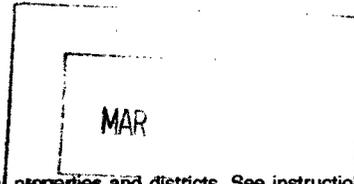


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name L'Enfant Plan of the City of Washington, District of Columbia

other names/site number Federal City

2. Location

street & number n/a  not for publication

city or town Washington  vicinity

state District of Columbia code D.C. county n/a code 001 zip code See Continuation sheet

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Hampton Cross 2/27/97  
Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Ronald M. Greenberg 3/12/97  
Signature of commenting official/Title Date

National Park Service  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): \_\_\_\_\_

Signature of the Keeper

Date of Action

Patrick Andrews

4/24/97

Name of Property

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

Number of Resources within Property (Do not include previously listed resources in the count.)

- private, public-local, public-State, public-Federal

- building(s), district, site, structure, object

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

n/a

131 (See continuation sheet)

6. Function or Use

Historic Functions (Enter categories from instructions)

Current Functions (Enter categories from instructions)

LANDSCAPE: park, plaza, natural feature street furniture

LANDSCAPE: park, plaza, natural feature, street furniture

TRANSPORTATION: road-related, rail-related, pedestrian-related, water-related

TRANSPORTATION: road-related, pedestrian-related

RECREATION/CULTURE: sports facility monument/marker, outdoor recreation

RECREATION/CULTURE: sports facility, monument/marker, outdoor recreation

7. Description

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

- Monumental Classicism, Beaux Arts Classicism

- foundation, walls, roof, other earth, metal, wood, stone, vegetation, open space/vistas

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

- Community Planning and Development
Landscape Architecture
Politics and Government
Transportation

Period of Significance

1790 to 1942

Significant Dates

1791-92

1901-02

Significant Person

(Complete if Criterion B is marked above)

See continuation sheet

Cultural Affiliation

n/a

Architect/Builder

See continuation sheet

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey # DC-668
recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

See continuation sheet

Name of Property

County and State

**10. Geographical Data**Acreage of Property ca. 3,500**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
2	<input type="text"/>	<input type="text"/>	<input type="text"/>

3	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
4	<input type="text"/>	<input type="text"/>	<input type="text"/>

 See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**name/title Sara Amy Leach and Elizabeth Barthold, HABS Historiansorganization HABS/HAER, NPS date 20 July 1994street & number 800 N. Capitol St., NW #300 telephone 202-343-9607city or town Washington, D.C. state D.C. zip code 20001**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets****Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **Sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name National Park Service, National Capital Regionstreet & number 1100 Ohio Dr., SW telephone 202-619-7173city or town Washington, D.C. state D.C. zip code 20242**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 2, 5

Page 1

**L'Enfant Plan of the City of Washington, D.C.**

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**2. LOCATION**

Zip Codes: 20001, 20002, 20003, 20004, 20005, 20006, 20009, 20024, 20036, 20037

**5. CLASSIFICATION**

The number of contributing resources previously listed in the National Register is based on these nominations:

**Individual:** Arts and Industries Building, Arlington Memorial Bridge, Mount Vernon Library, Dumbarton Bridge, East and West Potomac Parks, Old Executive Office Building, Freer Gallery of Art, Lincoln Memorial, Lockkeepers' House (C&O Canal Extension), National Portrait Gallery, President's Park South (Ellipse), National Mall, Smithsonian Castle, Thomas Jefferson Memorial, U.S. Capital Gatehouses, U.S. Treasury, Union Station Plaza, Washington Monument.

**Thematic Resources:** American Revolutionary Statuary, Civil War Statuary

**Historic Districts:** Capitol Hill, Dupont Circle, Foggy Bottom, Greater Fourteenth Street, Lafayette Square, Logan Circle, Massachusetts Avenue, Sixteenth Street

**Other:** Pennsylvania Avenue National Historic Site

**Ownership of Property:**

Ownership of virtually all public lands within the District is vested in the United States. This includes street spaces, parklands, sites for the various federal office buildings and a host of other federal interests. Excluded from federal ownership are any properties wherein title to the land was acquired directly by the District government. Examples of District-owned property would be a newly dedicated street right-of-way created as part of a recent subdivision of private property, or a parcel of federal land wherein Congress transferred ownership to the District.

Although the United States owns the property upon which the city's streets, parks and government building are situated, jurisdiction, or administrative control of these lands, has been delegated to various federal agencies or to the District. Exercising jurisdiction over federal land allows government agencies to operate and maintain public facilities on federal property, but does not transfer ownership from the United States.

Thus, while the underlying ownership of the street spaces within the District rests with the United States, various government agencies possess jurisdictional control. Jurisdiction over the large majority of the

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 2, 5

Page 2

**L'Enfant Plan of the City of Washington, D.C.**

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city's streets resides with the District. Consequently, the District is responsible for the operation and maintenance of these streets and is also authorized to close those streets or alleys which are considered no longer to serve a purpose. However, streets located within federal parkland, including the extension of Independence Avenue west of 14th Street, S.W., and the portion of Constitution Avenue west of 15th Street, N.W. to 23rd Street, N.W., are under the jurisdiction of the National Park Service.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 1

L'Enfant Plan of the City of Washington, D.C.

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### 7. DESCRIPTION

#### Narrative Description:

##### Summary

The plan of the City of Washington was designed in 1791 by Pierre L'Enfant, and mapped the following year; this design, which remains largely in place, is the basis for the plan of the national capital herein nominated. For nearly a century, the realization of physical changes to the original plan were gradual, until the second important benchmark in the development of Washington's urban plan: the McMillan Commission and its 1901-02 recommendations. The McMillan Commission plans were implemented predominantly during the first three decades of the twentieth century, and continued sporadically thereafter. The area nominated is the L'Enfant Plan area with modifications made in accord with the McMillan Plan (areas specified only in the more far-reaching McMillan Plan are excluded). Active construction based on a specific L'Enfant-McMillan plan agenda has slowed drastically since World War II, the end of the period of significance, though development of the historic city has traditionally continued to embrace these ideals. For nearly 100 years, a legal height limit of 160' (maximum) has preserved the broad, horizontal baroque nature of the city, allowing light and air to reach the pedestrian level, and resulting in a picturesque skyline pierced by steeples, domes, towers, and monuments. There have been occasional modern intrusions to or alterations of the three-dimensional fabric of the city plan, but most of these could be reversed.

##### **Description**

The plan of the historic city of Washington is bounded by Florida Avenue from Rock Creek, NW, to 15th Street, NE; then south to C Street, and eastward to the Anacostia River--the same boundaries established more than 200 years ago. At the center of the plan are the ceremonial parks and greenswards which form the seat of the national government. The historic urban footprint is established by a grid of regular orthogonal streets designated numerically and alphabetically within four quadrants, with the U.S. Capitol occupying the centerpoint. A series of diagonal avenues, named after states, are superimposed on this grid. The meeting of diagonal and orthogonal thoroughfares creates the historic and contemporary system of parks--both the large open areas at the intersections of avenues and the small geometric spaces--streets and avenues, and open space and vistas that contribute to the planned, baroque design of the capital of the United States.

The rights-of-way for the street and avenue corridors are unchanged, though the width of the roadways has fluctuated over time. All the parks and reservations are located within the rights-of-way of the streets and avenues; most of these have been pared down, reconfigured, and relandscaped more than once. Some parks have never been improved, and some are wholly obliterated, although the open space is extant. Specific planned landscapes such as public parks are generally considered contributing, but their component elements are not enumerated for each site. Specific character-defining features--sculpture, fountains, and buildings--are nominated and quantified for inclusion. Vistas, for the most part related to the course of avenues and streets, propel the nominated area into the third dimension; for this

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 2

L'Enfant Plan of the City of Washington, D.C.

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reason, in keeping with the height-limit regulations governing construction in the District of Columbia and its importance to understanding the baroque nature of the plan, the open space above the streets and avenues is included in the nominated area.

Of the 301 reservations designated by the Office of Public Buildings and Grounds in 1894, at least eighty have been formally transferred out of the park system, disappearing altogether under buildings, freeways, or railroad tracks. About two-thirds of the remaining reservations are managed by the National Park Service. The majority of these are well-maintained, but at least twenty remain unimproved, are neglected, or have been paved over as concrete traffic islands. The reservations under the jurisdiction of the District of Columbia are generally in more residential areas and are sporadically maintained by the District or by adjacent landowners or community groups. Within the fabric of the historic city as laid out according to the L'Enfant-McMillan plan, an estimated 200 city blocks have been closed to conventional traffic because of the construction of buildings, conversion to pedestrian malls, or the installation of railroad tracks; about forty more streets have been crossed by overpasses, elevated walkways, roadways, or railroad tracks. In most instances, however, the historic spatial corridor remains intact. The area nominated reflects the street grid, diagonal avenues, parks and their statuary, vistas among monuments and sites over federal land within the plan's boundaries, and the airspace above this matrix up to the legal height limit in the city.

The nominated area is composed of an estimated 3,565 acres within the historic city. The location of the nominated area is defined by the UTM coordinates in Section 10, Page 1. The boundaries of the nominated area are defined as the right-of-way width and length of the contributing streets and avenues (see Section 7, Pages 9 to 21).

The parks within this historic urban district divide into three categories: 5 major parks (composed of 20 or more acres), 27 medium-size parks (1 to 20 acres), and approximately 225 minor parklets or medians (about 1 acre or less). All sites of one acre or more are accounted for in the Description portion of this Section. Many parks measuring a fraction of an acre tend to be ephemeral, altered, or paved. Since all such minor parks are located in the rights-of-way of the avenues, their "space" is not lost. Beginning in 1894, most parks and parklets have historically been assigned a number; all sites, numbered or not, are included in the calculation of contributing and non-contributing elements.

Contributing streets include those limited to pedestrian traffic if the open space is preserved.

All vistas except those among Mall sites are axial along a street or avenue: the vista is calculated as the area between the farthest points on a straight alignment. Generally the historic vistas can be considered to terminate at the historic boundary of the L'Enfant Plan. Vistas are not quantified for National Register listing, but they are addressed in the description and are considered a critical element of the plan.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 3

L'Enfant Plan of the City of Washington, D.C.

### INVENTORY OF CONTRIBUTING FEATURES

#### Contributing to the Structure: RESERVATIONS

##### **Reservation No. 1: President's Park<sup>1</sup> (NW, 82 acres)**

Origin: L'Enfant Plan (No. 1), Ellicott Map, McMillan Plan. The area is bounded by Pennsylvania Avenue on the north, Constitution Avenue on the south, and 15th and 17th streets on the east and west, respectively. Within this area, public access is limited to the Ellipse and South White House Grounds, with a narrow pedestrian plaza within the right of way of East Executive Drive between the White House and Treasury. The reservation features seating, pools, fencing, and Washington Globe light standards.

This site is divided into the White House Grounds (30 acres) and Ellipse-South Grounds (52 acres), which contain the White House (1792/1815, NHL), U.S. Department of the Treasury (1836/65, NHL) and Old Executive Office Building (1882, NHL).

Many commemorative markers and memorials are on the grounds, which were laid out according to a design by Andrew Jackson Downing (installed 1857, 1872-73): Albert Gallatin Statue (1947), replica Liberty Bell (1950), Alexander Hamilton Statue (1923), Gen. Sherman Monument (1903), Zero Milestone Marker (1923), Memorial to the Original Patentees of the District of Columbia (1936), Memorial to the Second Division (1936), Memorial to the First Division (1924), Butt-Millet Memorial Fountain (1913), Haupt Fountains (1969), Boy Scout Commemorative Tribute (1964), National Christmas Tree (1973); two Capitol Gatehouses (ca. 1828, moved 1880) and Capitol Gateposts (ca. 1828).

##### **Reservation Nos. 2-6: National Mall and Monument Grounds (NW and SW, 189 acres)**

Origin: L'Enfant Plan (No. 3), Ellicott Map, McMillan Plan. These five contiguous reservations comprise more than half the National Mall, from 17th to Third Streets, and between Constitution Avenue and Independence Avenue/Tidal Basin. Third, Fourth, Seventh and 14th Streets cut through it; Ninth, Tenth, and 12th Streets tunnel below, and it blocks Sixth Street. Two vehicular routes, Madison Drive (on the north) and Jefferson Drive (on the south), allow parking and access to the Mall. The area from 17th to 14th Street is Reservation No. 2; 14th to Seventh Street, Reservation No. 3; Seventh to Fourth Street, Reservation No. 4-5; Fourth to Third Street, Reservation No. 6; and Third to First Street (Union Square), Reservation No. 6A.

More than a dozen major museums line the flanks of the Mall. On the north side are the National

<sup>1</sup> The White House, Supreme Court, U.S. Capitol, and related buildings and grounds are legally exempted from listing in the National Register of Historic Places, according to the Historic Preservation Act of 1966, Section 107 (16 U.S.C. 470g). As such, they are contributing features of the L'Enfant Plan and its successor, but are not being officially nominated for listing.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7 Page 4

**L'Enfant Plan of the City of Washington, D.C.**

Museum of American History (1964), National Museum of Natural History (1911), National Sculpture Garden [planned] and Ice Rink (ca. 1986), National Gallery of Art-West Wing (1941), National Gallery of Art-East Wing (1978); on the south side are the Freer Gallery (1923), Smithsonian Castle (1855, NHL), National Museum of African Art/Arthur M. Sackler Gallery (1987), Enid A. Haupt Garden (1987), Arts and Industries Building (1881, NHL), Hirshhorn Museum and Sculpture Garden (1974), and National Air and Space Museum (1976).

Gravel walks, double rows of elm trees, and occasional sculptures are found on the Mall, including the Andrew Jackson Downing Statue (1856), Joseph Henry Statue (1882), and National Grange Marker (1951). At the eastern terminus are the Ulysses S. Grant Memorial (1922) and Capitol Reflecting Pool (1971). At the western terminus is the Lincoln Memorial (1922).

The Monument Grounds contain: the Washington Monument (1848-84, located slightly off axis of the Capitol and White House), Sylvan Theater (1917-61), Boiler Room/Survey Lodge (1886), Memorial Lodge (1888), Jefferson Pier Marker (1889), and German-American Friendship Garden (1988).

The vistas along this greensward are some of the oldest, most symbolic, and most majestic in the city.

**U.S. Capitol Grounds**

The U.S. Capitol Building (1793-1865, NHL) anchors the east end of the Mall; it and surrounding office buildings are located on federal land under the jurisdiction of the Office of the Architect of the Capitol. Originally designated Reservation No. 3 by L'Enfant, these grounds have since been expanded to encompass an irregularly shaped area bounded by Second Street on the east; C and D Streets, and Washington Avenue on the south; Third Street and Pennsylvania and Maryland Avenues on the west; and Louisiana and Massachusetts Avenues and F Street on the north. The land is occupied by the U.S. Botanic Garden (1933); Rayburn (1965), Longworth (1933), and Cannon (1908) House Office Buildings; Library of Congress-Jefferson Building (1897, NHL); U.S. Supreme Court (1935, NHL); Dirksen (1958), Russell (1908), and Hart (1982) Senate Office buildings; and the Federal Judiciary Building (1992). The open space between Union Station and the immediate land around the Capitol--Union Station Plaza--is also in this jurisdiction and contains the Senate Underground Garage. Sculpture includes the Robert A. Taft Memorial (1959), James A. Garfield Memorial (1887), John Marshall Statue (1884) and Peace Memorial (1877, Reservation No. 202A). Street furniture includes highly ornamental light standards and omnibus waiting stations.

**Reservation No. 7: Judiciary Square**

**(NW, 18 acres)**

Origin: L'Enfant Plan (No. 9), Ellicott Map, McMillan Plan. Judiciary Square is made up of three city blocks between D and G Streets, and Fourth and Fifth Streets, NW. Unlike most reservations, it contains a series of government buildings. These include the Pension Building (1882-87, NHL), Old City Hall (1820, NHL; now D.C. Court House), and four subsequent court buildings (1910, 1936, and 1939).

Continued next page

## National Register of Historic Places

Continuation Sheet

Section number 7

Page 5

L'Enfant Plan of the City of Washington, D.C.

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This downtown governmental enclave includes numerous monuments: the National Law Enforcement Officers Memorial (a large landscaped space with pool, lawn, and lion sentry sculpture (1990); Darlington Memorial Fountain (1923); statues of Abraham Lincoln (1868), Gen. Albert Pike (1901, relocated 1977), and Dr. Benjamin Stephenson (1909, Reservation No. 36A); and various fencing, lighting, paths, and a Metro station.

**Reservation Nos. 8, 70, 71, 175, 176: Mt. Vernon Square** (NW, 2.80 acres)

Origin: L'Enfant Plan (No. 2), Ellicott Map, McMillan Plan. The outstanding feature of Mount Vernon Square is the Carnegie Library (1902, NR) located at the center of the rectangular park bounded by Seventh and Ninth Streets, and New York and Massachusetts Avenues as they wrap around the area in their diagonal course through Northwest; Eighth and K Streets are interrupted. The square contains numerous trees, footpaths, and Washington Standard lamps; its four smaller parklets have minimal fencing and shrubs.

**Reservation No. 9: Franklin Square [Fountain Square, City Square No. 249]** (NW, 4.8 acres)

Origin: 1830s. One of the few parks to occupy a city block, Franklin Square is bordered by K Street on the north, I Street on the south, and 13th and 14th Streets on the east and west, respectively. Not originally intended as a park, the square contained natural springs and was purchased by the federal government to provide water to the White House and adjacent government buildings. The park design is noteworthy for a height differential that requires a stone retaining wall running laterally between the terrace and lawn areas. Last laid out with curvilinear paths, a central quatrefoil-shaped fountain (1873), a variety of flower beds, and reproduction Saratoga lamps, the park was rehabilitated in the early 1990s by a consortium of neighborhood businesses working with NPS. It contains a single statue, of Comm. John Barry (1914).

**Reservation No. 10: Lafayette Square [President's Square]** (NW, 7 acres)

Origin: L'Enfant Plan, Ellicott Map, McMillan Plan. Landscaped by Andrew Jackson Downing (implemented in 1857, 1872-73), it is bounded by Pennsylvania Avenue, H Street, and Jackson and Madison Places. It contains several important built features: statues of Gens. Andrew Jackson (1853), Marquis Gilbert de Lafayette (1891), Comte Jean de Rochambeau (1902), Frederick von Steuben (1910) and Thaddeus Kosciuszko (1910); a pair of U.S. Navy Yard urns (1872); Lodge (1914, now a restroom); two pools with jets, and the Bernard Baruch Bench of Inspiration (1960). Paths, fencing, reproduction Saratoga lamp standards, lights, seating, fixed concrete chess tables, and elaborate plantings complete this much-used setting. The designated Lafayette Square Historic District (NHL) also includes the buildings fronting the park.

**Reservation No. 11: McPherson Square** (NW, 1.66 acres)

Origin: L'Enfant Plan, Ellicott Map. Bounded by K, I, and 15th Streets, the square punctuates Vermont Avenue in the downtown commercial district. The central statue of Maj. Gen. James Birdseye McPherson (1876) is surrounded by numerous paths, fencing, seating, lighting, and plantings.

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 6

L'Enfant Plan of the City of Washington, D.C.

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### Reservation No. 12: Farragut Square

(NW, 1.58 acres)

Origin: L'Enfant Plan, Ellicott Map, McMillan Plan. Bounded by K, I, and 17th Streets, the square punctuates Connecticut Avenue in the downtown commercial district. The central statue of Adm. David Farragut (1881) is surrounded by numerous paths, fencing, seating, lighting, and modest plantings.

### Reservation No. 13: Rawlins Square

(NW, 1.44 acres)

Origin: Ellicott Map. Bounded by 18th and 19th Streets, and one-way segments of E Street on the north and south sides, this is now the southwest terminus of New York Avenue. The elongated park is largely a two-level terrace with central fountain (1918) and statue of Gen. John A. Rawlins (1874, re-erected 1931) at the east end; in addition there are plantings, seating, and Washington Globe light standards.

### Reservation No. 14: Lincoln Park

(NE-SE, 7 acres)

Origin: L'Enfant Plan (Site B), Ellicott Map. This largest of the residential urban parks is located at East Capitol Street between 11th and 13th Streets, where four avenues also converge on the elongated rectangle; 12th Street and the two ongoing avenues are interrupted here. Two memorials--the Emancipation Group (1876) and Mary McLeod Bethune Memorial (1974)--dominate the space organized within a walled terrace, along with abundant seating, paths, lights, fencing, playground equipment, and plantings.

### Reservation No. 15: Stanton Square

(NE, 4.5 acres)

Origin: L'Enfant Plan (No. 5), Ellicott Map. Located at the confluence of Massachusetts and Maryland Avenues in a largely residential neighborhood, it also interrupts Fifth and C Streets. Its central feature is an equestrian statue of Nathaniel Greene (1877), and there are a series of paths, fencing, seating, lighting and modest plantings throughout the site.

### Reservation No. 16: Folger Park

(SE, 2 acres)

Origin: Ellicott Map. Bounded by First, Second, and diverted D Streets, and intersected by North Carolina Ave., SE, it occupies a city block in a residential neighborhood. It features paths, seating, lighting and modest plantings; two fountain-bench structures (1936) at the east and west ends of the park feature a mosaic design of the park's ground plan above the basin.

### Reservation No. 17: Garfield Park [Town House Square]

(SE, 7.12 acres)

Origin: L'Enfant Plan (No. 17), Ellicott Map. This large, amorphous-shaped park in a residential neighborhood of Southeast is bounded by Virginia Avenue and the Southeast/Southwest Freeway on the south; by E and F Streets, and South Carolina Avenue on the north; on the west by New Jersey Avenue, and on the east by Third Street. Its facilities include tennis courts, playgrounds, and a small frame lodge building (1916), in addition to paths, remnants of a rustic stone wall, OPB&G (Office of Public Buildings and Grounds) post-and-chain fencing, seating, Washington Globe light standards, and plantings.

Continued next page

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 7

L'Enfant Plan of the City of Washington, D.C.

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**Reservation No. 18: Marion Park** (SE, 1.5 acres)

Origin: L'Enfant Plan, Ellicott Map. Long and narrow, bounded by Fourth, Sixth, and diverted E Streets, it interrupts South Carolina Avenue and Fifth Street. The plain landscape, located in a residential neighborhood, features fencing, brick walks, lights, and seating.

**Reservation Nos. 25-27: Washington Circle** (NW, 2.19 acres)

Origin: L'Enfant Plan, Ellicott Map. The first of the city's circles (Reservation No. 26) to be landscaped, it is found at the intersection of Pennsylvania and New Hampshire Avenues and 23rd and K Streets, NW, a mixed commercial-residential neighborhood. The central equestrian statue of George Washington (1860) is surrounded by fencing, walks, lights, seating, and plantings. K Street travels in a tunnel under the park.

**Reservation Nos. 32-33: Freedom Plaza** (NW, 2.2 acres)

Origin: L'Enfant Plan, Ellicott Map, McMillan Plan. This rectangular, terraced park is bounded by Pennsylvania Avenue and E Street, between 13th and 14th Streets. The 1980 design is nearly devoid of vegetation, and the outstanding feature of the terrace is the Pennsylvania Avenue segment of the historic L'Enfant Plan etched into the pavement (1980). There is a statue of Brig. Gen. Casimir Pulaski (1910), and a series of walls, steps, seating, and lighting.

**Reservation Nos. 35-36: Market Square** (NW, 0.6 acres)

Origin: L'Enfant Plan (No. 7), Ellicott Map, McMillan Plan. Located on Pennsylvania Avenue between Seventh and Ninth Streets, this regularly redesigned space, also intersected by Indiana Avenue, forms part of the north edge of the Federal Triangle. There are five major sculptural elements to the site: the Temperance Fountain (ca. 1882), Maj. Gen. Hancock Statue (1896), GAR Memorial (1909), Franklin D. Roosevelt Monument (1941), and Navy Memorial (1991). The space includes plantings, light standards, and benches.

**Reservation Nos. 38-43: Seward Square** (SE, 2.47 acres)

Origin: L'Enfant Plan (No. 14), Ellicott Map. This reservation is composed of four major components that form an approximate rectangle bounded by Fourth and Sixth Streets, and C Street diverted; it interrupts Fifth Street. Pennsylvania Avenue, containing two grassy medians, bisects the space in a northwest-to-southeast direction; North Carolina Avenue bisects in the opposite direction. The simple landscape contains walks, lights, seating, and plantings.

**Reservation Nos. 44-49: Eastern Market Metro** (SE, 2.28 acres)

Origin: L'Enfant Plan, Ellicott Map. This reservation is composed of six major components that form an approximate rectangle that is bounded by Seventh and Ninth Streets, and D Street diverted. Pennsylvania Avenue, containing two grassy medians, bisects the space in a northwest-to-southeast direction; South Carolina Avenue is interrupted. The simple landscape contains walks, lights, seating, and plantings.

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 8

L'Enfant Plan of the City of Washington, D.C.

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**Reservation Nos. 59-61: Dupont Circle [Pacific Circle] (NW, 2.28 acres)**

Origin: L'Enfant Plan, Ellicott Map. Located at the ten-point intersection of Massachusetts, Connecticut, and New Hampshire Avenues and 19th and P Streets, NW, the primary park reservation--the *round* (Reservation No. 60)--and its related parklets collectively feature the Dupont Memorial Fountain (1921), walks, seating, fencing, Washington Globe lamps, and a lodge building (1930; Reservation No. 59). Connecticut Avenue tunnels underneath the circle, where there are also a Metrorail station and unused streetcar egresses; it is in a residential and commercial area.

**Reservation Nos. 62-64: Scott Circle (NW, 1 acre)**

Origin: L'Enfant Plan, Ellicott Map. This "bow-tie" plan is formed by two major triangular parks flanking an oval; Rhode Island and Massachusetts Avenues, and 16th and N Streets converge there. A trio of monuments highlight the three major parklets: a central statue of Gen. Winfield Scott (1874; Reservation No. 63), a statue of Daniel Webster (1900; Reservation No. 62), and the memorial to Samuel Hahnemann (1900; Reservation No. 64). The seating and paths are limited to the outermost triangles; there are Washington Globe light standards, and the general treatment includes simple plantings.

**Reservation Nos. 65-67, 162: Thomas Circle (NW, 1 acre)**

Origin: L'Enfant Plan (No. 9), Ellicott Map. Located at the intersection of Massachusetts and Vermont Avenues and 14th and M Streets, NW, the primary park reservation is the sodded oval (Reservation No. 66) with the statue of Maj. Gen. George Thomas (1879); the oval is flanked by two crescent-shaped "medians." Massachusetts Avenue travels below the park.

**Reservation Nos. 68-69: Gompers-Burke Park (NW, 0.6 acres)**

Origin: Ellicott Map. The two-part park is located at 11th Street where I. Street jogs at the intersection with Massachusetts Avenue. Statues are of Edmund Burke (1922; Reservation No. 68) and Samuel Gompers (1933; Reservation No. 69).

**Reservation Nos. 152-54, 163-64: Logan Circle [Iowa Circle] (NW, 1.8 acres)**

Origin: L'Enfant Plan, Ellicott Map. Located at the intersection of Rhode Island and Vermont Avenues and 13th and P Streets, NW, the newly restored circle (Reservation No. 153) and its related parklets collectively feature a statue of Gen. John Logan (1901), fencing, walks, seating, Saratoga light standards, and plantings in a residential setting.

**Reservation No. 332: West Potomac Park (SW, 395 acres)**

Origin: 1880s, McMillan Plan. This complex landscape is bounded by 17th Street on the east, Constitution Avenue on the north, and the Railroad Bridge on the south; it encompasses the Tidal Basin (1880s/1907) and Inlet Bridge (1909). One of the capital's outstanding landmarks is here--the Jefferson Memorial (1943). Constitution Gardens, the area between the Reflecting Pool (1921) and Constitution Avenue, contains a Lockkeepers House (1837, re-erected 1903), the 56 Signers of the Declaration of Independence Memorial (1984), Vietnam Veterans Memorial (1982/84), and Korean War Veterans' Memorial (1994). A pair of statues, the Aris of War and Peace (1951) flank the entry

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 9

L'Enfant Plan of the City of Washington, D.C.

to Arlington Memorial Bridge (1932); the park also includes Japanese cherry trees ringing the Tidal Basin (1912), the D.C. World War I Memorial (1931), Japanese Lantern and Pagoda (1958), Kutz Memorial Bridge (1941), First Air Mail Flight Marker (1958), John Paul Jones Statue (1912), and John Ericsson Memorial (1926). A network of vehicular and pedestrian paths are found throughout, as well as sports fields, abundant seating, Washington Globe light standards, fencing, and elaborate plantings.

**Reservation No. 333: East Potomac Park** (SW, 329 acres)

Origin: 1880s, McMillan Plan. This relatively sprawling man-made peninsular park between the main and Washington channels of the Potomac River is bounded by the Potomac Railroad Bridge at its north end. A circumferential vehicular road (Ohio Drive) lines its edges; structures include a variety of light standards, contemporary NPS administrative buildings, golf courses, tennis courts, about six service buildings, and the modern figurative sculpture "The Awakening" (1980s, temporary) at the southern tip of the island.

