

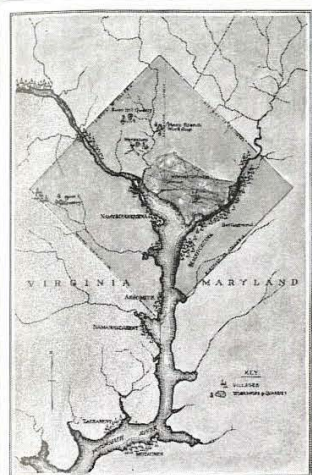
II. STUDIES IN CONTINUITY OF PLANNING

There have been many plans for the development of Washington as the National Capital. In order to illustrate the background of present planning work and to preserve that continuity of effort and experience which is essential to the well ordered growth of any community, the commission has prepared a series of plates illustrating the growth and plan of Washington. (Plates 1-16.)

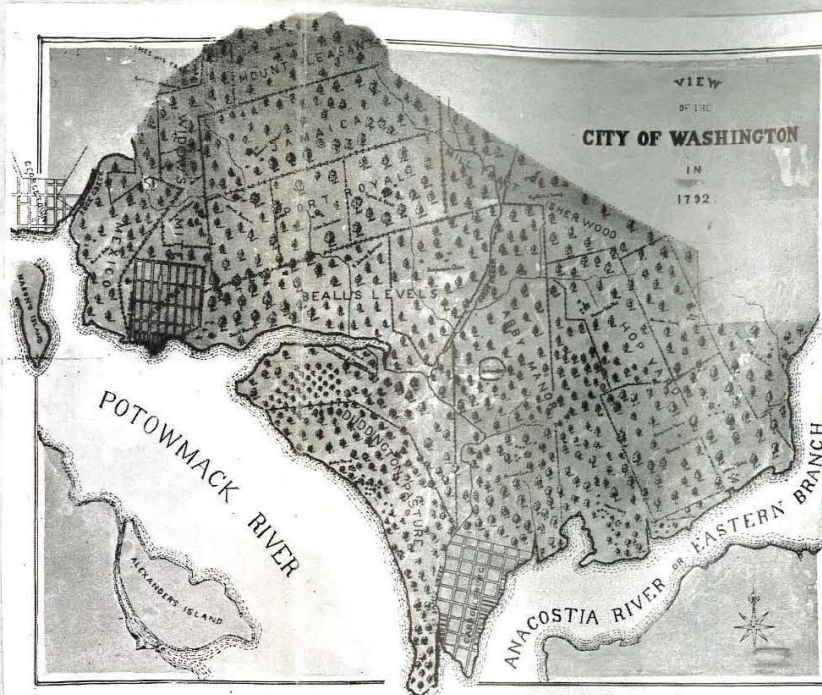
These plates show the site selected for the city by President Washington, and the original plan prepared by Maj. Pierre Charles L'Enfant under the direction of Washington and Jefferson, as well as the modified plan by Andrew Ellicott. The growth of the city through the years and beyond the original boundaries without any control is pictured. This uncontrolled growth produced conditions so serious as to call for a new highway plan for the outlying parts of the District of Columbia which was prepared in 1893-1898. The new plan provided for a fairly uniform and standardized extension over the rough topography of the outlying areas of the type of street arrangement which L'Enfant designed for the relatively flat area in the center of the city. Parks were generally omitted and not until 1902 was a plan for the extension of the park system in these same outlying areas prepared and recommended to Congress by the McMillan Commission. (S. Rept. No. 166, 57th Cong., 1st sess.) This commission also prepared plans in considerable detail for the Mall and its vicinity, forecasting the erection of the Lincoln Memorial, the Union Station, and the Arlington Memorial Bridge. The recent public buildings project for the development of a group of executive offices in the triangle bounded by Pennsylvania Avenue and the Mall to replace the many rented and temporary quarters now used in Washington, the projects for the extension of the Capitol Grounds and the completion of Union Square, the municipal center, and progress on the Memorial Bridge are also pictured.

WASHINGTON IN EMBRYO

CONDITIONS PRIOR TO 1792



INDIAN VILLAGES, QUARRIES AND WORKSHOPS
WASHINGTON REGION, ABOUT 1685
COMPILED FROM DATA—VOLUME 26, COLUMBIA HISTORICAL SOCIETY



HOLDINGS OF ORIGINAL PROPRIETORS
SITE OF THE CITY OF WASHINGTON BEFORE THE L'ENFANT PLAN

GEORGETOWN FOUNDED : 1791
HAMBURGH LAYED OUT : 1768
CARROLLSBURG LAYED OUT, 1770

ON THE WESTERN EDGE OF
JENKINS HILL, THE CAPITOL
WAS BUILT.



"THE GREATEST ABORIGINAL BOWLER QUARRY KNOWN AND THE MOST
IMPORTANT IMPLEMENT GROUP YET OBSERVED ON THE ATLANTIC SLOPE.
ARE LOCATED— 24 MILES FROM THE FAREASTH HOUSE
HOLMES, SMITHSONIAN INSTITUTION—1899

WASHINGTON IN EMBRYO.—The site of the Federal District was chosen by President Washington, under authority of Congress, at the head of navigation on the Potomac River and at the confluence of the main river and the Eastern Branch. The area necessary for the new city was given by the proprietors to trustees appointed by the Government under an agreement with President Washington by which the Nation received the land necessary for streets without charge, purchased areas for parks and public buildings "at the rate of twenty-five pounds per acre," and divided the remaining lots equally with the original owners

