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public offices of the Government. All of this was to be done by December 1800 at which time the government would transfer to it's new location. Until that time, the act specified that the capital would be located in Philadelphia. (4)

The President apparently felt an obligation to make at least a show of inspection along the Potomac, there seems to little doubt, however, that the exact site for the capital would be chosen near Georgetown, Maryland. Washington was familiar with the location and preferred it over all other because of it's location near Mount Vernon, only a few miles away.

On January 22, 1791 President Washington announced to the public the location of the new capitol. In early March, Washington appointed Major Pierre Charles L'Enfant to prepare an accurate survey of the proposed site. At this time there was no mentions of the actual design of the city. It is felt, however, that Washington did have L'Enfant in mind for the job. (5)

Pierre L'Enfant was born in France into a family of artists, his father was a member of the Royal Academy of Painting and Sculpture, a honor reserved for artist of note. When L'Enfant was a young man he lived in Versailles and there is little doubt he became very familiar with the gardens and layout of the chateau. From Versailles with it's combination of grid and diagonal streets and its formal open spaces both urban and landscaped, L'Enfant may well have acquired early in his life the design vocabulary which he used in the plan of Washington. In 1771 L'Enfant entered the Royal Academy of Painting and Sculpture in Paris. During this time, he studied the plan of Paris in great detail as well as other great cities of Europe. (6) L'Enfant joined a number of his countrymen in volunteering to fight in the American Revolution. In April 1777 he arrived in the colonies as a lieutenant. Soon after the war Congress promoted him to a Major in the Corps of Engineers. The title given is misleading because L'Enfant was not involved in

engineering at all. He was known for his drawing of generals and leaders of the American Revolution. (7)

While L'Enfant was surveying the Potomac site, Washington and Jefferson had taken an active role in the planning of the new city. At this time both of these men envisioned using only a small part of the 100 square miles designated for the city. Thomas Jefferson, an architect in his own right, proposed a city plan that was very similar to that of Philadelphia. The city appears as a checkerboard of square blocks, 11 blocks east and west and 3 blocks deep. The plan states that each block was to be 600 feet square and laid off in lots 60 feet wide. The space normally occupied by three blocks would be used for the President's house and gardens, with an equal area set aside for the Capitol. The total area amounted to about 2,000 acres,

a great deal smaller than the final city. (8) L'Enfant may have at first been engaged only to survey the area and find sites for the chief public buildings, he could not confine himself so narrowly. It seems that he convinced the President the plan for the city should include the entire district or at least a very large part of it. In L'Enfant's mind a plan for such a city was being formed into a great composition.

centered on the President's House, a "palace" L'Enfant called it. The third branch, the judicial, was to be placed somewhere between the President's Palace and the Capitol, away from the major avenues, unconnected and presumably uninfluenced by either of the other branches of government. (10)

The street which linked the city together were to be 130 feet wide while the remaining streets were to be 90 and 110 feet wide. For the center of this composition L'Enfant provided a major link between the Capitol and the President's House. He described this as a "Grand Avenue, 400 feet in breadth, and about a mile and a half in length, bordered with gardens, ending in a slope from the houses on each side. This Avenue leads to the Monument A, and connects the Congress Garden with the President's

park and well improved field, being a part of the walk from the President's house of about 1800 feet in breadth and 3/4 of a mile in length." (11) The original drawing indicated building bordering the "field," now the Washington Mall. These sites, according to the designer, were to be the location for such things as Ministries and Embassys. (12)

After Washington approved the plan, it was presented to Congress along with a memorandum for implementation. At the end of this memorandum L'Enfant told of his landscape image: "the whole will acquire new sweetness being laid over the green of a field well level and made brilliant by the shade of a few trees artfully planted." (13) Landscaping of the city was its unifying factor. This worked well with the way L'Enfant anticipated the growth of Washington. He planned for strategic urban development to be generated at the same time from a number of points marked by major

buildings and notal points within the city. As growth of the Washington occured these points would join together to form the city we know today.

L'Enfant was expected to work under the general direction of three commissioners appointed to oversee the building of the federal city. L'Enfant considered the work to be his personal and exclusive responsibility, however, and repeatedly disregarded advice and instruction given him by the commissioners. In one incident, L'Enfant ordered a new house of one of the commissioner to be torn down because it was a few feet overr the line he had plotted to mark out New Jersey Avenue. Because of this and many similar incidents, the commissioners insisted to President Washington that L'Enfant had to go, unless he would subordinate himself to them. He refused. In February 1792, Washington dismissed him. (14) Although L'Enfant was gone the plan of the city was to live on.

The growth that was expected was far in the future when Congress made the move from Philadelphia to Washington. Access to the capital was still limited and difficult. When the government made the move it was a symbolic gester only. After congress met for a total of 1 hour everyone packed and went to Baltimore. Washington was described a neither town nor village, a city in which one congressman said, "so many are willing to come to and all so anxious to leave." (15) Why after 10 years was the city so incomplete? The reasons do not change ... money.

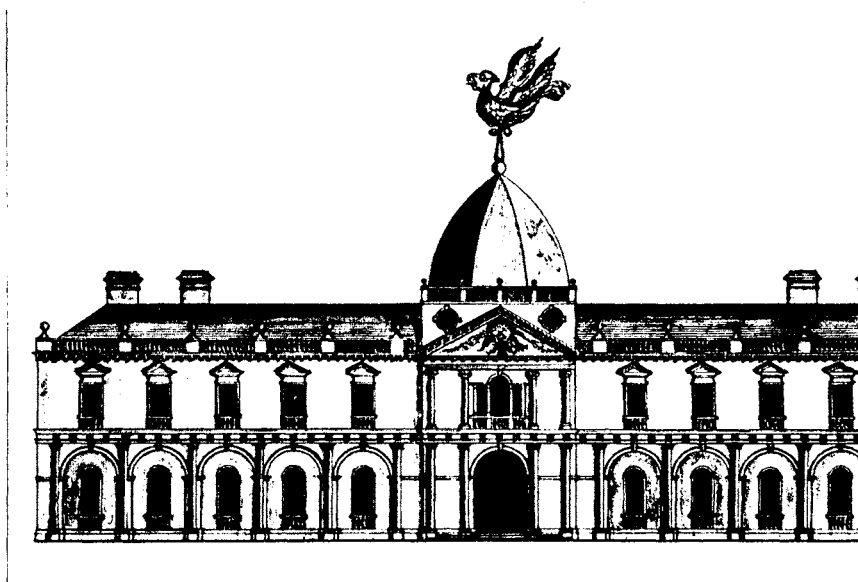
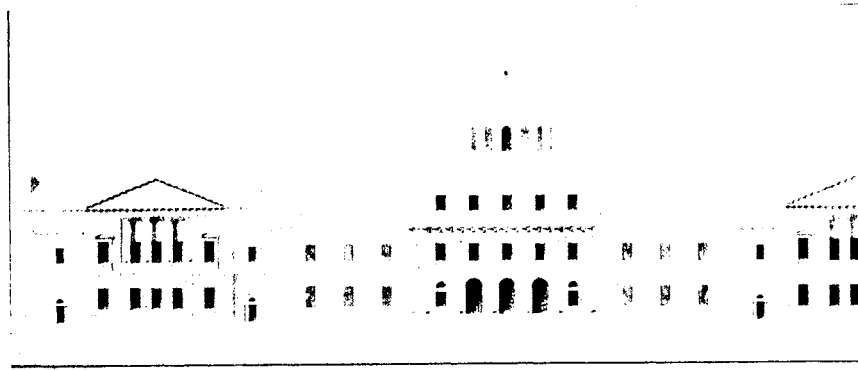
President Washington and the commissioners of the federal city counted upon land speculation to help finance construction. Expecting the capital to attract business and a great population of people, the commissioner offered lots at public auction. The commissioners even tryed to change the names of area landmarks to hid the area's true nature ... Goose

"Creek became the Tiber and Jenkins' Hill became Capitoline Hill ... nothing helped. Only 35 lots were sold at the first auction. A second and a third auction was no more successful; by 1801 less than one-tenth of the lots were sold. (16) Only when Congress and the state of Maryland came to the rescue with money was work able to continue.

Jefferson found "simple, noble, beautiful, excellently distributed, and moderate in size." (17) This is high praise coming from someone who submitted his own design for the President's House under the name of XYZ.

Design of the Capitol Building and the President's House went more smoothly. Plans for both of these structures were conceived by a nation wide competition, a new concept at that time. The results ranged from the absurd to the classical. An Irish architect living in South Carolina, James Hoban, won the first competition for the President's house with his design for a Palladian-style mansion. Dr. William Thornton, a physician and amateur architect, entered the Capitol competition late, but won easily with a plan Thomas

Examples of some of the buildings proposed for the National Capitol. These and others were the result of the national competition held to find a design of the Capital Building.



1800 • 1861

In 1801 Congress made the final move to Washington D.C.. Upon the official arrival the government one congressman described the federal city in these words: "One wing of the Capitol only had been erected, which, with the President's house, a mile distant from it, both constructed with white sandstone, were shining objects in dismal contrast with the scene around them. Instead of recognizing the avenues and streets portrayed on the plan of the city, not one was visible, unless we except a road with two buildings on each side of it, called New Jersey avenue. The Pennsylvania Avenue ... was then nearly the whole distance a deep morass, covered with alder bushes ... " (18) Because of the primitive conditions of the city many congressmen wanted to move the seat of government to some more prosperous and developed community ... located in the north. All of these efforts were fought off by men who believed in the purpose of the new capital.

Improvements in the city came slowly. During the Jefferson administration rows of poplars along Pennsylvania Avenue, served to confine and direct views along this great diagonal boulevard connecting the Capitol with the Presidents home. Also during this time the Washington Canal, which L'Enfant's plan showed as replacing Tiber Creek and running along the north edge of the Mall, received early attention. Although the canal was supposed to bring commercial prosperity to the city, its value for shipping turned out to be largely an illusion, and its stagnant waters served chiefly as a dump for trash and garbage. The orders that it produced stifled any development along its banks. Thus the first major economic development of Washington was a great flop. A disaster that would carry over into the next century.

The most impressive sight of the new city were the Capitol and the White House and the

related buildings for the executive departments. By 1814 the first section of the Capitol had been joined by a covered walkway to a similar structure some distance to the south constructed under Benjamin Henry Latrobe, the new director of buildings, supervision.(19)

went up to move the city. Amid this clamor the city father moved quickly to provide a temporary home for Congress and the President. During the next several years a frenze of building took place in the federal city. The first construction was of course on the public buildings.

All construction came to a halt, in Washington, when war was declared on Great Britain in 1812. For many months after fighting began, most of the action took place far from Washington. Then, in the late summer of 1814, a squadron landed in Maryland near the city. The American forces were brushed aside and on August 24th they captured Washington and set fire to most of its public buildings.

From 1820 to 1860, a great deal of progress was made in making Washington D.C. worthy of the nation. Through the first two decades of the nineteenth century, the city's population was concentrated in the low lying areas along the Pennsylvania Avenue and in a few smaller scattered locations. Water was supplied by my private springs, but a public supply was furnished when City Sring and others, were connected by a pipeling to provide the White House, Capitol, and the areas along Pennsylvania Avenue with a water supply.

Destruction would probably have been total, except for a storm that swept the city for two days.(20) When the British left Washington they left a city in ruin. Again, a cry

The Treasury was just one of many building which helped transform the village into a city. L'Enfant original planned area, framed by Boundary (now Florida Avenue), well contained the antebellum city. Much of the land within the planned area had actually not been developed, although the street scheme remained in force, at least on maps. Open fields and unplanned settlements merged into the open countryside beyond Boundary Street. Still, even prior to the Civil War boom, faint stirrings of suburban development within the District of Columbia could be found. (23)

Before the Civil War there was one great effort to improve the city. This came in 1850 when President Fillmore retained Andrew Jackson Downing, a prominent landscape gardener from New York, to design the White House grounds and the land stretching westwards from the Capitol.

Downing's plan has usually been called "romantic." He himself called it the "natural" style. Downing saw the Mall as a place of resort and recreation where the people of the city could enjoy not only nature but man's "improvements" of nature. (23) Because the treatment of the axes was less formal than that proposed by either L'Enfant or later planners, he is often charge with having ignored the importance of the axes. The most informal area of his plan was in the Washington Monument area. An area of great controversy during this time.