**Reservation No. 334: Columbus (Union Station) Plaza** (NE, 2 acres)

Origin: McMillan Plan. This semicircular space serves as a forecourt for Union Station, from which radiate Louisiana, Delaware, and Massachusetts Avenues, and E and First Streets. The paved plaza is dominated by the elaborate Christopher Columbus Fountain (1912), incorporating benches and flanking fountains, in addition to the American Legion Freedom Bell (1981). A series of medians, double-standard Washington Globes, and a trio of eagle-topped flagpoles complete the park.

**Reservation No. 617: Pershing Park [City Square No. 226]** (NW, 1.75 acres)

Origin: 1930s, within McMillan Plan. Built in the 1980s, this area was not historically designated a park. Bounded by 14th and 15th Streets, E Street and Pennsylvania Avenue, Pershing Park is an open, masonry-terraced space in the downtown government-commercial district, composed of terraces, a memorial to Gen. John Pershing (1983), an eagle statue (1982) concession stand, fountain, pool/skating rink, seating, lighting, and clustered plantings.

Contributing to the Structure: AVENUES

**Connecticut Avenue** (17.33 acres)

Origin: L'Enfant Plan, Ellicott Map. From H Street at the northwest corner of Lafayette Square to Florida Avenue, NW, it is 1.1 miles long, with a right-of-way 130' wide, and roadway nearly 100' wide. It is interrupted by Farragut Square and tunneled under Dupont Circle. A main route through a downtown commercial neighborhood, it encompasses three landscaped parklet reservations that collectively feature plantings, seating, lighting, and two statues: Henry Wadsworth Longfellow (1909; Reservation No. 150) and John Witherspoon (1909; Reservation No. 150A).

**Delaware Avenue** (16.87 acres)

Origin: L'Enfant Plan, Ellicott Map. One of the shortest of the city's avenues exists as three discontinuous pieces: along the railroad tracks, from L to M Streets, NE (0.12 miles); in the

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 10

L'Enfant Plan of the City of Washington, D.C.

governmental setting from Union Station Plaza to Constitution Avenue, NE (0.25 miles); and through a residential area from C Street to approximately N Street, SW (0.5 miles, but interrupted by the Southwest Freeway), the right-of-way is 160' across. Of fifteen affiliated and designated parklet reservations, none are formally landscaped. Mature trees line the thoroughfare between Union Station and the Capitol.

**Indiana Avenue [formerly Louisiana Avenue] (1.93 acres)**

Origin: L'Enfant Plan, Ellicott Map. This NW avenue is a brief 0.1 mile with a right-of-way of 160' across. Confined to a government and commercial setting, it links Judiciary Square and Market Square; one of five affiliated parklets (Reservation No. 187) is extant and planted.

**Kentucky Avenue (14.54 acres)**

Origin: L'Enfant Plan, Ellicott Map. From East Capitol Street at Lincoln Park to Barney Circle at the Potomac River, SE, the avenue is 1 mile long through a residential area, with a 120' right-of-way, and roadway approximately 40'. Affiliated and numbered reservations include two medians and seven modestly landscaped parklet reservations, including one with a turn-of-the-century cast-iron fence (Reservation No. 263).

**Louisiana Avenue (7.64 acres)**

Origin: McMillan Plan. From Constitution Avenue to Columbus Circle, the avenue is 0.39 miles long with a 160' wide right-of-way, providing a vista of Union Station from the Mall.

**Maryland Avenue (36.84 acres)**

Origin: L'Enfant Plan, Ellicott Map. Between Florida Avenue and First Street, NE (1.4 miles), and from First through Seventh Streets, SW (0.5 miles), the 160' right-of-way developed as a residential corridor. One of the oldest developed avenues in the city, it is diverted around Stanton Park and is affiliated with eleven parklet reservations that collectively contain a statue of President Garfield (1887; Reservation No. 202), "U.S." reservation markers, miscellaneous plantings, paths, seating, and light fixtures; the NE section features mature street trees.

**Massachusetts Avenue (85.33 acres)**

Origin: L'Enfant Plan, Ellicott Map. The city's longest diagonal avenue travels from Florida Avenue and 22nd Street, NW, through the northeast quadrant, to terminate at 19th Street, SE (D.C. General Hospital), for a total of 4.4 miles. Its right-of-way is 160' across. The major reservations it is diverted around or under are Dupont, Scott, and Thomas Circles; Mount Vernon and Stanton Squares; Union Station Plaza, and Lincoln Park. Passing through a series of governmental, commercial and residential neighborhoods, it encompasses twenty-six landscaped parklets that collectively contain plantings, paths, seating, and cast-iron post-and-chain type fencing (Reservation No. 87), "OPB&G" (Office of Public Buildings & Grounds) reservation markers, a restroom building (Reservation No. 59) and Washington Globe light standards; additional parklets have been absorbed by Union Station or pared down to traffic islands. Statues and memorials in parklets along it are: Samuel Hahnemann (1900; Reservation No. 64), and Daniel Webster (1900, Reservation No. 62).

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7 Page 11

**L'Enfant Plan of the City of Washington, D.C.**

**New Hampshire Avenue (27.63 acres)**

Origin: L'Enfant Plan, Ellicott Map. From the Kennedy Center to the intersection of W Street and Florida Avenue, NW, the 1.9-mile avenue has a right-of-way of 120'. Developed as a residential and commercial corridor, it intersects three major reservations, including Washington and Dupont Circles, and encompasses seventeen parklets that collectively contain "U.S." reservation markers, plantings, some mature street trees, paths, seating, and Washington Globe light standards. Additional parklets have been absorbed by the Kennedy Center site.

**New Jersey Avenue (54.30 acres)**

Origin: L'Enfant Plan, Ellicott Map. From Florida Avenue to Constitution Avenue, NW, and from Independence Avenue to M Street, SE, the avenue is 2.8 miles long and travels through commercial and residential settings; the 160'-wide right-of-way contains an avenue that is generally 50' across, except for areas around the Capitol, the only structure on its axis. It forms the west boundary of Garfield Park, and encompasses six parklets that collectively contain paths, plantings, street trees, seating, and Washington Globe light standards.

**New York Avenue (28.59 acres)**

Origin: L'Enfant Plan, Ellicott Map. From 17th Street to Rawlins Park at 18th Street, NW, it measures 0.13 miles long with a 130' right-of-way; from 15th Street, NW, to Florida Avenue, NE, it is 1.37 miles long, with a right-of-way width of 160'. Buildings located in Reservation No. 1 block its continuous path, and it wraps around Mount Vernon Square, Rawlins Park, and the White House Grounds; in addition, in its course through commercial and semi-industrial settings the avenue encompasses fourteen parklets that collectively contain plantings, paths, ornamental iron fencing, seating, and Washington Globe light standards. Reservation No. 174 is a paved open space at the corner of the D.C. Convention Center.

**North Carolina Avenue (29 acres)**

Origin: L'Enfant Plan, Ellicott Map. Running from New Jersey Avenue, SE, to Constitution Avenue, NE, for 1.5 miles with a right-of-way 160' wide. Through residential neighborhoods, it winds around Folger, Seward, and Lincoln parks, and encompasses eleven parklets that collectively contain "OPB&G" reservation markers, cast-iron post-and-chain fencing, plantings, mature street trees, paths, seating, and light fixtures.

**Pennsylvania Avenue (78 acres)**

Origin: L'Enfant Plan, Ellicott Map, McMillan Plan. "America's Main Street" commences at Rock Creek in Northwest, and after diverting along the north edge of the White House Grounds, continues to the Anacostia River at Barney Circle, SE; a total of 4.3 miles long, the right-of-way is 130' west of the White House, and 160' east of the White House, where it serves as a ceremonial route to the Capitol. It ceases briefly at the Capitol Grounds, and resumes at Second Street and Independence Avenue; it passes through, around, or by eight major parks: Washington Circle, Lafayette Square, Pershing Park, Western Plaza, Market Square, Seward Square, Eastern Market, and Barney Circle. The avenue travels through a densely built corridor of residential, commercial, and governmental

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 12

L'Enfant Plan of the City of Washington, D.C.

buildings; in particular, it forms the north edge of the Federal Triangle office complex, between 15th and Fifth streets. The avenue encompasses fourteen minor parklets that contain ornamental iron fencing, terraces, fountains, plantings, paths, seating, and light fixtures. James Monroe Park (Reservation No. 29), one of four parks laid out in the 1930s, features a fountain (1918); other reservations include the Benjamin Franklin Statue (1889/relocated 1982), President Franklin Delano Roosevelt Monument (1941; Reservation No. 35), and Maj. Gen. George Meade Statue (1927; Reservation No. 533). The transportation corridor features the only eagle-topped Washington Globe light standards (1980s), as well as ornamental paving, sodded medians, and rows of mature street trees. Within this area is the Pennsylvania Avenue National Historic Site, designated in 1965 for its association "with events and people of large consequence in the history of the Republic and its Capital." The site encompasses an irregular tract between Constitution Avenue and E-to-G streets, between the Treasury and Capitol buildings.<sup>2</sup>

**Potomac Avenue [Georgia Avenue] (22.3 acres)**

Origin: L'Enfant Plan, Ellicott Map. From First Street, SW, to First Street, SE, and from 12th to 19th Streets, SE, the right-of-way is 160'. Seven of the seventeen affiliated and designated parklets are in place along this residential and semi-industrial corridor. They collectively feature cast-iron post-and-chain fencing, plantings, street trees, paths, seating, and Washington Globe light standards; the oldest and best preserved among them is Reservation No. 251.

**Rhode Island Avenue (23.63 acres)**

Origin: L'Enfant Plan, Ellicott Map. Between Connecticut and Florida Avenues, NW, it is 1.5 miles long with a right-of-way 130' wide. The path through commercial and residential settings is diverted around Logan and Scott Circles. It encompasses seven parklets with plantings, paths, seating, and light fixtures; the Nuns of the Battlefield monument (1924; Reservation No. 151) is located along the route.

**South Carolina Avenue (23.27 acres)**

Origin: L'Enfant Plan, Ellicott Map. The 1.2-mile avenue travels through a residential neighborhood, with a right-of-way 160' wide, beginning at Garfield Park at Second Street and terminating at Massachusetts Avenue, SE. Featuring street trees and Washington Globe light standards, it wraps around Marion Park and Eastern Market, and encompasses two parklets that have plantings, fencing, seating, and paths.

**Tennessee Avenue (9.45 acres)**

Origin: L'Enfant Plan, Ellicott Map. The 0.65-mile avenue serves a residential setting between East Capitol Street at Lincoln Park and 15th Street, NE, with a 120'-wide right-of-way and street trees. It encompasses five parklets that feature plantings and paths.

<sup>2</sup> "The Pennsylvania Avenue National Historic Site, Washington, D.C.," Order of Designation (30 September 1965), as amended (24 October 1968).

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 13

L'Enfant Plan of the City of Washington, D.C.

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### **Vermont Avenue** (23.63 acres)

Origin: L'Enfant Plan, Ellicott Map. The 1.5-mile avenue starts at H Street at Lafayette Park and terminates at Florida Avenue, NW; the right-of-way is 130'. Developed as a commercial and residential corridor, it is diverted around McPherson, Thomas, and Logan reservations, and also encompasses eleven landscaped parklets that have plantings and paths.

### **Virginia Avenue** (23.27 acres)

Origin: L'Enfant Plan, Ellicott Map. The avenue runs diagonally from Rock Creek & Potomac Parkway to Constitution Avenue, NW, and from Seventh Street, SW, to Ninth Street, SE, for a total of 1.6 miles with a 120'-wide right-of-way. It passes through governmental and residential settings, as well as by Garfield Park; it encompasses at least eighteen parklets that collectively contain sculpture and statues that thematically celebrate Latin American heroes: Gen. José Artigas (1950; Reservation No. 110), Benito Pablo Juarez (1969; Reservation No. 134), Bernardo de Galvez (1976; Reservation No. 720), Gen. Jose de San Martin (1925, re-erected 1976; Reservation No. 106), and Simon Bolivar (1959; Reservation No. 383). Other noteworthy features of this route are the Discus Thrower (1956; Reservation No. 105) and a pool (Reservation No. 383); there are also plantings, paths, seating, and light fixtures. Several parks along this avenue were never developed, and much of the avenue has been replaced by railroad tracks and the Southeast/Southwest Freeway..

### Contributing to the Structure: MAJOR STREETS

#### **4th and 4th-1/2 Street, N.W. [John Marshall Park]** (2.13 acres)

Origin: L'Enfant Plan, Ellicott Map, McMillan Plan. This linear park between Constitution Avenue and D Street was originally a section of 4th-1/2 Street (later 4th Street) leading from Judiciary Square to Fort McNair. While the vista south to Fort McNair has been interrupted, there is a dramatic vista north to Old City Hall with the Pension Building rising behind it.

#### **8th Street** (18.18 acres)

Origin: L'Enfant Plan, Ellicott Map. From Market Square to Florida Avenue, the 1.5-mile corridor has historically included government, commercial, and residential, structures; the right-of-way is 100' wide. It links a series of reservations with vistas between public buildings, including the National Archives, Old Patent Office, and Central Public Library. (This nomination does not include the privately owned portion between I and K Streets.)

#### **16th Street** (24.24 acres)

Origin: L'Enfant Plan, Ellicott Map. On axis with the White House, the street commences at the commercial-governmental site of Lafayette Square and continues 1.25 miles (within the L'Enfant Plan area) through a high-rise residential setting to Florida Avenue and beyond. Its right-of-way is 160' and it diverts around and under Scott Circle.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 14

L'Enfant Plan of the City of Washington, D.C.

**Constitution Avenue [City Canal, B Street North] (45.81 acres)**

Origin: 1931, McMillan Plan. A major east-west route that forms the north boundary of the Mall, it extends from 23rd Street, NW, to 21st Street-RFK Stadium, NE (4.2 miles). The 90' right-of-way passes through governmental and residential settings; most significantly the Federal Triangle, for which the avenue serves as the south boundary between Fifth and 15th streets, NW. Statuary and memorials along the route include the Andrew W. Mellon Memorial Fountain (1952; Reservation No. 546) The avenue originally terminated at Rock Creek and Potomac Parkway.

**East Capitol Street (29 acres)**

Origin: L'Enfant Plan, Ellicott Map. From Second to 19th Streets, it is an axial route radiating 1.6 miles due east from the main entrance to the Capitol; the right-of-way is 160'. It travels through a residential area between Eleventh and 13th streets, SE-SW; it is diverted around Lincoln Park. Mature elm trees line the street.

**Independence Avenue [B Street South] (40.72 acres)**

Origin: L'Enfant Plan, Ellicott Map, McMillan Plan. A major east-west route, 112' wide, that forms the south boundary of the Mall and numerous government office, it starts at 14th Street, SW, and continues east 3 miles through residential settings past the Capitol Grounds to 19th Street, SE. Affiliated with the avenue are the Bartholdi Fountain (1876/re-erected 1921 or 32; Reservation No. 284) and two concrete-arch Department of Agriculture pedestrian bridges (1930), which span the route between 12th and 14th Streets, SW. An extension of the avenue continues through West Potomac Park to the river.

**K Street (62.36 acres)**

Origin: L'Enfant Plan, Ellicott Map. This unusually broad, 147'-wide, orthogonal street is 3.5 miles long between Rock Creek in Northwest and Florida Avenue, NE; the western end is a multi-lane road with medians; the eastern terminus narrows to 50 feet. K Street west of Mount Vernon Square is a major transportation spine through commercial downtown, and carries traffic under and around Washington Circle; it is interrupted by Mount Vernon Square and the railroad tracks behind Union Station. It serves as the north edge of Farragut, McPherson, and Franklin parks; seven minor reservations, four of which are planted, are in the right-of-way.

**North Capitol Street (23.63 acres)**

Origin: L'Enfant Plan, Ellicott Map. From the Capitol Grounds at Louisiana Avenue and D Street to Florida Avenue, it serves as the axial route radiating due north from the Capitol through commercial and residential settings (1.5 miles), with a 130' right-of-way.

**South Capitol Street (25.21 acres)**

Origin: L'Enfant Plan, Ellicott Map. From Independence Avenue to S Street, the 1.6-mile route serves as the axial route radiating due south from the Capitol through a government and commercial corridor. The right-of-way is 130'.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7

Page 15

L'Enfant Plan of the City of Washington, D.C.

Contributing to the Structure: NORTH-SOUTH STREETS

- 1/2 Street (70')** (12.72 acres)  
 SW: 0.9 mi., I to V Streets  
 SE: 0.6 mi., I Street to Potomac Avenue
- 1st Street** (58.05 acres)  
 SW: 90' x 1 mi., G to V Streets interrupted between I and M Streets  
 NW: 90' x 1.45 mi., Constitution to Florida Avenues  
 SE: 110' x 1.1 mi., Potomac Avenue to I Street, and F to East Capitol Streets  
 NE: 110' x 1.25 mi., East Capitol Street to Florida Avenue with jog at Union Station
- 2nd Street (90')** (34.36 acres)  
 SW: 0.5 mi., P to V Streets  
 SE: 0.9 mi., M to East Capitol Streets interrupted by Garfield Park and freeway  
 NE: 1 mi., East Capitol to L Streets  
 NW: 0.75 mi., Constitution to New Jersey Avenues
- 3rd Street** (50.06 acres)  
 SW: 110' x 0.9 mi., P Street to mid-Mall interrupted between E and G, M and O Streets  
 NW: 110' x 1.1 mi., Constitution to Florida Avenues interrupted between K and O Streets  
 SE: 90' x 0.95 mi., M to East Capitol Streets traveling under freeway  
 NE: 90' x 1.25 mi., East Capitol Street to Florida Avenue
- 4th Street** (45.90 acres)  
 SW: 80' x 1.1 mi., P Street to mid-Mall, interrupted between I and M Streets  
 NW: 80' x 1.35 mi., D Street to Florida Avenue interrupted between N and P Streets  
 SE: 85' x 0.95 mi., M to East Capitol Streets, under freeway  
 NE: 85' x 1.2 mi., East Capitol Street to Florida Avenue
- 5th Street** (37.06 acres)  
 NW: 80' x 1.45 mi., D Street to Florida Avenue  
 SE: 100' x 0.8 mi., M to East Capitol Streets, interrupted by Seward and Marion Parks, freeway  
 NE: 100' x 1.1 mi., East Capitol Street to Florida Avenue, interrupted by Stanton Park
- 6th Street** (49.78 acres)  
 SW: 100' x 0.8 mi., M Place to Independence Avenue, interrupted by freeway  
 NW: 100' x 1.65 mi., Constitution to Florida Avenues  
 SE: 85' x 0.8 mi., Virginia Avenue to East Capitol Street, under freeway  
 NE: 85' x 1.15 mi., East Capitol Street to Florida Avenue

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7

Page 16

**L'Enfant Plan of the City of Washington, D.C.**

- 7th Street** (48.58 acres)  
 SW: 85' x 0.75 mi., I Street to mid-Mall, over freeway  
 NW: 85' x 1.85 mi., Florida Avenue to mid-Mall  
 SE: 90' x 0.95 mi., M to East Capitol Streets, under freeway  
 NE: 90' x 1.05 mi., East Capitol Street to Florida Avenue
- 8th Street (100')** (24.24 acres)  
 SE: 0.95 mi., M Street to East Capitol Street, under freeway  
 NE: 1.05 mi., East Capitol Street to Florida Avenue  
 NW: (see Major Streets)
- 9th Street** (45.69 acres)  
 SW: 85' x 0.75 mi., Maine Avenue to mid-Mall  
 NW: 85' x 1.78 mi., Constitution to Florida Avenues  
 SE: 90' x 0.75 mi., Barracks to East Capitol Streets  
 NE: 90' x 1.05 mi., East Capitol Street to Florida Avenue, interrupted between G and H Streets
- 10th Street** (37.9 acres)  
 SW: 85' x 0.42 mi., L'Enfant Promenade-Banneker Fountain to Independence Avenue  
 NW: 85' x 1.8 mi., Constitution to Florida Avenues, interrupted between H Street and New York Avenue, and Rhode Island and R Street  
 SE: 80' x 0.75 mi., Barracks to East Capitol Streets  
 NE: 80' x 0.8 mi., East Capitol Street to Florida Avenue
- 11th Street** (48.48 acres)  
 SE: 90' x 1.25 mi., Potomac River to East Capitol Street, under freeway  
 NE: 90' x 0.95 mi., East Capitol Street to Florida Avenue  
 NW: 111' x 1.82 mi., Pennsylvania to Florida Avenues
- 12th Street** (49.18 acres)  
 SW: 85' x 0.5 mi., Maine Avenue to mid-Mall  
 NW: 85' x 2.1 mi., Florida Avenue to mid-Mall, interrupted between R and S Streets  
 SE: 112' x 0.75 mi., K Street to A Street-Lincoln Park  
 NE: 112' x 0.9 mi., A Street-Lincoln Park to Florida Avenue
- 13th Street** (42.54 acres)  
 SE: 90' x 0.85 mi., L to East Capitol Streets  
 NE: 90' x 0.85 mi., East Capitol Street to Florida Avenue  
 NW: 110' x 1.8 mi., E Street to Florida Avenue
- 14th Street** (51.84 acres)  
 SE: 100' x 0.8 mi., L to East Capitol Street, blocked by Pennsylvania Avenue

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7 Page 17

**L'Enfant Plan of the City of Washington, D.C.**

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NE: 100' x 0.75 mi., East Capitol Street to Florida Avenue

NW: 110' x 2.13 mi., Florida Avenue to mid-Mall

SW: 110' x 0.35 mi., D Street to mid-Mall

**15th Street (55.35 acres)**

NW: 90' x 2.8 mi., Florida Avenue to mid-Mall with jogs at Mall, H Street

SW: 90' x 0.38 mi., Water Street to mid-Mall with jogs; renamed Raoul Wallenberg Place

SE: 110' x 0.85 mi., L to East Capitol Streets

NE: 110' x 0.7 mi., East Capitol Street to Florida Avenue (The segment of 15th Street from Maryland and Florida Avenues, to C Street, serves as part of the boundary of the historic capital city as designed by Pierre L'Enfant).

**16th Street (80') (9.01 acres)**

SE: 0.68 mi., East Capitol to H Streets

NE: 0.25 mi., East Capitol to C Streets

NW: (see Major Streets)

**17th Street (42.78 acres)**

SE: 100' x 0.75 mi., Pennsylvania Avenue to East Capitol Street

NE: 100' x 0.25 mi., C to East Capitol Streets

NW: 110' x 2.3 mi., mid-Mall to Florida Avenue with jog at K

**18th Street (23.93 acres)**

SE: 80' x 0.5 mi., Potomac Avenue to East Capitol Street

NW: 90' x 1.75 mi., Constitution to Florida Avenues

**19th Street (29.44 acres)**

SE: 80' x 0.45 mi., Potomac Avenue to East Capitol Street

NE: 80' x 0.25 mi., East Capitol to C Streets

NW: 110' x 1.7 mi., Constitution to Florida Avenues

**20th Street (90') (17.67 acres)**

NW: 1.62 mi., Constitution to Florida Avenues

**21st Street (90') (17.12 acres)**

NW: 1.57 mi., Constitution to Florida Avenues

**22nd Street (90') (13.09 acres)**

NW: 1.2 mi., Constitution to Florida Avenues interrupted between C and E Streets

**23rd Street (100') (16.36 acres)**

NW: 1.35 mi., Lincoln Memorial Circle to P Street interrupted between C and E Streets

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7 Page 18

**L'Enfant Plan of the City of Washington, D.C.**

**24th Street (90')** (7.09 acres)

NW: 0.65 mi., G to N Streets

**25th Street (90')** (6 acres)

NW: 0.55 mi., Virginia Avenue to N Street

**26th Street (80')** (2.9 acres)

NW: 0.3 mi., vicinity I Street to M Street interrupted at K Street

Contributing to the Structure: EAST-WEST STREETS

**A Street (90')** (22.9 acres)

SE: 1.1 mi., 3rd to 19th Streets, interrupted between Massachusetts and North Carolina Avenues

NE: 1 mi., 2nd to 17th Streets, interrupted between Massachusetts and North Carolina Avenues

**C Street (80')** (48.48 acres)

SW: 0.7 mi., 14th to S. Capitol Streets, fragmented

NW: 0.9 mi., 23rd to 17th, 6th to 3rd, 1st Streets

SE: 1.7 mi., South Capitol to 19th Streets with jogs at South Carolina, Seward Square

NE: 1.7 mi., from Delaware to Oklahoma Avenues, with jogs at Stanton Park and 15th Street.

(The stretch between 15th Street and Oklahoma Avenue-Anacostia Park also forms the easternmost border of the historic city as designed by Pierre L'Enfant).

**D Street** (52.04 acres)

SW: 70' x 0.92 mi., L'Enfant Promenade to South Capitol Street, interrupted

SE: 70' x 1.55 mi., North Carolina to 19th St., around Eastern Market

NE: 90' x 1.95 mi., North Capitol to Oklahoma Avenue

NW: 90' x 0.90 mi., 18th to 17th, 9th to North Capitol Street

**E Street (90')** (70.03 acres)

SW: 0.5 mi., 7th to 2nd Streets

SE: 1.8 mi., South Capitol to 18th Streets, around Marion Park

NE: 1.82 mi., 2nd St. to Oklahoma Ave., except between 15th and 16th

NW: 2.3 mi., 23rd to North Capitol St., with jogs at 13th, 20th; interrupted between 5th and 4th

**F Street** (32.96 acres)

SE: 100' x 0.1 mi., 1st to 2nd Streets

NE: 70' x 1.3 mi., 2nd to 17th Streets

NW: 70' x 1.9 mi., 23rd to North Capitol St., interrupted between 17th and 15th, 3rd and 2nd Street

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7      Page 19

**L'Enfant Plan of the City of Washington, D.C.**

- G Street** (57.75 acres)  
 SW: 90' x 0.65 mi., 9th to 1st Streets  
 SE: 90' x 1.2 mi., Garfield Park and 3rd to 17th  
 NE: 100' x 1.2 mi., North Capitol to 1st Streets and 2nd to 15th Streets  
 NW: 100' x 1.9 mi., Virginia Ave. to North Capitol St. interrupted between 17th and 15th, 10th and 9th, 3rd and 2nd; and jog at Massachusetts Ave.
- H Street** (41.2 acres)  
 SW: 90' x 0.3 mi., 7th to 1st Streets fragmented  
 SE: 90' x 0.1 mi., 16th to 17th Streets  
 NE: 80' x 1.4 mi., North Capitol to 15th Streets  
 NW: 80' x 2.4 mi., New Hampshire Ave. to North Capitol with jogs at 18th, 13th, and 4th; east of the intersection with 7th Street is the Chinatown Arch (1986).
- I Street (90')** (49.85 acres)  
 SW: 0.72' mi., 7th to South Capitol Streets  
 SE: 0.65 mi., 7th to 13th Streets, South Capitol St. to New Jersey Ave.  
 NE: 0.95 mi., 2nd Street to Florida Ave  
 NW: 2.25 mi., Whitehurst Freeway to North Capitol St. with jogs at 20th, 11th, 6th Streets; interruptions between 11th and 9th, 3rd and 2nd Streets
- K Street (147.5')** (62.36 acres)  
 SE: 1.25 mi., South Capitol to 7th Streets and 11th to 15th Streets  
 NE: 1.1 mi., North Capitol St. to Florida Avenue, under railroad tracks  
 NW: See Major Streets
- L Street (90')** (49.63 acres)  
 SW: 0.2 mi., 3rd to South Capitol Streets, discontinuous  
 SE: 1.1 mi., South Capitol to 8th Streets, 13th to 15th Streets  
 NE: 0.9 mi., North Capitol Street to Florida Ave.  
 NW: 2.35 mi., vicinity 26th to North Capitol Streets with jogs at 12th, 5th, and interrupted between 4th and 1st Streets
- M Street (90')** (58 acres)  
 SW: 0.62 mi., 6th to South Capitol Streets  
 SE: 1.4 mi., South Capitol to vicinity of 14th Street at freeway  
 NE: 0.7 mi., North Capitol to Florida Avenue  
 NW: 2.6 mi., Rock Creek to North Capitol with a jog at 21st Street
- N Street** (34.23 acres)  
 SW: 80' x 0.4 mi., vicinity 6th to South Capitol Streets, discontinuous  
 SE: 80' x 0.15 mi., South Capitol to 1st Streets

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7 Page 20

**L'Enfant Plan of the City of Washington, D.C.**

NE: 90' x 0.25 mi., North Capitol to vicinity 2nd Streets  
NW: 90' x 2.4 mi., 25th to N. Capitol Streets around Scott Circle

**O Street (26.11 acres)**

SW: 90' x 0.45 mi., vicinity 4th to South Capitol Streets, discontinuous  
SE: 90' x 0.15 mi., South Capitol to 1st Streets  
NE: 85' x 0.3 mi., North Capitol Street to Florida Avenue  
NW: 85' x 1.6 mi., 23rd to North Capitol Streets, fragmented

**P Street (30.93 acres)**

SW: 90' x 0.45 mi., 4th to South Capitol Streets  
SE: 90' x 0.1 mi., South Capitol to 1/2 Streets  
NE: 85' x 0.2 mi., North Capitol Street to Florida Ave.  
NW: 85' x 2.22 mi., 23rd to North Capitol Streets, around Dupont and Logan circles

**Q Street (25.93 acres)**

SW: 90' x 0.3 mi., Canal to South Capitol Streets  
NW: 85' x 2.2 mi., 23rd Street to Florida Avenue with a jog at 10th

**R Street (22.46 acres)**

SW: 90' x 0.16 mi., 2nd to 1/2 Streets  
NW: 85' x 1.9 mi., Florida Avenue to Florida Avenue

**S Street (65.97 acres)**

SW: 90' x 0.16 mi., 2nd to 1/2 Streets  
NW: 85' x 1.6 mi., Florida to New Jersey Avenues

**T Street (15.64 acres)**

SW: 90' x 0.16 mi., 2nd to 1/2 Streets  
NW: 85' x 1.35 mi., Florida Avenue to Florida Avenue

**U Street (90') (7.63 acres)**

NW: 0.7 mi., Florida Avenue to 9th Street

**V Street (80') (3.24 acres)**

SW: 0.1 mi., 2nd to 1st Streets  
NW: 0.75 mi., Florida to Vermont Avenues interrupted between 11th and 12th Streets

**W Street (80') (5.33 acres)**

NW: 0.55 mi., Florida-New Hampshire Avenues to Florida Avenue

Continued next page

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 21

L'Enfant Plan of the City of Washington, D.C.