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NOTES

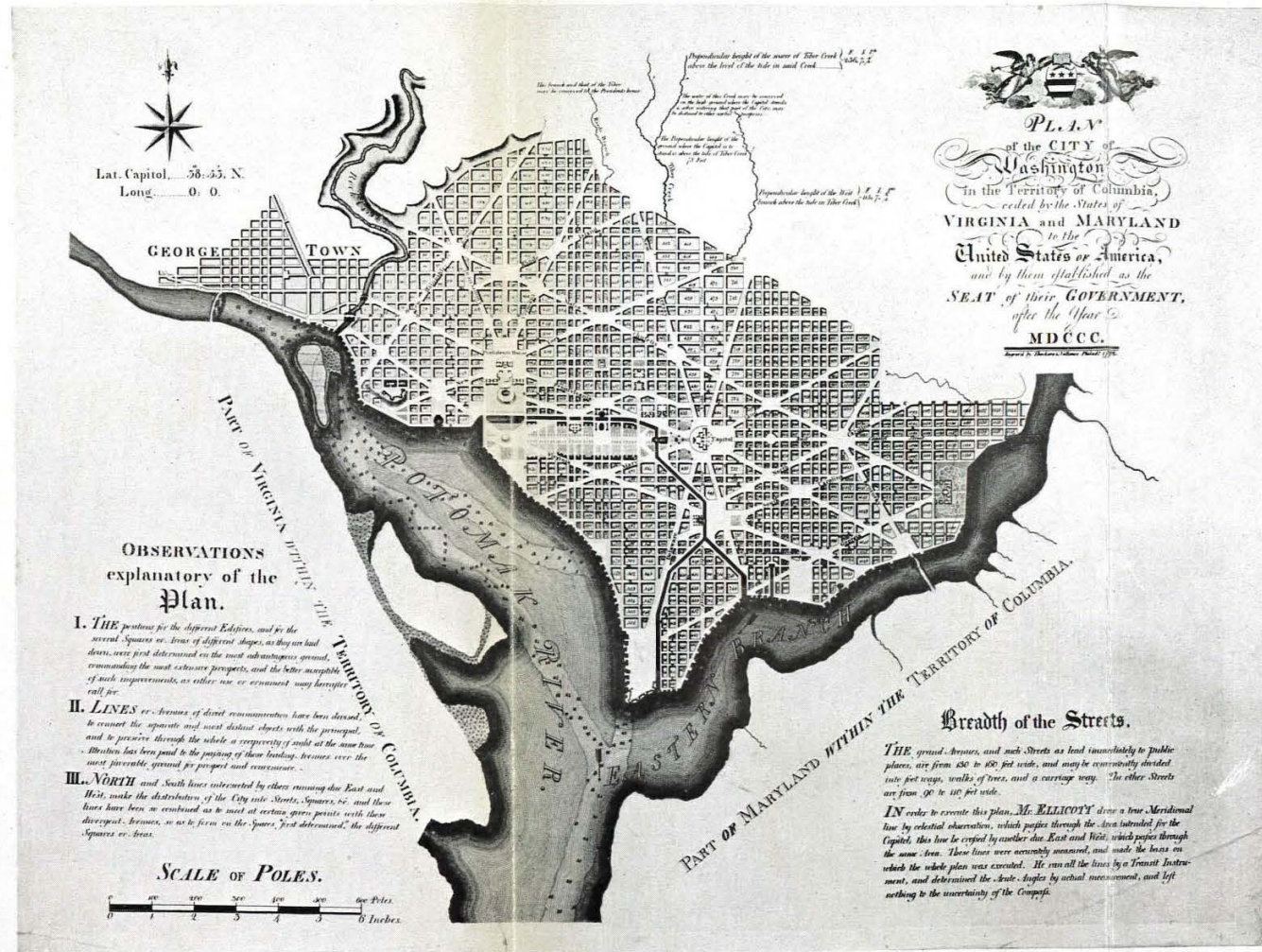
The design was not finally approved until 1797-1798, when George Washington and John Adams collaborated in writing a plan drawn by James R. Dornall.

In the approved design, the departures made from the original L'Enfant plan were:

1. Subdivision of the area into 12 semi-circles
2. The change in position of the Marine Hospital (now Collingdale Hospital)
3. The strengthening of Massachusetts Avenue
4. The omission of the piece of the East Bridge
5. The continuation of Georgia Avenue (now Palomas Avenue, S.E.) to the Arsenal (now the War College).
6. The omission of minor radial avenues

THE L'ENFANT PLAN.—Washington commissioned Pierre Charles L'Enfant to prepare a plan for the Federal City. L'Enfant had been brought up at Versailles, and the plan he produced shows his familiarity with this suburban capital and palace, planned for the French kings. The locations of the Capitol and the White House interestingly correspond to the locations of the main palace and the Trianon at Versailles, while the diagonal avenues of the Washington plan are similar to the avenues at Versailles which were cut through the forest to assist in control of the area for hunting. As stated in L'Enfant's Observations Explanatory of the Plan, "the positions for the different grand edifices and for the several grand squares or areas of different shapes, as they are laid down, were first determined on the most advantageous ground commanding the most extensive prospects." Thus, the Capitol was located on the highest hill and the White House provided with a beautiful vista down the Potomac River

THE ELLICOTT PLAN 1792



THE ELLICOTT PLAN.—L'Enfant had many difficulties with the commissioners appointed by Washington for the administration of the Territory of Columbia. The most dramatic incident between them was when L'Enfant destroyed the Carroll House, which had been begun in the line of New Jersey Avenue SE. The Frenchman realized that if houses were constructed in the line of his future streets before the plan was officially adopted and generally recognized, it would be hopeless to ultimately carry it out. He lost his job but saved his plan. Ellicott, who succeeded him, made several changes in the plan, many of them at the suggestion of Thomas Jefferson. Jefferson named the streets and avenues. It is interesting to note that out of compliance to the State of Pennsylvania, in which the Government was then sitting at Philadelphia, the chief avenue of the new city was named Pennsylvania Avenue. Jefferson thought much of the relative geographical locations of the several States in the naming of the avenues. Thus, Massachusetts, New York, Connecticut, New Jersey, and Rhode Island are located north of Pennsylvania Avenue, while Virginia, North and South Carolina, and Georgia Avenues are located roughly in accordance with their position on the map. In order to make Virginia Avenue of equal importance with Massachusetts Avenue, Jefferson made the street named for the Southern State continuous across the city, although L'Enfant had not so designed it.

WASHINGTON : 1800 - 1812



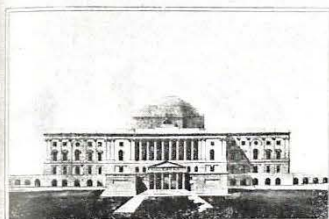
THORNTON'S DESIGN FOR THE CAPITOL—EAST FRONT, 1800



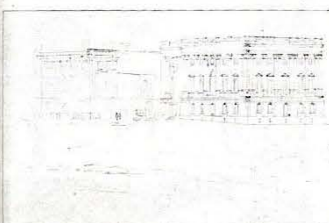
THE CITY OF WASHINGTON IN 1800 — FROM GEORGETOWN POINT, ANNAPOLIS



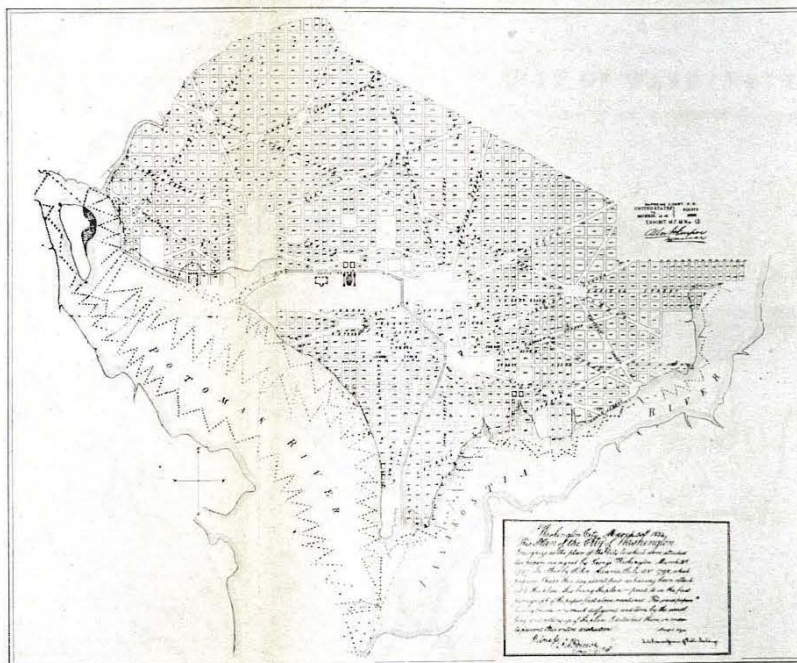
NORTH FRONT OF THE PRESIDENT'S HOUSE — CONTEMPORARY SKETCH, BY LATROBE, 1811



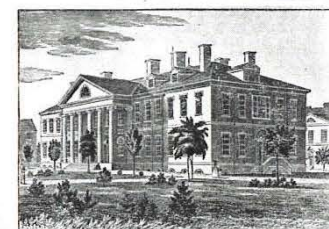
PROPOSED CHANGES IN WEST FRONT AND DOME OF CAPITOL, BY BENJAMIN LATROBE, 1811



SKETCH OF THE CONDITION OF THE CAPITOL IN 1811, BY LATROBE



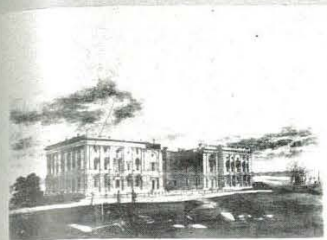
SOUTH FRONT OF THE PRESIDENT'S HOUSE IN 1814