This adequate water supply ... one of the first among American cities brought the city up to modern standards. In Washington's case, the supply also had an important effect on the location of residential neighborhoods. Since the water reached Georgetown and the northwest

quadrant first, before being piped to the rest of the city, those northwest sections were more desirable as residential areas, while neighborhoods east of the Capitol had no water. So as the city grew the rich clustered in the western areas having the water while the poor stayed in the eastern part. This distribution of the rich and poor brought on by a simple thing like water still holds true today. (21)

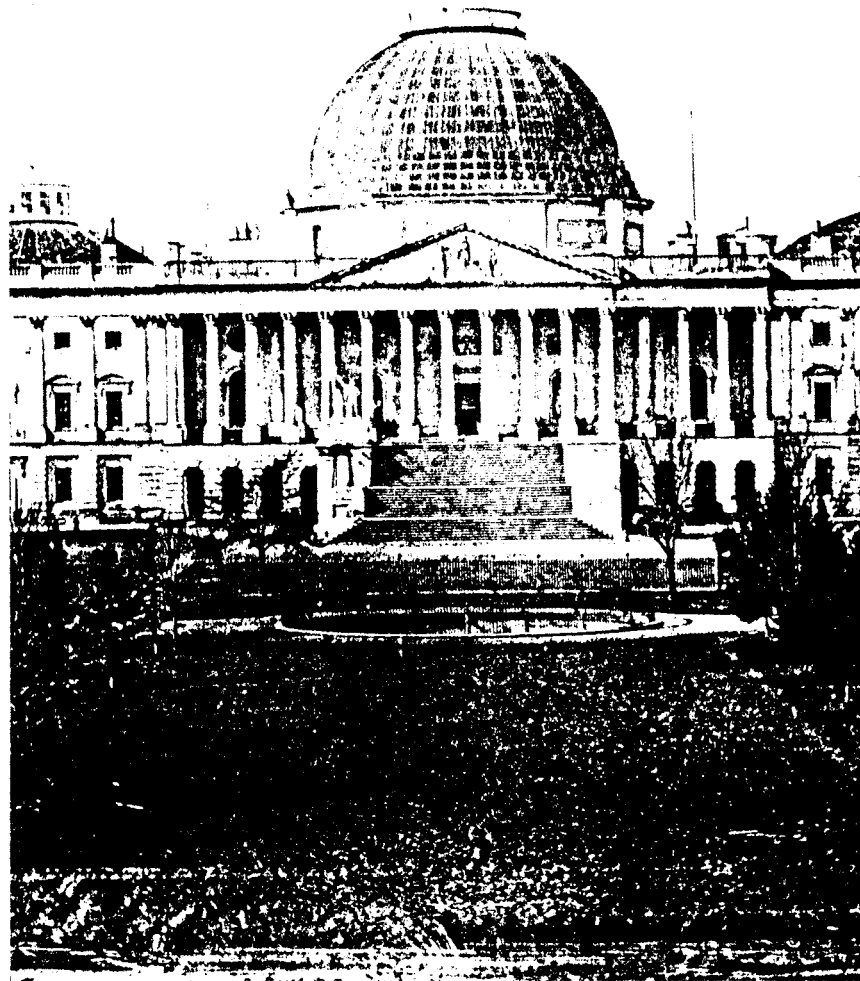
Robert Mills, Latrobe's assistance, had the greatest effect on the building within the district during this time. His first and perhaps the greatest example of his work was the Treasury Building. The Treasury, located next to the White House, blocked out the view from the Capitol to the President's House. This "spoliation" of a carefully designed terminus to the city's major diagonal avenue was supposedly instigated by President Andrew Jackson. As the legend goes, President Jackson was having an argument with Congress and when asked

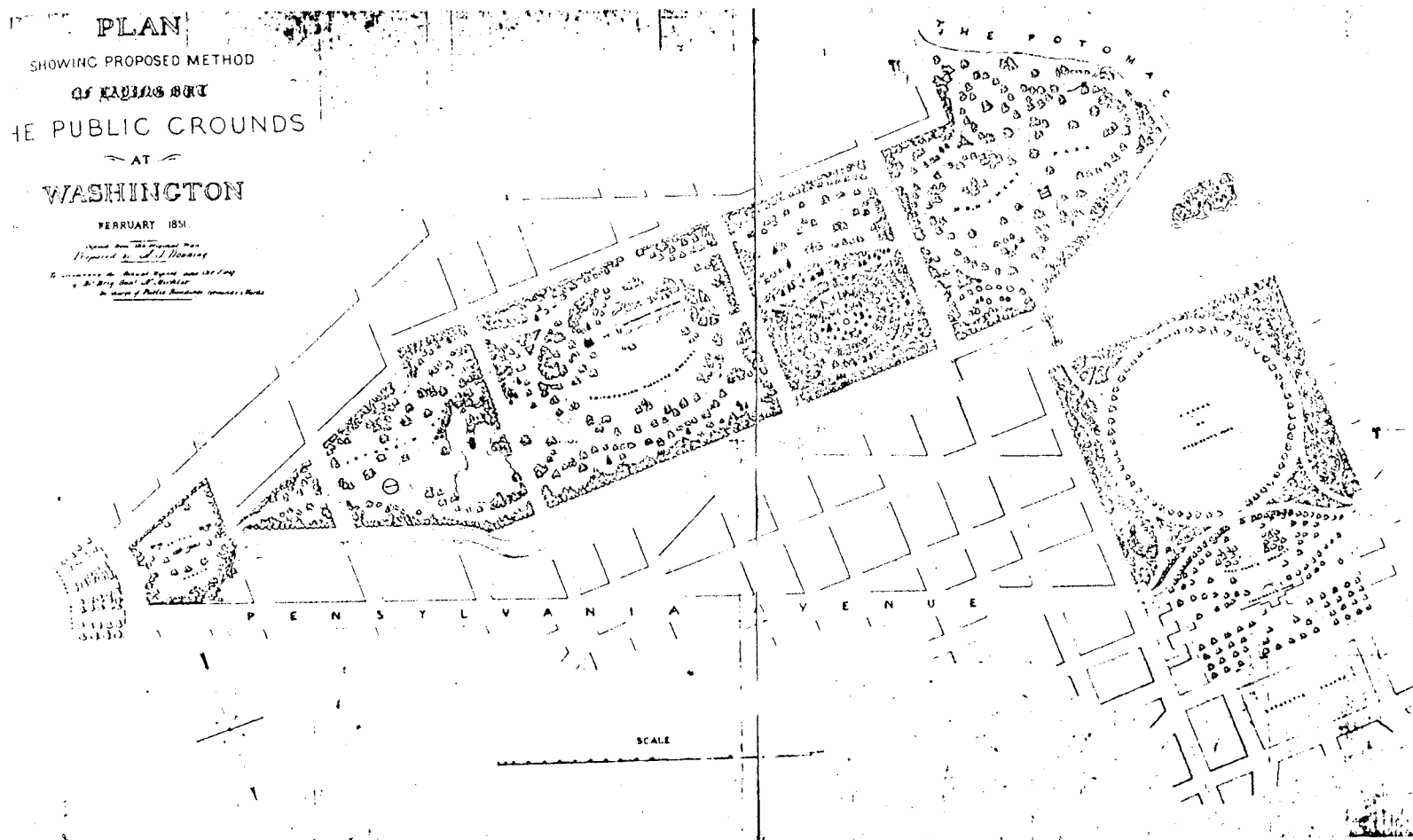
where to place the proposed Treasury Building said 'but the damn thing in Pennsylvania Avenue ...' (22) The Treasury's siting, followed a pattern of a lack of enforcement of any over-all plan for the public spaces, and especially for sites and designs of public building.

The desire to raise a monument to President George Washington brought many conflicting proposals, ranging from simple to complex. In the L'Enfant plan a large statue of Washington on horseback was to be located at the intersection of the vista running due south from the White House and that running due west from the Capitol at the end of his Grand Avenue, now the Mall. (24) Congress did nothing specific about erecting a monument to Washington, so a group of private citizens organized a competition for its design in 1833. Robert Mills won the competition with a design for a six-hundred foot obelisk, surrounded at its base by a circular colonnade.

Construction on the monument began in 1848. Unfortunately, L'Enfant's proposed site proved to be swampy and unstable. Because of this and to the regret of later planners, the Mills designed monument was begun on a hill 120 south and 360 feet east of the true intersection. By 1856, the private funds donated for the construction ran out, and the halfcompleted monument stood neglected for twenty years. (25) The change in coloration of the stone is still visible, marking where the early construction had stopped.

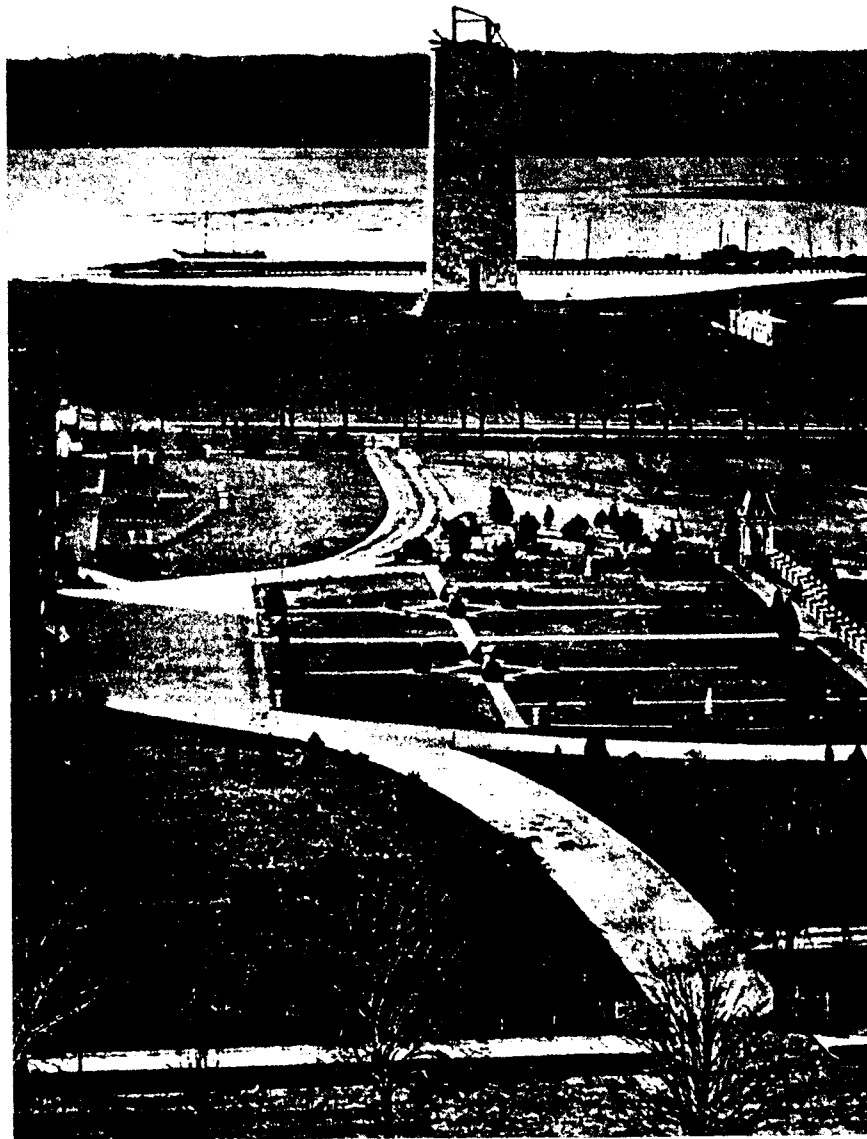
The first native American architect to oversee construction of the Capitol was Charles Bulfinch. Bulfinch modified the original design of the central section, including the Rotunda and dome.





The "Romatic" plan for the mall, proposed by Andrew Jackson Downing, in 1850.

A view of the Washington Monument in 1859. For almost 50 years the people of Washington had this incompleted view of the monument.