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### Contributing to the Structure: OTHER STREETS

#### **Florida Avenue [Boundary Street]**

**(5.57 acres)**

Origin: L'Enfant Plan, Ellicott Map. This historic boundary along most of the original capital city, as designed by Pierre L'Enfant in 1791, changes direction to follow a geologically imposed natural route in the far northwest of the city before taking up an angular course across the northeast quadrant. Starting at Rock Creek and P Street, NW, it continues 4.7 miles to the confluence of Maryland Avenue, 15th Street, and Benning Road, NE. Its 80' right-of-way makes it one of the city's narrowest avenues. The only major reservation it abuts is Meridian Hill Park (Reservation No. 327, north of the L'Enfant boundary) along 16th Street, where it serves as its southerly border. Passing through residential and commercial neighborhoods, it encompasses twenty parklet reservations that are landscaped and maintained, and collectively feature plantings, walks, "U.S." reservation markers, fencing, and seating; Reservation No. 57D features a statue-monument to poet Taras Shevchenko (1964).

#### **Maine Avenue [formerly Water Street]**

**(approx. 1 acre)**

SW: Measuring approximately 0.3 miles between 12th and Sixth Streets, this avenue functions as a Street rather than a formal avenue; there are no affiliated parklets.

#### **Washington Avenue [formerly Canal Street]**

**(12.1 acres)**

SW: Measuring approximately 0.4 miles between Independence Avenue and E Street, this 240'-wide street is composed of parallel roadways divided by a wide central median (originally the canal location).

#### **Canal Street**

**(8.4 acres)**

SW: 240' x 0.29 miles between M and P Streets

#### **Jackson and Madison Places**

**(1.5 acres)**

NW: Flanking Lafayette Square between Pennsylvania Avenue and H Street. Though not specifically delineated on L'Enfant's plan, these streets were laid out ca. 1818 during implementation of Charles Bulfinch's plans for the President's Park.

#### **Water Street (60')**

**(2.9 acres)**

SW: 60' x 0.14 miles between R and T Streets

### Contributing Structures: BRIDGES (emanating from the historic city)

**Arlington Memorial Bridge (1932):** Carrying highway road in southwest from Lincoln Memorial to Columbia Island and Arlington National Cemetery, on axis with the Lincoln Memorial and Arlington House.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 22

L'Enfant Plan of the City of Washington, D.C.

---

**K Street Bridge** (1941/49): Carrying K Street over Rock Creek and Potomac Parkway between 26th and 29th Streets, NW.

**M Street Bridge** (1930): Carrying M Street over Rock Creek and Potomac Parkway between 26th and 29th Streets, NW.

**P Street Bridge** (1935): Carrying P Street over Rock Creek and Potomac Parkway between 22nd and 26th Streets, NW.

**Pennsylvania Avenue Bridge** (1860/1915): Carrying Pennsylvania Avenue over Rock Creek and Potomac Parkway between 26th and 29th Streets, NW.

### Contributing Associated VISTAS:

#### **The Primary Vistas:**

U.S. Capitol along the Mall to the Lincoln Memorial and the western horizon  
White House across the Ellipse to the Jefferson Memorial and the southern horizon

**Vistas along Radiating Avenues** (providing oblique views of major buildings indicating their orientation in the plan, and views between various monuments and parks, as noted):

Pennsylvania, Delaware, New Jersey, and Maryland Avenues (U.S. Capitol)  
Pennsylvania, New York, Connecticut, and Vermont Avenues (White House Precinct)  
Indiana Avenue (Old City Hall)  
Virginia Avenue (Washington Monument)  
Massachusetts and New York Avenues (Central Public Library)  
Louisiana Avenue (Union Station)  
New Hampshire, Rhode Island, North Carolina, South Carolina, Kentucky, Tennessee, and Potomac Avenues (various parks)

**Vistas along Orthogonal Avenues** (providing frontal views of major buildings, and flanking or connecting or major parks on axis):

East, North, and South Capitol Streets (U.S. Capitol)  
16th Street NW (White House)  
K Street NW/NE (various parks)  
Constitution and Independence Avenues (Capitol Grounds, Mall, and Potomac Parks)

**Vistas along Major Cross-Axes** (providing frontal views of focal buildings):

8th Street NW (Old Patent Office/Archives/Central Public Library)  
4th Street SW/4th-1/2 Street NW (Judiciary Square)

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7      Page 23

**L'Enfant Plan of the City of Washington, D.C.**

---

**Tangential Vistas** (providing views of major buildings marking the location of cross-axes):

- F Street NW (Old Patent Office)
- G Street NW (Old Patent Office/White House Precinct)
- E Street NW (Judiciary Square)

**Other Frontal Vistas:**

- 10th Street SW (Smithsonian Institution)
- 10th Street NW (Museum of Natural History)
- 6th Street NW (National Gallery of Art)
- F Street NW (Treasury Department/Old Executive Office Building)

**Axial Street Vistas** (connecting the center points of parks and circles on the orthogonal grid):

- 23rd Street NW (Washington Circle/Lincoln Memorial)
- 19th Street NW (Dupont Circle)
- P Street NW (Dupont/Logan Circles)
- 13th Street NW (Logan Circle)
- 14th Street NW (Thomas Circle)
- M Street NW (Thomas Circle)
- N Street NW (Scott Circle)
- 8th Street NW (Mount Vernon Square)
- C Street NW (Market Square)
- 5th Street NE/SE (Stanton Park/Seward Square/Marion Park)
- C Street NE (Stanton Park)
- C Street SE (Seward Square)
- 8th Street SE (Eastern Market Metro Square/Navy Yard)
- D Street SE (Eastern Market Metro Square)
- 12th Street NE/SE (Lincoln Park)
- G Street SE (Garfield Park)
- L Street SE (Reservation 126)

Continued next page

United States Department of the Interior  
National Park Service

**National Register of Historic Places**

Continuation Sheet

Section number 7 Page 24

**L'Enfant Plan of the City of Washington, D.C.**

**INVENTORY OF NON-CONTRIBUTING FEATURES**

The following structures, sites, and buildings do not contribute to the historic plan because: 1) they were constructed after 1942, the end of the period of significance; 2) they violate the integrity of the L'Enfant Plan, or 3) they are legally exempted from listing in the Register. In addition, incidental components of the public space such as street and sidewalk paving, manholes, utilities, and other like elements are considered non-contributing.

Non-contributing BUILDINGS (See footnote No. 1)

**White House and Grounds**

**U.S. Supreme Court**

**U.S. Capitol and Grounds**

Non-contributing Sites: PARKS

**Reservation No. 295:** (SW, ca. 1 acre)

The triangular tract bounded by Half Street on the west and the Anacostia River on the east is an undeveloped remnant along the shoreline.

**Reservation No. 296:** (SW, ca. 0.5 acre)

The triangular tract bounded by Half Street on the west, T Street on the north, and the axis of the diagonal Water Street on the east is an undeveloped remnant of land near the Anacostia shoreline.

**Reservation No. 297:** (SW, ca. 0.3 acre)

The triangular tract bounded by South Capitol Street on the east and the diagonal Water Street on the west is an undeveloped remnant of land near the Anacostia shoreline.

**Reservation No. 467: James Creek Marina** (SW, ca. 6 acres)

Bounded by Canal Street on the west and Second Street on the east, this tract is divided by V Street, and a substantial portion of its east and south borders are the waters of the Anacostia River at Buzzard Point; this is a largely undeveloped reservation and the site of the NPS James Creek Marina.

**Reservation No. 562** (SW, ca. 0.3 acres)

A minuscule, undeveloped unit of land at the intersection of Half and V Streets that functions as part of Reservation No. 629.

**Reservation No. 629: Buzzard Point Marina** (SW, ca. 3 acres)

Bounded by V Street on the north, First Street on the west, and the Anacostia River on the south, this

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 25

L'Enfant Plan of the City of Washington, D.C.

site contains the small Buzzard Point Marina.

**Reservation No. 717:** (SW, ca. 4 acres)

An L-shaped tract developed after 1950 that fronts Washington Channel and the north side of Fort McNair along P Street; it contains terraces, seating, plantings, and lights, as well as the Titanic Memorial (1931), which was located at the intersection of New Hampshire Avenue and Rock Creek & Potomac Parkway until 1966.

**Reservation No. 719: Banneker Memorial Fountain** (SW, ca. 3 acres)

Roughly triangular area in Southwest between Maine Ave., Southeast-Southwest Freeway, and the latter's southern exit-entrance ramp. Developed after 1950, it contains the Banneker Memorial Fountain (1980s), seating, terraces, lighting, and some plantings.

**Reservation No. 721:** (SW, ca. 1 acre)

Bounded by I Street on the north, Sixth Street on the west, and K Street on the south, this square park contains a pool, low brick walls, and plantings, was built after 1950.

**Reservation No. 722:** (SW, ca. 1 acre)

Bounded in part by I Street on the north, Wesley Place on the east, and Makemie Place on the west, this top hat-shaped park contains a brick terrace, seating, and planters; built after 1950, it functions like a forecourt to a complex of government buildings.

**Reservation No. 723:** (SW, ca. 0.5 acre)

Bounded by I Street on the north, Wesley Place on the west, and Third Street on the east, this terraced park was built after 1950.

**Reservation Nos. 724, 724A, 724B, 724C, 724D:** (SW, ca. 3 acres)

Located along the Washington Channel shoreline and Water Street, No. 724 is a linear, paved pedestrian walkway along the water; four rectangular-shaped subsidiary parks that abut it are interspersed among a series of seafood restaurants. No. 724A appears to be a parking lot; No. 724B is a brick/concrete terrace with a pair of decorative anchors; No. 724C is a brick/concrete terrace with a decorative anchor and bell; No. 724D is a paved terrace with the "Maine Lobsterman" sculpture. All were developed after 1950.

Non-contributing Structures: ROADWAYS

**Southeast-Southwest Freeway:** From Pennsylvania Avenue at Barney Circle in a generally northwesterly direction, this wide swath eradicated much of historic Virginia Avenue and F Street in Southeast and Southwest.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 7 Page 26

L'Enfant Plan of the City of Washington, D.C.

---

Non-contributing Structures: BRIDGES (emanating from the historic city):

**Case Bridge** (1950s-60s): Carrying the Southwest Freeway from Southwest Washington across Washington Channel to East Potomac Park.

**Whitney M. Young Jr. Memorial Bridge** (1955): Carrying East Capitol Street, on axis with the Capital and therefore a continuation of the formal street pattern, over the Anacostia River to Anacostia.

**Anacostia Railroad Bridge** (after 1936): Carrying Pennsylvania Railroad, from the vicinity of 22nd and H Streets, SE, over the Anacostia River.

**John Philip Sousa Bridge** (1940): Carrying Pennsylvania Avenue, SE, from Barney Circle across the Anacostia River.

**Potomac Railroad Bridge** (1901 with later alterations): Carries Richmond, Fredericksburg and Potomac Railroad, and Southern Railroad over the Potomac River from East Potomac Park to Virginia.

**Martin Luther King Memorial Bridge** (1965/1970): Twin spans carrying the Southeast Freeway extension at the former location of Eleventh Street, SE, to link with Interstate 295 in Anacostia.

**Frederick Douglass Memorial Bridge** (1949): Carrying South Capitol Street from about Q Street, SE, to Anacostia.

**Metrorail Bridge** (1970s): Carrying rail system from East Potomac Park to Arlington, Virginia

**Rochambeau Memorial/George Mason Memorial/Arlan D. Williams Memorial Bridges** (Fourteenth Street Bridge, 1950/1962/1971): Triple spans carrying the Fourteenth Street connection over East Potomac Park to Route 1 and Interstate 395.

**Theodore Roosevelt Memorial Bridge** (1960): Carrying Route 50 (Constitution Avenue-extended) over Roosevelt Island to Arlington, Virginia.

Non-contributing INTERRUPTIONS and OBSTRUCTIONS of Associated VISTAS:

**Virginia, Delaware, New Jersey, and Potomac Avenues SE/SW** (Interstate 395)

**South Capitol Street; 4th Street SW; 5th, 8th, 12th Streets SE** (Interstate 395)

**C, F, and G Streets NW** (Interstate 395 and various buildings)

**Constitution Avenue NW** (Interstate 66 ramps)

**Maryland and Virginia Avenues SW** (Railroad tracks)

**Delaware Avenue NE; K Street NE** (Railroad tracks)

**Indiana Avenue NW** (Department of Labor Building)

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 7      Page 27

**L'Enfant Plan of the City of Washington, D.C.**

---

**10th Street SW (Forrestal Building)**

**10th Street NW (Washington Convention Center)**

**8th Street NW (Techworld)**

**G Street NW (MCI Arena)**

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 8 Page 1

**L'Enfant Plan of the City of Washington, D.C.**

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**8. STATEMENT OF SIGNIFICANCE:**

**Significant Persons:**

L'Enfant, Pierre Charles  
Washington, George  
Jefferson, Thomas  
Banneker, Benjamin  
Ellicott, Andrew  
Dermott, James  
King, Nicholas  
Downing, Andrew Jackson  
Michler, Nathaniel  
Shepherd, Alexander  
Babcock, Orville E.  
Bingham, Theodore  
McMillan, James  
Burnham, Daniel  
McKim, Charles Follen  
St. Gaudens, Augustus  
Brown, Glenn  
Moore, Charles  
Olmsted, Frederick Law, Jr.,  
Burnap, George

Offices/Agencies:

Army Corps of Engineers  
Office of Public Buildings and Grounds  
Office of Public Buildings and Public Parks  
District of Columbia Board of Public Works  
District of Columbia Board of Commissioners  
Senate Park [McMillan] Commission  
Commission of Fine Arts  
National Park Service  
National Capital Park Commission  
National Capital Park and Planning Commission  
National Capital Planning Commission

**Narrative Statement of Significance:**

The historic plan of Washington, District of Columbia--the nation's capital--designed by Pierre L'Enfant in 1791 as the site of the Federal City, represents the sole American example of a comprehensive

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8

Page 2

L'Enfant Plan of the City of Washington, D.C.

---

baroque city plan with a coordinated system of radiating avenues, parks and vistas laid over an orthogonal system. Influenced by the designs of several European cities and eighteenth-century gardens such as France's Palace of Versailles, the plan of Washington, D.C., was symbolic and innovative for the new nation. Existing colonial towns surely influenced L'Enfant's scheme, just as the plan of Washington, in turn, influenced subsequent American city planning. Only limited changes were made to the historic city--bounded by Florida Avenue on the north and the waterways on the east, west, and south--until after the Civil War. The foremost manipulation of L'Enfant's plan began in the late nineteenth century, and was codified in 1901 with the McMillan Commission, which directed urban improvements that resulted in the most elegant example of City Beautiful tenets in the nation. L'Enfant's plan was magnified and expanded during the early decades of the twentieth century with the reclamation of land for waterfront parks, parkways, an improved Mall, and new monuments and vistas. Two hundred years since its design, the integrity of the plan of Washington is largely unimpaired--boasting a legally enforced height restriction, landscaped parks, wide avenues, and open space allowing intended vistas.

The plan meets National Register Criterion A for its relationship with the creation of the new United States of America and the creation of a capital city; it meets Criterion B because of its design by Pierre L'Enfant, and subsequent development and enhancement by numerous significant persons and groups responsible for the city's landscape architecture and regional planning; and it meets Criterion C as a well-preserved, comprehensive, Baroque plan with Beaux Arts modifications.

Washington's plan as representative of a capital city is echoed in the number of planned national capitals and schemes for ideal urban complexes generated in the twentieth century, among them: Canberra, Australia; New Delhi and Chandigarh, India; Brasilia, Brazil; and Abuja, Nigeria. Within an international context, it is the only completely planned national capital that physically and politically has been sustained and preserved during its continual history as a federal headquarters. The commemorative and symbolic location of buildings, structures, and vistas collectively establish the historic Federal City as the singular American example of an urban core that from inception has physically expressed its political role as a **designed national capital** using **baroque** design principles. The L'Enfant-McMillan plan reflects significance in the interwoven areas of community planning, landscape architecture, transportation, and politics/government.

### INFLUENCES ON THE DESIGN OF THE CITY OF WASHINGTON

In the context of the United States, a plan as grand as the 200-year-old city of Washington, D.C., stands alone in its magnificence and scale. But as the capital of a new nation, its position and appearance had to surpass the social, economic, and cultural balance of mere city: it was intended as the model for American city planning and a symbol of governmental power to be seen by other nations. Some important specifics of L'Enfant's plan--the intended placement and orientation of buildings, avenue names, and various deviations--can still only be speculated upon today. But the premise is that as a capital, Washington's physical design is a manifestation of its domestic and international presence.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8

Page 3

L'Enfant Plan of the City of Washington, D.C.

---

Beyond its national significance, as the sole comprehensive, baroque U.S. urban plan, it influenced the appearance of subsequent planned capitals. L'Enfant incorporated the established Classical tradition for planned or "ideal" cities which began with the Greeks and Romans. Radial arrangements date to the 7th century B.C. and utilitarian and military orthogonal schemes originated circa 500 B.C. For its embodiment of a hierarchical political institution, a more sophisticated and monumental baroque ideal has been consistently employed in the design of capitals since the emergence of urbanism. Versailles, however, marks the consolidation of symbolism in a central mall and axis which terminated in the Sun King's bed chamber. Peter the Great's plan and construction of St. Petersburg, Russia (1703 ff), is arguably the first planned capital; however, its government role was removed to Moscow in 1913.

### Early French Models

The plan of Washington is most directly derived from the seventeenth-century baroque landscape architecture of the seat of the court of France, and the rise of urbanism in the eighteenth century. L'Enfant, whose father was a painter at the court of Louis XIV, spent his youth at Versailles, where he would have seen the perspectives depicted in his father's views, as well as the physical manifestation of the visual device in the imposing landscape at Versailles. The park's canal and other water elements, receding horizontal avenues and views, and the relationship of major structures offered a monumental backdrop for the political and social drama of court.

There is no documentation that L'Enfant drew upon the landscape of Versailles, although the correlation has long been purported, based on the general similarities of plan and its symbolic core--the Mall. Elbert Peets demonstrated some of the likenesses to Washington, D.C., in his early twentieth-century calculations, whereby the triangle formed by the White House, the Capitol, and the intersection of their two axes is almost one and one-half times the distances shown on François Blondel's plan of Versailles; it corresponds, respectively, to the Grand Trianon (1680) and Petite Trianon (1766), the palace itself, and the intersection of the two axes in the central basin of the canal.

L'Enfant's mall is almost exactly as wide as the canal at Versailles, while Pennsylvania Avenue is almost as wide as the Avenue de Trianon. Elements common to both landscapes include pools, canals, sculpture, fountains, and gardens, as well as the significant *ronds* with their intersecting avenues. The square L'Enfant planned to surround the "President's House" is also derived from the two forecourts on the town side of the palace at Versailles. Formal gardens during this period were an extension of the order found in palace architecture, a kind of controlled city plan for the centralized power of the court. Radial allees intersecting at open circles and rectangles are found throughout seventeenth-century French hunting landscapes. However, Versailles is the most developed example of the type. It represents the consolidation of monumental baroque symbolism in a central mall, a planned space around which sat powerful institutions and complementary authorities.

### Colonial Capitals

When L'Enfant designed the Federal City, he adapted the autocratic forms for democratic purposes. But previously developed planned cities in America--colonial capitals--may also have influenced his ideas. Philadelphia, Pennsylvania, and Savannah, Georgia, were early port towns laid out to incorporate

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 8      Page 4

**L'Enfant Plan of the City of Washington, D.C.**

symbolic open squares. Though radial elements are absent, their orderly orthogonal plans would have been apparent to L'Enfant. The 1660s plan of Philadelphia, the flourishing interim U.S. capital, was an embodiment of Quaker spiritual order--and Jefferson's layout of choice for Washington, D.C. Similarly, Savannah, laid out in 1733, was an experimental settlement aimed at improving the economic lot of immigrants, exclusive of social strata. L'Enfant would have seen this design, as he was captured at the Battle of Savannah in 1779.

Annapolis, Maryland, and Williamsburg, Virginia, are of greater significance, as they represent simple baroque plans. Annapolis features radial avenues, a pair of large public circles, and the hilltop placement of the Maryland State House. This fragment of radial planning, laid out by Francis Nicholson (probably in the 1690s), is flawed by the off-center Street connection. At Williamsburg, around 1700, Nicholson again had the opportunity to plan a city. The palace, capitol, and college buildings are aligned as a complementary trio of institutional symbols organized around a narrow rectangular green. The pythagorean harmony and aesthetically pleasing three-pronged arrangement recalls Versailles and foreshadows the Federal Mall.

**L'ENFANT'S PLAN INFLUENCES TWENTIETH-CENTURY CAPITAL PLANNING**

L'Enfant's Washington, with its monumental core and bicameral political system, influenced the design of two capitals which were designed more than a century later: Canberra, Australia, and New Delhi, India. Walter Burley Griffin's 1912 plan won first place in the design competition for Canberra, a 12-square mile city created in the wake of Australia's federation. His hierarchy of "sections" (or zones) is dominated by a mall-like monumental core defined by three architectural hubs: civic, market, and government centers. The primary axis extends from Capitol Hill (where the new Parliament House sits), along a tree-lined greensward (where the 1927 Parliament building is preserved), and across a man-made lake named after Griffin, terminating at the Australian War Memorial. The monumental buildings also align vertically, nestling among the picturesque hills and creating a three-dimensional quality representative of the most developed baroque tradition. The sections have wide radial roads that intersect a series of ring roads. The wedge-like divisions beyond the mall area are comprised of industrial and residential uses.

In contrast, New Delhi, planned by Sir Edwin Lutyens, was a placebo Britain offered to colonial India in 1911-31 to suggest independence. The design employed the three-pronged ceremonial core with a rectilinear mall: the wide Kingsway/Rajpath between the Viceroy's House and Secretariat on the west and the India Gate to the east; the northern terminus is Connaught Place, an elegant commercial ring. These hubs are connected to other significant points by wide radial thoroughfares and a regular network of minor diagonal streets.

In contrast to these traditional plans, four Modern capitals were developed in the middle of the century: Brasilia, Brazil (1956-60); Nouakchott, Mauritania (1957); Islamabad, Pakistan (1959); and Chandigarh, India (1950s). Although Brasilia embraced the radial principles of symmetry and axes, the others are

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 5

L'Enfant Plan of the City of Washington, D.C.

essentially an orthogonal organization of superblocks. Though Brasilia was initiated during a burst of presidential showmanship, the idea of a new Brazilian capital dates to revolutionary efforts in 1789. Architects Oscar Niemeyer and Lucio Costa are credited with the plan, which resembles a great bow or biaxially symmetrical bird with a central, 4-mile-long mall axis.

These four Modern capitals were followed by capitals with less grand schemes. World War II triggered the independence of many nations, especially those formerly ruled by the United Kingdom. New African, Central American, and South Asian nations attempted to shed their colonial image, even while seeking out Western designers. Among the more recent capitals are: Gaborone, Botswana (1961-62); Lilongwe, Malawi (1965); Belmopan, Belize (1970); Dodoma, Tanzania (1973); Abuja, Nigeria (1976); and Yamoussoukro, Ivory Coast (1983).

There is a clear pattern which accompanies the colony-to-nation transition and the concomitant establishment of a capital. 1) Following independence, a nation identifies a new, neutral, and central federal center. 2) The capital design accommodates day-to-day civic needs and provides a symbolic physical manifestation of the new government; the planner-architect is typically Western-trained because the new nation lacks the educational systems which can produce a sophisticated design--just as L'Enfant and other French emigres served the needs of young America. 3) Construction proceeds according to the pace set by political, economic, and social commitment.

That Washington at 200 is the oldest extant, comprehensively planned capital proves that qualitative success can only be measured over time. Its charm and history are found in the agglomeration of old and new: views, monuments, building hierarchies, and the well-guarded interplay of solid and void, granite and green. The remarkable aspect of Washington is that by definition of built-out blocks and unobstructed open space, the plan conceived by L'Enfant is little changed today.

### DEVELOPMENT OF THE CITY OF WASHINGTON

#### Founding the City: Assumption and Selection

Between 1774 and 1790, the seat of government of the United States was mobile. During this time, the Continental Congress operated in eight New England coastal cities for periods between one day and several months. Philadelphia and New York City, frequent hosts, sought the permanent seat, as did two colonial capitals. In June 1783, the Virginia legislature offered Williamsburg--the palace, capitol, all public buildings, 300 acres, and £100,000 to build hotels to house the delegates--as the permanent capital.<sup>3</sup> Annapolis, home to the Continental Congress from November 26, 1783 to June 3, 1784, asked the Maryland legislature to invite the federal government there on the strength of its central location along the Atlantic Coast.

<sup>3</sup> H. P. Caemmerer, Washington: The National Capital (Washington, D.C.: GPO, 1932), 3-4.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 6

L'Enfant Plan of the City of Washington, D.C.

In 1784, two sites were approved in accordance with the belief that two governmental centers would be advantageous. The Congress selected Georgetown, Virginia and the Delaware River falls above Trenton, New Jersey. Thereafter, the negative aspects of the dual concept was recognized and the Delaware River site was removed from the discussion. The debate over the permanent seat lingered through the end of the decade. In 1789, a general provision for selection was unanimously approved in Article I of the proposed Constitution, which gave Congress the power to "exercise exclusive legislation in all cases whatsoever over such district (not exceeding ten miles square) as may . . . become the seat of government of the United States . . ."<sup>4</sup> President Washington and Congress agreed, "America should establish the precedent of a nation locating and founding a city for its permanent capital by legislative enactment . . . . The boundaries of no other city were ever fixed with more certainty."<sup>5</sup>

The selection of a site composed of land from Maryland and Virginia was the result of political dealmaking throughout 1790. Secretary of the Treasury Alexander Hamilton, in his Report on the Public Credit, proposed that the federal government assume the states' Revolutionary War debts--an estimated \$25 million--an offer more important to the New England states that had been lax in repaying their debts. Southern states--with the exception of South Carolina, which still had fiscal obligations--had repaid 83 percent of their debt and were indignant at the prospect of bailing out their northern neighbors. A compromise began with Virginia legislators who opposed the assumption of debt, but had a "strong desire" to host the national capital. The Residence Act, passed in July, refined the selection process somewhat by authorizing President Washington to select a location not more than ten square miles on the Potomac River between the mouths of the Eastern Branch and Connogochegue rivers. Hamilton convinced New York congressmen to vote for the Potomac River site and, "In return for the northern votes necessary to transfer the capital to the Potomac River, Hamilton secured enough Virginians' support to win the battle for assumption." Congressmen from Pennsylvania and Virginia, meanwhile, negotiated a deal whereby Philadelphia would serve as the temporary capital, while the permanent site of Washington was developed for occupation in 1800.<sup>6</sup>

On January 24, 1791, President Washington announced the location of the new capital, a diamond-shaped ten-mile tract at the confluence of the Potomac and Eastern Branch rivers--not surprisingly a mere twelve miles from his Mount Vernon home. A survey of the area was undertaken by Andrew Ellicott, who ran the boundaries of the district and annotated its topographical features. In March 1791, Ellicott's role was complemented by the employment of Major Pierre Charles L'Enfant to prepare

<sup>4</sup> Cited in John Reys, Monumental Washington: The Planning and Development of the Capital City (Princeton University Press, 1967), 1-2.

<sup>5</sup> Caemmerer, Capital, 10.

<sup>6</sup> Paul S. Boyer et al., ed., The Enduring Vision: A History of the American People, vol. 1: To 1877 (Lexington, MA: D.C. Heath and Co., 1990), 215-17; Joseph R. Conlin, The American Past, Part I: A Survey of American History to 1877 (New York: Harcourt Brace Jovanovich, 1984), 161; Richard B. Morris, ed., Encyclopedia of American History (New York, Harper & Row, 1976), 146-47; 1 Stats. 130 (July 16, 1790). cited in Reys, Monumental Washington, 2.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

### Continuation Sheet

Section number 8 Page 7

L'Enfant Plan of the City of Washington, D.C.