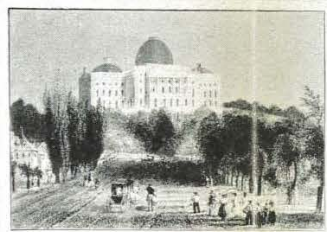
THE WAR DEPARTMENT BUILDING IN 1812

HERMOTT PLAN.—The official plan signed by George Washington and witnessed by John Adams divided the city into a larger number of blocks than either of the previous plans. The beginnings of the development of the Capital were made with the construction of the Capitol and White House. The effort to get the city established on a firm basis was accompanied by a great deal of speculation in land. The failure of one group of speculators made a great difference in the direction of growth of the city. Instead of growing first to the east and southeast of the Capitol, as appears to have been anticipated then, the failure of the speculators who had bought land in this part of the city, put clouds on the titles and caused stagnation of the development of the quarter.

WASHINGTON : 1814 - 1840



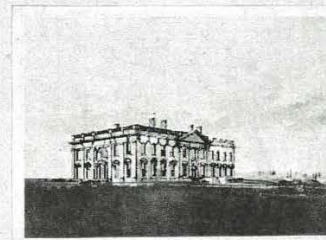
THE CAPITOL, AFTER THE BURNING IN 1814



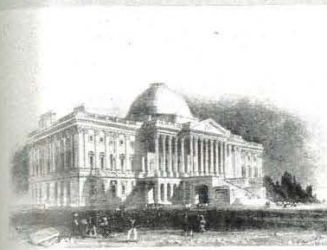
VIEW OF THE CAPITOL AND PENNSYLVANIA AVENUE IN 1830



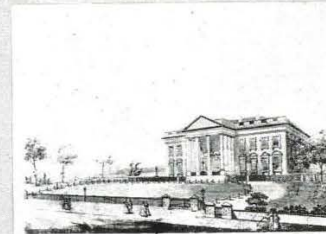
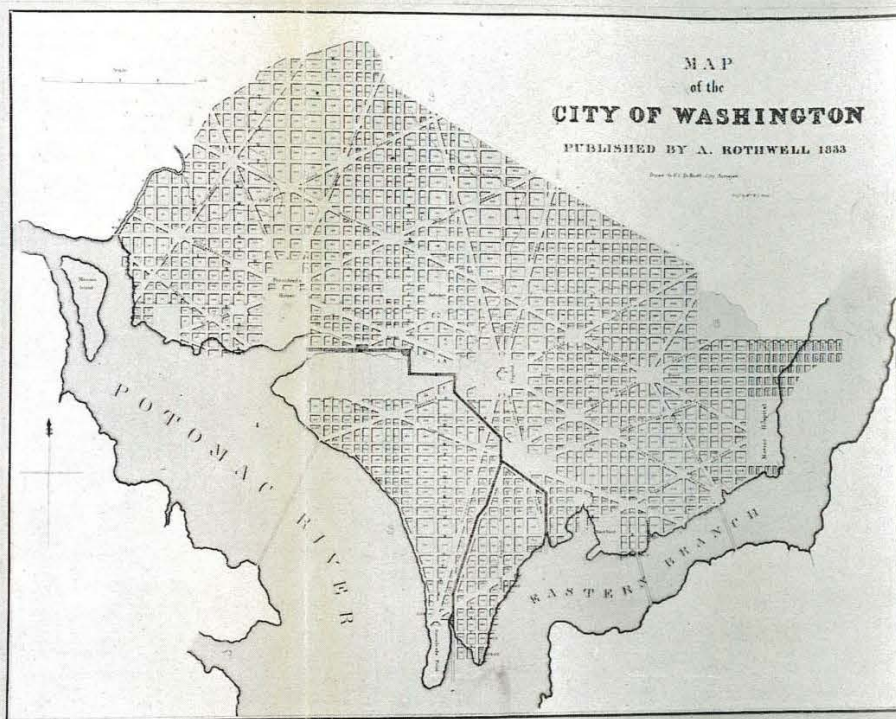
VIEW OF WASHINGTON FROM THE HEIGHTS IN ANACOSTIA — 1824



THE PRESIDENT'S HOUSE, AFTER THE BURNING IN 1814



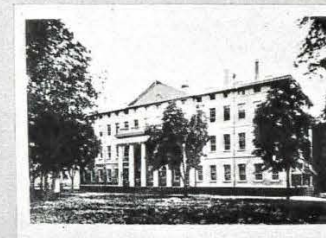
THE CAPITOL RESTORED — 1827



THE PRESIDENT'S HOUSE RESTORED — 1829



OLD CITY HALL, 1828-1840



THE WAR DEPARTMENT BUILDING REBUILT WITH ADDED STORY — 18

WASHINGTON, 1814-1840.—After the destruction of the Capitol and White House by the British in 1814, these buildings were rebuilt, the former on more pretentious lines. The view of Pennsylvania Avenue, showing the reconstructed Capitol, also shows some of the poplars originally planted by Thomas Jefferson to provide shade for this great avenue