1861 • 1900

Improvements to the city and the federal buildings came to a virtual halt during the Civil War. This war made the final transformation of Washington from a thriving village into a bustling city. In serving as a receiving depot for recruits, the city had a great rise in population, one which flooded it hotels and rooming houses. Temporary camp structures were erected in the city and the surrounding area. Buildings and grounds were given a new function: the basement of the Capitol served as a bakery, and cattle were slaughtered on the grounds of the Washington Monument. Other buildings were turned into hospitals and military headquarters. Beyond providing accommodations for the military and the growing ranks of civil servants, the city became a symbol of the nation's unity, especially in the completion of the extended Capitol and its huge dome.

At the outbreak of the war, the city was threatened by Confederate forces. A chain of

forts were built on the hills around Washington. Barracks, camps, provisions, equipment, supplies and people were seen everywhere. The spread of the population ended the "walking city" forever. In 1862, the first streetcar railroad was chartered: soon it would be throughout the city. Allowing for the residential areas to be significantly separated from work thus bringing the suburbs to Washington.(26)

The wartime boon also changed the business districts. Pennsylvania Avenue as the primary commercial street ended and moved to F street. Pennsylvania Avenue was now a place that the military loved. Populated by prostitutes, gamblers and a criminal element this area isolated itself socially from the rest of the city. The triangle, known as Murder Bay, was for years an eyesore to the public and it was not until the 1930's did this popular area end. Overall the capital worked well during the war.

A tiered dome rises atop the Capitol during the Civil War years. Lincoln called construction "a sign we intend the Union shall go on."



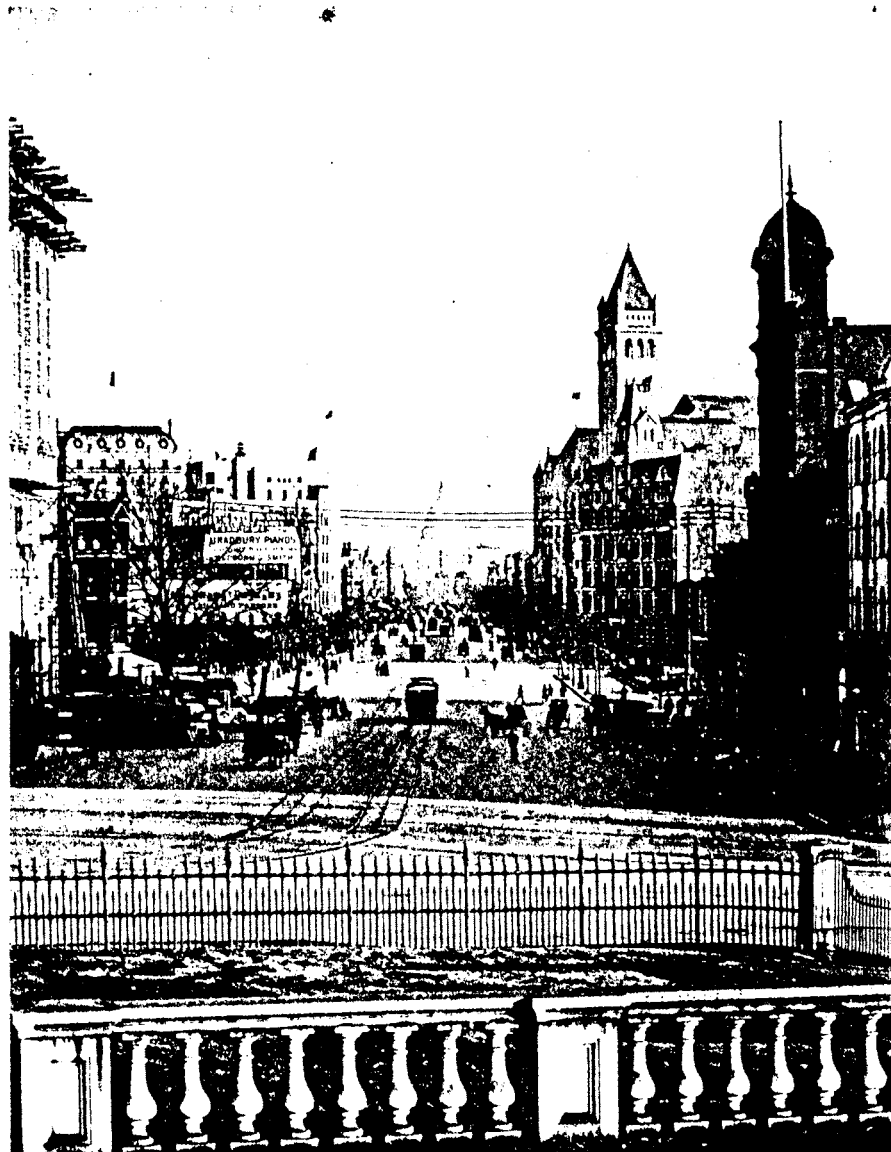
Work continued on the Capitol dome. President Lincoln stated on his first address to the nation, "If people see the Capitol going on it is a sign we intend the Union shall go on." (27) On December 2, 1863, the dome was finished and Thomas Crawford's Statue of Freedom was placed on the top.

It would be 16 more months before the war ended and the union restored. At the cost of more than 600,000 lives the Union was preserved and Washington was once more the capital of all the United States. Thousands of former slaves moved into the city who felt that Washington was the safest place to be. The last death of the Civil War would be the greatest casualty the nation would know. This was the death of President Lincoln. For the country, the end of the war meant the loss of a great national leader. For Washington, it marked the beginning of an era of peace and prosperity.

After the Civil War Congress faced the new problems of its commitment to Washington as the nation's capital. The city had served the government well as a military headquarters and encampment, but the new growth brought many problems to postbellum Washington. Things such as flooding from the Potomac and the Washington Canal still plagued the city. The Mall was now more than a patchwork park setting for public building, building which the public did not go because of its location next to the open sewer of the canal.

Before the Civil War, public and private interest had taken to higher ground. This process was intensified in the year following the war. In the thirty five years following the Civil War, the lowland was made livable. The city canal was filled in. Streets were paved. The Potomac flats were reclaimed as an integral element in flood proofing the city. (28)

During the 1880's Pennsylvania Avenue was not an exhibit of cultural institutions that L'Enfant planned. But a busy commercial street.



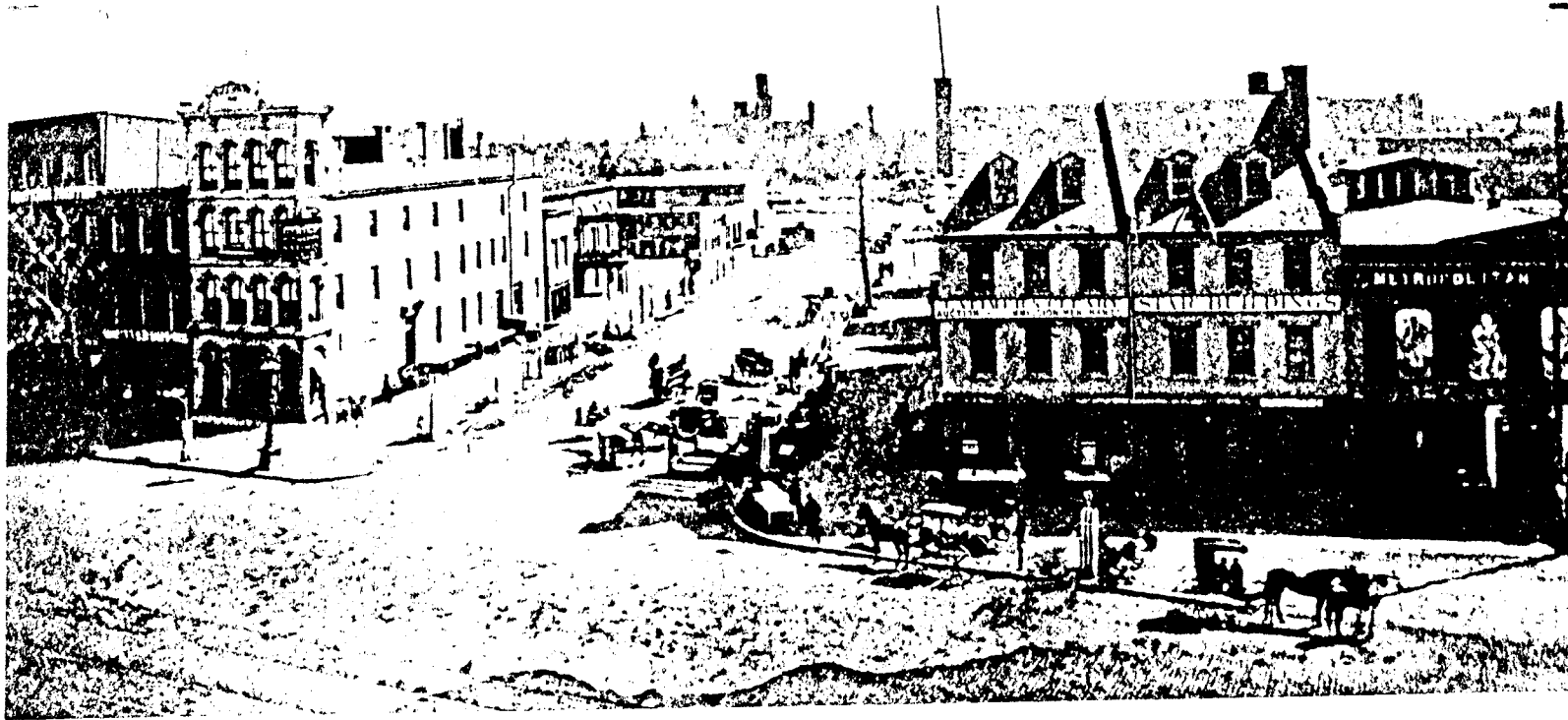
In shaping the city, four groups of men were influential: 1) the Board of Public Works set up under the brief territorial form of government; 2) the Army Corps of Engineers, which in 1867 was entrusted with the physical development; 3) designer, often of national recognition, commissioned by the government for different projects in the city; 4) the local designers, developers, and financiers who paid for the new buildings and neighborhoods.

Alexander Shepherd, member of the short lived Board of Public Works, was the most celebrated figure in the improvements of the city. (29) Washington born and deeply committed to the city, Shepherd led a work force which among other things, covered the city canal converting it into a street. Sewers were laid and streets graded, paved, and planted with trees. Markets that had developed contrary to the intentions of L'Enfant's

system of open spaces were removed; these were restored to their original purpose as parks.

Shepherd was removed from the Public Works when he was charged with taking money from the city's funds. Congress had approved 10 million dollars for the improvements in truth, four times that amount was spent. (30) When Congress discovered this they at once called for an investigation of Shepherd, before any positive evidence could be found Shepard left for Mexico. The Board of Public Works was disbanded in 1874.

Public works were also undertaken by the Corps of Engineers. The Corp's work on public buildings and grounds in the city of Washington kept to the plans proposed by L'Enfant, especially in the carving of the remaining streets and neighborhood parks



View of the area known as Murders Bay. A sore spot to the society of Washington but to the men who fought in the Civil War a place of "Rest."

within the framework of that original plan. The corps also performed the great task of reclaiming the Potomac flats. In the process was created a vast piece of land joining the mall, the area now known as East and West Potomac Park and the Tidal Basin.

Navy Building (now the Executive Office Building) to stand to the west of the White House. (31) This building along with the Library of Congress, the Post Office, and the National Museum made changes upon the city and set the stage for Washington as we know it.

After the war, the government not only retained its properties but later expanded them. More visibly, a national cemetery was created with Arlington House, boyhood home of Robert E. Lee. Above all, the most highly visible accomplishment was the commanding feature of the Washington skyline, the 555 foot high Washington Monument, the obelisk which had remained unfinished since the mid 1850's, and was brought to completion by the Army Corps of Engineers in 1885. The works of other engineers and architects filled in the landscape created by the engineers. Alfred Mullett, supervising architect of the Treasury, was commissioned to design the new State, War and

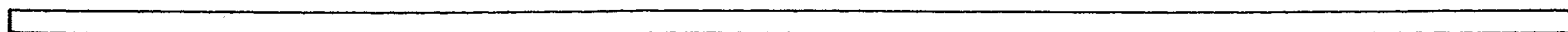
The improvements made by all of these groups, no matter how beneficial to the city, appeared piecemeal, unrelated to a comprehensive scheme. Thus, by the end of the century, the city was ripe for a sweeping together of past improvements along with many of the individual suggestions initiated by the territorial government's Board of Public Works and the Corps. The idea of bringing all of these things together was the work of one man Colonel Theodore Bingham. Bingham urged Congress to improve existing parklands, both as a benefit to city residents and as an inspirational model to park systems in other American cities. Resurrecting L'Enfant's name, Bingham created an

atmosphere in which Congress
and the public became excited
the city and it's upcoming
Centennial.