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drawings "of the particular grounds most likely to be approved for the site of the federal towns and buildings."<sup>7</sup> The south cornerstone of the Federal territory was formally installed at Jones Point in Alexandria, Virginia, on April 15, 1791; thirty-nine others were subsequently placed at one-mile intervals along the boundaries.

#### The Plan of Pierre Charles L'Enfant

Congress's 1790 act empowered the president to appoint three commissioners of the District of Columbia to survey the city--named for the discoverer of the New World--and oversee the construction of government buildings. Andrew Ellicott (1754-1820) and Benjamin Banneker (1731-1806) surveyed a diamond-shaped area measuring ten miles on each side and encompassing the forks of the Potomac River and its Eastern Branch, the Anacostia. Forty boundary stones,<sup>8</sup> laid at one-mile intervals, established the boundaries based on celestial calculations by Banneker, a self-taught astronomer of African descent and one of few free blacks living in the vicinity. Within this 100-square-mile diamond, which would become the District of Columbia, a smaller area was laid out as the City of Washington. The thriving port of Alexandria was situated along the southern edge of the diamond and port of Georgetown was located within the diamond west of Rock Creek, a Potomac River tributary that would define the northwest boundary of the new city.

Maj. Pierre Charles L'Enfant (1755-1825), a French artist and engineer who had formed a friendship with George Washington while serving in the Revolutionary War, requested the honor of designing a plan encompassing approximately 6,111 acres for the national capital. A census of Prince George's County shows that the area which became the City of Washington was previously occupied by twenty households consisting of 720 persons: thirty-seven free white males older than 16, thirty-five free white males under 16, fifty-three white females, four other free persons, and 591 slaves.<sup>9</sup> The fact that the area was largely undeveloped gave the city's founders the unique opportunity to create an entirely new capital city.

After surveying the site, L'Enfant developed a baroque plan which featured ceremonial spaces and grand radial avenues, while respecting the natural contours of the land in the manner of picturesque English garden design.<sup>10</sup> The result was a system of orthogonal streets with intersecting diagonal avenues radiating from the two most significant building sites, to be occupied by edifices for Congress and the

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<sup>7</sup> Reps, Monumental Washington, 5.

<sup>8</sup> The boundary stones are excluded from nomination because they are outside the boundaries of the historic plan: the boundary stones are listed on the National Register as a Multiple Property Document..

<sup>9</sup> Philip W. Ogilvie, "Chronology of Some Events in the History of the District of Columbia," Office of Public Records, District of Columbia, ca. 1988, 12.

<sup>10</sup> Pamela Scott, "Pierre L'Enfant: A New Look at the Architect and his Plan," lecture, National Geographic Society, Washington, D.C., March 25, 1991. Hereafter: Scott, NGS

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 8 Page 8

**L'Enfant Plan of the City of Washington, D.C.**

president. L'Enfant specified in notes accompanying the plan that these avenues were to be wide, grand, lined with trees, and situated in a manner that would visually connect ideal topographical sites throughout the city, where important structures, monuments, and fountains were to be erected. On paper, L'Enfant shaded and numbered fifteen large open spaces at the intersections of these avenues and indicated that they were to be "divided among the several States in the Union, for each of them to improve, or subscribe a sum additional to the value of the land for that purpose." He speculated that the population would grow and be evenly distributed if each of the states participated in its beautification. The open spaces and markets planned throughout the city, would promote a functional and balanced settlement. The plan of the capital reflected the nation it represented. The squares, named for the states, would be separate unto themselves, yet "most advantageously and reciprocally seen from each other . . . connected by spacious Avenues round the grand Federal Improvements . . .," much like the United States themselves bound together by the Constitution.<sup>11</sup> L'Enfant specified that each reservation would feature statues and memorials to honor citizens worthy of imitation. The urban landscape could hereby embody and perpetuate accepted values and ideals as long as these national idols presided over the city from their pedestals. L'Enfant's scheme also displayed five grand fountains supplied by several of the area's more than twenty natural springs. As of 1994, there are 68 pre-1942 equestrian and portrait statues, commemorative fountains and memorials throughout the city's major and minor reservations.

Thus, for L'Enfant, the open spaces were as integral to the capital as the buildings to be erected around them. Along with streets and avenues, he delineated circles, squares, and triangles which were defined by blocks that were to be subdivided, sold, and developed. The plan's integrity was so important to L'Enfant that he jeopardized his position to preserve it. While clearing New Jersey Avenue south of the Capitol site, L'Enfant's workmen encountered a partially constructed house with walls projecting 7' into the planned right-of-way for the road. The house belonged to Daniel Carroll, nephew of one of the three commissioners in charge of the District of Columbia. Carroll refused to relocate the house, so L'Enfant ordered his men to raze it. While this incident exhibited the extent of L'Enfant's dedication to his ideals, it also displayed the stubbornness that would eventually cost him his job.

While L'Enfant concerned himself with vistas and avenues, Washington and Thomas Jefferson oversaw the real estate transactions necessary to finance the city's physical development. At the suggestion of Georgetown businessman George Walker, they used a unique scheme for obtaining the land from the original proprietors, with all of the transactions contingent upon the yet-unfinished city plan. The government would purchase land designated for federal buildings at approximately \$67 an acre. The proprietors would donate to the government land set aside for streets and avenues. The remaining acreage would be divided into city blocks, and each block would be further subdivided into lots.<sup>12</sup> The lots in each block would be distributed evenly between the government and the original owners.

<sup>11</sup> References on L'Enfant's plan of the city, 1791.

<sup>12</sup> Although the term "block" has been used here for clarity, in Washington, blocks officially were and continue to be called "squares."

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 9

L'Enfant Plan of the City of Washington, D.C.

Anticipating that the value of the land would increase significantly, the original proprietors retained only 16 percent of their original holdings, turning over 84 percent of it to the federal government. Proceeds from the sale of the federally owned lots would fund the construction of government buildings and the improvement of streets and parks.<sup>13</sup>

Believing the premature sale of lots would hinder the city's development, L'Enfant refused to furnish his map to the commissioners in time for the first sale in October 1791. It was a resounding failure, with only thirty-five of 10,000 potential lots sold; the event foreshadowed the diffidence of investors for years to come and solidified the commissioners' resentment toward L'Enfant. George Washington then engaged surveyor Andrew Ellicott to produce a map for the second sale scheduled for the following spring, reluctantly relieving L'Enfant of his position.

### The Andrew Ellicott Map

Stripped of his power, L'Enfant jealously refused to furnish his manuscript to the commissioners. As a result, Ellicott was forced to reproduce a map from the Frenchman's notes, his own memory, and the help of his brother Benjamin, who had assisted in the surveying. Ellicott's map closely follows the L'Enfant Plan with several minor changes.<sup>14</sup> Ellicott eliminated L'Enfant's notes concerning cascades, columns and statues, as well as his fifteen yellow-shaded reservations, thereby abandoning any comprehensive directive for the treatment of the city's open spaces, excepting his predecessor's directive to divide the avenues into "footways, walks of trees and a carriage way."<sup>15</sup> Perhaps Ellicott's most grievous omission from the engraved plan was L'Enfant's name.<sup>16</sup> The plan had passed hands from the artist to the engineer, from the aesthetic and symbolic to the practical.

While Ellicott eliminated many of L'Enfant's notes, he also made several additions to his version of the plan. In order to identify the blocks to be divided into lots for public sale, he consecutively numbered those designated for private development, beginning with City Square North 1 at the westernmost point

<sup>13</sup> Frederick Gutheim, *Worthy of the Nation* (Washington, D.C.: Smithsonian Institution, 1977), 23-24; Paul D. Spreiregen, *On the Art of Designing Cities: Selected Essays of Elbert Peets* (Cambridge: MIT Press, 1968), 5; George Speer Colyer, "The L'Enfant Plan in Downtown Washington: Its History and Prospects for Survival," (M.A. Thesis. George Washington University, 1987), 53.

<sup>14</sup> Gutheim, 31. The differences between the L'Enfant and the Ellicott plans were studied extensively in 1926 by William T. Partridge who created an overlay map comparing the plans.

<sup>15</sup> Notation on Andrew Ellicott's engraving of the "Plan of the City of Washington," 1792.

<sup>16</sup> Pamela Scott proposes that Jefferson and Washington deliberately omitted any references to L'Enfant on the engraved plan in her paper, "The Manuscript and Printed Maps of Pierre Charles L'Enfant's Plan of Washington," presented at the Fourth National Conference on American Planning History/Fifth International Conference Planning History Group, Richmond, Virginia, November 1991. Hereafter: Scott, APH.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 10

L'Enfant Plan of the City of Washington, D.C.

in the city.<sup>17</sup> In his survey of squares undertaken in 1793-96, Ellicott blocks are further divided into lots, irregular in size and shape due to L'Enfant's network of diagonals and the irregular grid. Almost half of the squares surveyed contain H-, T-, or X-shaped alleys.<sup>18</sup> The alleys were intended to allow access to each property from both the street and the rear, but as early as the 1850s, city squares would be subdivided to create small lots fronting these interior passageways.<sup>19</sup>

The names of the streets and avenues also first appear on Ellicott's plan, although they were probably conceived by L'Enfant. The wide, axial avenues are named after the fifteen states that then comprised the new nation. The avenues south of the Capitol were named after southern states Georgia, Kentucky, North Carolina, and South Carolina; the central states of Delaware, Maryland, New Jersey, Pennsylvania, and Virginia are centrally located on the plan; and the northern avenues in the city are named Connecticut, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont. The grid streets are named with reference to the Capitol in a system suggested by Jefferson and James Madison on September 8, 1791.<sup>20</sup> North Capitol Street extends due north from the Capitol, East Capitol Street extends due east, and South Capitol due south. The Mall lies west of the Capitol, stretching to the Potomac River. These four axes delineate the city's four quadrants. The north-to-south running streets east of the Capitol are numbered consecutively, in rising order going east and those west of the Capitol rise consecutively going toward the west. The east-to-west running streets are assigned letters in rising alphabetical order from the Capitol.<sup>21</sup>

The area designated for the streets and avenues was acquired at no charge to the federal government from the original proprietors. This included the rights-of-way of 20 avenues and 117 streets, spanning from

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<sup>17</sup> Ellicott sent his plan to Philadelphia to be engraved by James Thackara and John Vallance. When it appeared that the engraving would not be ready for the next sale, Ellicott enlisted Boston engraver Samuel Hill. When completed, the two engravings differed slightly. The highest numbered square on the Thackara and Vallance engraving is 1,146, with 25th Street forming the easternmost boundary. There are 1,136 numbered squares on the Samuel Hill engraving, with 22nd Street forming the easternmost boundary. The later Dermott map extends east to 32nd Street, N.E., and includes 1,170 numbered squares, many of which were actually in the Anacostia River. Manual of Practices for Real Property Survey in the District of Columbia. Office of the Surveyor, District of Columbia Department of Public Works (ca. 1985). 7.

<sup>18</sup> The alleys--historic and contemporary--were excluded from the 1990-93 HABS survey

<sup>19</sup> "Blagden Alley/Naylor Court Historic District," Application for Historic District, prepared by Tracerics [Consultants] Inc. (D.C. Preservation Review Board, 1990), 6.

<sup>20</sup> Scott, NGS.

<sup>21</sup> The northernmost and southernmost streets in the plan are coincidentally "W" Street, so there are no X, Y, or Z streets. More perplexing, however, the letter J was omitted, giving rise to many mythical explanations. Most likely the letter was omitted due to its visual similarity to the letter "I." In the middle Ages, "I" and "J" were used interchangeably. It was not until the 17th century that "I" was established as a vowel and "J" as a consonant. Even in the 18th century, some books continued to use them interchangeably. On a few mid nineteenth-century maps, however, the segment of H Street between Eleventh and 18th streets, NW, which runs slightly north of the rest of H Street, is labeled J Street.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 11

L'Enfant Plan of the City of Washington, D.C.

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building line to building line. Extraordinarily wide for the time, the avenues varied from 120' to 160' wide and the streets from 80' to 147' wide, with the whole system embracing more than 200 miles and containing more than 3,500 acres. Additional federal acreage was created by their many odd-angled intersections. On L'Enfant's plan, these numerous intersections, fifteen of which were shaded and numbered for distribution among the states, were largely amorphous in shape. Ellicott reconfigured the squares at many of the intersections, cutting off some of their acute angles to form neat circular or rectangular openings.

In addition to the federal land left open as a result of the street pattern, the government purchased 541 acres, divided into seventeen parcels, for federal building sites. Although appropriations were described by location and function in a note accompanying Ellicott's plan, they were not delineated graphically until surveyor James R. Dermott included them on his "Appropriations," or "Tin Case," map prepared in 1795-97.<sup>22</sup> Although most of these original reservations remain in federal hands today, not all have been used for the functions assigned to them in 1792:

Reservation No. 1 encompassed the grounds of the President's House, Treasury, Executive Office, and the areas that would later become the Ellipse and Lafayette Square.

Reservation No. 2 spanned from First Street East to 14th Street West and included the Capitol Grounds and much of the Mall.

Reservation No. 3, the area south of the Tiber Creek between 14th and 17th Streets, was designated as the site of an equestrian statue of George Washington, and later became the Washington Monument Grounds.

Reservation No. 4, located between 23rd and 25th Streets south of E Street on the Potomac River, was originally designated as the site for a university and is the current site of the Naval Medical School Hospital.

Reservation No. 5, known as Greenleaf Point, was intended as a fort and is now the site of Fort McNair and the U.S. Army War College.

Reservations Nos. 6 and 7 were intended as market spaces. The former was located between 20th and 21st Streets between the planned intersection of New York and Virginia Avenues and the canal (now Constitution Avenue) leading from the Potomac; the latter was located along the canal between

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<sup>22</sup> Ralph Ehrenburg, "Mapping the Nation's Capital: The Surveyor's Office, 1791-1818," *Quarterly Journal of the Library of Congress* 36 (Summer 1979): 293-94; Kenneth R. Bowling, *Creating the Federal City, 1774-1800: Potomac Fever* (Washington, D.C.: AIA Press, 1988), 91. The map received this moniker because it was transported to Philadelphia in a tin case. The Dermott Map, approved by President Washington and his successor, John Adams, as the official map of the city, supplemented the executive order by which the streets and reservations were transferred to the federal government. Although it was not engraved until the 1880s, this map was widely used by lawyers to settle property disputes.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 8 Page 12

**L'Enfant Plan of the City of Washington, D.C.**

Seventh and Ninth Streets. No market was ever built in Reservation No. 6 because until the end of the nineteenth century it was actually under water. It now falls within Reservation No. 332, or West Potomac Park, which was developed on reclaimed land extending west of the Washington Monument Grounds. Reservation No. 7, however, was continuously occupied by a market from 1802 until the 1930s when the National Archives was built on the site.<sup>23</sup>

Reservation No. 8, designated as the site of a national church, was located between Seventh, Ninth, F, and G Streets. In 1837 it became the site of the Patent Office building (now the National Portrait Gallery and National Museum of American Art).

Reservation No. 9, between D, G, Fourth, and Fifth Streets, was designated Judiciary Square and intended as the site of the U.S. Supreme Court. Still known by this name, it was never used for this purpose, but became the site of municipal rather than federal buildings.

Reservation Nos. 10, 11, and 12 were collectively the Bank and Exchange Squares. Located north of Pennsylvania Avenue between Second and Fourth-and-a-Half Streets, they were sold for private development by an act of Congress in 1822.<sup>24</sup>

Reservation No. 13, on the east side of the city between the Anacostia River and B, G, and 19th Streets, was designated as Hospital Square. It became the site of Gallinger Hospital and the city jail, and today is home to D.C. General Hospital.

Reservation No. 14, on the Anacostia River between Sixth, Ninth, and M Streets, was reserved for the U.S. Navy Yard, which remains there today, although expanded west to Second Street.

Reservation Nos. 15 and 16, located between Fifth, Seventh, K, and L Streets in the southeast quadrant, were set aside for a market; they are now the site of Reservation No. 19, a playground managed by the District of Columbia.

Reservation No. 17, called "town house square," was a large, oddly shaped tract at the intersections of Virginia, South Carolina, and New Jersey Avenues. Although reduced in size, this area--now called Garfield Park--features tennis courts and playground equipment.

<sup>23</sup> The large, mixed-use building complex erected north of the Archives in the past decade as part of the Pennsylvania Avenue Development Plan is called Market Square, recalling the historic use of this space.

<sup>24</sup> The three reservations were sold to the municipality of Washington so the city could drain the low grounds of Reservation No. 2. They were divided into lots and sold; Reservation No. 12 was the site of the first railroad depot in the city from 1835-53. George J. Olszewski, Construction of Union Station (Washington, D.C.: Office of History and Historic Architecture, NPS, 1970), 10-11.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 13

L'Enfant Plan of the City of Washington, D.C.

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### 1800-1860: Slow Growth

L'Enfant envisioned that the gradual improvement of the public spaces into attractive parks and tree-lined promenades would enhance the value of lots, thus encouraging buyers. His plan also included a canal to promote commerce in a city otherwise formed for the sole reason of housing the federal government. The city commissioners, more interested in short-term economic gain, encouraged the rapid sale of lots before improvements were made to the federal property.<sup>25</sup> Worldwide ridicule was directed at the plan rather than at the financial neglect that prevented its proper execution. Derisive nicknames such as "the city of streets without houses," and "the city of magnificent distances," further discouraged the sales needed to fund improvements. Likewise, the canal begun in 1792 was abandoned by 1795 due to financial disarray; although construction resumed from 1802-15, inferior materials were used, and it was subject to silting, rendering it more of a hindrance than benefit.

Charged with financing development of the capital, Congress was indifferent to the city's needs yet scornful of its crude condition. The annual reports of those charged with maintaining the roads and parks throughout the nineteenth century echo with complaints of insufficient funds. Between 1791 and 1802, the commissioners' expenditures for the improvement of the city totalled \$900,857. This amount included \$478,040 gained through the sale of lots, as well as donations and loans from Maryland and Virginia. The entire sum of the receipts was spent on improvements to the city including: the Capitol, Treasury, War Office, and President's House, drawbridges over Rock and Tiber Creeks, wharves on the Eastern Branch and the Potomac, a canal linking the Tiber and James creeks, temporary buildings for the government, sidewalks, clearing of avenues, surveying, salaries, and miscellaneous office expenses.<sup>26</sup>

The problem of grading and paving the streets persisted throughout the first half of the century, and the poor condition of the thoroughfares is well documented by the complaints of early visitors and residents. The city had been incorporated in 1802, giving it the power to tax residents to pay for the repair of all necessary streets and avenues, but the authority to open streets was not granted until 1812. Described by the Secretary of the Interior in 1856, this power was "permissive and not obligatory . . . and the construction which seems to have been given to it is, that the government should provide for the opening and improvement of the avenues, and the corporation for the numbered and lettered streets."<sup>27</sup> The federal government made modest attempts to improve a few of the most heavily used avenues following incorporation of the city. Pennsylvania Avenue was improved in 1803 by order of Thomas Jefferson, who rode down it on horseback for his 1805 inauguration, thus beginning the tradition of this ceremonial use. Lamps were installed on the avenue in 1803, but no money was allocated for oil or lamplighters, so they remained dark. Several programs were initiated to illuminate the city's busiest streets throughout these first decades, but because maintenance was far more costly than installation, lamps burned on an

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<sup>25</sup> Reys, 18.

<sup>26</sup> U.S. Congress, Report of the Committee on the expenditures on the Public Buildings in 1824. 18th Cong., 2nd sess., 273.

<sup>27</sup> Report of the Secretary of the Interior. Report of the Commissioner of Public Buildings (October 11, 1856), 855.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8

Page 14

L'Enfant Plan of the City of Washington, D.C.

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irregular basis, often only when Congress was in session.<sup>28</sup>

Efforts to improve the landscape of the city during this period focused on improving the property surrounding the federal buildings in the seventeen reservations, and planting trees along the avenues. The first documented effort to plant trees was in 1807, when Jefferson oversaw the installation of four rows of Lombardy poplars along Pennsylvania Avenue. Although there were seventeen reservations in all, the grounds surrounding the President's House and Capitol seem to have been the only ones consistently maintained by federal funds. Before 1802, \$16,785 was allocated for their improvement, and throughout the 1820s-30s, annual allocations were made for upkeep. The northernmost section of President's Park was first landscaped as a separate park in the 1820s to receive the Marquis de Lafayette following a parade down Pennsylvania Avenue in his honor. It was described in 1824 as graded and planted with trees and shrubs and surrounded by a fence.

Instead of being landscaped as a single long boulevard, the large commons spreading west from the Capitol to the Potomac (Reservation No. 2), was divided into several tracts by the crossing of 6th, 7th, 12th, and 14th Streets. Most of this reservation was south of the stagnant canal, and because of this undesirable location, it received little attention until 1838 when Englishman James Smithson bequeathed an estate valued at more than \$500,000 to the federal capital to establish an institution of learning. Begun in 1849 to the designs of architect James Renwick, the Smithsonian "castle" was built near the south side of the Mall, offset to provide a 600'-wide corridor preserving the vista between the Capitol and Washington Monument, whose cornerstone had been laid a year earlier.

The only other park consistently maintained by the federal government in the early nineteenth century was not among the seventeen reservations, nor was it created by any of the avenue intersections. Fountain Square, located between 13th, 14th, I, and K Streets in the northwest quadrant, was intended as City Square No. 249. The federal government purchased it in 1832 so water from its natural spring could be piped to the White House. Now known as Franklin Park, this is one of the few reservations in Washington not located along an avenue.

While the transient government population of the fledgling city resided in inns and boarding houses when Congress was in session, Washington's permanent residents occupied dwellings ranging from small rowhouses to large estates. L'Enfant's squares were spacious enough to allow even the rowhouses to stand with deep back lots for stables and private gardens. Larger residences often encompassed several lots or an entire block, and featured ancillary buildings such as stables, kitchens, privies, and kitchen gardens. Domestic animals such as chickens, cows, and pigs often wandered freely from these private landscaped areas into the public streets and open spaces.

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<sup>28</sup> Sarah Pressey Noreen, Public Street Illumination in Washington, D.C. (Washington, D.C.: GW Washington Studies, No. 2, 1975), 5-6.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 15

L'Enfant Plan of the City of Washington, D.C.

### Early Intrusions and Threats to the Plan

Because of Washington's initial slow growth, the idea of publicly maintained open spaces must have seemed ludicrous to early inhabitants when there were so many undeveloped lands, fields, and virgin stands of trees. Despite the fact that original legislation securing the capital lands was "clothed with a perpetual condition and trust that they should forever remain streets and public reservations and never should be liable to be appropriated to any private use, or changed from their original purpose," there were early attempts to redirect the plan of the city.<sup>29</sup> Critics of the plan who believed the oddly shaped open spaces were created by mistake recommended merging the smaller parcels with adjacent lots and selling the larger ones for private development. Deferring to these demands, the commissioners added 129 new squares that can be identified today where there are designations as north, south, east, or west of an adjacent numbered square.<sup>30</sup> The debate did not end until a committee was finally formed to examine the issue. It published a report in 1802 "respecting the adjustment of the existing disputes between the Commissioners of the City of Washington and other persons who may conceive themselves injured by the several alterations made in the plan of said city . . ." The committee located a letter from George Washington affirming the sanctity of the plan, stating "that nothing ought to justify a departure from the engraved plan but the probability of some great public benefit, or unavoidable necessity."<sup>31</sup>

Throughout the early nineteenth century, government property continued to be lost to private interests. In 1822, four trapezoidal blocks were carved out of the east end of the Mall. Designated as City Squares A, B, C, and D, the new blocks were formed between two new roadways, Missouri and Maine Avenues, which ran parallel to Pennsylvania and Maryland Avenues, respectively. These lots, as well as Reservation Nos. 10, 11, and 12, were sold for private development.<sup>32</sup>

On August 24, 1814, the very existence of the city was threatened when British troops invaded and ignited most of the federal buildings. As the city smoldered, residents were uncertain if it would ever be rebuilt. Congress did not allay this fear until February 1815 when it voted to rebuild the capital on the Potomac, a process that would evolve very slowly for the next few decades.

Despite financial difficulties, national catastrophes, and the sale of a handful of reservations in the city's first six decades, development adhered for the most part to the framework directed by the L'Enfant Plan, as revised by Ellicott. A map compiled by German immigrant A. Boschke in 1857-61 shows the original

<sup>29</sup> Report of the Secretary of the Interior (1856), 855.

<sup>30</sup> Colyer, 59.

<sup>31</sup> Report from the Committee to Whom was Referred a Motion in the Form of Two Resolutions (Washington, D.C.: House of Representatives, April 8, 1802).

<sup>32</sup> Colyer, 96. The trapezoidal squares between Missouri and Pennsylvania Avenues and Maine and Maryland Avenues featured private buildings until they were reacquired by the federal government in the 1930s, when Missouri and Maine Avenues were closed as part of the Mall redevelopment.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 8 Page 16

**L'Enfant Plan of the City of Washington, D.C.**

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street plan with the structures built to date. Although the planned roads are clearly delineated on paper, they were not necessarily cleared or graded at the time. The map reveals that private development was contained almost entirely within the city squares. The few buildings constructed within designated rights-of-way were generally wood shacks occupied by squatters. With the exception of the sale of the reservations north of the Mall and the opening of Maine and Missouri Avenues at its east end, no major violations were made to the footprint of the plan in terms of its separation of public and private property.

Although L'Enfant's street plan was intact, many cases developed which ignored or misinterpreted his vision for the treatment of public land. For instance, Robert Mills's U.S. Treasury Building in Reservation No. 1 was situated such that its rear south portico blocked L'Enfant's axial vista from the White House to the Capitol along Pennsylvania Avenue. Similarly, the Mall, envisioned by L'Enfant as a grand boulevard visually connecting the Capitol Building with the Monument Grounds, was divided into several segments, and the Smithsonian was built within its boundaries. The Washington Monument, intended for the site where L'Enfant visualized an equestrian statue to honor the father of the country, was not erected at the exact point of intersection between the President's Grounds and the Mall. Its cornerstone was laid in 1848 slightly east and south of the area designated by L'Enfant, thereby ignoring significant axes.

A more subtle violation of the plan was created by an invention unforeseen by L'Enfant--the railroad. When the first railroad was dedicated in Washington in 1835, the four cars that arrived from Baltimore were greeted by gala ceremonies. The tracks which crossed Florida Avenue and ran south to a depot on Pennsylvania Avenue cut obliquely through nine city squares and passed over or along the streets and avenues with more than a dozen grade crossings. Additional tracks were laid throughout the century. Today, segments of both Maryland and Virginia Avenues contain railroad tracks, and Delaware Avenue has been obliterated north of Union Station.

Though it did not directly affect the planned core of the city, the single-largest reduction to the national capital occurred in 1849. At this time, the portion of the diamond southwest of the Potomac was ceded back to the Commonwealth of Virginia, in part because Congress determined that it was not needed.

**U.S. Department of the Interior**

The midpoint of the nineteenth century marked increasing interest--both public and private--in the improvement of Washington, and foreshadowed the vast development that would resume in the 1870s as the nation recovered from the Civil War. In 1848, Congress appropriated \$10,000 to incorporate the Washington Gas Light Company to install a system of gas lamps along Pennsylvania Avenue from the Treasury Building to the Capitol.<sup>33</sup> During that year, the cornerstone was laid for the Washington Monument. The following year, the U.S. Department of the Interior was created. Although it included departments as various as the General Land Office, Bureau of Indian Affairs, Pension Office, and Patent Office, it was also charged with the care and development of federal property in the city of Washington.

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<sup>33</sup> Noreen, 11.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 17

L'Enfant Plan of the City of Washington, D.C.

The Commissioner of Public Buildings reported to Congress through the Secretary of the Interior. Ignatius Mudd, the first Commissioner of Public Buildings, described the condition of the federal grounds in his 1849 report to Congress and decried their neglect.<sup>34</sup> His request for funds to enclose several of the triangles along Pennsylvania Avenue was the first official attempt to landscape any of the oddly shaped open spaces within the avenue rights-of-way. He also oversaw the erection of a greenhouse and botanical garden due west of the Capitol where plants were propagated for use in the federal grounds and buildings. His most notable accomplishment, however, was the appointment of nationally celebrated landscape architect Andrew Jackson Downing to consult with his office.<sup>35</sup> An advocate of the romantic-garden tradition popularized in England, Downing had published numerous books and articles on landscape design and horticulture in addition to designing estate gardens for wealthy patrons. From his office in Newburgh-on-the-Hudson, New York, Downing drew plans for the Mall and Lafayette Square. Enthusiastic about the prospect of designing "a real park," he expressed the hope that his sinuous paths and picturesque views would influence landscape design practices throughout the country.<sup>36</sup>

Downing never saw his plans realized due to his death in a steamboat accident in 1852. William Easby, Mudd's successor, disliked Downing's business practices, so implementing the romantic designs was not among his priorities. Easby did improve many of the city's roads and parks, however, including Lafayette Square, which was planted and enclosed with an iron fence. An equestrian statue of Andrew Jackson was unveiled in the square in an extravagant ceremony in 1853. Franklin (formerly Fountain) Square was also improved and four triangular parks on Pennsylvania Avenue between the Capitol and 20th Street were enclosed with iron fences.<sup>37</sup>

In 1854, insufficient funds halted construction on the Washington Monument. The same year, Benjamin B. French replaced Easby as commissioner. With a limited budget during his twelve-year tenure, French oversaw improvement of the parks and roads in Washington. He recognized the potential of Washington Circle at the intersection of Pennsylvania and New Hampshire Avenues northwest of the White House, and saw to its improvement as a park. He also submitted a plan for the large park at the intersection of East Capitol Street and North Carolina and Massachusetts Avenues (now known as Lincoln Park),

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<sup>34</sup> Ignatius Mudd, Annual Report of the Commissioner of Public Buildings and Grounds for the year 1849, Congress, House, 31st Cong., 1st sess., Ex. Doc. 30 (1850), 12.