WASHINGTON : 1840 - 1865



THE CAPITOL IN 1842 WITH COMPLETED WINGS - OLD DOME



THE CAPITOL IN 1860 - NEW DOME UNDER CONSTRUCTION



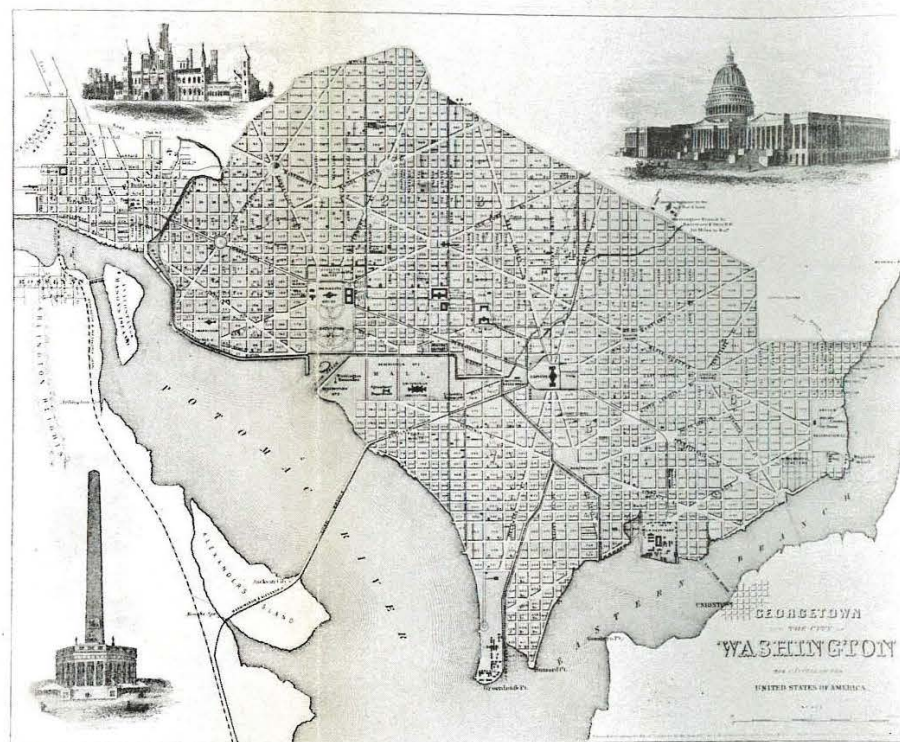
PENNSYLVANIA AVENUE IN 1860



THE CAPITOL ABOUT 1865 WITH PRESENT DOME - RAILROAD ON FIRST STREET



THE PATENT OFFICE, 1857-1862



THE TREASURY IN 1865



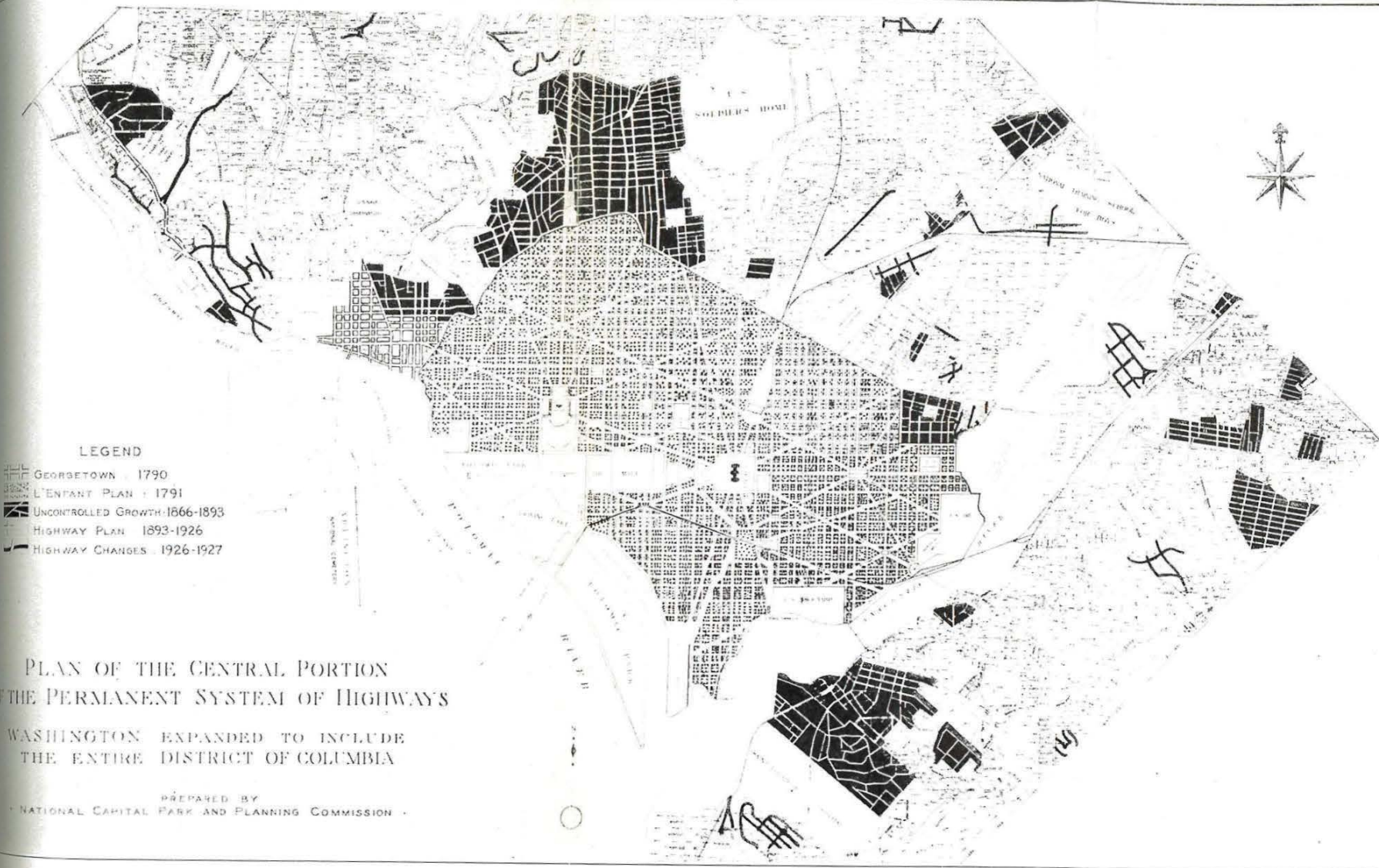
THE WASHINGTON MONUMENT IN 1867



THE OLD POST OFFICE, 1839-1855

WASHINGTON, 1840-1865.—This plate shows the city about the time of the Civil War. It was during the period covered by this plate that the Treasury was constructed, interfering with the vista of the White House. The Washington Monument had been constructed to a point and there stopped for 30 years