New interest in the planning
of Washington occurred as the
Centennial of the city
approached.

1900 • 1941



In 1900, under the leadership of Senator James McMillan, a group of urban designers were assembled under the name of the "Senate Park Commission," and given a directive which included the designation of sites for public buildings and the design of a comprehensive parks program. Members included architects Daniel Burnham and Charles McKim, noted for their work on the Chicago World's Columbian Exposition, as well as landscape architect Fredrick Olmsted Jr. and sculptor Augustus Saint-Gaudens. (32)

In the work of the commission, its members looked to America's past, to Washington, Jefferson, and L'Enfant, for inspiration. They visited the colonial capitals of Annapolis and Williamsburg. They also traveled to Europe's old cities. The final plan, published in 1902, concerned itself with parks in the

ceremonial section of the city as well as public buildings, deriving a concept of making the buildings and parks into one. The plan also had a regional perspective, from Mount Vernon to the Great Falls on the Potomac, a breakthrough from the nineteenth century preoccupation with the city itself.

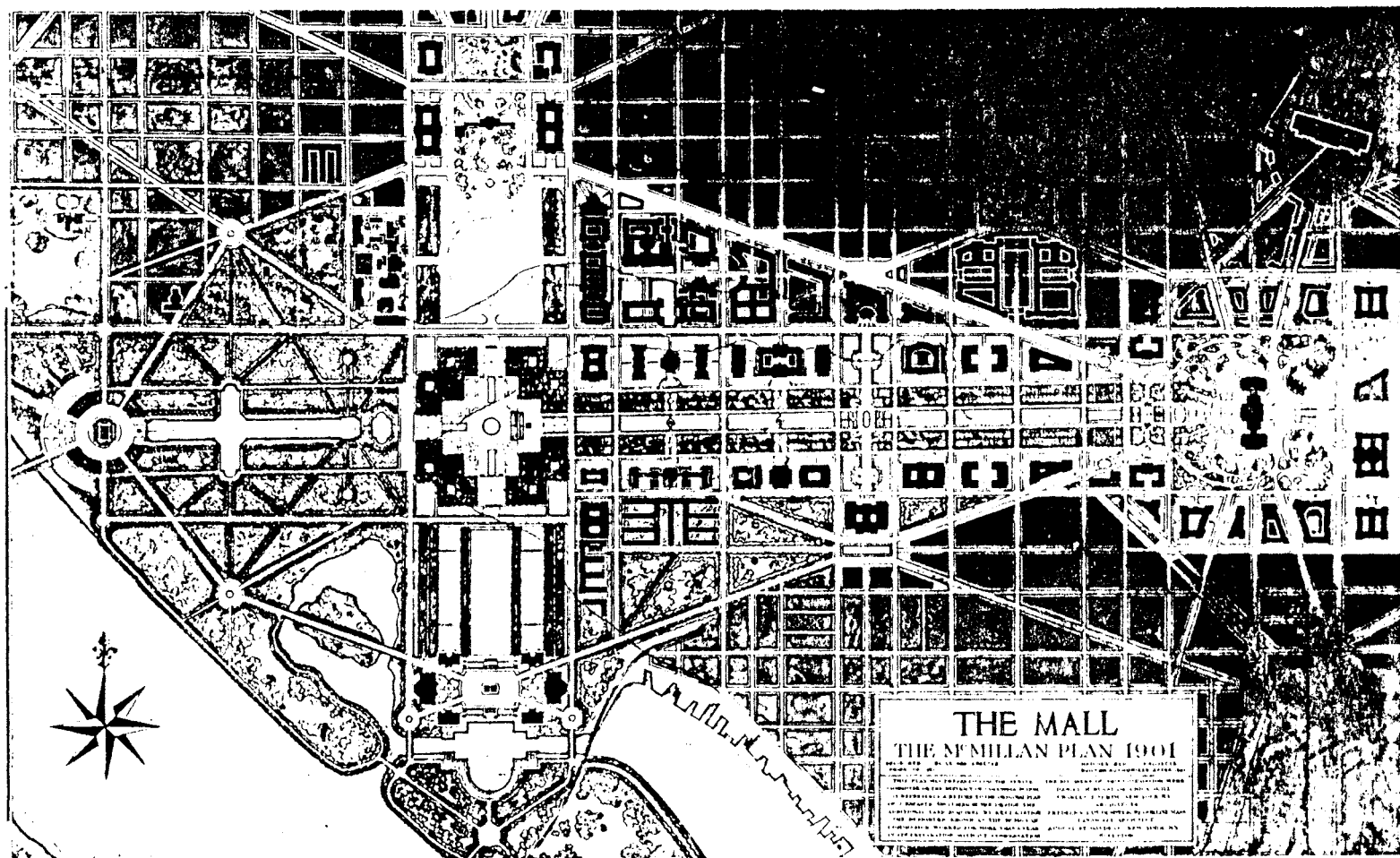
The land covered by the McMillan Plan (as it is now called) included all of the additions and extensions provided by reclamation of the flats. The addition of land to the west of the Washington Monument was dedicated to a memorial to President Lincoln, the two memorials linked by a reflecting pool. The mile long axis of the Mall now extended from the Capitol to the Washington Monument, and across the proposed Arlington Memorial Bridge, ending up in the Virginia hills at Arlington National Cemetery. To the north of the reflection pool, the commission suggested a wood, similar to those in Europe. The new lands created to the south of the Mall were to be recreational spaces, with another spot appropriate.

for a memorial at the end of the White House axis, one dedicated to the founding fathers of the United States.

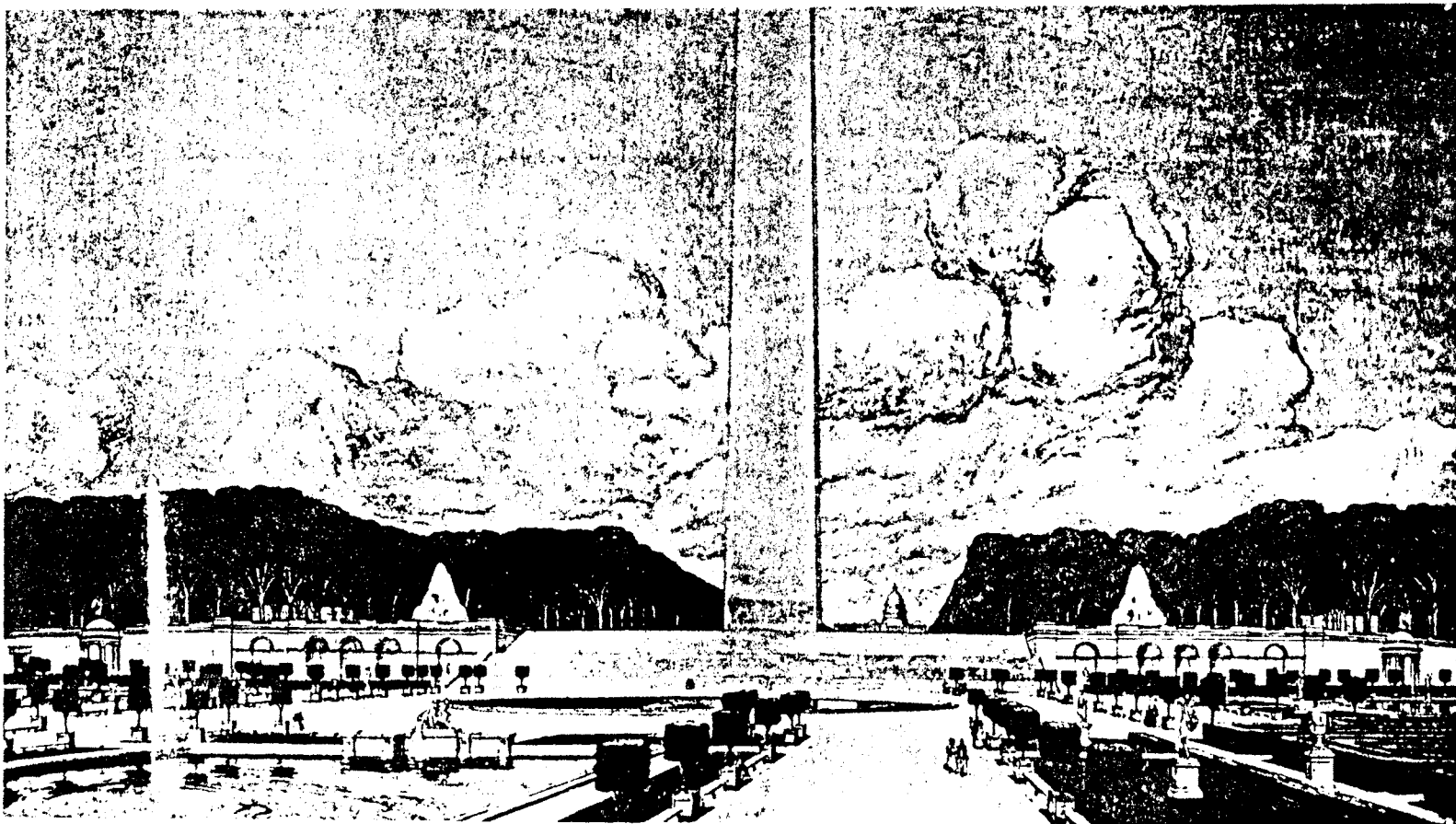
The Mall was reestablished in its formality, much different from the romantic ideas of the mid 1880's. Elms were to be planted along the Mall's edges, defining the axis. The Washington Monument, because of its location off axis, was to be surrounded by a sunken garden with a great round round pool constructed to realign the structure along the true axis. New executive office buildings were to be grouped around Lafayette Square facing the White House. The area south of Pennsylvania Avenue, muders bay, was viewed as a possible location for District government buildings. (33) The McMillan Plan made many mentions of the L'Enfant plan; in fact it was not at all similar. The frequent references to L'Enfant were made more in the spirit of historical justification for Congress and the public.

The response of Congress was not immediate. In fact the obstacles, and there were many, almost made the plan fail before it started. The greatest of these obstacles was the Pennsylvania Railroad. The railroad had during the 1850's built a train station on the mall near the Capitol. Alexander Cassatt, president of Pennsylvania Railroad, moved his station after a great deal of pressure from members of the Senate Park Commission and when Congress approved the plans for a new station north of the Capitol.