<sup>35</sup> Ignatius Mudd, Letter from the Commissioner of Public Buildings transmitting his annual report for 1850, Congress, House, 31st Cong., 2nd sess., Ex. Doc. 47 (1851), 9.

<sup>36</sup> Wilcomb E. Washburn, "Vision of life for the Mall," Journal of the American Institute of Architects (March 1967), 52-59; Sue A. Kohler and Jeffrey R. Carson, Sixteenth Street Architecture, vol. 1 (Washington, D.C.: GPO, 1978), 14.

<sup>37</sup> William Easby, Annual Report of Commissioner of Public Buildings, Congress, House, 32nd Cong., 2nd Sess., Misc. Doc. No. 20 (February 1853).

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 18

L'Enfant Plan of the City of Washington, D.C.

proposing a simple design comprised only of sidewalks and trees.<sup>38</sup>

The Boschke Map, which reveals much about the development of the city at the time, shows most of the city's buildings clustered in the triangle created by New York and Pennsylvania Avenues west of First Street, NW, and in the southwest quadrant around the U.S. Navy Yard and Marine Barracks.

Accordingly, the improved parks are also shown in these areas.<sup>39</sup> While Boschke's map provides a visual representation of the city at that time, *Harper's New Monthly Magazine* offered a verbal description in 1859 of the increased pace of development, asserting that the "City of Magnificent Distances has become more remarkable for its magnificence than for its distances." Military bands gave weekly concerts in the newly improved parks, perhaps in a futile effort to stir patriotism in a city more and more divided by northern and southern sympathies.

### The Civil War

If Benjamin B. French found it a challenge to beautify the city in the 1850s, it was all he could do to keep it functioning in the next decade. With the outbreak of war between the Union and the Confederacy--the border between them being literally a stone's throw from Washington--much of what was under French's charge was vital to the survival of the city and the Union. Open spaces became ideal campsites for troops protecting the capital city, and crude encampments, barracks, temporary offices, and hospitals were erected on them. The troops stationed in Lafayette Square reputedly hung their laundry on the Andrew Jackson statue, and Lincoln Park gained its name from the hospital located there, named for the President. Cattle grazed on the Washington Monument Grounds, awaiting slaughter by Union butchers at the foot of the incomplete obelisk. What little planting and landscaping had been completed before the war was damaged or neglected.

Roads and bridges were also vital to the war effort, and suffered under the abuse. In 1863, Congress extended the charter of the Alexandria and Washington Railroad, allowing its tracks to cross over the Long Bridge from Virginia and along Maryland Avenue to the Capitol Grounds. To expedite traffic on Pennsylvania Avenue, Congress chartered the Washington and Georgetown Railroad Company to run streetcar tracks from Georgetown to the Capitol on the same gauge as the railroad. The wear and tear on the city's streets led French to write in 1862, "There is not, perhaps, in this union a city the streets and avenues of which are in so bad a condition as those of the city of Washington."<sup>40</sup>

Following the war, Congress passed legislation to improve the city's infrastructure. In May 1864, Congress enacted a law requiring the federal government to reimburse the incorporated city for any road improvements on streets, avenues, or alleys passing through or by any federal property, just as these

<sup>38</sup> "Map of Washington Circle," 1853 and "Map of square at Massachusetts Avenue, 12th St., Tennessee and Kentucky Avenues," (1855). NARA RG42, NCP-0-22, 23.

<sup>39</sup> Washington architect Joseph Passonneau has copied the Boschke Map and color coded the buildings by use.

<sup>40</sup> Benjamin B. French, Report of the Commissioner of Public Buildings (1864), 685.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8

Page 19

L'Enfant Plan of the City of Washington, D.C.

costs were to be apportioned among private-property owners.<sup>41</sup> French reported that he failed to pay the required sum to the city because Congress had not allocated funds for it in his budget. The next month, Congress passed another act to clear the streets and parks of squatters' shacks and other unauthorized structures.<sup>42</sup>

French's reports throughout the two years following the war concentrated largely on the U.S. Capitol Building, and the repair of the White House, which had fallen into neglect during the conflict. Construction had continued on the Capitol throughout the war, but while masons and craftsmen were at work on the exterior, its interior held doctors and nurses who tended over 1,000 sick and wounded soldiers in a makeshift hospital.<sup>43</sup> French also returned to his mission to beautify city parks by lobbying for the improvement of the large reservation in the east section of the city, suggesting that it officially be named Lincoln Park after the recently assassinated president.

Perhaps the feature most unpleasant to Washingtonians at this time was the City (or Tiber) Canal running along the north boundary of the Mall and south through the Mall and Capitol Grounds. Congress acknowledged the health risk it presented and assigned Brigadier General Nathaniel Michler (1827-81), a U.S. Army Corps engineer experienced in military mapping, the task of finding new sites for the buildings and parks most threatened by its proximity. After an extensive study of the countryside surrounding the city, Michler found several sites beyond the "miasmatic influences" of the Potomac marshes and described them in a report to Congress. The bulk of his report, however, was a detailed--even poetic--description of the beauty of the valley of the Rock Creek and its tributaries, and its suitability as the site of a large public park.<sup>44</sup>

### The U.S. Army Corps of Engineers

When jurisdiction of the Office of Public Buildings and Grounds (OPB&G) was transferred from civilian control to the Army Corps of Engineers in 1867, Gen. Andrew A. Humphreys appointed Michler as

<sup>41</sup> An Act to Amend 'An Act to incorporate the inhabitants of the City of Washington,' Statutes at Large 13, sec. 3. (1864) 68.

<sup>42</sup> Benjamin B. French, Report of the Commissioner of Public Buildings (1865). 7. French cited the act as House Ex Doc. No. 5, 38th Cong. 2nd Sess.

<sup>43</sup> "Sentinels were stationed at every door and the entire building became so obnoxious to the senses that the regular civil employees in the building were very much annoyed." Benjamin B. French, Annual Report of the Commissioner of Public Buildings (1862), 1.

<sup>44</sup> U.S. Congress, Senate, Committee on Public Buildings and Grounds, Communication of N. Michler, Major of Engineers relative to a suitable site for a public park and presidential mansion, prepared by Nathaniel Michler, 39th Cong., 2nd sess., Misc. Doc. No. 21 (1867). Probably initiated due to President Andrew Johnson's poor health, the search for a new White House ended when President Ulysses S Grant moved into the White House since his wife, Julia, "loved the dear old house." William Seale, The White House: The History of an American Idea (Washington, D.C.: American Institute of Architects, 1992), 116-17. Rock Creek Park was finally purchased in 1890.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 20

L'Enfant Plan of the City of Washington, D.C.

officer in charge because of the knowledge he acquired during the special study. Although he never mentioned L'Enfant by name in his annual reports, Michler's respect for the integrity of the original plan is evident. In 1868, he derided current intrusions upon the plan, writing: "Market stalls extend over the pavements, houses protrude beyond the building lines, piles of lumber block up the way . . . junk shops encroach upon the public grounds." He complained that these violations hindered travel and blocked vistas.<sup>45</sup> Michler advocated landscaping the wide avenues as elegant boulevards after the fashion set in Europe. In his 1868 annual report, he included several sketches showing different manners of dividing the avenues into carriageways, sidewalks, and rows of trees as well as illustrations comparing cross-sections of the Champs Elysees in Paris and Unter Den Linden in Berlin.<sup>46</sup> These elegant schemes were extravagant considering the constant shortage of funds. Michler complained, for example, that in 1869 Congress allocated no money for the maintenance of Pennsylvania Avenue and that two men, a cart, and a horse comprised the entire force responsible for cleaning the three-mile stretch.<sup>47</sup>

While devising a scheme for the improvement of the avenues, Michler acknowledged parks and parklets created by the road system as an integral feature of the original plan. He also recognized that the original plan had been misinterpreted when the Mall was divided into segments by Sixth, Seventh, Twelfth, and Fifteenth Streets. He recommended that these streets be tunnelled under the Mall so that the entire expanse would be conceived as one unit.<sup>48</sup> Michler's recommendation for the Mall would eventually be implemented, as would his suggestion, in 1870, that the silting problem in the Potomac River be solved by dredging the channel and reclaiming the Potomac flats area with the spoils.<sup>49</sup>

In 1868, Michler described Lafayette and Franklin Squares and Washington Circle as highly improved, and recommended that rectangular parks be formed at the current sites of McPherson and Farragut Squares as soon as the wood-frame buildings of the Freedman's Bureau were removed from the latter. Mount Vernon Square was bisected by Eighth Street at the time, and a community market operated from the east side of the unimproved open space. Michler recommended closing the street and removing the jumbled and unsanitary market that illegally occupied the site.<sup>50</sup> He also recommended the creation of the circular parks at the intersections that now are Thomas, Scott, and Dupont Circles, and the

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<sup>45</sup> Report of Brevet Brigadier Gen. Michler in Charge of Public Buildings, Grounds, Works, Etc. (Washington, D.C.: GPO, 1868), 9.

<sup>46</sup> "Sketch showing Plan for the Improvement of the Streets & Avenues in the City of Washington," accompanying the Report of Brevet Brigadier General N. Michler (1868). A form of this system was adopted and employed by the Parking Commission in 1870.

<sup>47</sup> Michler (1869), 498.

<sup>48</sup> "Public Squares and Reservations," Report of the Secretary of War (1867), by Nathaniel Michler, Officer in Charge, 525.

<sup>49</sup> Michler (1870).

<sup>50</sup> Michler (1867), 524.

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 8 Page 21

**L'Enfant Plan of the City of Washington, D.C.**

development of parks in the open spaces east of the Capitol, which were "a hitherto much neglected portion of the city as far as the general government is concerned."<sup>51</sup>

Michler's reports reflect the contemporary popular belief that park development could lead to societal reform. Parks would not only improve the appearance of the city, but would "largely contribute to the health, pleasure and recreation of its inhabitants."<sup>52</sup> Additionally, the improvement and maintenance of both the parks and the roads would provide much-needed employment in the war-ravaged capital. "Public works should be, in more sense than one, public benefactors," he wrote, and recommended that the city's innumerable indigent freed slaves be hired as laborers to grade and pave streets and improve the parks, and disabled veterans be employed as watchmen and gatekeepers in the public reservations.

**Formation of a Territorial Government**

Although the funding requests of French and Michler were largely unheeded in the 1850s-60s, Congress began to listen in the 1870s, responding with large allocations for urban improvements. As a result of the war, Washington's population more than tripled from 61,000 in 1860 to 200,000 in 1864.<sup>53</sup> This population numbered many former soldiers as well as slaves who fled north from the Confederate states, many of them possessing nothing but their newly gained freedom; other newcomers were the wealthy who moved to Washington in search of political appointments in the expanding federal government. While the poor found shelter in alleys and shacks built on the unimproved federal lands, the rich sought homes with access to good roads, sewers, and gas lines. The suffering infrastructure suited the needs of neither group. As newcomers flooded into Washington, elsewhere the national population was moving westward. The capital was strengthened by the wealth flowing in from the West and the new jobs created in the burgeoning bureaucracy. Once again, however, the city's very existence was threatened. The disgraceful condition of Washington, coupled with the nation's new breadth from ocean to ocean, invoked strong arguments for the removal of the nation's capital to a more central location, such as St. Louis, Missouri, or another Mississippi River port.<sup>54</sup>

To save the capital on the Potomac, Congress finally committed to its improvement by passing two important laws in 1870 and 1871. An April 6, 1870 Act formed the Parking Commission that effectively

<sup>51</sup> Michler (1867), 524.

<sup>52</sup> Report of Brevet Brigadier General N. Michler (1868), 6.

<sup>53</sup> Constance McLaughlin Green, Washington Village and Capital 1800-1878 (Princeton: Princeton University Press, 1962), 255.

<sup>54</sup> U.S. Congress, House, History of Proceedings in the Establishment of a Permanent Seat of Government for the United States, 41st Cong., 2nd sess., House Ex. Docs. (1869-70); U.S. Congress, House, Memorial of the Cincinnati Convention, 41st Cong., 3rd Sess., House Misc. Doc. No. 105 (1870-71); U.S. Congress, House, Memorial of the Legislature of the State of Kansas, 41st Cong., 3rd sess., House Misc. Doc. No. 91 (1870-71); U.S. Congress, House, Resolutions of the Legislature of Indiana, 41st Cong., 3rd sess., House Misc. Doc. No. 100 (1870-71).

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 22

L'Enfant Plan of the City of Washington, D.C.

allowed private encroachment upon many of L'Enfant's wide streets and avenues under a system that remains in effect today. While the sketches presented in Michler's 1868 report feature uniformly planned treatments encompassing the entire area between building lines, the 1870 legislation enabled a large percentage of the right-of-way to be maintained and improved by the owners or occupants of the abutting properties, effectively narrowing the width of the street area requiring federally funded improvement.

While the legislation of 1870 assured a lasting interpretation of the L'Enfant Plan, the Territorial Government formed by a Congressional act of February 2, 1871 only lasted for less than four years. What it accomplished before it was dissolved due to debt and shame, however, drastically changed the face and reputation of the city and inspired decades of growth, investment, and improvement. The most influential character during the short-lived experiment in self-government was a native Washingtonian plumber-turned-developer named Alexander "Boss" Shepherd. Shepherd, along with more than 100 other influential citizens, lobbied the federal government to incorporate the city and county of Washington and Georgetown in a system of home rule. President Ulysses S. Grant approved the measure, appointing Henry D. Cooke as territorial governor and Shepherd as head of the Board of Public Works. Jurisdiction of the avenues, streets, and bridges was transferred to the Board of Public Works, with the exception of the Long Bridge, which was transferred to the Baltimore and Potomac Railroad.

Shepherd immediately undertook the monumental task of improving the city's neglected infrastructure. His comprehensive plan called for grading and paving streets, laying sewer and drainage systems, and planting trees in the "parkings," the landscaped strips along the streets and avenues. By 1872 most of the streets and avenues in the northwest quadrant and several in the southeast and southwest quadrants were under construction, or had been completely graded and paved with concrete, wood, or stone.<sup>55</sup>

The new parking system allowed a narrower roadbed, and as the Board of Public Works graded and paved the streets, the Parking Commission (appointed by the Board) planted thousands of trees in the narrow strips between the curb and the sidewalks. City residents also shared the burden of the improvements, as they were expected to follow suit with "horticultural embellishments of those garden spots in front of their house."<sup>56</sup> Gradually this parking system, begun mainly as an economic measure, garnered national admiration for its beauty. As the trees matured and more residents moved to the city and enclosed and planted their front yards, Washington became known as the "City of Trees."

In addition to the "parked" spaces under the private and municipal jurisdiction, the L'Enfant Plan by its nature also created many small parcels at the street and avenue intersections: these fell neither within the

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<sup>55</sup> D.C. Board of Public Works, "Exhibit Chart of Improved Streets and Avenues of the Cities of Washington and Georgetown," in the Report of the Board of Public Works of the District of Columbia from its Organization until November 1, 1872, U.S. Congress, House, Ex Doc. 1, part 6, 42nd Cong., 3rd sess. (Washington, D.C.: GPO, 1872).

<sup>56</sup> Adolph Cluss, "Report of the Chief Engineer," 1873 Board of Public Works Annual Report, cited in Alison K. Hoagland, "Nineteenth-Century Building Regulations in Washington, D.C.," Records of the Columbia Historical Society 52 (Charlottesville: University Press of Virginia, 1989), 71-72.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 23

L'Enfant Plan of the City of Washington, D.C.

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area assigned to parking nor within the roadways. Along with the remaining fourteen of the seventeen reservations identified at the city's outset, and City Square No. 249 (Franklin Park), these tiny parcels, both free-standing and at the acute angles of larger city blocks, fell under the jurisdiction of the Office of Public Buildings and Grounds of the Army Corps of Engineers

Unlike the seventeen original reservations, these numerous smaller areas were largely dependent in size on the width of the roadbeds cleared within the rights-of-ways. Although several of the larger circles and squares at the major intersections had been improved and named after Revolutionary War and Civil War heroes, many of the smaller reservations had still not been identified as federal property. When surveyor Randolph Coyle resurveyed all of the original reservations in 1858, just as Nicholas King had done more than fifty years earlier, he offered to calculate the dimensions and improvement costs of the "public spaces designed on the plan of the city at the numerous intersections of the streets and avenues."<sup>57</sup> In 1864, Congress passed legislation mandating their reclamation by the federal government, but until the roadbeds were actually improved, their dimensions were difficult to calculate. Several of these parks had been highly improved under French and Michler, but many were used by adjacent landowners for gardens, refuse heaps, and even buildings, since no system had been devised to identify, manage, or protect this federal land.<sup>58</sup>

In 1871, Michler's successor, Orville E. Babcock, oversaw the first survey to locate the federally-owned spaces within the street rights-of-way, and published a set of eight sheets titled, "Plan of the City of Washington, District of Columbia, showing the Public Reservations." They depict about 250 circles, triangles, and squares, as well as the original appropriations, all shaded a delicate green. Many parklets remain in the same general locations today, although their sizes and shapes differ slightly. Because these parcels are merely the portions of the intersections unused for vehicular travel, their shapes and dimensions were chosen somewhat arbitrarily from the start, and continue to be altered to suit the changes in traffic patterns and modes.

In response to a House of Representatives' resolution to identify the federal reservations, Babcock published a list of the reservations in the 1872 Annual Report of the Chief Engineer in Charge of the Office of Public Buildings and Grounds. The compilation includes most of the remaining original reservations, as well as about eighty parcels located at street and avenue intersections.<sup>59</sup> All the properties are called reservations, and each is described by shape, location, and condition. In all, these spaces totaled more than 340 acres. The large parks in the central area of the northwest quadrant--such

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<sup>57</sup> Randolph Coyle, "Expenditures in the District of Columbia," Report of the Secretary of the Interior, U.S. Cong. Senate, 35th Cong., 2nd sess., Ex. Doc. No. 5 (1858), 6.

<sup>58</sup> Michler mentioned in his report that several of the city journals had suggested they be named for poets or orators, while he advocated naming them for special species of trees to be planted in them. Michler (1868), 12.

<sup>59</sup> Although the "Public Reservations" map of 1871 shows at least 250 parcels shaded green, for reasons still undiscovered, Babcock included only ninety reservations on his list of 1872.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 24

L'Enfant Plan of the City of Washington, D.C.

as Judiciary, Franklin, Lafayette, Scott (today's McPherson Square), and Farragut Parks--were described as having wood or iron fences, graveled walkways, shrubs, trees, and in some cases, fountains. Lincoln Park was the only reservation outside the northwest quadrant that had received any care; it was partly improved and enclosed with a picket fence.

Having made this inventory of the location and condition of the reservations, Babcock set out systematically to improve the ones in neighborhoods developing in the wake of improvements by the Board of Public Works. During Babcock's six-year tenure, he oversaw the improvement of twenty-five reservations. This consisted of grading, irrigating, seeding, planting trees, making walks and roads, enclosing the parks with post-and-chain or ornamental iron fences, introducing water and gas lines, and erecting statues, lodges, fountains, vases, and seats.

Despite the obvious progress of the Board of Public Works, the territorial administration was beset with corruption. A congressional investigation was instigated as early as 1872, and Governor Henry D. Cooke resigned. The lengthy transcription of the hearing includes testimony of contracts being awarded at inflated prices to companies owned by friends and board members themselves. The accusers also indicated that most of the improvements were made in areas where board members and their cronies owned property, namely in the northwest quadrant, while areas such as Capitol Hill were ignored. Other controversies revolved around the setting of street grades. Landowners who crossed board members would find grades set in their neighborhoods such that their homes would be left either far below the street level, or raised way above it.

Despite the allegations of corruption and gross overexpenditure in his department, Board of Public Works Chairman Alexander Shepherd replaced Cooke as territorial governor in 1873. The government fell deeper into debt in the economic Panic of 1873, and by 1874 the entire administration was dissolved amid financial obligations and scandal. In its three years of existence, the territorial government changed the face of Washington at a cost of \$22 to \$30 million, bequeathing the city a debt that would not be paid off until 1922.<sup>60</sup>

Most of the construction performed during this period of vast improvement remained within the confines of the L'Enfant Plan. The Board strayed from L'Enfant's vision by filling the canal that was almost unanimously viewed as an economic failure, an eyesore, and a health hazard. Its most drastic departure, however, was the erection of a railroad station south of Pennsylvania Avenue at Sixth Street on the Mall. Although the ornate depot was credited with boosting the economy, its nuisances soon became apparent. The noise and smoke spewing from the engines, and the lines of empty cars standing idle between trips blemished the beauty of the national capital, while the trains barreling down the streets and through the

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<sup>60</sup> Reps, Monumental Washington, 58; William M. Maury, Alexander "Boss" Shepherd and the Board of Public Works, GW Washington Studies Series, No. 3. (Washington, D.C.: George Washington University, 1975), 5; Colyer, 111.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 25

L'Enfant Plan of the City of Washington, D.C.

park created a constant safety hazard.<sup>61</sup> As with the canal, Washingtonians would eventually petition for the removal of the railroad on the Mall.

With the demise of the Board of Public Works, responsibility for the streets, bridges, and other public works reverted to a temporary Board of Commissioners until a more permanent municipal government was established by the Organic Act of June 11, 1878. Lt. Richard L. Hoxie of the Army Corps of Engineers had been on the Board of Public Works for only two days when the territorial government was abolished. He was then appointed to the new Board of Commissioners, beginning an eighty-year tradition of placing a person from the Army Corps of Engineers on this municipal board.<sup>62</sup> In his first reports to the Board of Commissioners of the District of Columbia, he mainly discussed efforts to restore departmental order after the chaos created under Shepherd.

Two years after the 1874 dissolution of the territorial government, the nation celebrated its centennial. Rich in natural resources, the United States of America now spanned the continent, and its capital was finally beginning to resemble a city worthy of the nation's stature. Shepherd and Babcock had laid the groundwork for development, and with the population on a steady upward climb, the next decade was marked by the continuing improvement of the parks and streets. Development gradually encroached upon the fringes of the L'Enfant Plan and would, by the turn of the century, spill over and begin to fill the rest of the District. It was also in this centennial year that Congress voted to appropriate \$200,000 to resume building the Washington Monument. Babcock's successor, Thomas Lincoln Casey, oversaw its construction. He also recommended hiring more maintenance workers and watchmen to protect and enhance the parks, and to improve the streets on Capitol Hill which had formerly been neglected by the Board of Public Works.

The Washington Monument was completed in 1884. The same year, *Century Magazine* reported, "Within the past ten years Washington has ceased to be a village."<sup>63</sup> In addition to the territorial government's extensive improvements to the city's infrastructure, the Board of Public Works also initiated comprehensive building regulations that would affect the nature of the building lines that formed the boundary between public and private property, the framework that visually defines the open space in Washington. At the outset of the city, George Washington proclaimed a prohibition on all private encroachment into the wide public rights-of-way, even vaults extending under the streets. Vaults, steps, colonnades, and porches were later allowed to extend beyond the building lines into public space, according to a law passed in 1845. In effect, the Board of Public Works encouraged encroachment into federal property. First, by creating the parking system in 1870 which blurred the distinction between public and private spheres. And second, by requiring builders to obtain permits to construct bays, oriels,

<sup>61</sup> Olszewski, *Union Station*, 16-17.

<sup>62</sup> Gutheim, 89-90.

<sup>63</sup> Frank Oppel and Tony Meisel, eds., *Washington: Turn of the Century Treasury* (Secaucus, NJ: Castle, 1987), 117-36.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 26

L'Enfant Plan of the City of Washington, D.C.

and porticos projecting beyond the building set-back line. By requiring permits for such extensions, the Board acknowledged their legality, thereby increasing their proliferation throughout the city. Most buildings constructed in the 1870s-80s featured some type of projection, thus creating the undulating and picturesque streetscape.<sup>64</sup>

Throughout the 1880s-90s the Commissioners of the District of Columbia and the Army Corps of Engineers continued to work together to improve the city's infrastructure. While the District paved and swept streets, planted trees, and erected street lamps, the Office of Public Buildings and Grounds was responsible for the city's parks and bridges, and the executive mansion. By 1881, most of the avenues had some type of pavement, such as asphalt block, granite, cobblestones, wood blocks or gravel. Within the next ten years, most streets in the northwest quadrant were paved with asphalt as far as Florida Avenue.

City travel was not only ameliorated by pavement and the shade of trees, but also beautified by the parks scattered along the avenues. While the city commissioners published detailed maps showing the locations of street lamps and shade trees, and indicating street-sweeping schedules, the Corps of Engineers published maps indicating the locations of parks under its jurisdiction with numbers assigned for management purposes.<sup>65</sup> An 1883 listing described 246 federal reservations by size, shape, and state of improvement. Comprising a total of 408 acres, 38 were described on the list as highly improved, 47 were partially improved, and the remaining 161 were "vacant and unimproved." Although the term "reservation" was used to describe all the newly numbered parcels, many of the original seventeen reservations were excluded from the tally because they were no longer the responsibility of the Office of Public Buildings and Grounds.<sup>66</sup> They had been reserved for buildings that had finally been erected, while the newly numbered reservations were, for the most part, intended for parks and open spaces. The Mall, Monument Grounds, and President's Park were included on the new list of reservations, but were renumbered according to their changed configurations. Instead of being seen as one large reservation,

<sup>64</sup> Hoagland, 69-75.

<sup>65</sup> In general, the larger improved parks with names--such as Lafayette, Lincoln, and Mount Vernon--were assigned lower numbers, while the remainder, described by shape and location, were numbered consecutively along the avenues. For example, the thirty-four reservations along Massachusetts Avenue were numbered consecutively from east to west from No. 57 to No. 90. A. F. Rockwell, "Annual Report upon the Improvement and Care of Public Buildings and Grounds in the District of Columbia," Appendix SS of the Annual Report of the Chief of Engineers for 1884 (Washington, D.C.: GPO), 2348.

<sup>66</sup> Original reservations that were unnumbered but identified by buildings erected on them were: the Capitol, Botanic Garden, and Agriculture Department grounds (all within Reservation No. 2); Observatory (No. 4); the Arsenal (No. 5); Patent Office (No. 8); jail and almshouse grounds (No. 13); and U.S. Navy Yard (No. 14). Reservation No. 17, Garfield Park retained its original number.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 27

L'Enfant Plan of the City of Washington, D.C.

the Mall had been divided into several pieces, each with its own name and number.<sup>67</sup> This list was updated in 1887 and 1894.

The surveys of federal land in the city were not only valuable as management tools, but also increasingly necessary to settle legal disputes. When the OPB&G surveyed the reservations in 1887, several of them were occupied by buildings, railroad tracks, or other intrusions erected by private citizens.<sup>68</sup> In addition to railroad intrusions, the issue of riparian rights became particularly intense, and in 1889 the OPB&G hired an assistant for its surveyor, who was mired under with court cases concerning the wharf property along the Potomac and Anacostia Rivers. Property disputes along the waterfront began in the early 1880s as a result of public and private efforts to fill areas of flats and shallow water to increase the area of dry land. When the Corps of Engineers began the reclamation project, private landowners sued for the land being created by the federal government. A court battle lasting more than six years, *Morris et al. v. the United States*, prompted a detailed study of the legislative and topographical history of the city.<sup>69</sup> In response to these legal issues, the OPB&G undertook one final survey of federal property in 1894. The resulting map showed 301 reservations: 92 highly improved, 41 partially improved, and 168 unimproved.

In 1898, Congress passed an act to define clearly the legal jurisdiction of the OPB&G. The legislation determined that streets and street parkings were the jurisdiction of the District Commissioners, while the park system under the OPB&G encompassed all those reservations delineated on the 1894 reservation map, as well as any additional spaces within the street rights-of-ways set aside by the Commissioners for park purposes. The 301 reservations defined on the 1894 map thereby became the official basis for the park system in Washington.<sup>70</sup>

With clear legal rights to the land, the Office of Public Buildings and Grounds began to reclaim those

<sup>67</sup> The White House Grounds remained Reservation No. 1, but Lafayette Park was separated from it to become No. 10. Monument Grounds, called Washington Park, became No. 2 (formerly No. 3), and Judiciary Square (No. 9) became No. 7. The Mall (No. 2) was divided into four parts: Smithsonian Park, between Seventh and 12th streets became No. 3; Armory Park, between Sixth and Seventh streets, became No. 4; the trapezoidal site between Four-and-one-half and Sixth streets became No. 5; and the trapezoid between Third and Four-and-a-half streets became No. 6.