STAGES IN DEVELOPMENT OF WASHINGTON



STAGES IN DEVELOPMENT OF STREET PLAN

WASHINGTON : 1885 - 1901



STATE, WAR AND NAVY BUILDING - 1885



PENNSYLVANIA AVENUE - FROM THE TREASURY GROUNDS - 1885



CONFLICT OF DOMES - CAPITOL AND LIBRARY - 1887



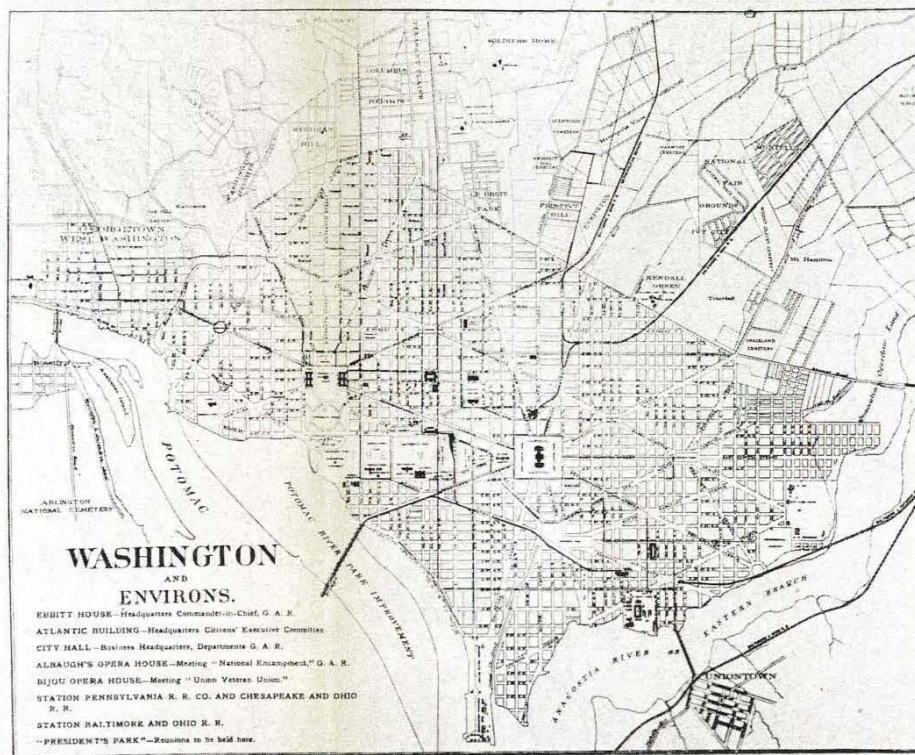
THE CONGRESSIONAL LIBRARY - 1887



GOVERNMENT PRINTING OFFICE - 1891



POST BUREAU OF COMMUNICATIONS AND PRINTING - 1892



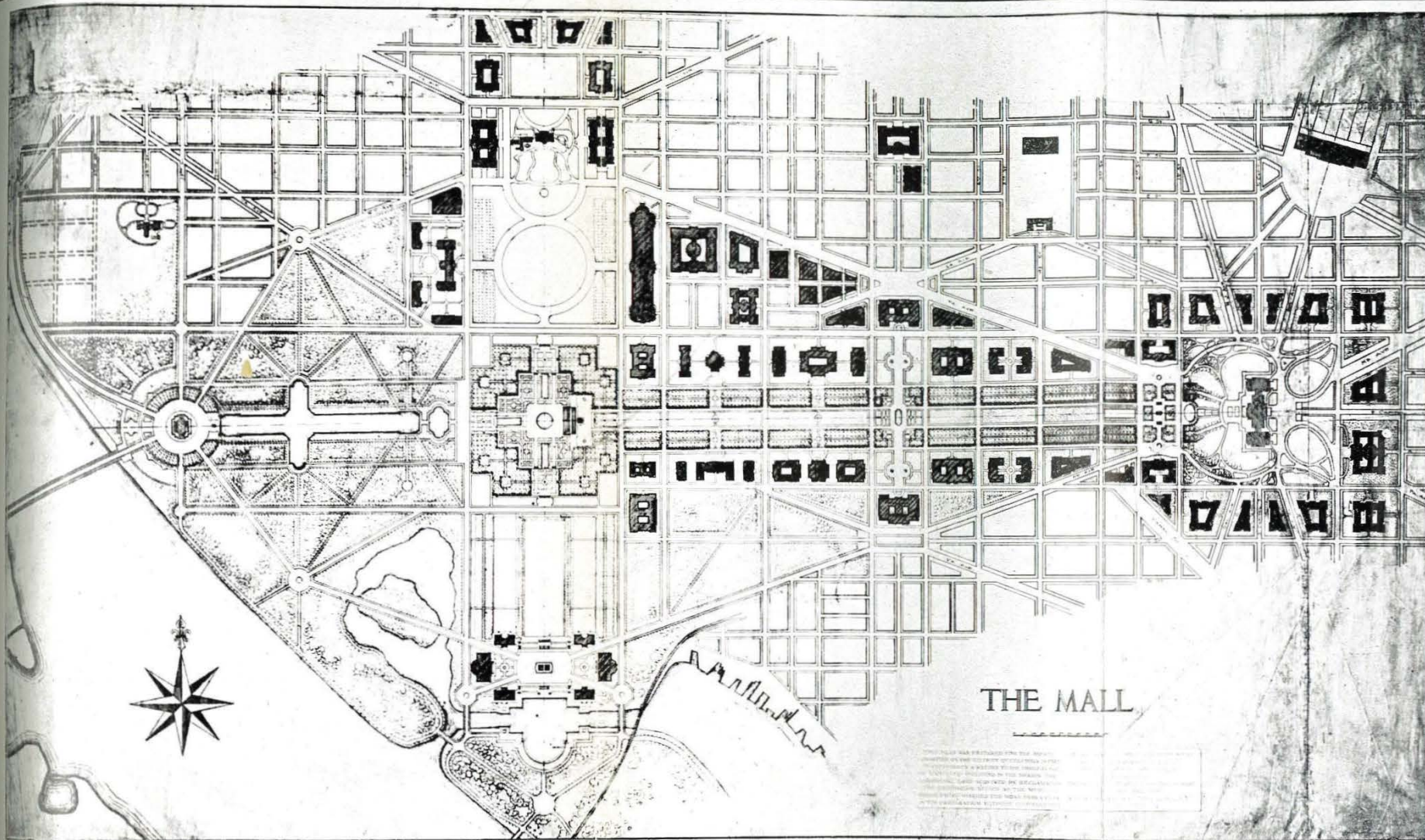
ADMINISTRATION BUILDING - SOLDIERS HOME - 1892



THE U. S. POST OFFICE BUILDING - 1892

WASHINGTON, 1885-1901.—This period might be termed the "dark ages," for it was during those years that Washington began to grow beyond the limits of the original plan by L'Enfant without any planning control. It was also a period of architectural decadence. Southeast of the Capitol, Pennsylvania Avenue was interrupted by the Congressional Library. The Mall was further cut up by railroads and buildings, regardless of the original plan.

THE McMILLAN PLAN : 1901 - THE MALL



OF 1901—THE MALL.—The McMillan Commission of 1901 prepared a plan providing for a return to the spirit of the original L'Enfant plan, including a great avenue from the Capitol to the Washington Monument. The plan also recommended the Lincoln Memorial and the Arlington Memorial Bridge, and the removal of the railroad tracks from the Mall. The new Union Station, the Lincoln Memorial, and a large number of other buildings in the area have been located in general accordance with this plan.