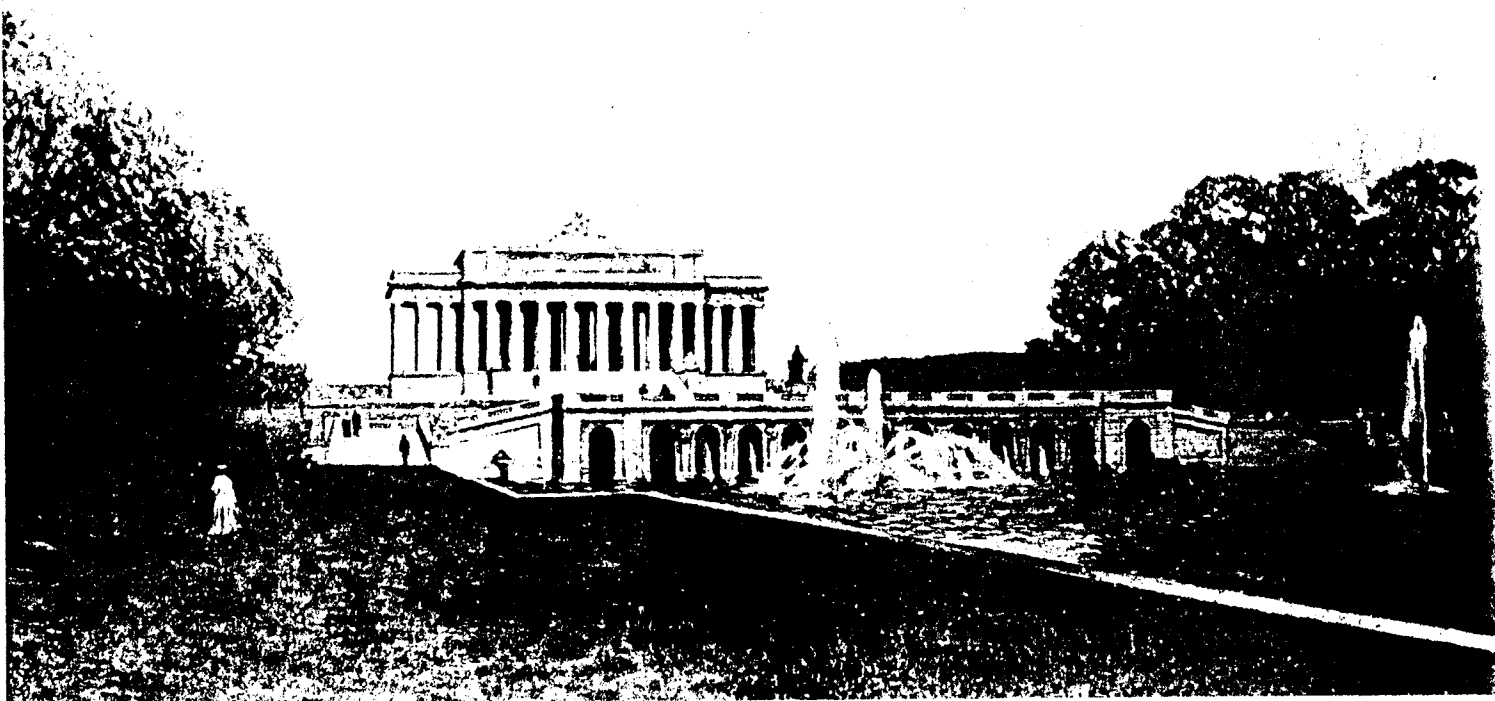
As the years passed, more and more of the McMillan Plan came into being. World War I brought a pause into the work of civic improvement. the greatest effect this war had on the city was the construction of temporary office buildings and housing for government workers. Areas between the Capitol and Union Station became filled with



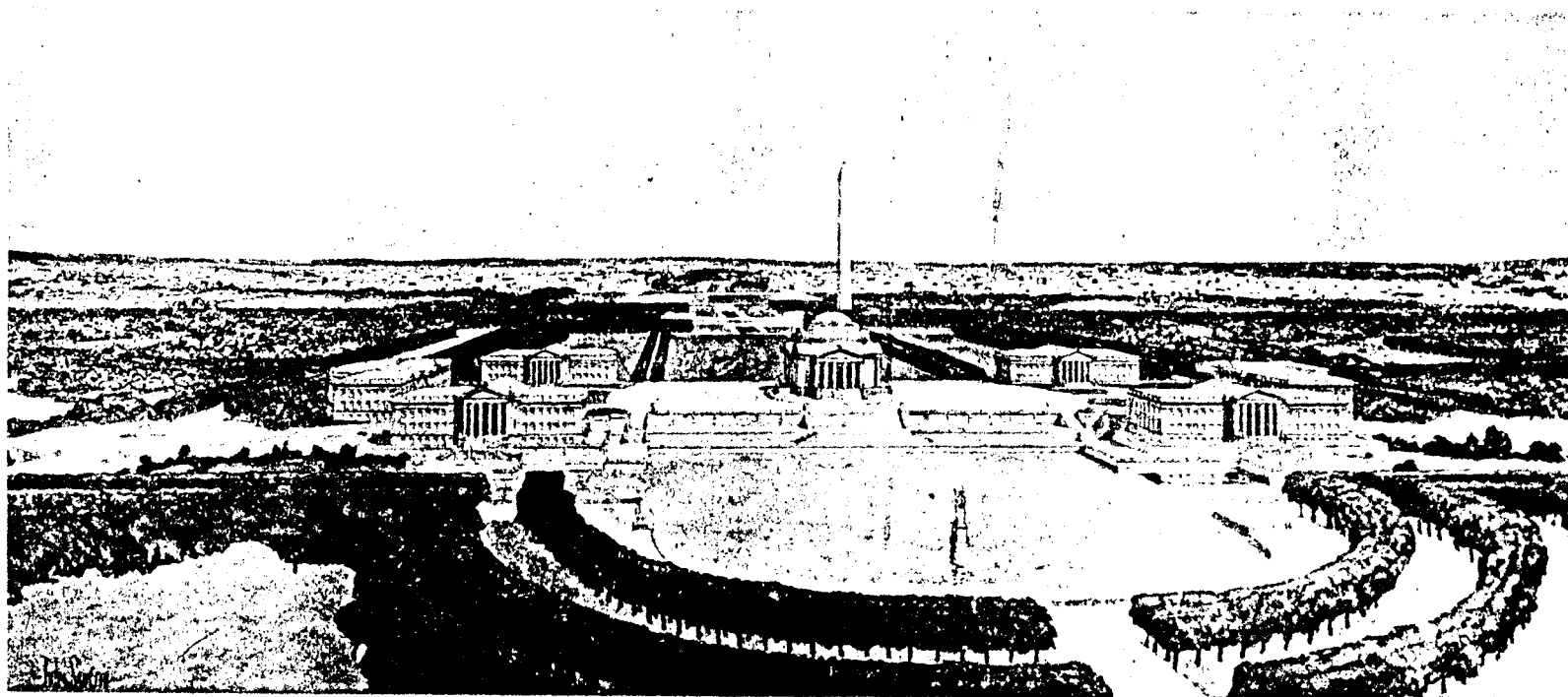
The McMillan Commission Plan for the Mall. Showing the new development in the reclaimed flats on the Potomac River.



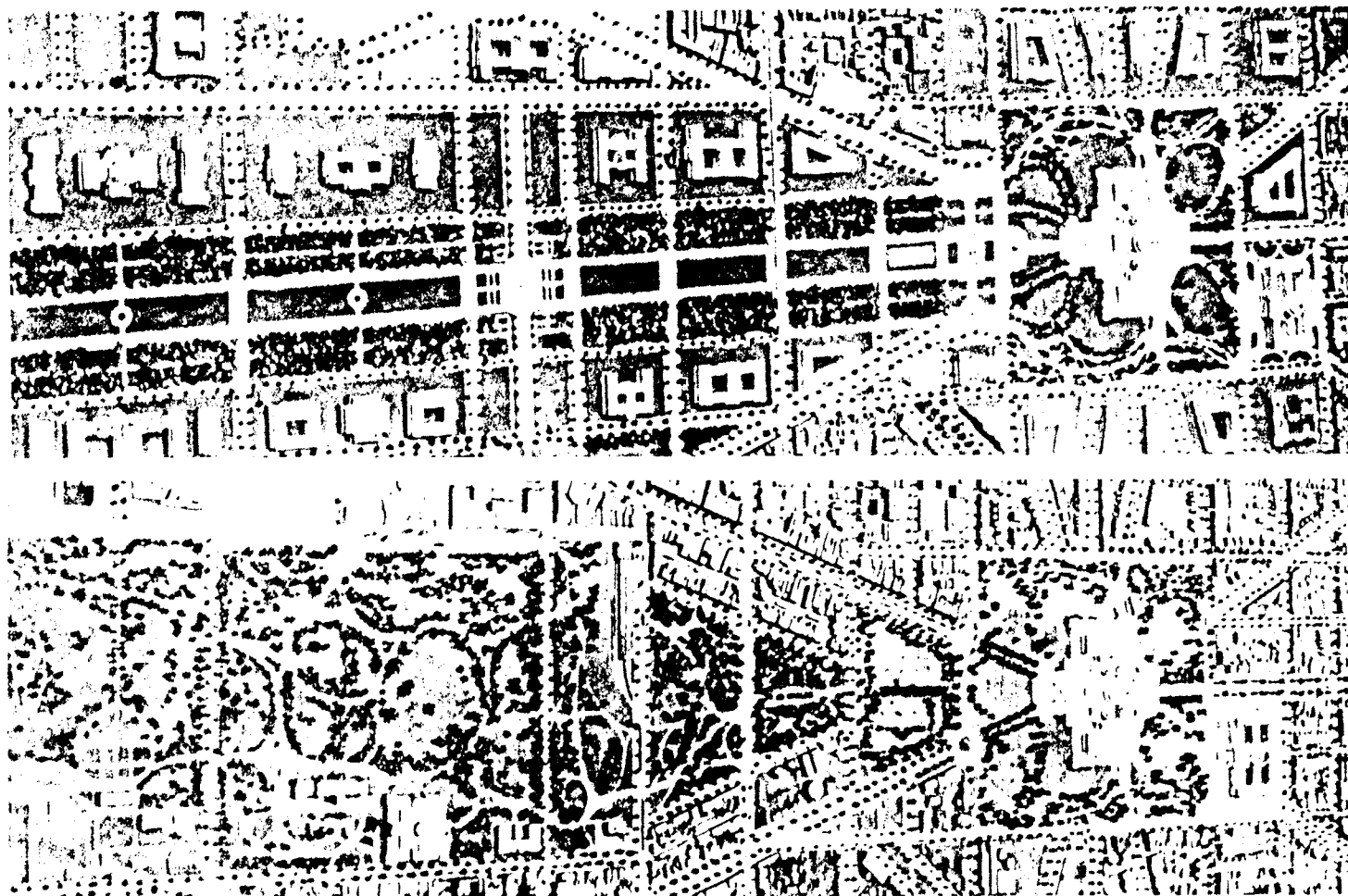
View of the Washington
Monument and Monument Gardens.



Rendering of the McMillan
Commission Plan for the
Lincoln Memorial.



Proposed Memorial Building
Group, now the location of the
Jefferson Memorial.

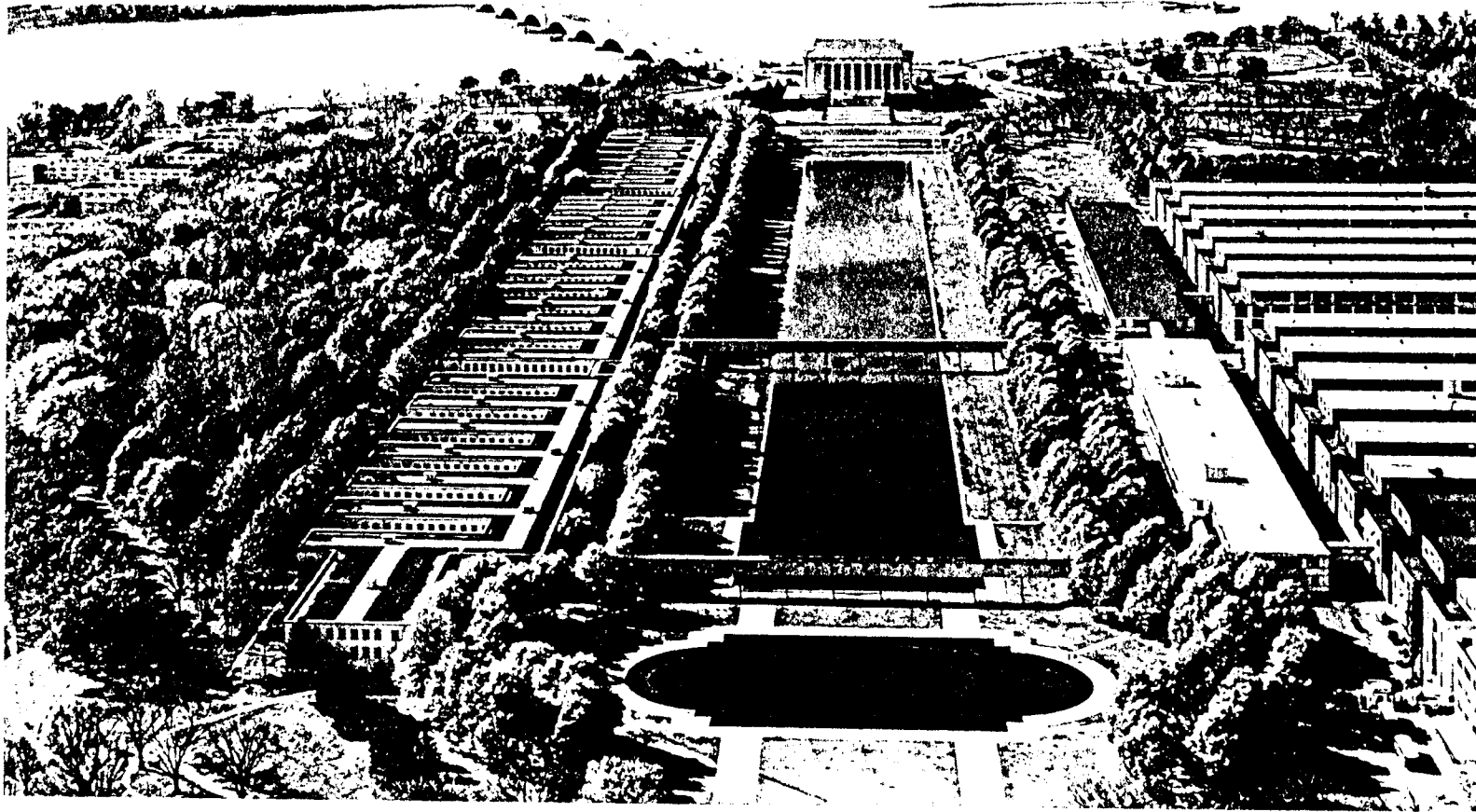


Scale Models of Washington
Prepared for the Commission,
showing existing conditions
and Proposals.

these buildings. Also the area around the reflecting pool contained a great many of these "temporary" buildings some of which were not destroyed until the 1970's. More than any thing else the war swelled the city's population to permanently higher levels, bring on all the problems of growth and expansion.