<sup>68</sup> The reservations were renumbered on a new map and list in 1887 to include additional reservations created in the old canal bed. The total number on the 1887 list was 331 reservations comprising 413 acres. Most of these canal-bed reservations were eventually sold as sites for railroad tracks.

<sup>69</sup> Gutheim, 93-94.

<sup>70</sup> For the most part, new parks added to the system beyond the original L'Enfant boundaries were numbered consecutively after 301. Some reservations added within the L'Enfant boundaries were numbered similarly to the adjacent parks, such as two medians, Nos. 47A and 47B added near Reservation No. 47; others were numbered according to the nearest large reservation, such as the eighteen medians numbered from Nos. 15A through 15R along Maryland Avenue, after Stanton Park (No. 15); still others were assigned entirely new numbers such as Nos. 362 and 363 on North Carolina Avenue. Numbers are only used once, even if the site no longer exists, so although there are reservation numbers into the 700s, there are significantly fewer parks.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 28

L'Enfant Plan of the City of Washington, D.C.

properties illegally used as dumps, or occupied by shacks, gardens, railroad companies, and even a public schoolhouse and a church.<sup>71</sup> To claim these spaces, the Office of Public Buildings and Grounds marked them with 6" x 6" granite blocks placed at each corner, inscribed with the letters "U.S." or "U.S. OPB&G."

As the larger reservations at the intersections of the avenues were improved, the Commissioners heeded L'Enfant's recommendation for making them the locations of statues and memorials. By 1884, eleven statues stood in prominent reservations throughout the developed city. Parks were further embellished with exotic flowers and trees grown locally at the botanical and propagating gardens. In 1886, a OPB&G gardener prepared an inventory of all the trees and shrubs in the federal reservations and the information was disseminated to the public on cast-iron labels attached to the trees. The lush plantings of the Victorian era gave way to sparser plantings toward the turn of the century, however, as an abundance of plants was seen as a "concealment" for "wrongdoers and an obstruction of the breezes Washingtonians sought in the sweltering summers."<sup>72</sup> On the other hand, the OPB&G introduced various animal species to several reservations, including birds, prairie dogs, and deer. Later, as fountains were added to many of the parks, their pools were stocked with goldfish and planted with water lilies

While few of the triangular reservations were large enough for statues or extensive displays, they were "tastefully laid out according to their size either as simple lawns or flowerbeds, or as parks, with walks, fountains, etc."<sup>73</sup> The OPB&G systematically improved the parks in the areas of the city "where private enterprise was making corresponding improvements."<sup>74</sup> First graded and laid with irrigation pipes, the parks were then sown and planted. Throughout the 1870s and 80s, cast-iron posts were placed around these smaller spaces, connected by either chains or pipes as a protective measure. As these smaller areas functioned more for decorative purposes than recreational, they were often referred to as the "breathing spaces" of the city, readily accessible to those unable to venture farther for relief.

<sup>71</sup> According to OPB&G reservation lists, a public school house stood in Reservation No. 125 at the intersection of Virginia Avenue and K Street, SE, in the 1880s-90s. By 1902, the site was used as a place of worship, and in 1904, it was transferred to the District of Columbia for a fire station. Likewise, sometime before 1876, the Bethany Chapel was built without permission in Reservation No. 186 at the intersection of 13th Street and Ohio Avenue, NW. The problem of illegal occupation was solved in the early twentieth century by formally leasing the space to the individuals who had appropriated them, with contracts renewable every five years. The Bethany Chapel, for instance, attained such a permit in 1929, perhaps occupying Reservation No. 186 until it was eliminated altogether for the construction of Federal Triangle in the 1930s.

<sup>72</sup> Theodore A. Bingham, "Annual Report upon the Improvement and Care of the Public Buildings and Grounds and Care and Maintenance of the Washington Monument, in the District of Columbia," Appendix CCC of the Annual Report of the Chief of Engineers for 1899 (Washington, D.C.: GPO), 3824.

<sup>73</sup> Oppel and Meisel, 124.

<sup>74</sup> John M. Wilson, "Annual Report upon the Improvement and Care of Public Buildings and Grounds, and Care and Maintenance of the Washington Monument in the District of Columbia," Appendix BBB of the Annual Report of the Chief of Engineers for 1890 (Washington, D.C.: GPO), 2848

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 29

L'Enfant Plan of the City of Washington, D.C.

The one direction to be curtailed at the end of the nineteenth century, in the wake of one builder's encroachment, was the vertical expansion into city's air space. Height limitations had foreign and local precedents. As early as 1791, Thomas Jefferson had observed, "In Paris it is forbidden to build a house beyond a given height, and it is admitted to be a good restriction[. ]It keeps the houses low and convenient, and the streets light and airy . . . ." <sup>75</sup> Though less familiar with other capital cities than his vice president, George Washington established the first height restriction in the capital, limiting citywide construction to 40' tall and mandating a minimum of 35' for structures along avenues. This was suspended in 1822 by President Monroe. <sup>76</sup> In 1894, the D.C. Commissioners enacted legislation that restricted the height of a building based on its street width, thus establishing the original basis for the most binding protection of the city's skyline. This action was triggered in part by the construction of a 165-foot-high apartment building, The Cairo, at 1615 Q St., NW. <sup>77</sup>

The Commissioners' initial height regulation underwent a series of revisions, and Congress first acted to restrict building heights in 1899. Finally, the public law of June 1, 1910, made the permitted maximum height of a building the width of the street plus twenty feet. A special schedule of heights was drawn up for areas near permanent federal buildings which would further restrict height and ensure the prominence of the public building. The maximum height allowed is on the north side of Pennsylvania Avenue between First and Fifteenth Streets, NW, where 160' is permitted. Structures erected on residential streets were limited to 60' to 85' (this was later amended to 90' on wide streets). Protuberances such as spires, towers, ventilation shafts, and domes can exceed these heights if they are set back from the exterior wall as far as they are tall. <sup>78</sup> Subsequent control came with the Shipstead-Luce Act of 1930, as amended, which enacted aesthetic controls over "the architecture of private or semi-public buildings adjacent to public buildings and grounds of major importance," with regard to height, appearance, color, and texture. The protected sites include: the Capitol and White House grounds, Pennsylvania Avenue between the Capitol and White House, Lafayette Park, Rock Creek Park and the National Zoo, Rock

<sup>75</sup> Cited in Repts, 4.

<sup>76</sup> Caemmerer, 108.

<sup>77</sup> See "Building Height Limitations," Staff Report for the Committee on the District of Columbia, House, 94th cong., 2nd sess. (Washington, D.C.: GPO, April 1, 1976), 15-17; historical report on the Cairo, HABS No. DC-307, Library of Congress.

<sup>78</sup> U.S. Congress, House, An Act to regulate the height of buildings in the District of Columbia, H.R. 19070, 61st Cong., 2nd sess., 1910: 452-55. (Vol. 36, Stat 452). "No building shall be erected, altered, or raised in the District of Columbia in any manner so as to exceed in height above the sidewalk the width of the street, avenue, or highway in its front, increased by 20'; but where a building . . . confronts a public space or reservation formed at the intersection of two or more streets, avenues, or highways, . . . the limit of height of the building shall be determined from the width of the widest street, avenue or highway." The distances are measured from the sidewalk at the center front of the structure to the highest point of the roof; if there are two primary facades, that which offers the greatest height is allowed.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 30

L'Enfant Plan of the City of Washington, D.C.

Creek and Potomac Parkway, East and West Potomac Parks, and the Mall.<sup>79</sup> Violation of height regulations in the District constitute a "common nuisance," the argument made in the suit against Arlington County and developers of office towers in Rosslyn, Virginia, in the 1970s.

### Beyond the L'Enfant Plan

As the turn of the century approached, Washington had finally filled out the area south of Boundary Street as defined by L'Enfant more than 100 years earlier. Most streets were paved to the boundaries of the original city and most parks were identified and slated for improvement. In 1889, Richard Hoxie reported that the city's streets were "beyond question unsurpassed by any city of the world." He also requested that carriage steps be removed from public streets, "as modern carriages are nearly all hung so low that their steps are but a few inches above the curb."<sup>80</sup> Hoxie's reference foreshadows the tremendous changes in city planning and development to come over the next decades with the advent of the automobile. Not only were private vehicles being modernized, but by the 1890s, ten different streetcar companies provided reliable public transportation throughout most of the original city. The Eckington & Soldier's Home Railway was the first to convert from horse to electricity, and by this time Congress had prohibited animal traction in the downtown core.

The improvement of streetcar lines had a direct effect on the city's street system because the lines extending to Georgetown and up 14th and 7th Streets encouraged suburban construction for middle- and upper-class residents wishing to escape the urban heat and congestion. Col. Hoxie foresaw this urban flight as early as 1875, and recommended a topographical study of the areas beyond the boundaries of the L'Enfant Plan in order to devise a uniform system of roads. Hoxie's concern stemmed from the new suburban developments arising at the city's perimeter, as large estates in Washington County were purchased and subdivided by real estate speculators. One of the earliest, LeDroit Park, was laid out in the 1870s with a street pattern consciously designed in contrast to the L'Enfant Plan, thus emphasizing its individuality and suburbaness. Legislation to adopt a unified highway plan was not enacted until 1898. As a result, the city expanded at the end of the century based on the criteria of individual suburban surveyors and designers.

Florida Avenue, between 14th Street, NE, and 8th Street, NW, formed a man-made boundary between L'Enfant's orderly scheme and the random suburban sprawl. West of 8th Street, the avenue followed an escarpment dividing two distinct geological zones. L'Enfant had limited his street plan to the coastal plain, but the northern reaches of the ten-mile square included the undulating hills and deep stream

<sup>79</sup> Shipstead-Luce Act, P.L. 231. 71st congress (46 Stat. 366). 16 May. 1930; amended 31 July. 1939 (53 Stat. 1144) to include Lafayette Park: 77-78. In 1958 stricter zoning regulations were enacted that respected the traditional 110-130' height limit, though under the change, buildings along a street less than 110' wide (ie., Pennsylvania or Connecticut Avenues). gross floor space may be 8.5 percent of the lot size; if the street is 110' or more, total gross area may be ten times the area of the lot. Exempt from this zone-regulation change was the Southwest quadrant of the city, then being redeveloped.

<sup>80</sup> Richard L. Hoxie. "Engineers Report," Report of the Commissioners of the District of Columbia (Washington, D.C.: GPO, 1889), n.p.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8

Page 31

L'Enfant Plan of the City of Washington, D.C.

valleys of the foothills of the Piedmont Mountains. The heights above Florida Avenue were attractive for their fresh air, magnificent views, and lush foliage.

As city streets stretched beyond the original core, the Office of Public Buildings and Grounds lobbied for more parkland beyond the L'Enfant boundary. In contrast with the open space component of the L'Enfant Plan, few areas were reserved for parks and recreation in the emerging suburbs. A growing nationwide interest in the benefits of recreation and nature gave further credibility to OPB & G's requests. In 1890, Congress ruled that more playgrounds be constructed for children. As a result, OPB&G equipped large parks such as Washington and Dupont Circles with sandboxes, and the Mall with courts and fields for team sports. Nevertheless, no amount of landscaping or playground equipment could transform these settings into the type of pleasure grounds that were gaining popularity throughout the rest of the nation. At this time, the <sup>lower (south of MA Ave)</sup> Rock Creek valley was a significant eyesore, as it had long been a popular receptacle for the city's refuse; many wanted it filled to the level of Massachusetts Avenue. As a result of these disparate factors, in 1890 Congress purchased the undeveloped land along Rock Creek, creating Rock Creek Park. Thereafter, developers erected bridges to extend several of the major avenues over the valley and the city expanded into previously inaccessible areas.

Prior to the end of the century, large recreational areas were also formed south of the original city from the land reclaimed by the Corps of Engineers along the Potomac and Anacostia Rivers. As the two rivers had been subject to silting and flooding since the founding of the city, Congress allocated \$400,000 in 1882 to fill in the flats and create the Washington Channel. The dredged material was piled on the Potomac Flats for more than a decade before this area was transformed into a large landscaped park. By 1899, the flats along the Anacostia River were also scheduled to be filled and converted to land that would become East and West Potomac Parks. Theodore Bingham, chief officer of the OPB&G from 1897 to 1903, envisioned these larger parks connected by parkways to form a unified park system.<sup>81</sup> As the city approached its centennial, Bingham requested an appropriation of \$10,000 to develop a comprehensive study of the Washington park system.

### The McMillan Senate Park Commission

Although Congress responded to the appeal, the new plans drawn up for the city in 1901-02 were largely the work of private-sector designers who wrested the privilege of planning the city's future from the dogmatic Corps of Engineers. The extensive report published by the McMillan Senate Park Commission in 1902 has been called the nation's first comprehensive plan for modern city development.<sup>82</sup> Although the final report gave little credit to the OPB&G, it borrowed many of the ideas and built upon the foundations laid by the officers who had labored and lobbied to improve Washington's parks for more

<sup>81</sup> Theodore A. Bingham, "Annual Report upon the Improvement and Care of Public Buildings and Grounds, and Care and Maintenance of the Washington Monument, in the District of Columbia," Appendix CCC, Annual Report of the Chief of Engineers for 1899 (Washington, D.C.: GPO, 1899), 3825.

<sup>82</sup> Jon A. Peterson, "The Nation's First Comprehensive City Plan: A Political Analysis of the McMillan Plan for Washington, D.C.," Journal of the American Planning Association 51 (Spring 1985), passim.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 32

L'Enfant Plan of the City of Washington, D.C.

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than thirty years. The planning concepts captured the imaginations of congressmen and Washingtonians and guided the development of the national capital for decades to come.

As early as 1898, a committee was formed to meet with President William McKinley to propose the erection of a monument to commemorate the centennial of the city. A joint committee formed by Congress held its first meeting February 21, 1900, with Sen. James McMillan of Michigan as chairman and Charles Moore as secretary. Simultaneously, Bingham produced a plan for the development of the Mall, which included the newly reclaimed Potomac Flats. As the bureaucracy planned for the centennial, the American Institute of Architects (AIA) joined the fray under the leadership of its secretary, Glenn Brown. He initiated members' interest in the project by soliciting designs from them for the improvement of Washington. AIA leaders envisioned the nation's capital as the perfect place for the group to express the ideals of the City Beautiful movement promoted by the 1893 World's Columbian Exposition in Chicago.

The architects of this pivotal fair designed Beaux Arts Classical architecture in a grand and ordered civic space, to create an impressive White City along the shores of Lake Michigan. Seven years after the fair, the sole focus of the architects' annual meeting was the development of Washington as a permanent White City on the Potomac River. When the Senate Commission was formed in 1901 to explore and plan the design of the city, the project then encompassed the historic core as well as areas as far north as Great Falls and south to Mount Vernon. The illustrious committee was comprised of Daniel Burnham, visionary of the World's Columbian Exposition, as well as landscape architect Frederick Law Olmsted, Jr., architect Charles F. McKim, and sculptor Augustus St. Gaudens, all noted members of their professions. Secretary Charles Moore, and all but the ailing St. Gaudens, ventured to Europe for seven weeks to study precedents in park and city planning. The report they produced aimed "to prepare for the city of Washington such a plan as shall enable future development to proceed along the lines originally planned--namely, the treatment of the city as a work of civic art--and to develop the outlying parks as portions of a single, well-considered system."<sup>83</sup>

Foremost in the minds of these men was the amazing foresight and genius of Pierre L'Enfant. The committee lamented the fragmented Mall marred by a railroad station and focused upon restoring it to the uninterrupted greensward envisioned by L'Enfant. In total, the forward-looking plans made by the McMillan Commission called for: relandscaping the ceremonial core, consisting of the Capitol Grounds and Mall, including new extensions west and south of the Washington Monument; consolidating city railways and alleviating at-grade crossings; clearing slums; designing a coordinated municipal office complex in the triangle formed by Pennsylvania Avenue, 15th Street, and the Mall; and establishing a comprehensive recreation and park system that would preserve the ring of Civil War fortifications

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<sup>83</sup> U.S. Congress, Senate, Committee on the District of Columbia. The Improvement of the Park System of the District of Columbia, Charles Moore ed. (Washington, D.C.: GPO, 1902). 12

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 33

L'Enfant Plan of the City of Washington, D.C.

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around the city.<sup>84</sup> The plans of the McMillan Commission, while inspired by L'Enfant's visions of grandeur, sought on one hand to preserve the original scheme, but also called for the most drastic changes to date.

No funds were appropriated to implement the plan of 1901, since it was never approved by the House of Representatives. However, one of the first results after the plan was published was the removal of the Pennsylvania and Potomac Railroad terminal from the Mall and the establishment of a Union Station where all of the city's rail lines would converge. Construction of the 1908 station, located north and just east of the Capitol at the intersection of Massachusetts and Delaware Avenues, and removal of the old station on the Mall, allowed the ceremonial greensward to be developed as a comprehensive pleasure ground. The relocation of the railroad tracks and construction of the building, however, necessitated changes to the original street plan. As a result, Delaware Avenue north of Massachusetts Avenue was annihilated, along with seven of its abutting reservations. Segments of E, F, G, H, I, and K Streets were permanently erased from the city plan. Respecting L'Enfant's love of grand spaces with radiating roads, the Beaux Arts Classical station opened out onto a semicircular plaza with the remaining segments of Massachusetts and Delaware Avenues and First and E Streets fanning out from it. A new thoroughfare, Louisiana Avenue, was created to stretch southwest from the plaza as a link to the east end of the Mall.<sup>85</sup>

While the lengthy McMillan report focused on the central ceremonial core and the areas beyond L'Enfant's boundaries, few pages were devoted to the treatment of the smaller parks along L'Enfant's avenues. The report acknowledged their bountiful placement, recommending that more be established in the newly developing neighborhoods beyond the historic plan. It also suggested that the older parks be adapted to the needs of users in a city that was becoming more and more separated into distinctly residential and commercial districts.<sup>86</sup>

To protect the new goals introduced by the McMillan study, the AIA appealed to President Theodore Roosevelt to form a fine arts commission. Established by Congress in 1910 during the Taft Administration, the Commission of Fine Arts (CFA) was created as a consulting organization to the government on the design of bridges, sculpture, parks, paintings, and other artistic matters; an executive order later that year added the responsibility of design review of all public buildings. Although the CFA could deal with such endeavors nationwide if requested, it focused particularly on the development of Washington, D.C. It guided the interpretation of the public spaces, approving federal building projects, statuary for the parks, and even park landscaping programs, such as the 1912 planting of 1,800 cherry

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<sup>84</sup> Although Federal Triangle was eventually built as a complex of U.S. government buildings, the McMillan Commission originally intended it as an area for D.C. government offices due to its proximity to the city's commercial center.

<sup>85</sup> Commission of Fine Arts, Plan of the National Capital, from the Ninth Report of the Commission of Fine Arts (Washington, D.C.: GPO, 1923), 11. Soon after their purchase, these spaces were used for temporary housing for women participating in the war effort.

<sup>86</sup> Improvement of the Park System of the District of Columbia, 81.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 34

L'Enfant Plan of the City of Washington, D.C.

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trees around the Tidal Basin. Burnham and Olmsted, both former members of the McMillan Commission, and Moore, McMillan's secretary and secretary of the Park Commission, were appointed to the CFA--thus assuring that the ideals of the McMillan Plan would be followed.

At the outset, the Commission of Fine Arts concentrated on the development of Washington's monumental core. Its first major project, begun in 1911, was the design and construction of the Lincoln Memorial and the landscape of the surrounding West Potomac Park. The memorial was to be located west of the Washington Monument, effectively closing the eminent Mall vista established by L'Enfant. The CFA also oversaw the construction of federal buildings, perhaps the most comprehensive project being the Federal Triangle office building complex. Constructed throughout the 1920s-30s, in the area formed by Pennsylvania Avenue, 15th Street and the Mall, the Federal Triangle was one of Washington's earliest urban-renewal projects because it replaced an infamous slum. It also became the greatest departure from the L'Enfant Plan to date, obliterating twenty-three original city squares, closing numerous streets, and eradicating Ohio Avenue altogether.<sup>87</sup>

The ideals set forth by the McMillan Commission and promoted by the Commission of Fine Arts gradually trickled into the smaller parks and were espoused by landscape designers in the Office of Public Buildings and Grounds. In 1913, OPB&G landscape architect George Burnap echoed its tenets in his book Parks, Their Design, Equipment and Use; he also redesigned many parks according to these principles.<sup>88</sup> The City Beautiful ideals espoused by the McMillan Commission also influenced the placement of paths within parks. The Beaux Arts ideals favored formal and symmetrical paths as opposed to the curvilinear, meandering routes of Andrew Jackson Downing and the picturesque garden movement. This ideological shift is perhaps best illustrated by the McMillan Commission's plan to convert the Mall from a segmented pleasure garden replete with winding paths and uneven topography leading to asymmetrically placed fountains and flowerbeds, to a flat open greensward lined with evenly spaced elms to frame the reciprocal vistas between the Capitol and the Washington Monument.

While the Corps of Engineers worked to create a park system that met the needs of the central core, commercial areas, and residential neighborhoods, many reservations were still occupied "in violation of the law." To define the extent of its holdings, Congress appointed a commission in 1908 to investigate the titles to all federally owned lands in the original city. The survey that resulted confirmed that within the confines of the L'Enfant Plan, 53,521,245 square feet (1,228.7 acres) were U.S. reservations and 102,215,497 square feet (2,347 acres) were streets belonging to the federal government. Although the federal government owned nearly all the streets and reservations, the District of Columbia owned most of the alleys.

From the study, OPB&G administrators gained a clearer knowledge of the work that remained to

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<sup>87</sup> Sue Kohler, The Commission of Fine Arts: A Brief History 1910-1976 (Washington, D.C.: GPO, 1991), 52-66.

<sup>88</sup> George Burnap, Parks: Their Design, Equipment and Use (Philadelphia: J.P. Lippincott, 1916), n.p.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8

Page 35

L'Enfant Plan of the City of Washington, D.C.

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improve the federal parks, as well as the extent of property illegally occupied. By 1913, only thirteen reservations remained unimproved in the northwest quadrant, while the southwest quadrant contained twenty-nine reservations still vacant and unimproved or illegally occupied. Since it lacked the funds to improve many of the reservations, and because some of the illegal occupants maintained the land in better condition than it might have otherwise been, the OPB&G began leasing some of the spaces for nominal annual fees.

### Early Twentieth Century Washington

Just as the Civil War effected profound changes in Washington in the 1860s, the United States' entry into World War I in 1917 wreaked havoc on the nation's capital. The population expanded from 280,000 in 1900 to 525,000 in 1918. Wood and stucco temporary buildings, or "tempo," sprung up on prominent federal lands such as the Mall, West Potomac Park, and the grounds southwest of Union Station. Moreover, traditional building materials, labor, and residences became scarce commodities. As Washington's population grew following the war, and the size of federal government significantly increased, the city was forced to expand farther and farther beyond the L'Enfant Plan boundaries.

The pattern of radiating avenues punctuated by round parks ringed with traffic circles appears sporadically beyond the Florida Avenue boundary; all cases are limited to the Northwest quadrant. Massachusetts features Sheridan Circle at 23rd Street, Ward Circle at its intersection with Nebraska Avenue, and Westmoreland Circle at the Maryland border. Wisconsin Avenue incorporates Tenley Circle at its intersection with Nebraska Avenue. Connecticut Avenue terminates with Chevy Chase Circle at the District-Maryland line, and Pinehurst Circle marks the jurisdictional change at Utah Avenue. Illinois Avenue features Grant Circle at its New Hampshire Avenue intersection, and Sherman Circle at the junction with Kansas Avenue.

With the increasing popularity of the automobile, as well as the improvement of the streetcar system, demographers began to recognize the urban flight that would continue throughout the century. The large volume of commuters travelling across the Rock Creek Valley bridges necessitated replacement of the old truss models with sturdier crossings. As residential areas thrived farther and farther away from downtown, portions of the original city gradually shifted from single-family residential and mixed-use neighborhoods to multi-family and commercial building enclaves. One of the earliest responses to haphazard development in the city core was an effort to regulate growth through a new concept called zoning, which separated the city into regions of compatible buildings types and property uses.<sup>89</sup>

While zoning was instituted to regulate new growth, many of the older buildings in the historic city were rapidly deteriorating. The population of the original city had fallen from 247,323 in 1908 to 234,085 in

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<sup>89</sup> Albert E. Cowdrey, A City for the Nation: The Army Corps of Engineers and the Building of Washington, D.C. (Washington, D.C.: GPO, 1979), 47.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 36

L'Enfant Plan of the City of Washington, D.C.

1913, while the suburbs had grown from 92,080 to 119,212 during the same period.<sup>90</sup> As middle- and upper-class Washingtonians moved north of Florida Avenue, the poor who remained in the historic city crowded into smaller and smaller residential areas; many were relegated to the squalid life of the ill-famed alley dwellings. A byproduct of the large blocks delineated in the L'Enfant Plan, these substandard homes were built facing into the complex alley systems, screened from the rest of the city by the larger houses that faced the streets. In 1872, the alley population was estimated at 25,000 and despite legislation and efforts to eliminate alley dwelling, the population remained high in 1934 at approximately 10,500.<sup>91</sup> While attempts were made to eradicate the problem, the Office of Public Buildings and Grounds worked to mitigate life in these slums by developing playgrounds and areas for healthy recreation in East and West Potomac Parks and some of the larger reservations.

As the nation returned to normalcy following the armistice in 1919, Washington was faced with planning dilemmas that could not be solved by the OPB&G, CFA, or the city commissioners alone. With the rapid spread of the city--ever accelerated by the exploding population of people and automobiles--the need for a body to oversee regional city planning became apparent. Citizens groups such as the American Planning and Civic Association and its local arm, the Committee of 100 on the Federal City, lobbied for congressional intervention. The National Capital Park Commission (NCPC) was created by Congress June 6, 1924.<sup>92</sup> Comprised of the chief of the Army Corps of Engineers and the officer in charge of the OPB&G, the engineer commissioner of the District of Columbia, the director of the National Park Service, and the chairmen of the congressional committees on the District of Columbia, the NCPC and its successor, the National Capital Park and Planning Commission (NCP&PC) of 1926, were charged with acquiring new parkland in the region surrounding the original city. L'Enfant's ideals continued to provide the guiding force for these planners.

Concurrent with the organization of NCPC was the reorganization of the Office of Public Buildings and Grounds. In 1926, the OPB&G merged with the office of the Superintendent of the State, War and Navy Building to form the Office of Public Buildings and Public Parks (OPB&PP). In 1932, the OPB&PP reported that it oversaw 7,490,887 square feet of building floor space, 3,427.6 acres of parks composed of 562 reservations, as well as Rock Creek and Potomac Parkway (a roadway begun in 1913 alongside Rock Creek from West Potomac Park to the National Zoo); almost 100 new reservations comprising 1,621 additional acres had been added to the system. Additions to the park system outside of L'Enfant's original boundaries included Civil War ramparts and roadways connecting them, recreation areas, and

<sup>90</sup> U.S. Department of Labor, Children's Bureau, Facilities for Children's Play in the District of Columbia, Misc. Sen. No. 8 (Washington, D.C.: GPO, 1917).

<sup>91</sup> Federal Writers' Project, Works Progress Administration, Washington, City and Capital (Washington, D.C.: GPO, 1937), 1076-77.

<sup>92</sup> The National Capital Park Commission (NCPC) was reorganized in 1926 as the National Capital Park and Planning Commission (NCP&PC). As a result of the National Capital Planning Act of 1952, the NCP&PC was reorganized again, and the word "park" was dropped from the title making it the National Capital Planning Commission (NCPC).

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 37

L'Enfant Plan of the City of Washington, D.C.

large tracts of undeveloped land for parkways.<sup>93</sup> The Capper-Crampton Act, passed by Congress in 1930, insured that funds would be available to realize the McMillan Plan's goal of a regional park system throughout the District of Columbia and into Virginia and Maryland.

To manage the original 301 reservations and the new ones added to the system each year, the OPB&PP undertook a program of surveying and photographing each reservation in 1926-29.<sup>94</sup> The complete series of photographs offers excellent images of the city and the park system at the end of the first quarter of the century. Although automobiles already lined inner-city streets, the occasional horse can be seen drinking from the water troughs installed by the Humane Society in many of the reservations in the early 1900s. The streets surrounding the parks were mostly paved with sheet asphalt, although a few still featured cobblestone and asphalt block. Many of the parks were still enclosed with the cast-iron post-and-chain barriers that would gradually be phased out, except in several of the smaller reservations on Capitol Hill where they remain today. Although most of the smaller parks were improved by 1927, in less-developed areas of the city some remained as weedy patches of land scattered with rubbish, identified only by OPB&G posts in the corners. Many parks still unlandscaped in 1927--such as those along the southern segments of Potomac and Virginia Avenues--were never improved.

