commercially workable sand and gravel deposits and quarryable stone are relatively scarce at locations near the urbanized area. These resources should be preserved until they are needed and then used efficiently. Resulting savings in transportation costs will be significant to the construction industry and to the consumer. Where possible, the best soils should be preserved for agricultural purposes. In addition, soil and watershed conservation practices should be employed to protect water supplies and topsoil.

Great expanses of open space in and near the urbanized area provide a feeling of freedom and relief to those urbanites who spend much of their time in the hustle and bustle of crowded shopping and working areas. Just to be able to get out and look at large open spaces or to surround oneself with a natural environment away from other people has a very desirable and soothing psychological effect. The inspiration and change of pace given by large open spaces are vital in addition to the enhanced opportunities for outdoor recreation. Furthermore, clean open space is the best environment for the preservation and proper use of natural resources. Maintenance of large amounts of clean open space, uninterrupted by scattered urban development, requires consolidated urbanization. Should it ever become necessary for future generations to urbanize part of the preserved open space, demolition of obsolete urban scatteration will not have to be the first step.

EXPAND OPPORTUNITIES FOR
OUTDOOR RECREATION

The phenomenal demand for outdoor recreation, spurred on by rising living standards and increasing leisure time, must be met by utilizing both private and public lands. Many active sports can be enjoyed on local parks and playgrounds within urbanized areas and even in family backyards, but hunting, fishing, camping, hiking, swimming, horseback riding, boating, water skiing and other outdoor sports require more elbow room. Large expanses of water, shore fronts, forests and fields cannot be provided adequately within urban areas. Private property in the rural areas can meet a substantial part of the growing need for outdoor recreation facilities—to the profit of the private owners. Local and regional parks must fill the rest of the need. Government policy should support and encourage the use of both public and private lands in the Regional District for outdoor recreation.

FACILITATE THE ORDERLY AND
EFFICIENT ARRANGEMENT OF
PUBLIC UTILITIES AND SERVICES

Compact urban development, taking place in orderly stages, utilizes public investments in sewer and water lines, streets and highways, rapid transit, schools, parks, and other community facilities in the most efficient manner. The increased public costs required to bring services to scattered subdivisions should be avoided by not allowing such developments to spring up in areas where the necessary services cannot be efficiently provided.

PROVIDE AN EFFICIENT
TRANSPORTATION SYSTEM
INCLUDING RAPID TRANSIT

An efficient system of transportation must include rapid transit designed to meet a major part of the critical rush-hour need. Without rapid transit, highways and parking garages will consume the downtown areas; the advantages of central locations will decrease; the city will become fragmented and unworkable. The mental frustrations of congested highway travel will take its toll, not to mention the extra costs of second cars and soaring insurance rates. In Los Angeles where an automobile dominated transportation system reigns supreme, there is still a serious commuter problem even though "Approximately two-thirds of the city's downtown section is given over to streets and parking and loading facilities."* There is no future in permitting the Regional District to drift into such a "solution."

* "The Revolt Against Big-City Freeways," *U.S. News and World Report*, Jan. 1, 1962, p. 49.

ENCOURAGE
GREATER VARIETY
OF LIVING ENVIRONMENTS

by
New Towns
and
Residential Clusters

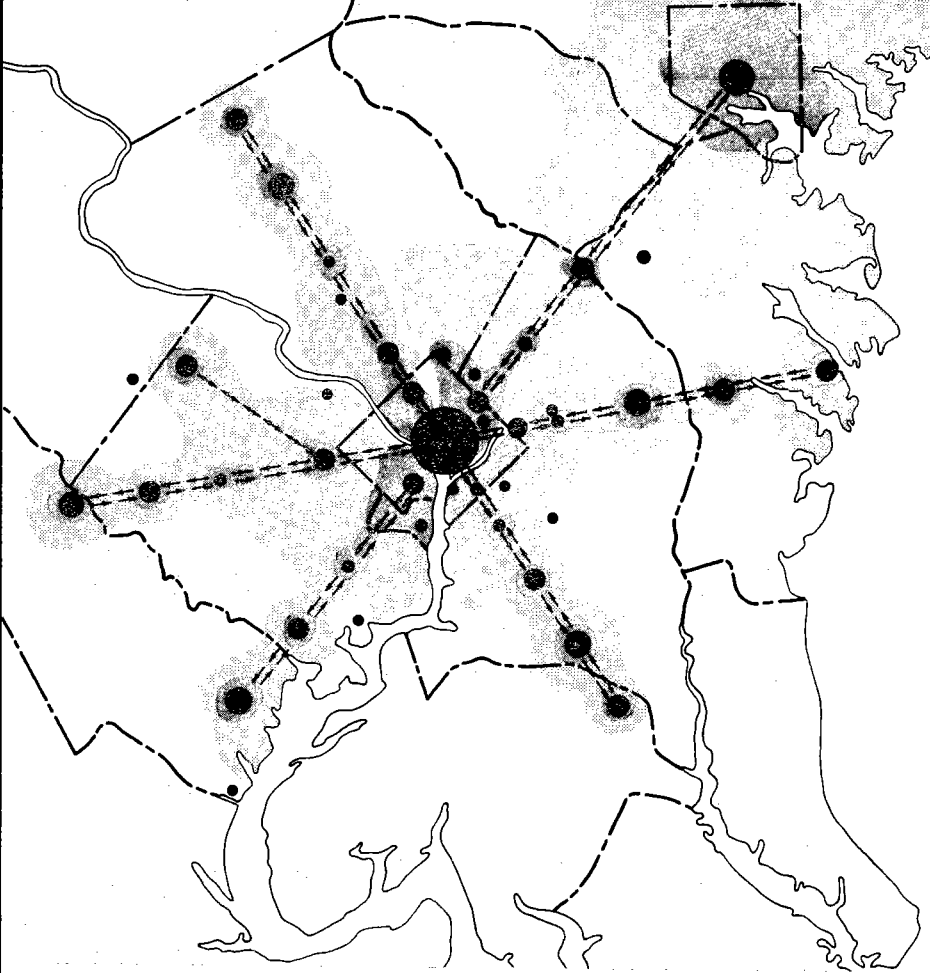
Large populations contain wide varieties of people, some young, some old, some married and some single, some with children and some without, some rich and some poor. These various types of people require different living environments. Provisions must be made for the requirements of all segments of the population and the changing ratios between them.