In the early 1920's, in spite of these many difficulties, the work on the capital building resumed. During the following decades, major recommendations of the McMillan Commission would be fulfilled: the Lincoln Memorial, the Memorial Bridge were completed, along with several buildings at Lafayette Square. Notable among these structures are the Pan American Union Building, Constitution Hall, and the Department of Agriculture Building.

The expanding city was filling the District's boundaries and spilling over. The city had developed along street car and railroad lines radiating out from the ceremonial core of the city into the rest of the District, Maryland and Virginia, and had produced chains of commuting towns that sprouted around railroad stations and depots. As the parallel highway system developed, business districts then formed along these strips. (34) When the automobile came it drastically altered the configuration of the city. By 1925, this mode of transportation seemed to be accepted by the nation. No longer did residential settlements need to be near the streetcar or railroad station. Residential areas could be diffused, built anywhere a road let, a great observation on my part! Zoning and planning agencies had already taken root in the city. Public planning in Washington could be traced back to the 1890 street highway plan, the 1899 curb on heights of buildings, and the 1920 zoning of land use. This zoning system was among the first in the United



View from the top of the Washington Monument toward the Lincoln Memorial, showing the "Temporary" federal office buildings.

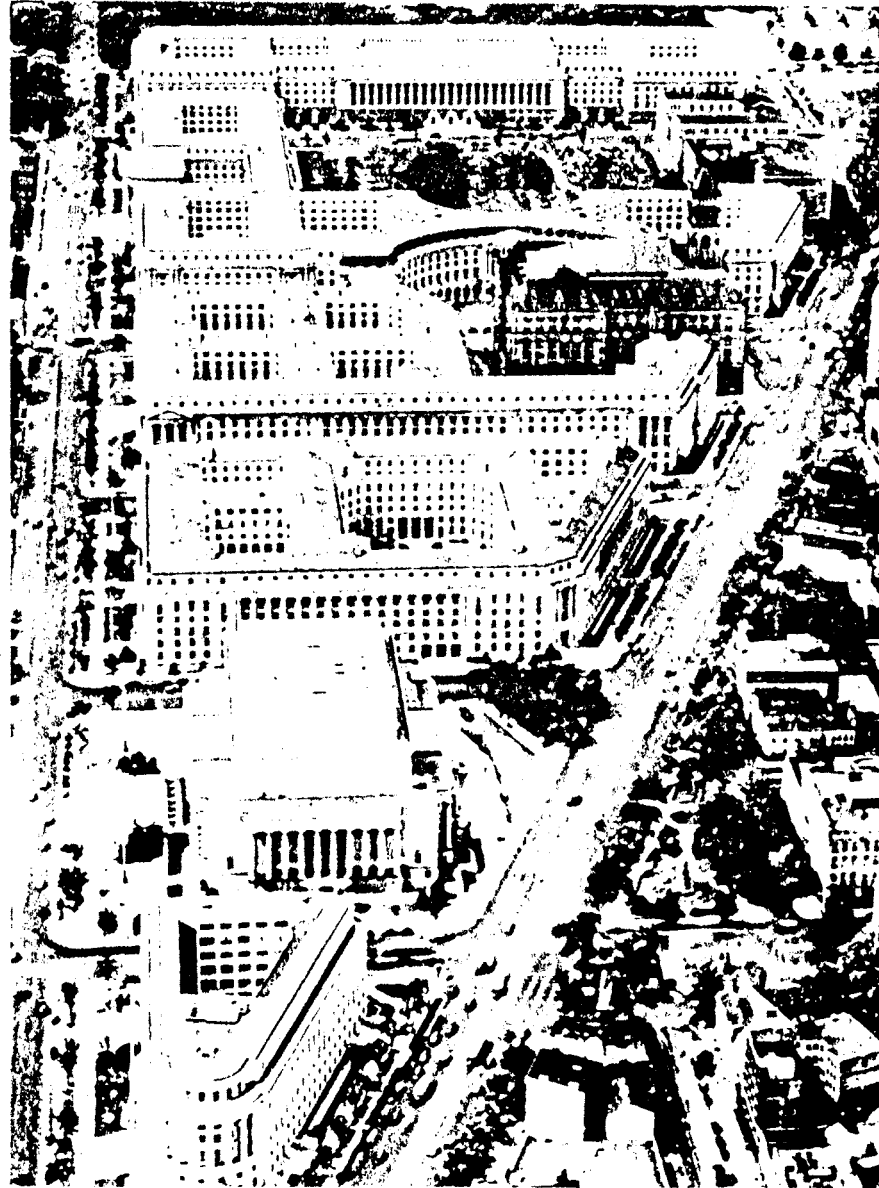
states and because of it the scale of Washington has remained very low creating a uniformity unique for American Cities.

In 1924, Congress created the National Capital Park and Planning Commission in order to implement the park provisions as suggested by the McMillan Commission. This commission was to oversee that any new construction within the city adhere to the guide lines established. One of the first jobs of this commission was to oversee the construction of the Federal Triangle. In this large seventy acre tract of land, monumental structures of eclectic design were to be constructed during the next decade. (35) It is not a secret that these buildings were to be a symbol of the power of the National Government.

The Federal Triangle was developed as a group of buildings complete in itself, but was hardly an example of good planning. The designers may have created a symbol of power but they forgot about the practical details of how people who worked in these monsters got to work, where they had lunch, or where they parked their cars. The Federal Triangle also did a great job of blocking the Mall from the rest of the city, north of Pennsylvania Avenue.

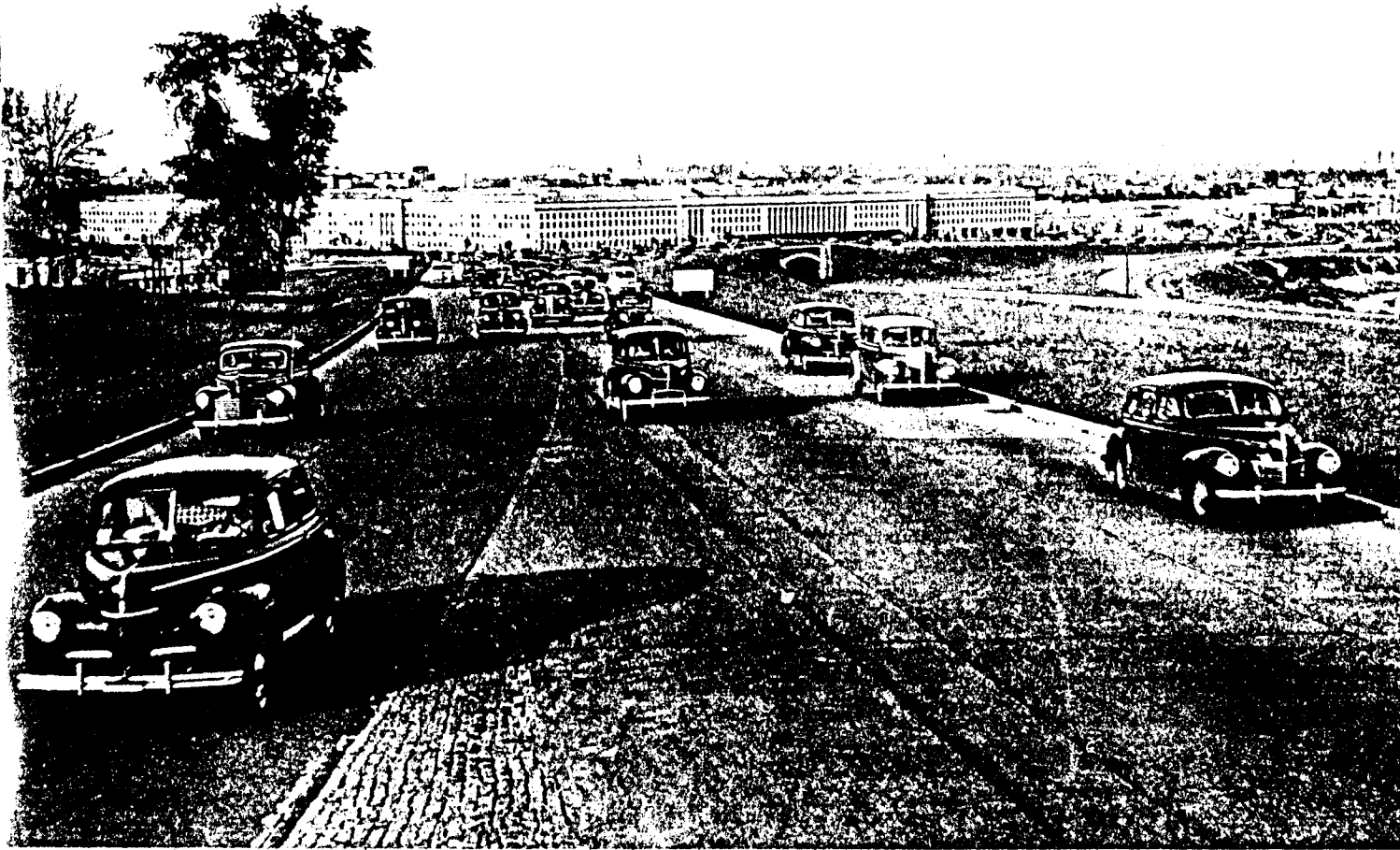
The construction of the Federal Triangle was only one project that came into its own during the depression era. The advent of the New Deal transformed Washington and accelerated the city's growth. Suburbanization became the greatest form of growth, most of which occurred in the Virginia counties after construction of Key Bridge and Memorial Bridge. This suburban development was spurred on by new federal programs.

The Federal Triangle, designed
as a symbol of Power for the
United States.



The New Deal initiated public programs aimed at stimulating employment by providing funds for public works projects, many of them overdue. The tendency to build what had already planned and ready to go. Administrators of new agencies looked to Washington D.C. as a case study of what could be accomplished nationwide. Funds were provided through agencies like the Works Progress Administration, the Public Roads Administration, and the Public Works Administration. (36) In September 1933, 600,000 dollars was allotted to for the Mall Development Plan. The plan included the Mall proper and Union Square, providing for "roadway construction, general grading, landscaping, tree planting, and water supply system" (37) The Mall development inspired new plans and studies for other urban areas of the city.

The New Deal also saw the building of the Pentagon and National Airport. In the late 1930's the War Department conceived of a single structure to contain all of its activities. The location of such a structure caused quite a fight between the National Capitol Planning Commission and the War Department. This department wanted to located this building, know as the Pentagon, on the Virginia side of the Potomac River. The Nation Capitol Planning Commission had allocated this area for a large park adjacent to the River. After a long fight the War Department won the battle. The construction took only 18 months, but the same problems that happened at the Federal Triangle showed themselves again. The main problem was traffic, moving that many people to and from one location placed a strain of the existing highway system. Many millions of dollars to correct this one disission. When the National Airport was built, at the request of the army, a few years later, it was almost a repeat of same story.