### The New Deal in Washington

In 1933, responsibility for the federal reservations was transferred back to the Department of the Interior, to the National Park Service. The transfer came during a period of growth and crisis caused by yet another national emergency--the Great Depression. During the first two years of Roosevelt's New Deal, the federal payroll in Washington increased 50 percent. With this expansion came the customary proportional rise in the local population. While the national crisis again strained the city's resources, it also resulted in great infrastructural improvements by way of relief work for the unemployed. The Mall-development program employed 350 men who finally shaped the expanse between the Capitol and Washington Monument in accordance with the ideals of the 1901-02 McMillan Commission.<sup>95</sup> Works Progress Administration laborers also refurbished many of the downtown parks with new layouts inspired by City Beautiful ideals. The often symmetrical, formal plans, and much of the coping and fencing installed during this period of intense labor (1935-38), remain largely intact today.

<sup>93</sup> Ulysses S. Grant III, Annual Report of the Director of Public Buildings and Public Parks of the National Capital (Washington, D.C.: GPO, 1926), 1-2.

<sup>94</sup> Photographs of the parks still under the jurisdiction of the National Capital Region of the National Park Service are maintained in files in the region's Land Use Office, 1100 Ohio Dr., SW. Photographs of the reservations transferred to the jurisdiction of the District of Columbia are in the collection of the Historical Society of Washington, D.C.

<sup>95</sup> Gutheim, 216.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8

Page 38

L'Enfant Plan of the City of Washington, D.C.

### Adapting the City to Automobiles

Between 1920 and 1930, automobile registrations in the city quadrupled.<sup>96</sup> The growing popularity of motorized vehicles enabled exponential growth of suburbs and impacted the L'Enfant Plan. The design, with its superimposed radial avenues on a grid, creates many more intersections than an orthogonal plan; it is further complicated by many acute and obtuse angles, circles and square parks. L'Enfant envisioned his wide avenues as convenient and direct routes of travel, and they were developed accordingly. As the city expanded into the suburbs, many of the avenues became major crosstown thoroughfares to the suburbs. The roadbeds of many of these routes were widened to support commuter traffic, since the number of people driving to work more than doubled from 48,000 in 1925 to 108,500 in 1940.<sup>97</sup> Expansion of the roadway was relatively uncomplicated because the federal government still owned the generous right-of-way between the building lines. No property transfer was necessary when the deep front yards, established in the 1870s by the Parking Commission, were narrowed to allow for additional automobile space.

Because the L'Enfant reservations are actually part of the legal rights-of-ways, their very existence has been threatened by automobile traffic. To alleviate congestion, some underpasses were tunneled beneath the traffic circles. Other reservations were "channelized" with roadways sliced through their corners. By 1950 Logan Circle, although compressed and segmented into the "ellipse and lunes" form, was the only circle in Northwest without a tunnel. Although many of the underpass and channelization projects were opposed by citizen groups who coined sardonic phrases, such as the Dupont Circle "blunderpass," the prevailing attitude was that the local inconvenience to the few was mitigated by the overall benefit of smoother-flowing traffic and pedestrian safety. Some residents and city planners believed that improved traffic conditions would reduce urban flight and encourage financial investments in the original city.

*The start of World War II, slightly more than fifty years ago, produced additional dramatic changes to the city: construction boomed, formerly open space was occupied by more "temporary buildings," and the density of residents and automobiles increased greatly. This watershed event is the end of the period of significance, 1790-1942, for the "L'Enfant Plan of the City of Washington, District of Columbia," although the tenets of L'Enfant and McMillan have been generally preserved and followed in the last half century. For example, the installation of memorials, sculpture, and fountains in parks has continued as a significant guiding design principle. The following discussion of the city's more recent development, during and after World War II, recounts the activities and growth that are the stage for future historic designations in keeping with the plan; it also provides an explanation for some non-contributing features.*

### Changes to Washington in the Last Fifty Years

Typical of previous national calamities, Washington's population increased dramatically after the United

<sup>96</sup> Gutheim, 272.

<sup>97</sup> Colyer, 136-37.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 39

L'Enfant Plan of the City of Washington, D.C.

States entered World War II in 1941. Population in the District of Columbia increased from 486,869 in 1930 to 663,091 in 1940. By 1950, there were 1,464,089 persons living in the metropolitan area.<sup>98</sup> New housing developments were built to ease the housing shortage, while elegant inner-city townhouses were converted into apartments and boardinghouses. Defying their appellation, the remaining "temporary" structures built for World War I were joined by more "tempo" for World War II.

While the plans of the McMillan Commission tended to cluster government buildings in the downtown core, planners in the 1940s advocated decentralization of federal offices. By the 1930s, most of the lots in the historic city were occupied by substantial buildings, and new construction would have necessitated the costly and time-consuming demolition of existing buildings at a time when building materials were scarce. Furthermore, the increasing density of the downtown population and office buildings severely taxed existing transportation systems. With West Potomac Park almost entirely filled with temporary, wartime offices, public-transportation schedules were drastically expanded to accommodate so many workers concentrated in one place.

National security created another strong argument for decentralizing the federal government offices during the world-wide calamity. The War of 1812 prompted the construction of forts at river entries to the city, and the Civil War city was protected by a ring of forts in surrounding heights. The advent of the airplane, however, rendered the city vulnerable to airborne attacks. Ulysses Grant III, grandson of one of the Civil War's greatest tacticians, was a strong advocate for dispersing national agency headquarters beyond the downtown core. He noted that moving federal offices into the surrounding region would necessitate major revisions in current transportation systems. In his second decade with the National Capital Park and Planning Commission, Grant recommended a comprehensive thoroughfare plan to increase the capacity of the major arteries, the construction of a Fort Drive encircling the city, an inner-loop freeway within the historically planned city, and the gradual replacement of the streetcar system by buses.<sup>99</sup>

Many of these plans were set in motion during the war. World War II tempo were built for wartime bureaucrats in nearby areas of Maryland and Virginia; residential communities and greenbelt cities sprang up to house the new civil servants. While streetcar schedules were expanded in the old city to provide transportation for wartime workers, highways were built to link the outlying federal centers with each other and the downtown. Some limited-access parkways were a product of the City Beautiful Movement and the McMillan Commission: prompted by suburbanism and the rise of the automobile, the McMillan Commission had recommended leisurely scenic routes for recreational motoring. The Rock Creek and Potomac Parkway was the first such route built in Washington. The 2.5-half-mile roadway winding through the Rock Creek Valley from West Potomac Park to the National Zoological Park was

<sup>98</sup> Gutheim, 229.

<sup>99</sup> Ulysses S. Grant III, "Major Problems Planning a Worthy Capital for the Nation." *Landscape Architecture* (October 1940). A parkway connecting the peripheral forts built to protect the city before the Civil War was proposed by the McMillan Commission. Although discussed and advocated during the 1920s-30s, it was never realized.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 40

L'Enfant Plan of the City of Washington, D.C.

built between 1913 and 1935: from the River to P Street, between 26th and 27th Streets, the parkway provides the western boundary of the L'Enfant Plan.<sup>100</sup>

Necessitated by threat of war, the idea of decentralization with connective freeways would be inherited and realized by peacetime Washington. The 1946 report, "Transportation Plans for Washington," prepared for the District Highway Department, recommended the construction of expressways as an "engineering answer to the public's desire for highways that make travel facile, fast and foolproof."<sup>101</sup> Unlike the Rock Creek and Mount Vernon Parkways, the new roadways were designed more for economy than beauty. The first of these limited-access roadways in the older parts of the city was the elevated Whitehurst Freeway, completed in 1949 along the Georgetown waterfront to the Francis Scott Key Bridge, built in 1923 to replace the old Aqueduct Bridge. (N.B. The freeway was located in Georgetown an area which is just west of and predates the L'Enfant Plan.)

Key Bridge was one of the first of several river crossings erected after World War I to ease access to and from Virginia and Maryland. While this was one of the many spans built to replace aging structures, the twentieth century also saw the construction of several new crossings. By 1955, four modern bridges capable of carrying high-speed traffic extended L'Enfant's streets and avenues to Washington neighborhoods east of the Anacostia and the rapidly developing Maryland suburbs.

Access to Virginia was improved between the wars by the Key Bridge and the Beaux-Arts-inspired Arlington Memorial Bridge. The later was completed in 1932 to ease transit into Arlington National Cemetery, and to reunite symbolically the North and South. Unlike the aesthetically conscious Key and Memorial Bridges, those structures erected after World War II were merely products of economical engineering and an expanding freeway system. The Theodore Roosevelt Bridge, begun in 1960, and the three spans of the Fourteenth Street Bridge, completed in 1950, 1962, and 1971, are approached by ramps elevated above the old street system.<sup>102</sup>

<sup>100</sup> This scenic route was followed by the construction of the Mount Vernon Memorial Highway in 1928-32, the Baltimore-Washington Parkway built in 1942-54, and the Suitland Parkway in 1943-44. "Parkways of the National Capital Region" multiple property nomination by Sara Amy Leach (National Register of Historic Places, 1990), 14-17.

<sup>101</sup> J.E. Greiner Co. and DeLeuw, Cather and Co., Transportation Plans for Washington, prepared for the Board of Commissioners, District of Columbia (n.p., 1946), 3-4, cited in Colyer, 150.

<sup>102</sup> Donald B. Myer, Bridges and the City of Washington (Washington, D.C.: Commission of Fine Arts, 1983), 33, 45. Nicknamed "the Potomac Compromise," construction of the Roosevelt Bridge was vehemently opposed by the Commission of Fine Arts and the National Park Service. Seen not only as an intrusion to the Mall, Lincoln Memorial, Arlington Cemetery, and Potomac River shoreline, it also crosses over Theodore Roosevelt Island, dedicated to the conservation-minded president as a natural sanctuary and memorial. The Highway Department built the bridge despite opposition, ignoring a National Capital Planning Commission finding that a tunnel at the same site would cost about the same as a bridge.

Crossings emanating from the historic city follow: *To Maryland*: Whitney M. Young Jr. Memorial Bridge carrying East Capitol Street, Anacostia Railroad Bridge, John Philip Sousa Memorial Bridge carrying Pennsylvania Avenue, Anacostia Bridge, Eleventh Street Bridge, and Frederick Douglass Memorial Bridge carrying South Capitol Street. *To Virginia*: Potomac Railroad Bridge, Metrorail Bridge, Arlan D. Williams Memorial/Rochambeau Memorial/George Mason Memorial Bridge, Arlington

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 8 Page 41

**L'Enfant Plan of the City of Washington, D.C.**

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**Urban Blight and Southwest Redevelopment**

As access to the growing suburbs was simplified by bridge- and highway-building programs, L'Enfant's core city seemed to be caught in a stranglehold by miles of concrete connectors. Inadequate parking and poor public transportation left the inner city choked with traffic and burdened by block after block of slum dwellings. Rather than watch this decay, the NCP&PC searched for ways to revitalize the historic city with the twofold goal of improving the lot of the urban poor while encouraging suburbanites back to the heart of the metropolis. The Redevelopment Land Agency (RLA), created by Congress in 1946, had the unique authority to acquire land in blighted neighborhoods and oversee its improvement.

Soon after the RLA was established, the National Capital Park and Planning Commission released its 1950 Comprehensive Plan, which concentrated on the redevelopment of obsolete areas of the city. The NCP&PC's focus had shifted from acquiring and planning new parks to the larger issue of overseeing the acquisition and redevelopment of distressed neighborhoods. The National Capital Planning Act of 1952 restructured the NCP&PC as a separate federal agency, the National Capital Planning Commission (NCPC).<sup>103</sup>

The greatest impact of the RLA was the redevelopment of the southwest quadrant, where more than half the buildings were declared substandard. Bulldozers began clearing the area in 1954, launching a project that would continue well into the next decade and change the face of Southwest beyond recognition. Like the Federal Triangle project of the 1920s-30s, Southwest urban renewal replaced a blighted area with massive federal offices--and it greatly altered L'Enfant's street plan. It differed from the earlier project, however, in its promise to create new housing adequate for rich and poor, in addition to shopping, recreation, transportation, and educational facilities. As the southwest quadrant was transformed, the Southeast/Southwest Freeway was carved through it roughly along the former path of F Street, SW. A limited-access, high-speed freeway elevated above, or recessed beneath, the existing street grid was first discussed in the 1940s. As it was finally built, the Southeast/Southwest Freeway was to form the southern leg of the comprehensive system--another remnant of which is the tunnel under the Mall at Third Street, NW--but public opposition in the 1960s prevented completion of the scheme.

**Redevelopment Plans for Virginia and Pennsylvania Avenues**

While planners of the 1940s saw the L'Enfant Plan as "no longer well-fitted to a modern city" and

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Memorial Bridges, and Theodore Roosevelt Bridge carrying Route 50 *Linking with Georgetown*: K Street Bridge, Pennsylvania Avenue Bridge, M Street Bridge, and P Street Bridge. Of these crossings, four are historically and aesthetically contributing features of the plan: Arlington Memorial Bridge, specified by the McMillan Commission; and Pennsylvania Avenue Bridge, M Street Bridge, and P Street Bridge, which date to the late nineteenth and early twentieth centuries and in their present design conform to McMillan Commission tenets.

<sup>103</sup> Gutheim, 256-59.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 42

L'Enfant Plan of the City of Washington, D.C.

---

"lack[ing] the basic physical requirements of a democratic city,"<sup>104</sup> planners of the 1960s were returning to it for inspiration, as the McMillan Commission had several generations before. The "Year 2000" plan, issued in 1961 by the NCPC, "suggested a renewal of the spirit of L'Enfant, and an application of his ideas as far as is practicable in the light of the complicated problems imposed on the contemporary planner by the hard facts of twentieth-century urban life."<sup>105</sup> Looking ahead forty years, the plan aimed to accommodate a metropolitan population of 5 million forecast for the year 2000. To preserve open space beyond the historic city, the plan's framers charted a system of populated corridors buffered by low-density wedges fanning out from the city.<sup>106</sup>

The major objective of the Year 2000 plan was to assert the historic city, or "Metro-Center," as the most desirable and accessible focus of the region. Just as L'Enfant had intended his avenues to create direct communication between significant sites, the 1961 plan included a map delineating certain streets to be developed as links to connect important foci throughout the city. In keeping with the tenets set out by the Year 2000 plan, Pennsylvania Avenue studies began in 1962, and in 1965 plans were made to redevelop Virginia Avenue. The Pennsylvania Avenue plan, later carried out by the Pennsylvania Avenue Development Corporation (PADC), led to a massive redevelopment effort along the deteriorated corridor between the White House and Capitol. The three-decade effort resulted in the renovation of existing structures, construction of at least twenty more, and development of several grand parks and memorials. Similarly, Virginia Avenue's development led to the conversion of a largely industrial area to an upscale, mixed-use neighborhood.

While the solution for Virginia Avenue created a modernistic vision combining architecture and landscape design, a definite trend began in the 1960s to restore and retain Washington's historic fabric. As early as 1950, Congress declared all of Georgetown an historic district--the first of its kind in the city and among the first in the nation. With the creation of the National Register of Historic Places in 1966, many more districts were identified as having historic merit, and by 1992, the Washington properties listed on the National Register include 230 individual buildings, and forty historic districts composed of 16,718 contributing structures; many of these are found in the area encompassed by this nomination. It was this popularity of historic preservation that prevented the McMillan-planned conversion of the Lafayette Square neighborhood into an enclave of official-looking office buildings. Although the area is now entirely occupied by office and government agencies, its 1960s redevelopment plan emphasized the retention of extant historic structures, as well as its residential character.

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<sup>104</sup> "Washington Analyzed," House and Garden (July 1940), 40. Alfred Kastner. "The Plan." House and Garden (July 1940), 41, as cited in Colyer, 144-46.

<sup>105</sup> National Capital Planning Commission, Special Streets: Plan for Virginia Avenue (Washington, D.C.: GPO, 1964), 4.

<sup>106</sup> William E. Finley. "A Plan for the National Capital Region in the Year 2000." Journal of the American Institute of Architects (January 1963), 39-42.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 43

L'Enfant Plan of the City of Washington, D.C.

### L'Enfant's City at the End of the 20th Century

One of the most significant additions to L'Enfant's city in the mid-twentieth century was the construction of the subway system, Metrorail. Early phases of construction began within L'Enfant's boundaries and the system reinforced the L'Enfant Plan. In 1969, ground was broken for the first Metro station at Judiciary Square.<sup>107</sup> It was built in one of the seventeen parcels purchased by the federal government in 1792 for public use. Locating the rail lines under established rights-of-way was one of the main guidelines for subway planners. Within the historic city, this meant that L'Enfant's large parks would form the above-ground hubs for the underground network. Just as the canal, railroads, and streetcars had been inscribed within the corridors he designed, so would this new form of urban transport. As L'Enfant had intended, many of his circles and squares had become points of reference throughout the city. This, combined with the fact that the property was already owned by the federal government, rendered the parks practical sites for Metro stations. Building stations under parks also alleviated the need to disturb existing buildings, and when the stations were complete, the parks defined the entrances that pedestrians would use to approach the underground rails. Of the twenty-one Metro stations within L'Enfant's boundaries, more than half are built under open spaces designated in the L'Enfant or McMillan plans.

As urban renewal and changing transportation modes brought about significant revisions to L'Enfant's plan in the middle decades of the twentieth century, drastic social movements altered the public perceptions of the city's streets, avenues, and parks. At a time when American soldiers were fighting a war in Vietnam, Lady Bird Johnson undertook a significant domestic initiative to beautify the parks in the nation's capital that reflected a much larger environmental-awareness program. President Johnson, who envisioned the Mall as a "historic heartland" that should be developed for pleasure and relaxation, supported the 1965 Mall redevelopment study overseen by Skidmore, Owings, and Merrill.<sup>108</sup> Although the 1936 Works Progress Administration restoration of the Mall had eliminated some of the tempōs marring the greensward, a number of the stuccoed concrete buildings still stood on the public land in the 1960s. In 1962, the U.S. Department of the Interior was authorized to demolish two of the dozens of World War II tempōs to make way for the Smithsonian Museum of American History, and in 1964 a massive clearing project began to rid the area of tempōs still standing at the foot of the Washington Monument and on each side of the reflecting pool.<sup>109</sup>

But while patriotic supporters of the war effort flocked to the city during World War II, the Vietnam conflict attracted protesters who found in Washington's streets and public parks a perfect public forum for demonstrating dissenting views. The federal government has sanctioned processions along the city's streets and avenues for inaugurations, funerals, and military victories since the early 1800s. Although dissidents have historically used the federal property to gain official notice, citizens of the television age

<sup>107</sup> "Planning Metro: Starting from Scratch," and "'America's Subway' Requires a Special Look," M. The Magazine of Metro 1 (Fall 1989): 5-8.

<sup>108</sup> George J. Olszewski, History of the Mall (Washington, D.C.: National Park Service 1970), 102-03.

<sup>109</sup> T. Sutton Jett, "Renaissance of the "Grand Mall," Parks and Recreation 1 (April 1966), 234-35.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8      Page 44

L'Enfant Plan of the City of Washington, D.C.

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realized that visibility on federal property in the national capital could help spread their messages around the nation and the world. Lafayette Square, Dupont Circle, and the Mall were used frequently by anti-war and civil-rights demonstrators in the 1960s. When residents and business owners complained to the National Park Service about protesters and "hippies" in Dupont Circle in 1967, the Secretary of the Interior officially proclaimed that no particular group would be barred from the peaceful use of the parks.<sup>110</sup> Since then, protest permits and police supervision are required in an attempt to insure that the trampled grass and interrupted traffic flow are the only harm caused by protesters. Civil marches turned to violence, however, after the 1968 assassination of Martin Luther King, Jr. The Washington riots lasted several days and left blocks of buildings burned beyond repair. Among other things, this unrest clearly displayed that despite attempts at city beautification in the 1940s-60s, the African-American majority in the District of Columbia had little planning input their hometown and had been largely disenfranchised by a city where a tradition of segregated parks had only begun to be broken down in the mid 1950s.

The Washington Monument, U.S. Capitol, and White House still commonly serve as backdrops for parades, protests, and rallies and the National Park Service grants the permits. During events, Metrorail and Metrobus run on special schedules to handle the crowd while the Park Service, protesters, and press debate over the number in attendance. In 1991 alone, the National Park Service granted more than 2,000 permits for demonstrations, exhibits, or festivals.<sup>111</sup>

While special-interest groups congregate in Washington's open spaces to assert their First-Amendment rights, thousands of tourists from the United States and abroad seek the culture and history concentrated in this small urban core. L'Enfant planned a city that would merit international regard, and throughout the city's first century the Army Corps of Engineers struggled with meager funds to create a city that would serve as an example to the rest of the nation and world. Although Washington lost to Chicago the right to hold the World's Columbian Exposition (1893) on the land recently reclaimed from the Potomac River, the stretch of land between the U.S. Capitol and the Lincoln Memorial has become a monument to American achievement as well as the City Beautiful Movement.

The primary consideration of the 1965 Skidmore, Owings, and Merrill plan for the Mall was the fact that tourism had become Washington's third-largest industry with approximately 12.8 million visitors to the Mall that year.<sup>112</sup> Robert Smithson's 1838 bequest began a tradition of scientific and cultural inquiry that has left the greensward lined with world-class museums. These public halls of science, technology, and the arts are joined by monuments to civilians and soldiers scattered throughout the city on the federal lands set aside for public use in 1791-92. The newest additions to the "White City" on the Potomac are

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<sup>110</sup> George J. Olszewski, Lincoln Park (Washington, D.C.: National Park Service, Division of History), ii.

<sup>111</sup> Meg Bryant, "Nightmare for Elm Trees, Part II," Washington City Paper (September 13, 1991), 24.

<sup>112</sup> Olszewski, Mall, 97-98.

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 45

L'Enfant Plan of the City of Washington, D.C.

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the Sackler Gallery of Asian Art, the National Museum of African Art, and the Museum of the American Indian scheduled to open at the beginning of the next century; each of which recognize America's multi-cultural heritage. The open space of the Mall has also allowed for cultural events like the annual Smithsonian Festival of American Folklife and the African-American Family Reunion and yearly gatherings such as Independence Day firework and the lighting of the National Christmas Tree on the Ellipse. The Mall even became a place for organized religious event when Pope John Paul II celebrated a mass there in 1979.

The 1950s-60s downtown building boom generated a large work force that spills into the neighboring parks on warm days. Park plantings there were refurbished during the Johnson Administration for these noontime picnickers; chess tables installed in Dupont Circle and Lafayette Square continue to gather small crowds today. Just as military bands entertained crowds in the Victorian era, twentieth-century park visitors hear military, rock, and jazz bands. Noontime concerts are included among the several hundred yearly events sponsored by PADC in Freedom Plaza, Pershing Park, Indiana Plaza, and John Marshall Park. Lunchtime performances are also funded by private organizations such as the McPherson and Franklin Park associations formed in the 1980s by merchants and occupants of neighboring buildings.

Progressively spare plantings, begun in the late 19th century, give today's parks high visibility to the nearby busy streets. Parks were used as campsites during the Civil War, and again in the 1930s when park planners installed bathrooms for people who squatted on the federal land during the Depression. This trend continues today for the homeless. The presence of the homeless in the parks has become so commonplace in the last decade that food trucks from local charity agencies routinely stop alongside several reservations.

Whether places for processions, picnics, or protests, the open spaces set out by Pierre L'Enfant in 1791 figure prominently in the public perception of Washington, D.C. Despite the uniformity of the standard benches and tulip-type trash cans, and the mounted generals, each park has a distinct character defined by the surrounding neighborhood and the people who use it. As L'Enfant intended, the parks have become neighborhood centerpieces and the avenues that connect them are the major thoroughfares for day-to-day and ceremonial use. The parks are seen daily by thousands, whether from prominent Capitol Hill residences or tall downtown offices, or by motorists who either curse or admire as they drive around, under, or through them. On a more abstract level, this network of open space, bound by a coherent pattern of streets and avenues, reinforces the form of the federal government by placing buildings--whether federal, municipal, or commercial--in a visibly ordered diagram.

Amid all the clamor of tourists, protestors, politicians, and press, Washington, D.C., is a hometown for many who reap the benefits and suffer the inconvenience of living in the seat of the international spotlight. Since the downfall of the Shepherd Administration in 1874, residents of the city lacked the rights of self rule. President Richard Nixon signed the Home Rule Act in December 1973 and the new government, including the first elected mayor and city council, began in early 1975. Following this reorganization, the role of the National Capital Planning Commission was limited to the review of

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8 Page 46

L'Enfant Plan of the City of Washington, D.C.

policies generated in the mayor's office, thereby significantly diminishing its power.

The effects of fifteen years of home rule on the plan of Washington, D.C., remain largely to be seen. One of the early controversial projects undertaken under the new local government was the Washington Convention Center located between H, 9th, and 11th Streets and New York Avenue. Built in an effort to revive the economy of the sagging downtown, it followed the completion of the Metro Center subway station that serves three of Metro's five routes. When Convention Center opened in 1982, it encompassed four city squares, thereby eliminating several blocks and streets of the L'Enfant Plan and displacing numerous residents in the predominantly Chinese neighborhood. The Convention Center did spawn a surfeit of new hotels and office buildings in the nearby blocks, including perhaps the most controversial development of the decade--TechWorld. Designed to attract technology-based businesses to downtown, this mirrored-glass structure built between 7th and 9th Streets south of Mount Vernon Square included an enclosed pedestrian bridge over 8th Street. Realizing that the proposed bridge would violate the planned vista between Mount Vernon Square and one of the L'Enfant reservations, on which the Old Patent Office (now American Museum of Art) was built, preservationists unsuccessfully challenged the developers in court. In an extensive analysis of the 1987 case, planner George Colyer warned, "From the perspective of the L'Enfant system of streets and open spaces, the TechWorld controversy should ring alarm bells," and he recommended the "political balancing of the national interest in protecting the integrity of the plan versus the District's interest in protecting its Home Rule power."<sup>113</sup>

Less egregious examples of compromised street vistas have also occurred. Nevertheless, the greatest threat to the city's formal spaces may originate from beyond the boundaries of the historic plan or the District of Columbia. For instance, a water tower on a distant western axis with K Street and a radio tower on axis with 16th Street are minor intrusions in the vistas along these corridors. A serious intrusion to the city's monumental core stands in Virginia, where the vista westward from the Capitol to the Lincoln Memorial and beyond to the Potomac Palisades-George Washington Memorial Parkway is violated by the high-rise skyline of Rosslyn, Virginia.<sup>114</sup> Some projects that would have had a similar affect have been averted, such as the PortAmerica project on the riverfront in Prince Georges County, Maryland. The late 1980s proposal, "situated on a hill in direct sightline with the U.S. Capitol and Washington Monument, was an affront to the nation's primary political and symbolic buildings."<sup>115</sup> The centerpiece of the development was a World Trade Center tower originally slated for fifty-two stories, then reduced to 22 floors before the economic downturn eliminated the entire undertaking.

Clearly there are many interests at stake in directing Washington's future, and since the initiation of

<sup>113</sup> Colyer, 268, 283.

<sup>114</sup> Nancy Stewart, "Rosslyn: A Monumental Intrusion?" Environmental Comment (July 1980), 4; Richard Collins, "Rosslyn: The Problem of the High Rise and the Nation's Capital," Modulus (1980-81), 79-83.

<sup>115</sup> Benjamin Forgey, Washington Post (n.d., 1980s?).

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 8      Page 47

L'Enfant Plan of the City of Washington, D.C.

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home rule, numerous plans and studies have been issued by a variety of agencies to guide the city's development. The number of voices clamoring to be heard includes federal agencies such as the Commission of Fine Arts, National Capital Planning Commission, National Park Service, General Services Administration, Pennsylvania Avenue Development Corporation, and the Architect of the Capitol; District agencies such as the D.C. Department of Transportation, Office of Planning, and Historic Preservation Review Board; and citizens' groups such as the Greater Washington Board of Trade, the D.C. Preservation League, and the Committee of 100, to name a few.

The District government has had jurisdiction over the streets and avenues since 1878, and has since gained control of many reservations, such as those along Massachusetts, New Hampshire, Kentucky, and Tennessee Avenues, when they were transferred from the National Park Service in the 1970s. Yet despite their claims of jurisdiction, the fee-simple title of all the streets, avenues, and reservations at their junctures has belonged to the federal government since 1792. These transfers have fragmented what was devised by L'Enfant and established by the Army Corps of Engineers as a unified system of open spaces. For both the Corps of Engineers, which oversaw roads, bridges and public buildings, and the National Park Service--responsible for numerous museums, monuments, and historic sites--maintenance of the small parks throughout the city is an added burden. Of those once described by the Office of Public Buildings and Grounds as occupied "in violation of the law," many continue to be maintained--or neglected--by neighboring landowners. In light of this fact, many of the District-managed parks have been turned over to the community for maintenance through its Adopt-a-Park program.

Amid the controversies stemming from the freeway projects of the 1960s-70s, the chairman of the AIA's Committee on the National Capital in 1974 beseeched a limit to further modifications: "L'Enfant's plan has withstood 200 years of abuse, but it cannot absorb forever an unrelated system of cuts and fills, overpasses and underpasses, cloverleafs, and access ramps and accompanying high-speed traffic."<sup>116</sup> Threatened by road construction, the historic plan can be imperiled if more development of multi-block mega-structures annihilate planned vistas and cut off streets.