“New Towns” staged in the corridor plan afford the greatest opportunity to create in a concentrated, efficient and economical manner a range of choice of living environments. Cut from the whole cloth, such towns can be completely divorced from towns that “grew up” around a crossroad, an industry, a rail stop or the local grain and fuel center.






Planned and guided from their conception, new towns can profit by the pitfalls and inconveniences evident in much of our present sprawling urban development.

Residential areas need not consist of row after row of houses on uniformly sized lots or unimaginative blocks of apartments in strict zoning categories. Cluster developments which compatibly integrate single family homes on various sized lots, town houses, garden and high rise apartments, commercial and auxiliary uses can maintain strict density control of the cluster of uses.

A new town could thus be made up of a series of “clusters”. The Town providing the employment, major commercial and cultural facilities with the clusters providing the essential variety of living space, local social, cultural and educational facilities—and, above all the physical arrangement of all components into a workable pleasant, and economically feasible whole. The total town would provide the fullest range of commercial services, employment, cultural opportunities, and living arrangements to meet the needs and desires of all segments of the residents, and result in a complex basically sufficient unto itself.



*the
radial corridor
plan*

- New Town Center 
- Urbanized Area 
- Sub-center 
- Controlled Open Space 
- Main Communication Line 

Source: A Plan for the Year 2000 The Nation's Capital, NCRP & NCRPC.

Proper attention to many small refinements and amenities can contribute greatly to the development of pleasing urban communities. Small local parks and conservation strips, shade trees along the streets, proper landscaping of buildings and parking lots, underground power and telephone lines—all such refinements can add greatly to the quality and pleasing appearance of communities.

One of the concepts of design which lends imagination, integrity and identity to an area—whether it be a new town, a cluster development or an isolated existing community is the separation of uses by “greenbelts.” These belts could range from rows of trees in a cluster to parklike greenbelts of sparsely used land delineating the shape of a new town.

Basic to the concept of imaginative design is the inclusion in the design of a cultural and social base—a sense of identity and pride—for each and every new town, residential cluster or existing community.

New towns may consider projects as ambitious as a zoo, a botanical garden, the exploitation of a natural resource, exhibition and art museums. Residential clusters could consider art centers, major libraries, concert facilities or even a symphony orchestra.

Imaginative design can create an identity for each community, a source of pride for the residents of the community, and establish competition between areas that fosters an appreciation for the betterment of all communities.

To be practical a plan must be acceptable within the framework of existing legal procedures or reasonable extensions of these procedures, and within the framework of financial capabilities. Public policy should provide for the practical implementation of the plan.

In the light of these goals four alternative urban patterns were analyzed: sprawl, average density, satellite, and corridor.

... goals and the General Plan discussed in this report. The document, titled "CORRIDOR PLAN FOR 1980," was prepared by the National Urban Policy Commission and the National Capital Regional Council.

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—Major transit stations should provide the focus of relatively compact new communities in the corridor.

- The regional network of transit should be designed especially to handle those trips for which there will be no convenient alternative modes of transit.
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COOPERATION AT ALL LEVELS OF GOVERNMENT - FEDERAL, STATE AND LOCAL - WILL BE THE KEY TO THE WORKABILITY OF THE CORRIDOR PLAN.



orderly regional development with residential communities, shopping areas and employment centers built up in a harmonious fashion in relation to each other and with due attention to the preservation of large open spaces—parks, woodlands, and farms;

well designed residential communities, free of scattered commercial and industrial uses, with good street widths and lot sizes and adequate local parks and playgrounds;

well located and designed shopping centers that are convenient to reach and use and have no harmful effect on neighboring properties;

planned industrial parks which will attract industry to the suburban area without injuring residential uses;

a logical distribution of school and park facilities, with sites secured well ahead of rising land costs;

a good regional highway system with well located main arterials and ample rights-of-way for future widening, purchased before roadsides are built up with houses and other uses;

an improved system of rapid transit joining residential areas to business districts and centers of government and industrial employment.