WASHINGTON : 1901 - 1928

FEDERAL AND SEMI-PUBLIC BUILDINGS



U. S. CHAMBER OF COMMERCE — 1911



SENATE OFFICE BUILDING — 1917



POST OFFICE BUILDING — 1911



UNION STATION — 1911



LINCOLN MEMORIAL — 1922



AIRPLANE VIEW — EAST FRONT OF CAPITOL — 1928



AIRPLANE VIEW — WEST FRONT OF CAPITOL — 1928



SCOTTISH RITE TEMPLE — 1916



DISTRICT OF COLUMBIA LIBRARY — 1911



MEMORIAL CONTINENTAL HALL (D.A.R. HALL) — 1909



PAN AMERICAN BUILDING — 1910

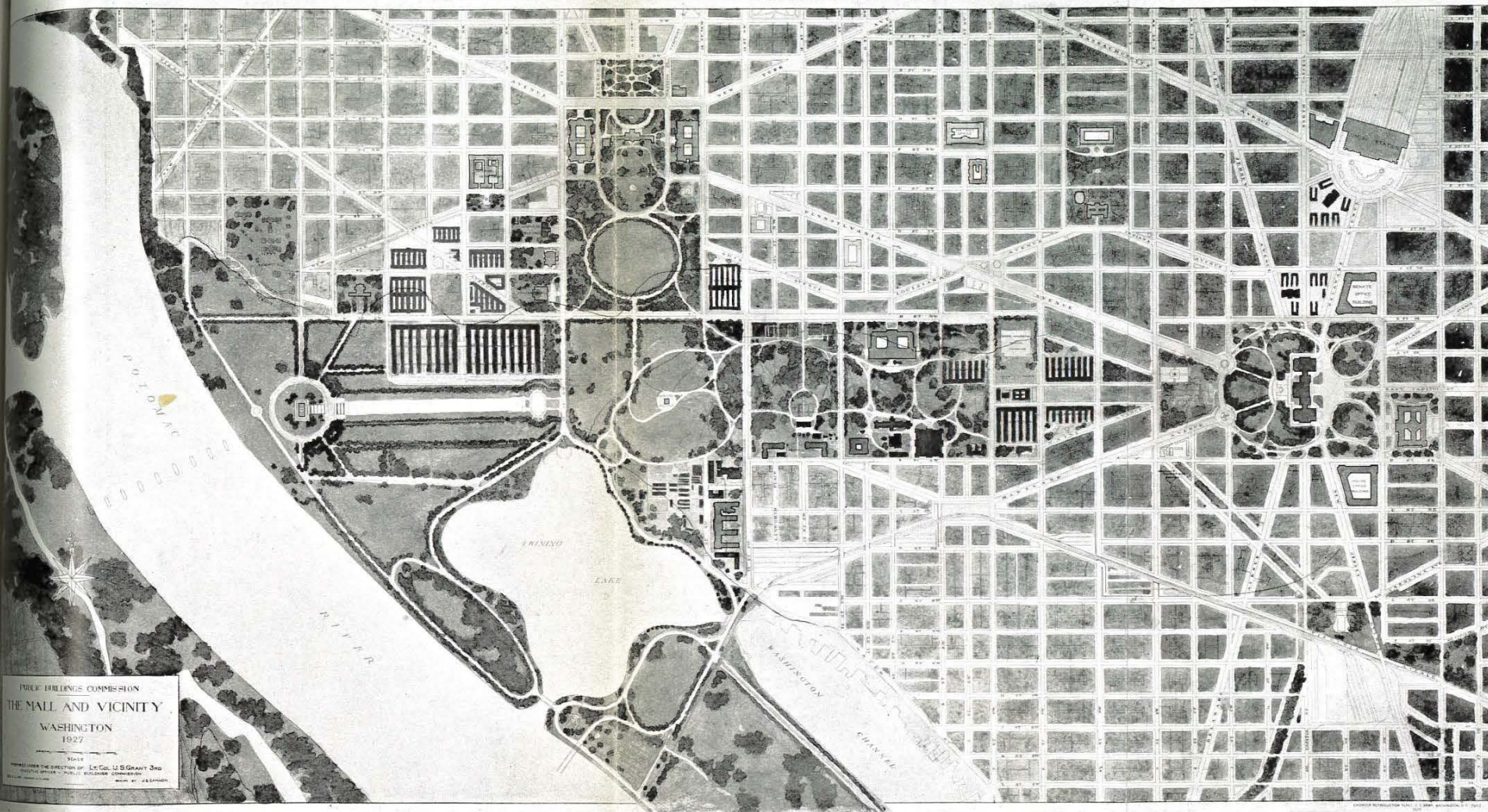


NEW NATIONAL MUSEUM — 1911

WASHINGTON, 1901-1928.—The buildings constructed in accordance with this plan of 1901 have all been in the classical style, whether constructed by the Government or by private initiative

WASHINGTON : 1928 - THE MALL

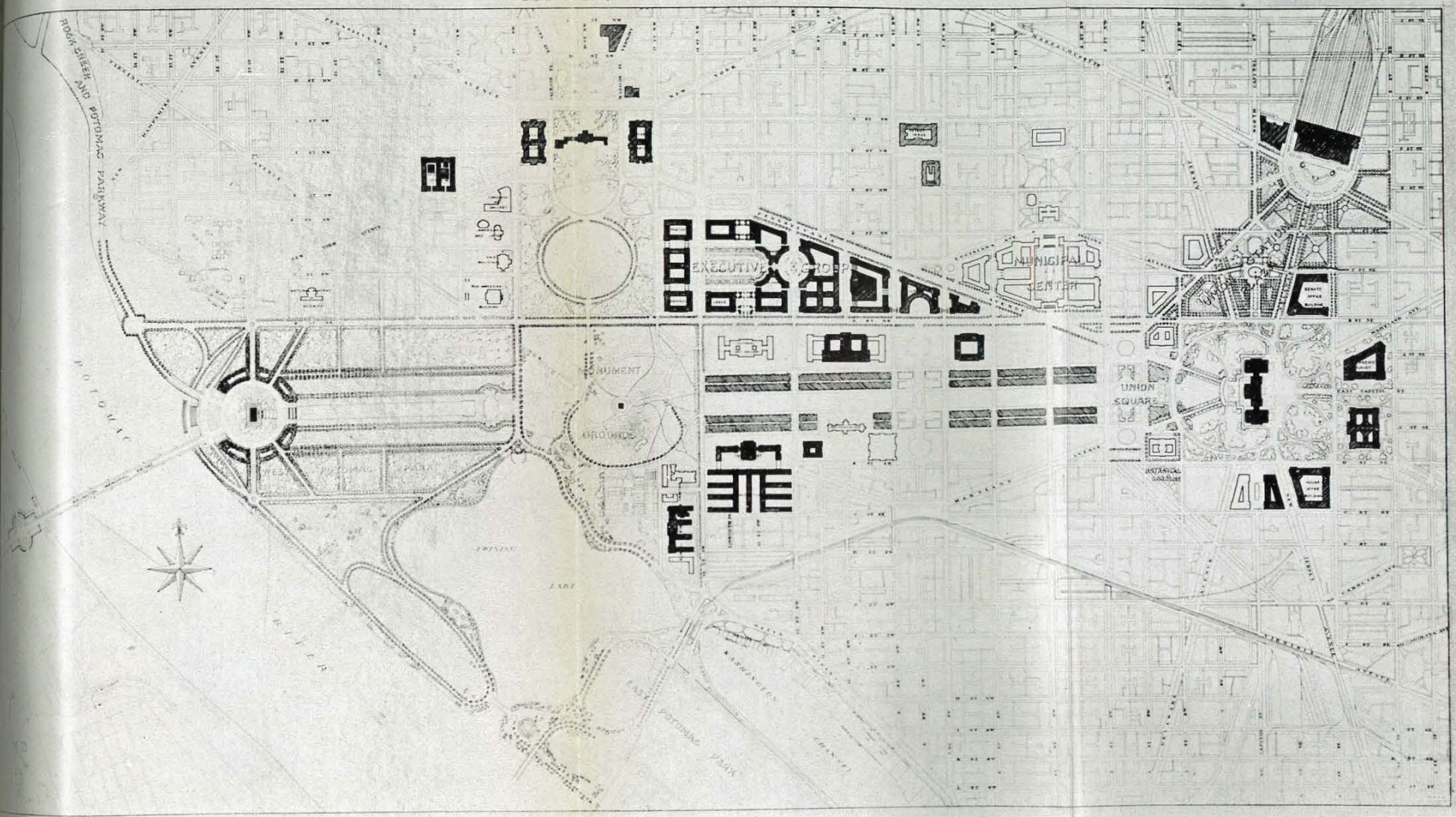
EXISTING CONDITIONS



EXISTING CONDITIONS, 1928.—This plan shows clearly the temporary war buildings in the Mall and near the Lincoln Memorial which conflict with the execution of the Mall plan as proposed in 1901. These temporary buildings are to be replaced in part by the new structures proposed to be built in the triangle between Pennsylvania Avenue and B Street.