The highway leading from the Pentagon. A cause of many problems within the district.

1941 • 1985

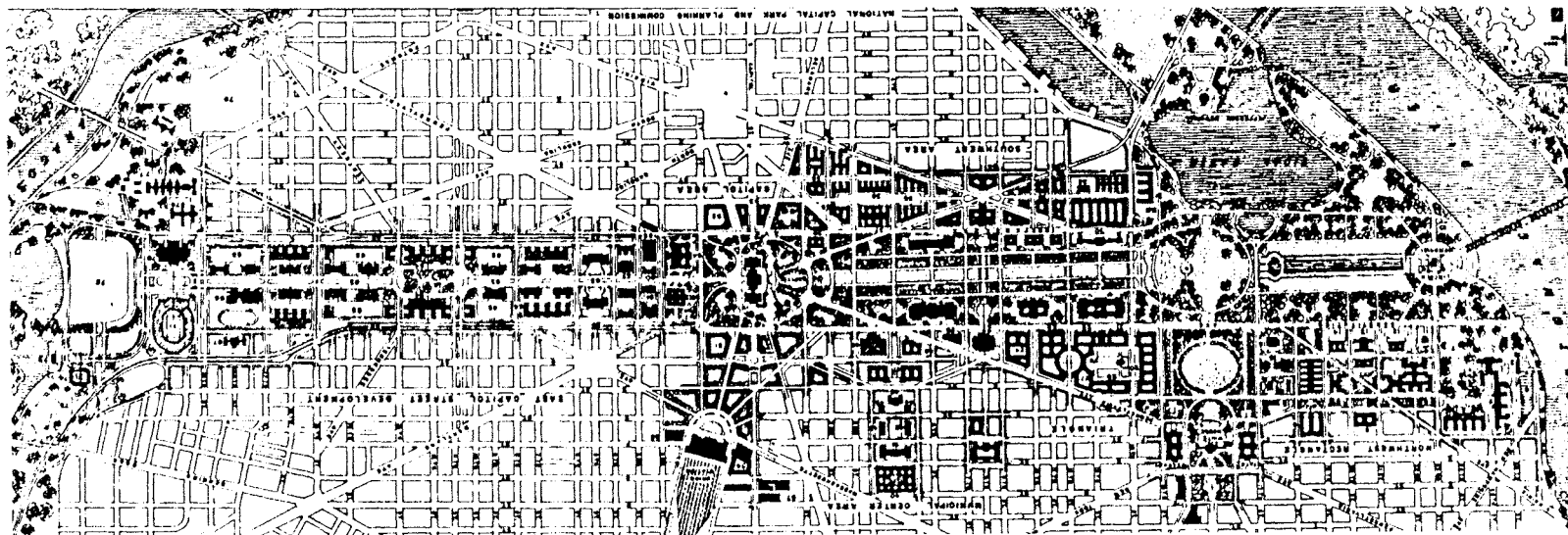
Several months before Pearl Harbor, Washington had already begun to draw up its battle lines. Tempos began to rise again a repeat performance of World War I. Like the Civil War and World War I, World War II brought massive changes to the city. Open spaces in the monumental core and in many outlying areas were covered by temporary structures. Although some of the outlying building the land did not always return ot its former conditions. The city during the Civil War and World War I had spilled into the open land that lay within the District's boundaries and wer defined by routes of public transportation, the city of the 1940's spread for into the surrounding counties. Lasting more than twice as long as World War I, World War II caused permanent development in the city. The war time population endured after the second war, especially in terms of government employees. Despite the rapid construction of new building and residential units in the Washington region, the construction was limited by shortages of Construction materials. Also in short

supply were materials for automobiles. One far sighted developer saw the need for good housing within walking distance of most government office buildings. The development built was the first of the redevelopment plans for the nation capitol. "Planning" became the word for the next three decades.

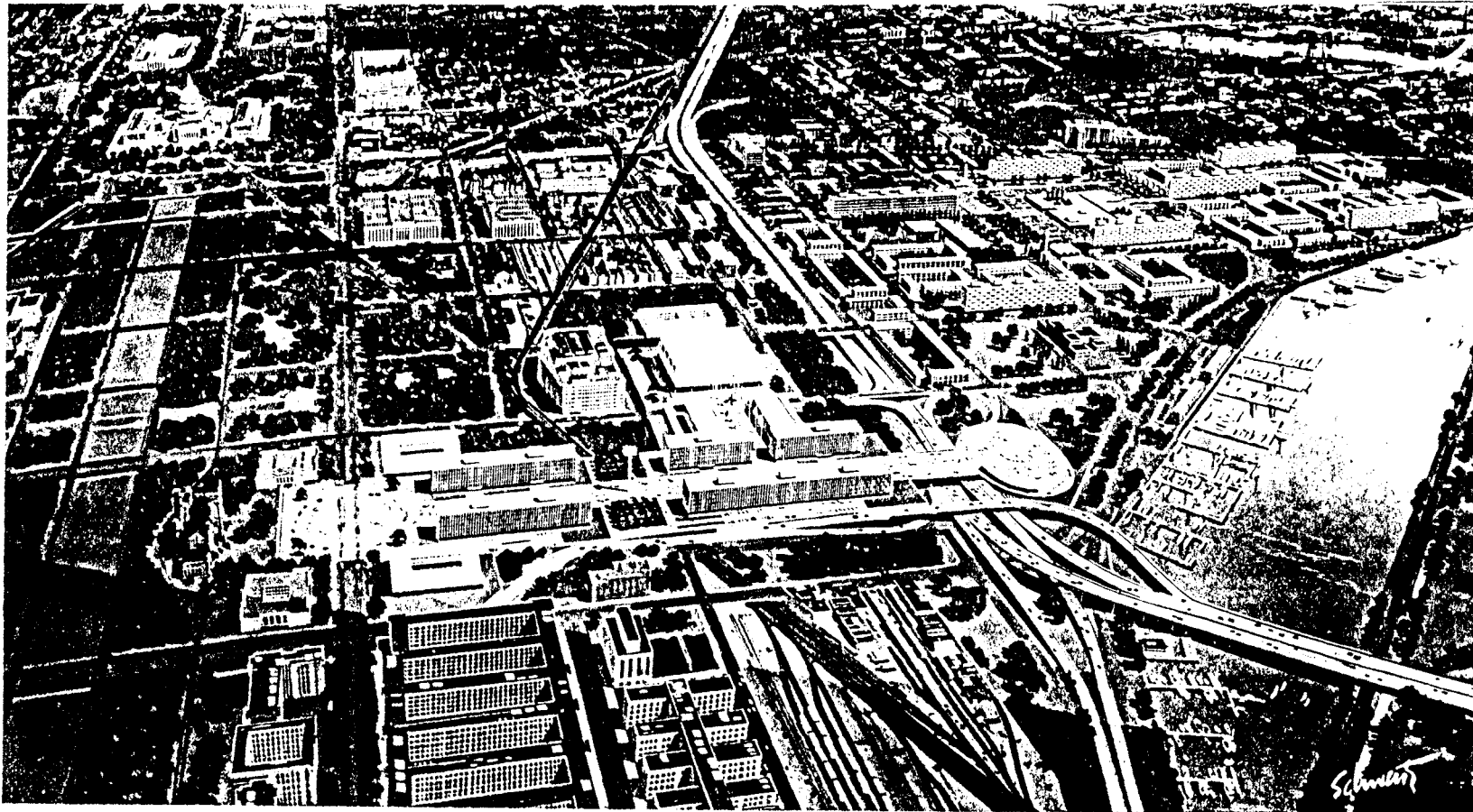
In 1952 the greatest urban plan to date was proposed by the National Capitol Planning Commission. This plan not only looked at the city but also to the surrounding countryside. All of these plans, however could not stop the mass migration of people to the suburbs. During the 1950's and 60's Washington saw the population of its city change. As typical of most american cities the middle class moved and was replaced by the poor. This change in population brought about new neighborhoods that changed forever the lay out of the city. To cope with these new changes Plans and More Plans were proposed. Most of these



Newly constructed single
family homes built in the
suburbs in 1950.



Plan for central Washington
and the East Mall: 1946.



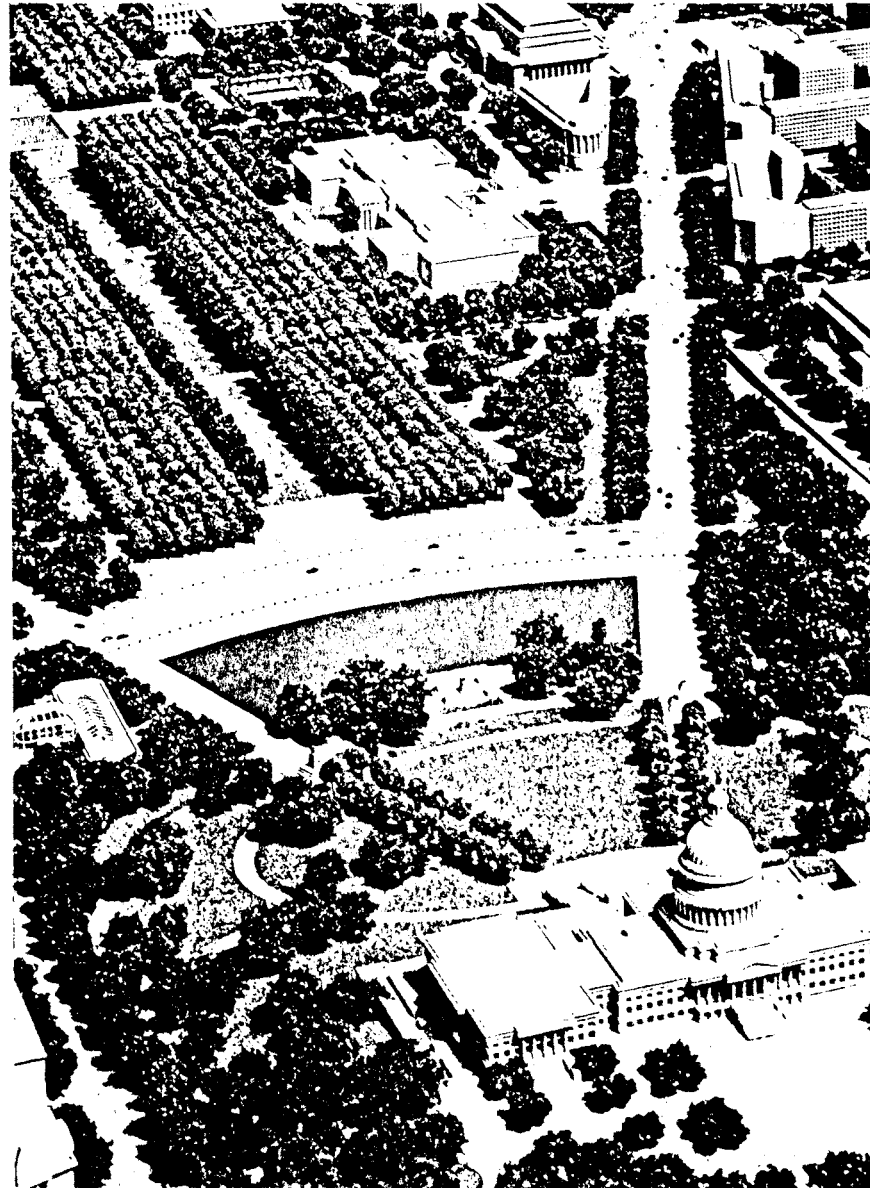
One of the many proposals for
of the southwest part of
Washington D.C.

delt with the redevelopment of residential neighborhoods. The mall area was largely ingored until 1962 when President Kennedy established the President's Council on Pennsylvania Avenue the purpose was to plan for the resurrection of the avenue as worthy of capital city and its ceremonial functions. The plan conceived by SOM proposed large bulk office buildings with uniform hights along Pennsylvania Avenue while the Mall would be transformed by new landscaping, water, and building along the core. While for the most part this plan was not implemated its sprit carred over to years to come and set the standerds for future growth of the Avenue and Mall areas.

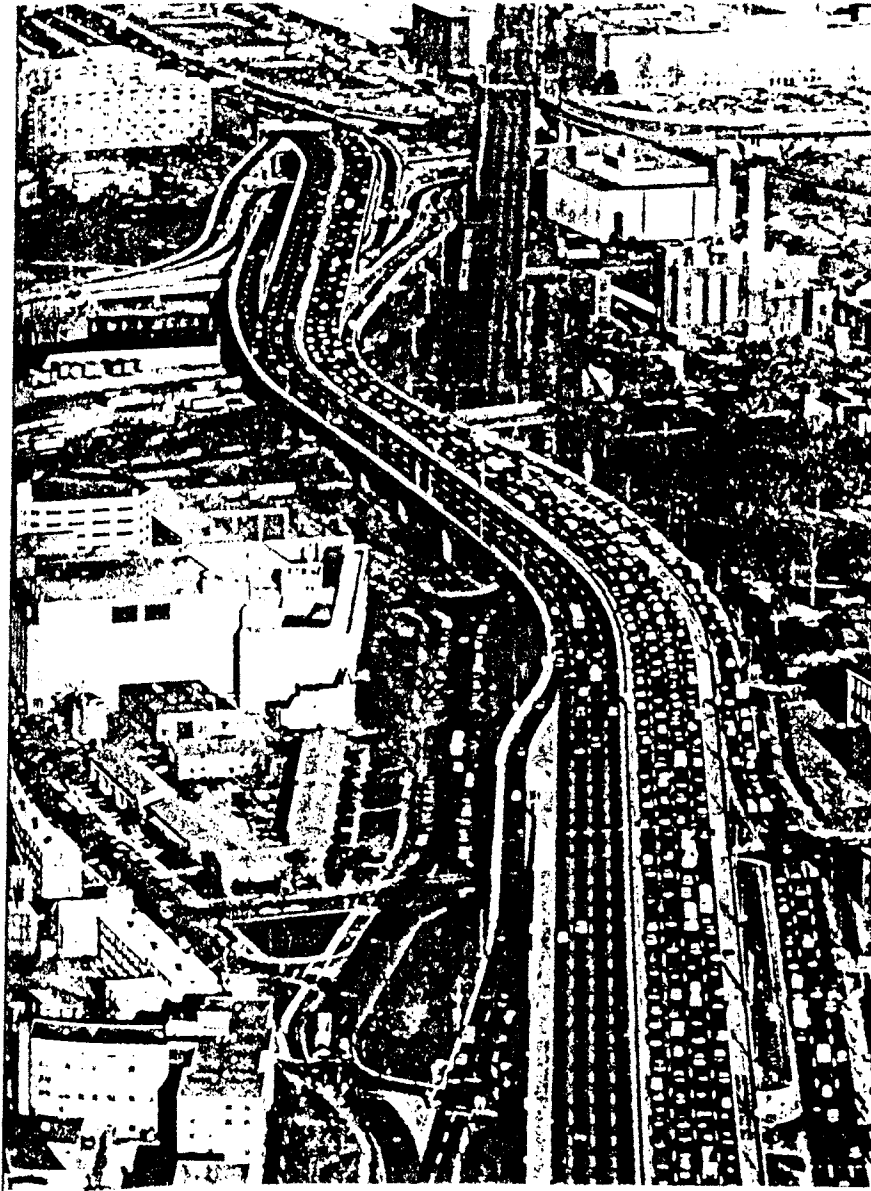
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Pennsylvania Avenue
Development Corporation's
design for the Avenue and the
Mall.



The new Washington, the freeway system is superimposed on the diagonal and grid system of L'Enfant's Plan.

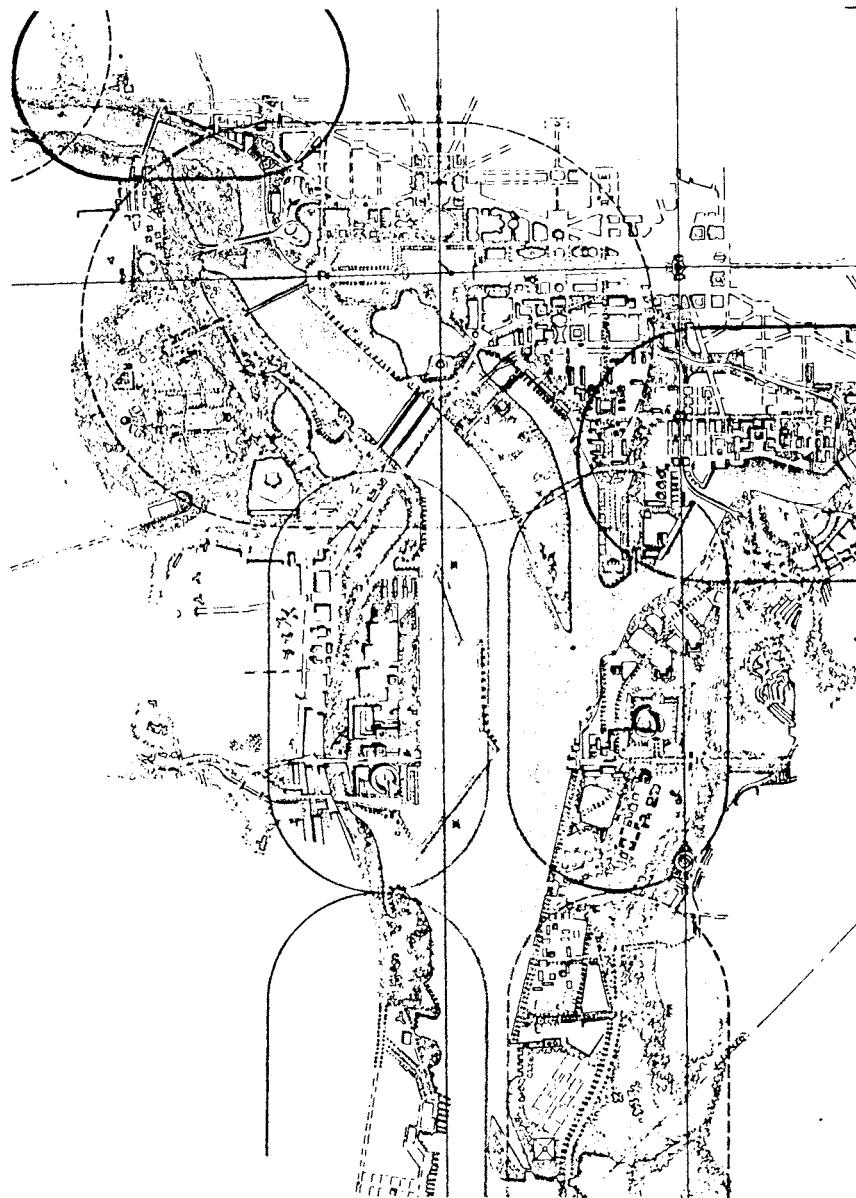


The end of the 1960's and early 70's saw the city through a very troubled time. In 1968, Martin Luther King was killed and in the days to follow parts of the city were destroyed by fire. During the anti war protest a great strain was placed on the city and its growth as urban center. After the trouble came to a halt during the middle 70's new growth occurred in Washington. For the first time in many years movement from the city to suburbs came to a halt and new development started to occur in several areas of the city. This growth and thus new plans goes on today.

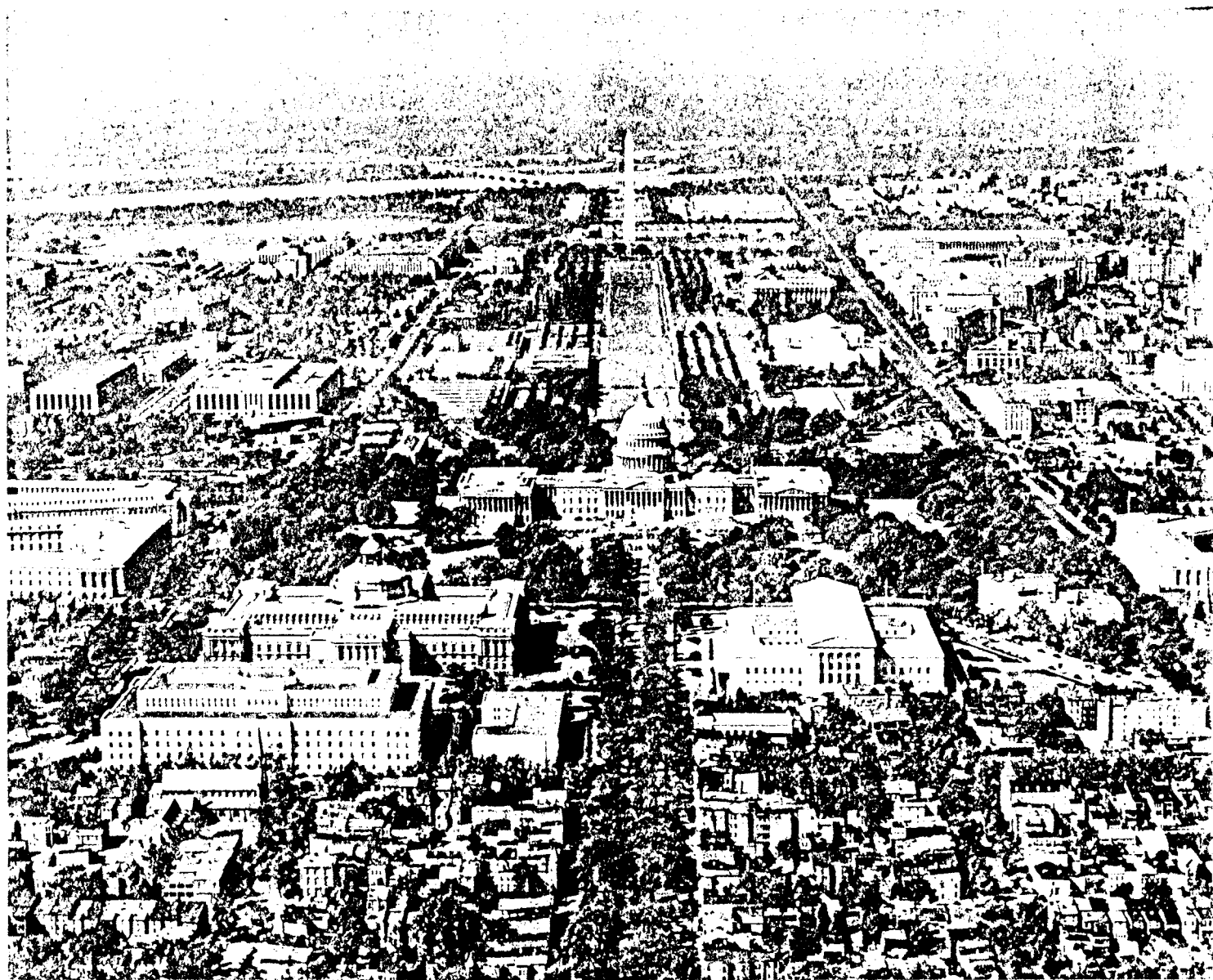
The modern City of Washington has emerged as the outcome of nearly two centuries of systematic city building efforts. As the outstanding example of an American planned city and the symbolic planned

capital of the nation, metropolitan Washington is spread over nearly 5,000 square miles. The city now includes four suburban counties and bits of other counties in Virginia and Maryland. (38) Washington is a precious city in the world's eyes, a horizontal city, crowded with history and monuments, public buildings and architecture. It is, above all, a green city seen in the designed landscape of the river, parks, and tree lined avenues. It is also an active city, millions of people have visited and lived within its boundaries. Their business is with federal agencies and the more than a thousand national organization, associations, and professional societies that make their headquarters here. The millions of visitors to the city of Washington are tourists from every corner of the nation and the world, drawn here because of the current events and the historical aspects of the nation. It is a city whose image is filled the screens throughout the world. Making this city as known as London, Paris, and Moscow.

Proposed urban design concepts
for the entire region: 1984.



Aboveall, it is to the future that the City of Washington looks, as it has looked for two centuries. In terms of the future it is responding to new urban goals and issues, to questions of social justice, to the environment, as well as by expanding urban functions and federal needs. The city as become what it was ment to be a city worthy of a nation.



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