WASHINGTON : 1928 - THE MALL

APPROVED PROJECTS



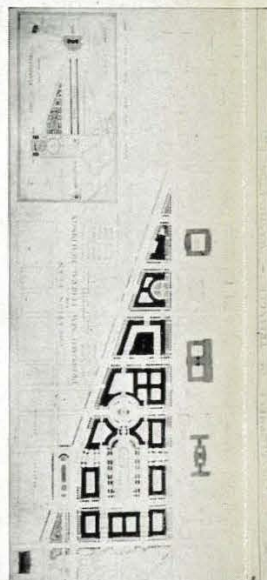
APPROVED PROJECTS.—The projects now under way which fit into the general scheme as outlined in 1901 are: 1. The great triangle development for the executive offices; 2. The Capitol Plaza or Union Station Plaza development, between the Union Station and the Capitol; 3. The great avenue of the Mall; 4. The municipal center group between the old city hall, now the Court House, and the Mall; 5. The Arlington Memorial Bridge; 6. Widening and extension of B Street north from the Capitol to the Lincoln Memorial; 7. Connection of Rock Creek and Potomac Parks by a parkway from the Lincoln Memorial

WASHINGTON : 1928

APPROVED PROJECTS



THE TRIANGLE
AERIAL VIEW OF PROPOSED DEVELOPMENT - LOOKING THROUGHT THE CAPITOL



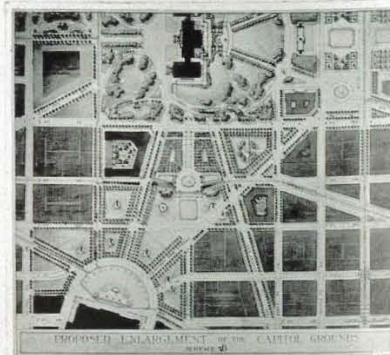
THE TRIANGLE
LOCATION PLAN FOR PROPOSED NEW FEDERAL BUILDINGS



THE TRIANGLE
AERIAL VIEW OF PROPOSED DEVELOPMENT - LOOKING THROUGHT THE CAPITOL



PROPOSED NEW FEDERAL BUILDING
ELEVATION VIEW & DETAILMENT OF ADMINISTRATION WING (CENTER PORTION)



THE CAPITOL-UNION STATION PLAZA
PLAN OF PROPOSED DEVELOPMENT - LOOKING SOUTH



THE CAPITOL-UNION STATION PLAZA
AERIAL VIEW OF PROPOSED DEVELOPMENT - LOOKING SOUTH



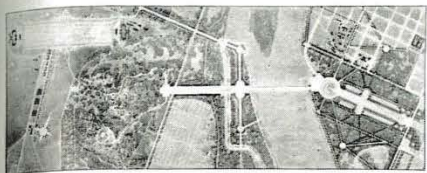
THE CAPITOL-UNION STATION PLAZA
AERIAL VIEW OF PROPOSED DEVELOPMENT - LOOKING SOUTH



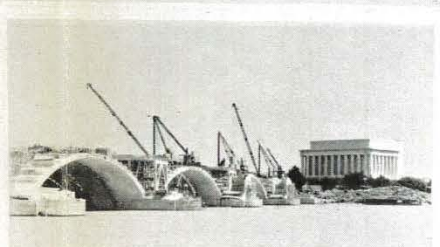
THE CAPITOL-UNION STATION PLAZA
AERIAL VIEW OF PROPOSED DEVELOPMENT - LOOKING SOUTH

DETAILS OF APPROVED PROJECTS.—Public Buildings Group in the triangle bounded by Pennsylvania Avenue, 15th and B Streets; and project for extension of the Capitol Grounds by improvement of the area between the Capitol and the Station

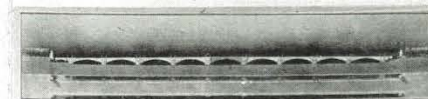
WASHINGTON : 1928 - ARLINGTON MEMORIAL BRIDGE



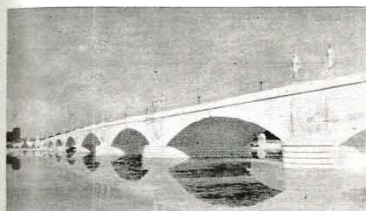
GENERAL PLAN SHOWING BRIDGE AND APPROACHES



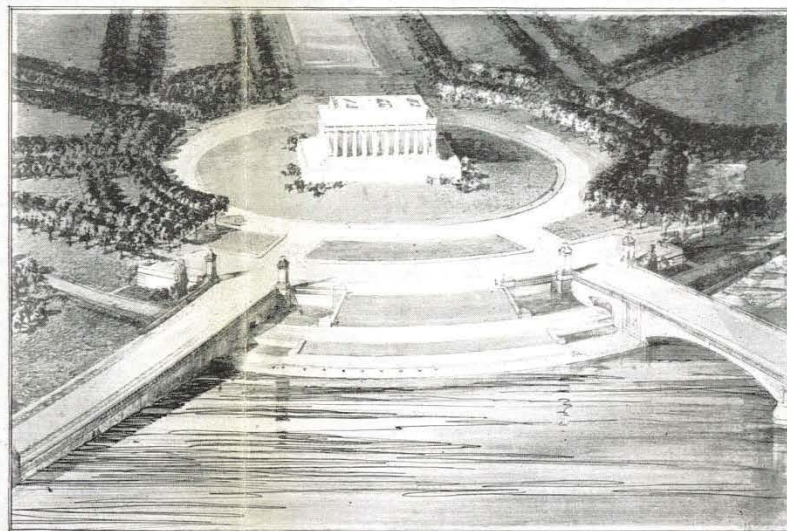
VIEW DURING CONSTRUCTION



ELEVATION OF BRIDGE



PERSPECTIVE DRAWING OF COMPLETED BRIDGE



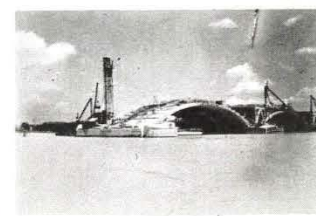
SKETCH OF WATER GATE



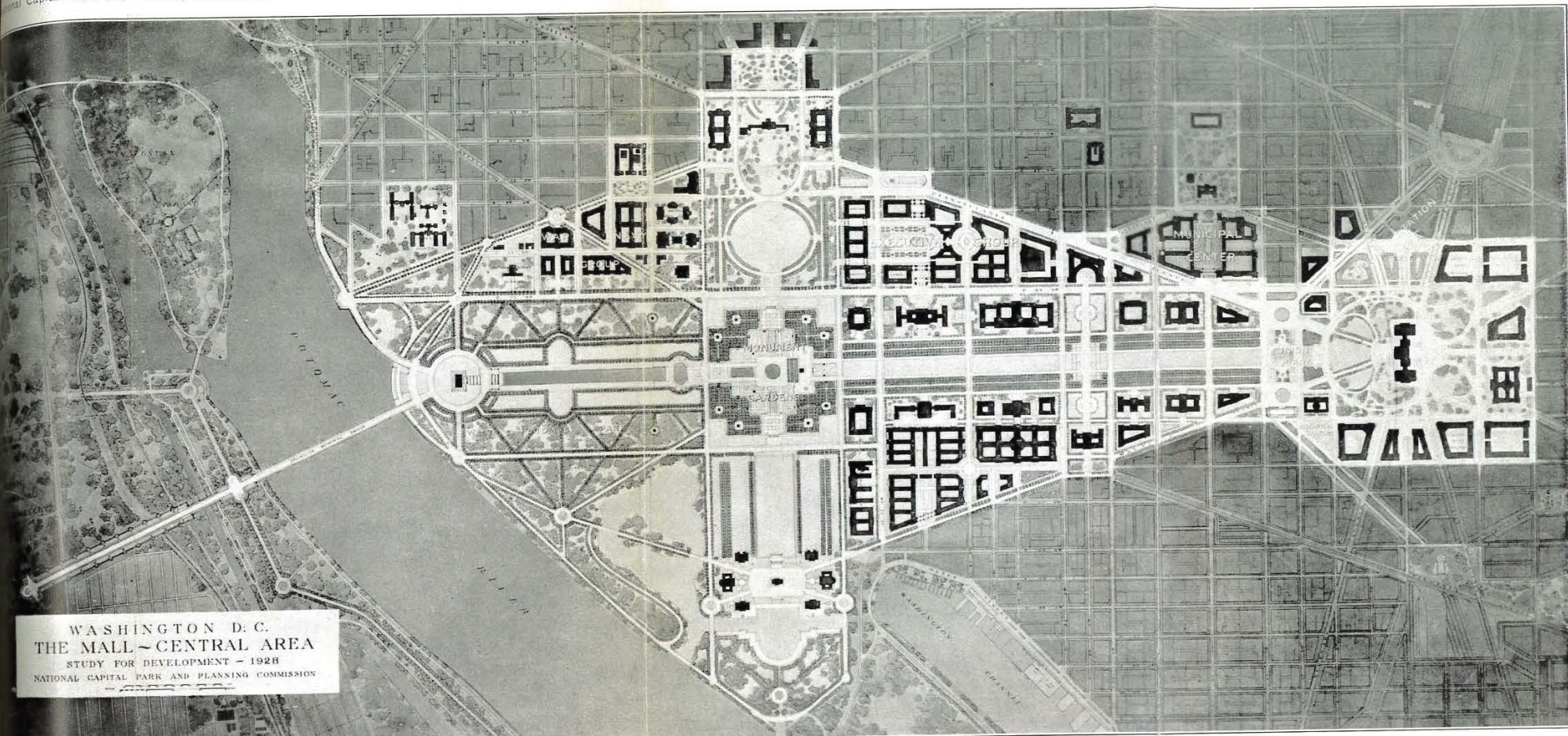
DETAIL OF PIER AND SPAN



MODEL SHOWING LINCOLN MEMORIAL APPROACH TO BRIDGE

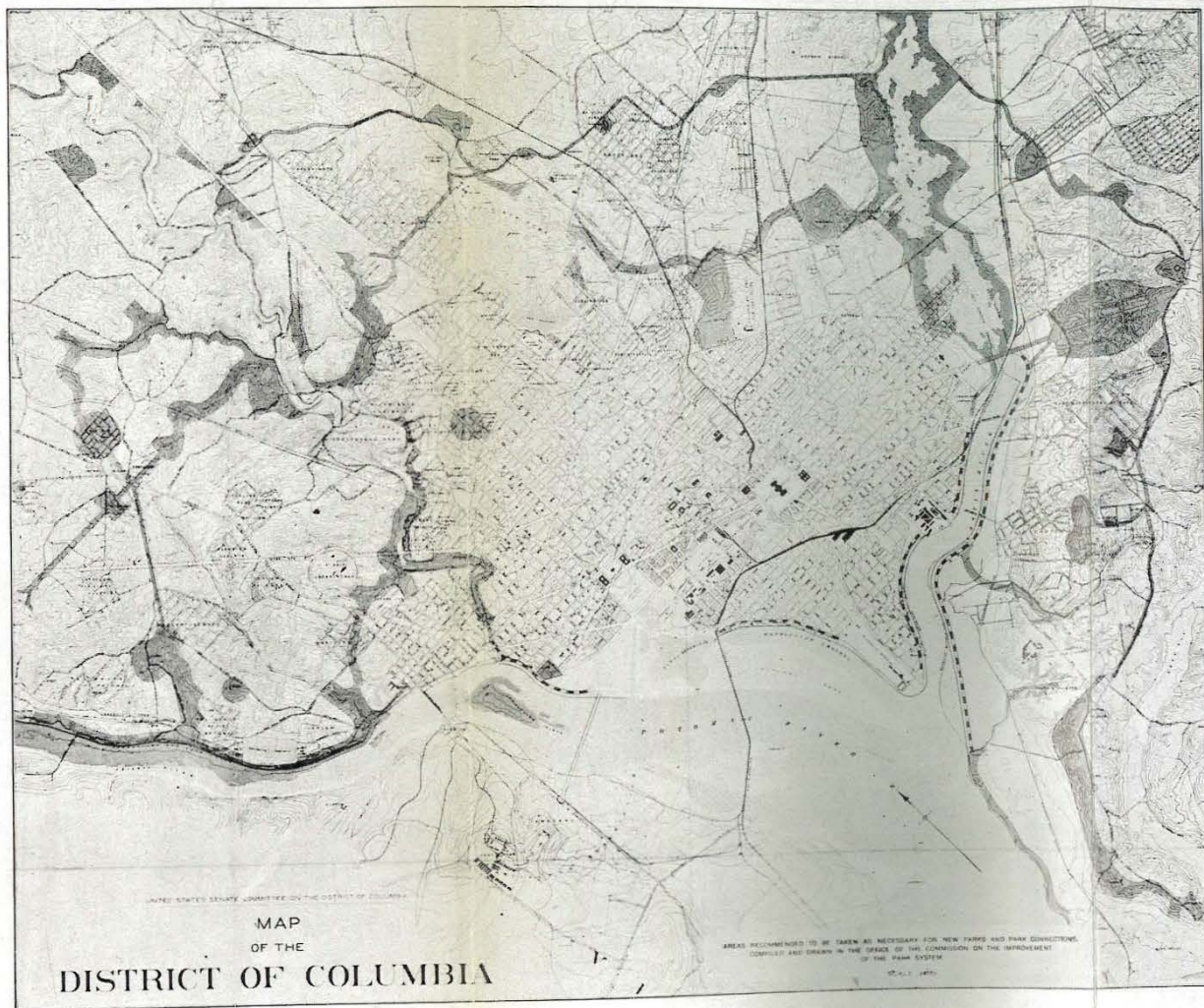


VIEW DURING CONSTRUCTION



PLAN OF MALL, 1928.—This plan incorporates the main features of the plan of 1901 as modified by changed conditions and includes the approved projects now under way. In addition to these approved projects, it suggests the development of the triangle south of the Mall for expansion of the National Museum and offices of the Department of Agriculture, and the development of the triangle between New York Avenue, B, and Seventeenth Streets, to accommodate the offices now occupying the temporary buildings in the area near the Lincoln Memorial

THE M^cMILLAN PLAN : 1901 - PROPOSED PARK SYSTEM



THE PLAN SHOWS IN LIGHT GREEN THE EXISTING PARKS
AND IN DARK GREEN THE NEW PARK AREAS
RECOMMENDED BY THE MERRILLAN COMMISSION.
MOST OF THESE AREAS HAVE SINCE BEEN BUILT OVER
DESTROYING THEIR VALUE AS PARKS AND MAKING THEM
USELESS TO ANYONE.

COMMISSION ON THE HONORABILITY OF THE PARSIFAL MEDAL
 SPECIAL INQUIRY BOARD
 GEORGE F. SMITH, NEW YORK
 JACQUES L. LAMONT, NEW YORK

[illegible]

PARKS PROPOSED, PLAN OF 1901