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<sup>116</sup> Paul Thiry, "The Planning of Washington as a Capital." Journal of the American Institute of Architects (April 1974).

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 9

Page 1

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**United States Department of the Interior  
National Park Service**

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Continuation Sheet

Section number 9

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**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 9

Page 3

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National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 9

Page 4

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Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Section number 9

Page 5

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National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 9

Page 6

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National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 9

Page 7

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National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 9

Page 8

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Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 9 Page 9

L'Enfant Plan of the City of Washington, D.C.

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Toner, Joseph M. "Sketch of Washington in Embryo Previous to its Survey by Major L'Enfant." E.F.M. Faetz and F.W. Pratt, 1874.

U.S. Army Corps of Engineers. "Map of the City of Washington showing Public Reservations." 1884.

U.S. Army Corps of Engineers. "Map of the City of Washington showing Public Reservations." 1887.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 9 Page 10

L'Enfant Plan of the City of Washington, D.C.

---

U.S. Army Corps of Engineers. "Map of the City of Washington showing Public Reservations." 1894.

U.S. Army Corps of Engineers. Maps "to accompany the annual report of the commissioners, District of Columbia, for the year ending June 1891." Specifically:

"Statistical Map No. 3, Showing the Street Pavements"

"Statistical Map No. 4, Showing the Lines of Shade Trees"

"Statistical Map No. 7, Showing the Street Lamps"

"Statistical Map No. 10, Showing the Street Railways"

"Statistical Map No. 11, Showing the Schedule of Street Sweeping"

U.S. Army Corps of Engineers. "Plats of Reservations and Public Spaces under the Control of the Commission of Public Buildings of the City of Washington." Map surveyed by William Forsyth and Colonel A. F. Rockwell, 1883.

U.S. Army Corps of Engineers. "Public Lands under Federal Jurisdiction." 1915.

**Primary Location of additional data:**

Commission of Fine Arts

Historical Society of Washington, D.C.

Library of Congress

Martin Luther King Jr. Library, District of Columbia

National Archives

National Capital Region, National Park Service, Office of Land Use

## National Register of Historic Places

Continuation Sheet

Section number 10 Page 2

L'Enfant Plan of the City of Washington, D.C.

---

The nominated area includes all parks and reservations; streets and avenues; buildings, structures, and objects; and corridor of open space that extends from original building line to building line and forms the right-of-way; though they may not be nominated, specific scenic vistas along major axes and among major monuments are important features to the character of the plan. The ceiling of the nominated area is not lower than the maximum allowable height of the buildings on adjacent blocks.

### Verbal Boundary Description:

The boundaries of the proposed structure are found within the perimeter of the historic Federal City, the earliest and only planned portion of the diamond-shaped jurisdiction of the entirety of the District of Columbia--described above. The boundaries of the nominated area are coterminous with the historic and present rights-of-way of the seventy-five streets and avenues (see Section 7, Pages 9 to 21) that make up the city's system of thoroughfares, and encompass the parks/reservations outside that right-of-way in the case of large reservations (see Section 7, Pages 3 to 9). Additional waterfront acreage created along the southwest shore of the city through reclamation in the late nineteenth and early twentieth centuries is included, as it is in keeping with the L'Enfant vision and recreation trends at that time.

### Boundary Justification:

The proposed structure is within the historic bounds of the planned city; the rights-of-way of the street/avenue system have been established since 1791, and it remains overwhelmingly intact. It excludes Columbia Island because this area adjacent to the Virginia shore was not part of L'Enfant's plan and, while a McMillan Commission design, was not completed within the period of significance. Southwest D.C., the smallest quadrant and redeveloped after World War II, has a street plan that has been altered by more than any place else in the historic city. Fort McNair occupies a large area designated by L'Enfant for a military function; significant portions of the historic street/avenue plan are discontinuous but intact, isolated by new constructions. In the long term, the footprint of the L'Enfant Plan in this quadrant could be reconstructed, just as removal of the elevated Southeast-Southwest Freeway would eliminate the other singlemost intrusive feature to the plan.

Continued next page

United States Department of the Interior  
National Park Service

## National Register of Historic Places

Continuation Sheet

Section number 10 Page 1

L'Enfant Plan of the City of Washington, D.C.

---

### 10. GEOGRAPHICAL DATA:

UTM references: The elements of the L'Enfant Plan of Washington, D.C., are located within the area defined by the following UTM's.

All four quadrant maps are in Zone 18:

**Easting, Northing.**

**Quad: Washington West, DC-MD-VA**

A 321665. 4306700  
B 321465. 4307620  
C 322000. 4308400  
D 322140. 4308400  
E 322560. 4309050  
F 323420. 4309600  
G 324310. 4309750  
H 324540. 4309300

**Quad: Washington East, DC-MD**

I 327980. 4307350  
J 327940. 4306600  
K 329240. 4306560  
L 328800. 4305045

**Quad: Anacostia, DC-MD**

M 327080. 4304140

**Quad: Alexandria, VA-DC-MD**

N 326400. 4304360  
O 324500. 4302580

**Location Description:**

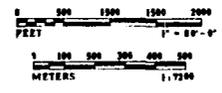
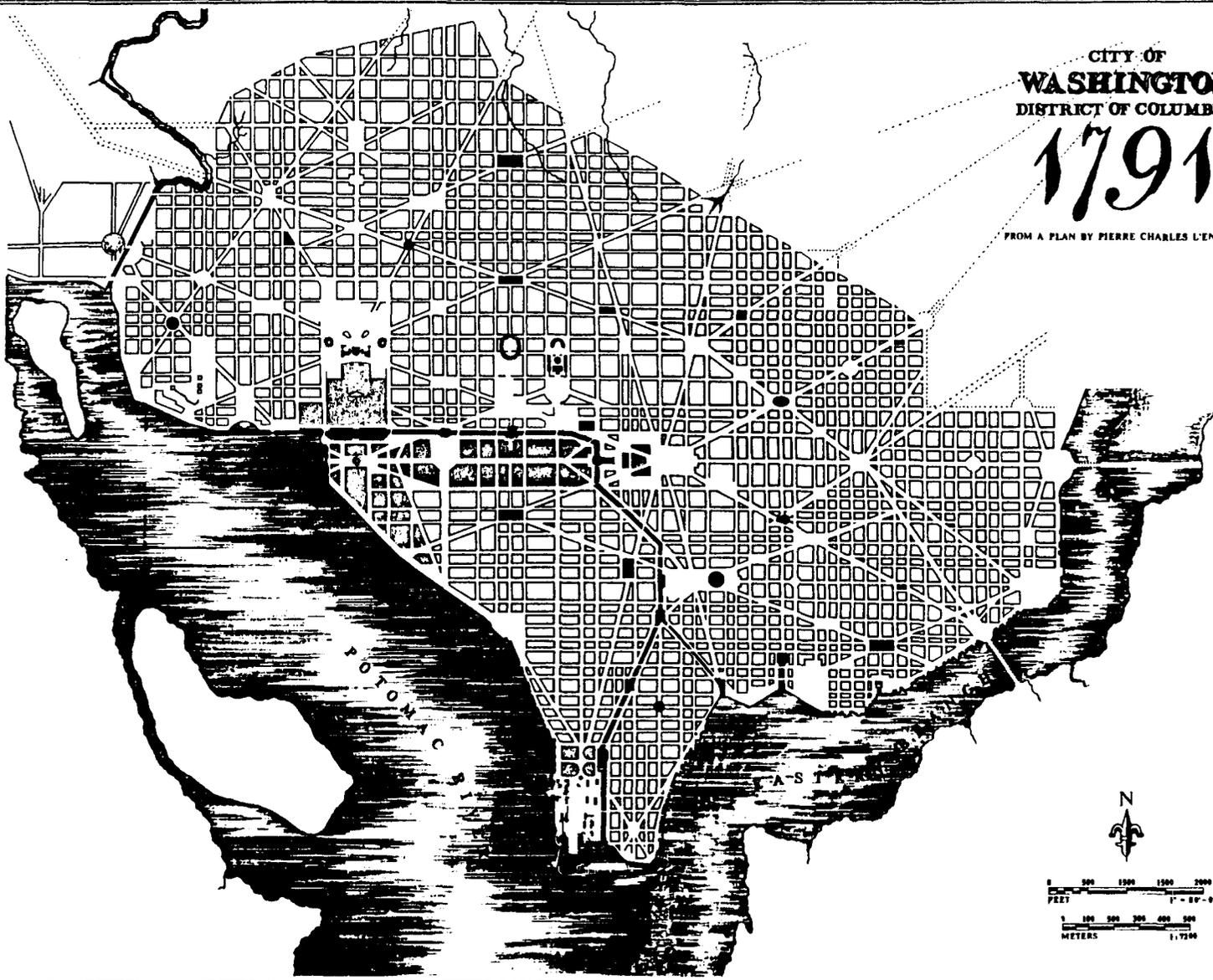
The location of the proposed structure--along with its related sites, structures, buildings, and objects--is roughly established on the east-southeast by the Anacostia River from Constitution Avenue, NE, to the Washington Channel; on the west-southwest by the Potomac River, up to and along Rock Creek to 23rd and P Streets, NW; the boundary continues along Florida Avenue, NW, which demarks the boundary northeastward, then east, then southeast to 15th Street, NE; continuing south to C Street, it follows this route east to its terminus at Anacostia Park. The boundaries of the nominated city plan extend beyond the D.C. shoreline to the high-tide level reached by the river on the opposite Virginia and D.C. shoreline, excluding Columbia Island.

Continued next page

CITY OF  
**WASHINGTON**  
DISTRICT OF COLUMBIA

**1791**

FROM A PLAN BY PIERRE CHARLES L'ENFANT



DESIGNED BY ROBERT R. ARIZOLA 1993

PLAN OF THE CITY OF WASHINGTON  
WASHINGTON, DISTRICT OF COLUMBIA

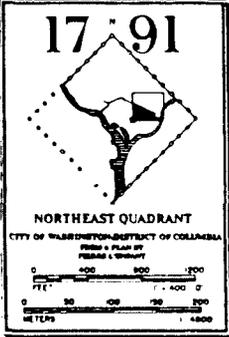
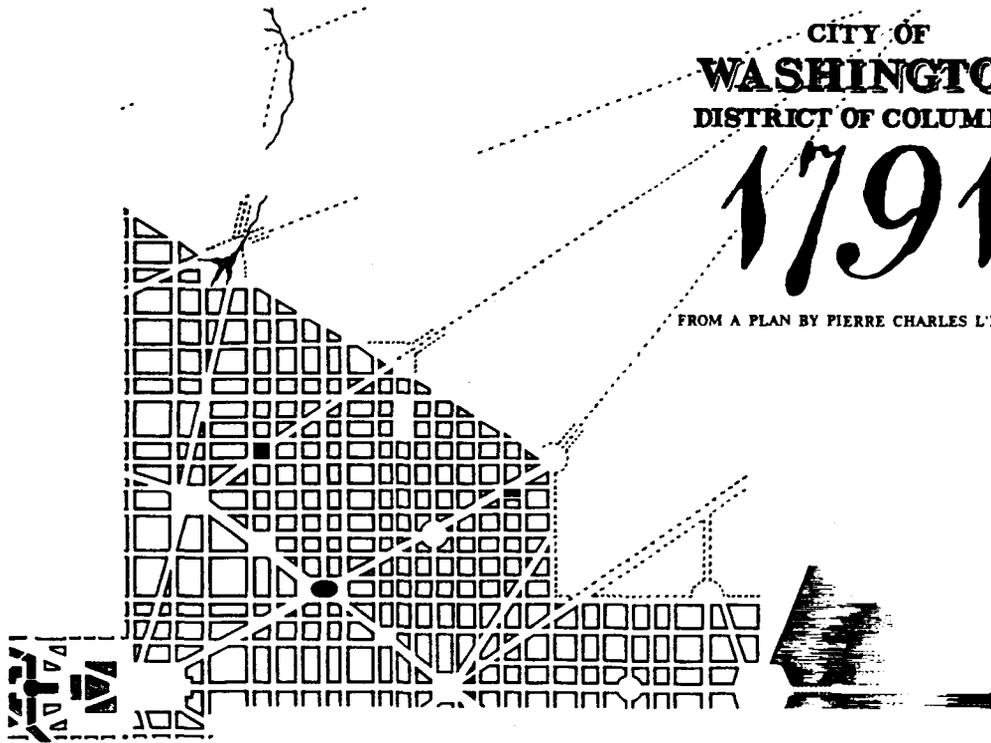
WASHINGTON, DISTRICT OF COLUMBIA  
PLANNING DEPARTMENT  
MAP NO. 2 - 1791

REPRODUCED FROM THE ORIGINAL PLAN BY PIERRE CHARLES L'ENFANT, 1791, AS PART OF THE MAPS OF THE CITY OF WASHINGTON

CITY OF  
**WASHINGTON**  
 DISTRICT OF COLUMBIA

**1791**

FROM A PLAN BY PIERRE CHARLES L'ENFANT



DESIGNED BY: "CHASE" 1790, ROBERT R. ARCHER 1993

PLAN OF THE CITY OF WASHINGTON  
 WASHINGTON, DISTRICT OF COLUMBIA

DC-666 HISTORIC AMERICAN BUILDINGS SURVEY SHEET 3 OF 32 SHEETS

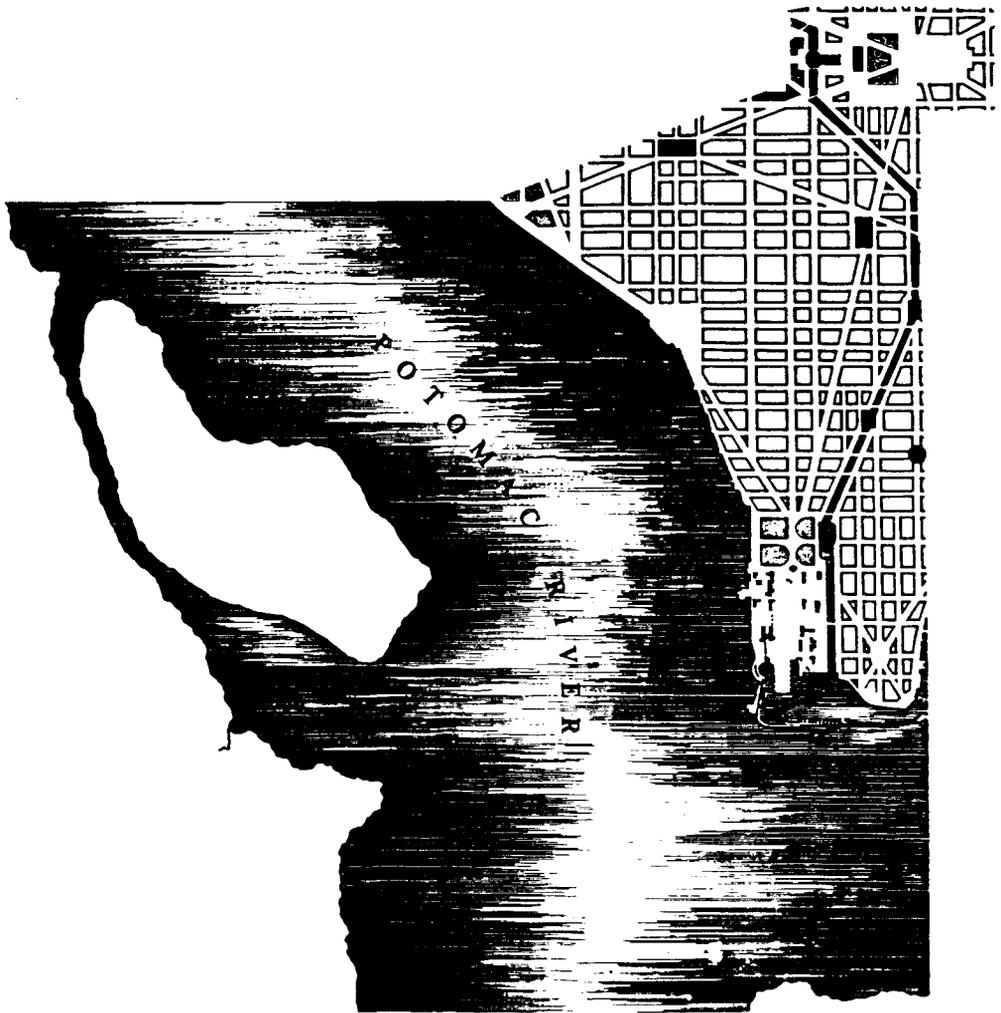
© REPRODUCED: PUBLIC DOMAIN. OFFICIAL ARCHITECTURAL RECORDS SERVICE. NATIONAL ARCHIVES. HOUSE OF REPRESENTATIVES, OFFICE OF ARCHITECTURE, OFFICE OF THE ARCHITECT

17 · 91

**SOUTHWEST QUADRANT**  
 CITY OF WASHINGTON-DISTRICT OF COLUMBIA  
 FROM A PLAN BY  
 THOMAS TWIECH

0 400 800 1200  
 FEET 1" = 400' 0"

0 50 100 150 200  
 METERS 1:4000

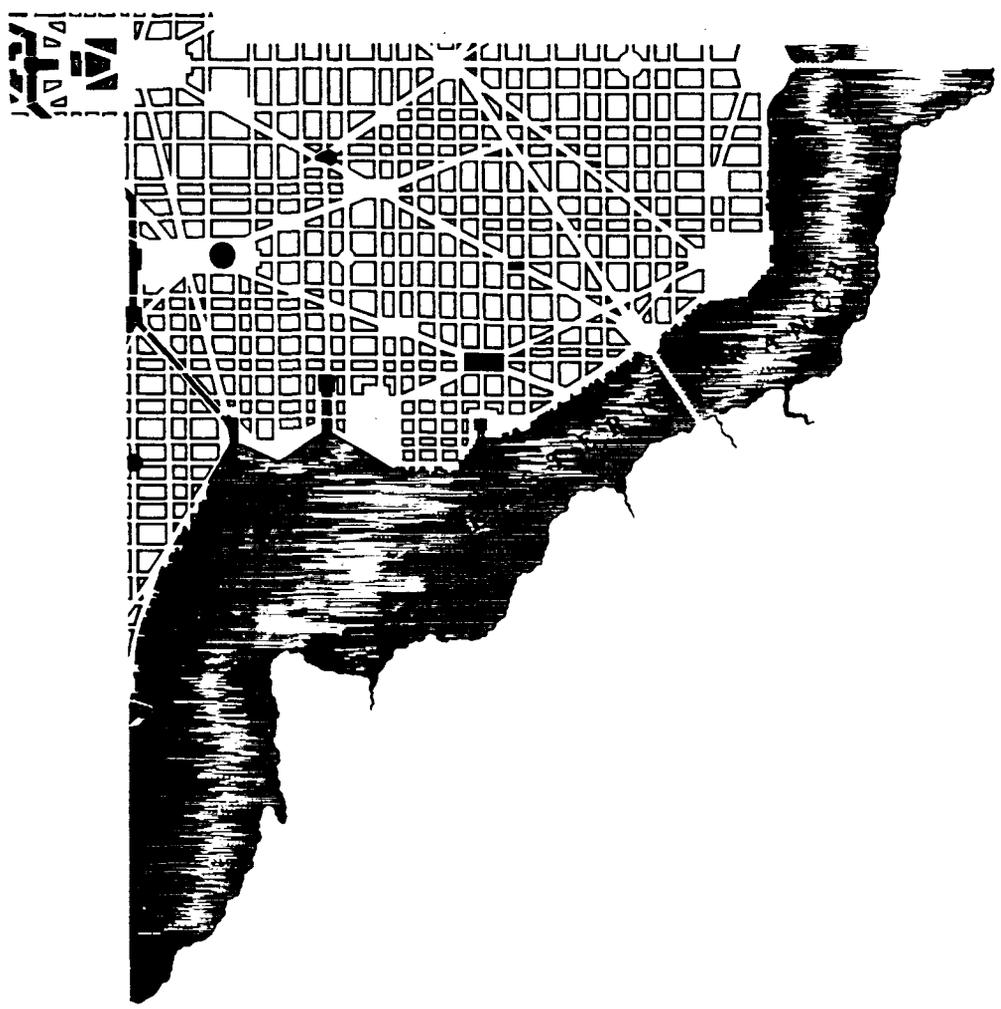


17 : 91

**SOUTHEAST QUADRANT**  
CITY OF WASHINGTON-DISTRICT OF COLUMBIA  
FROM A PLAN BY  
FERDINAND L. THOMPSON

0 400 800 1200  
FEET 1" = 400' - 0"

0 50 100 150 200  
METERS 1:4000

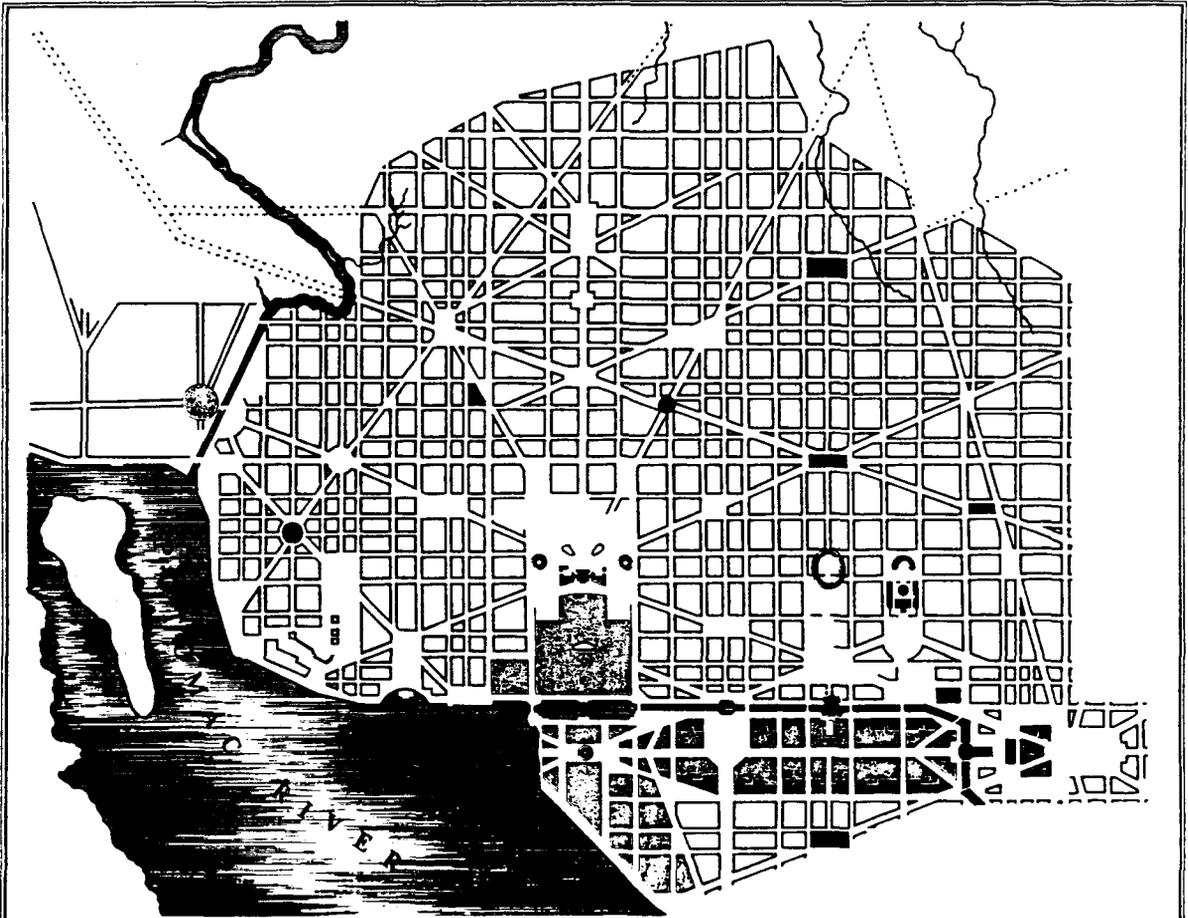


DESIGNED BY: THOMAS DWICH, 1990; ROBERT R. ARZOLA, 1993

PLAN OF THE CITY OF WASHINGTON  
WASHINGTON, DISTRICT OF COLUMBIA

NUMBER OF SHEETS: 52  
SHEET 6 OF 52 SHEETS

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17 91

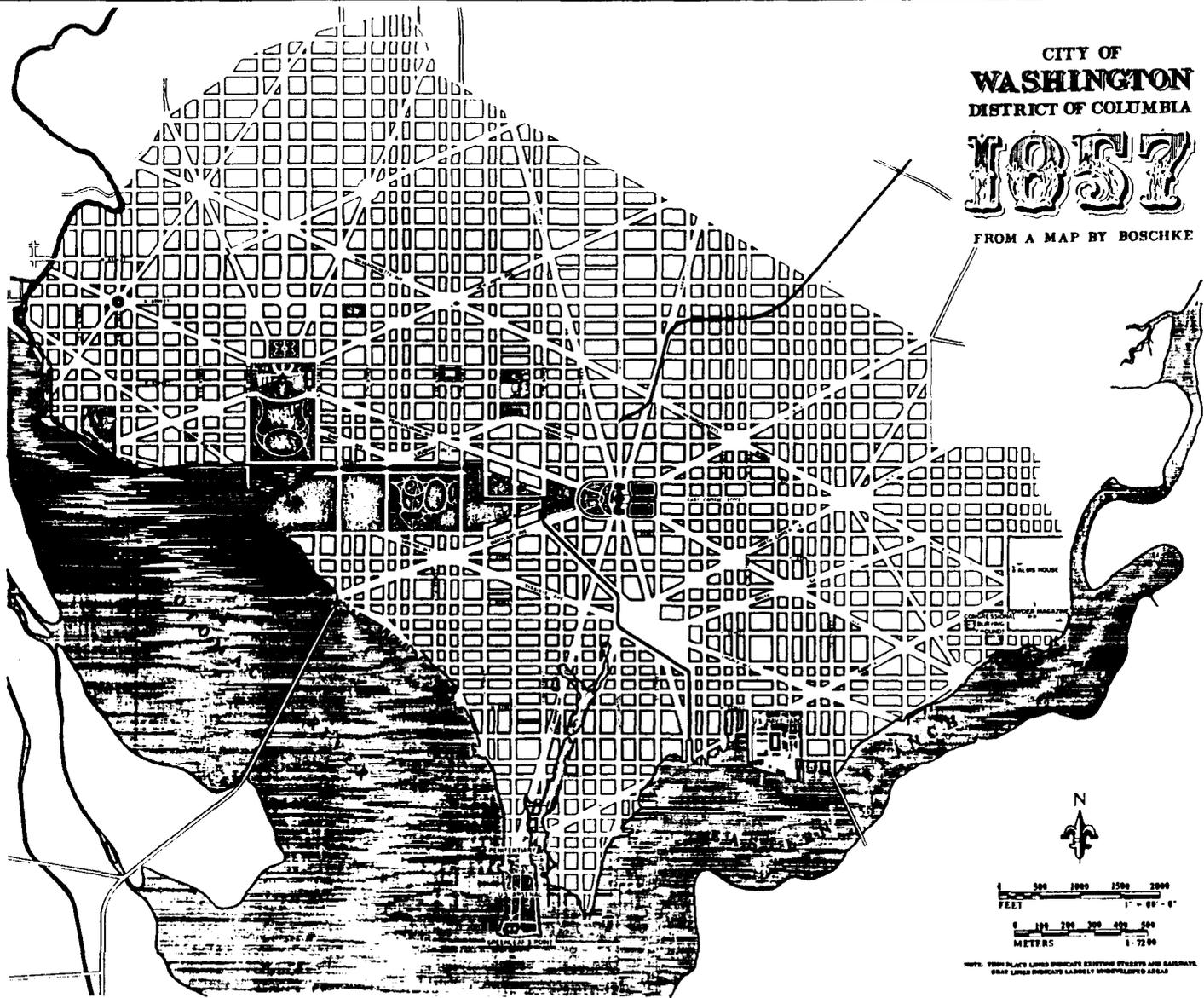
**NORTHWEST QUADRANT**  
CITY OF WASHINGTON DISTRICT OF COLUMBIA  
FROM A PLAN BY  
HERB L. SHAW

0	400	800	1200
FEET			
0	50	100	200
METERS			

THOMAS TWICH 990 ROBERT P. ARZOLA 993

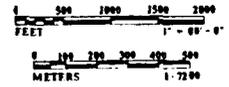
**PLAN OF THE CITY OF WASHINGTON**  
WASHINGTON DISTRICT OF COLUMBIA

DC 668 HISTORIC AMERICA  
BUREAU OF SURVEY  
SHEET 6 OF 32



CITY OF  
**WASHINGTON**  
 DISTRICT OF COLUMBIA  
**1857**

FROM A MAP BY BOSCHKE



NOTE: THIN PLAIN LINES INDICATE EXISTING STREETS AND RAILROADS.  
 GRAY LINES INDICATE LABELLED UNDEVELOPED AREAS

PLAN OF THE CITY OF WASHINGTON  
 DISTRICT OF COLUMBIA

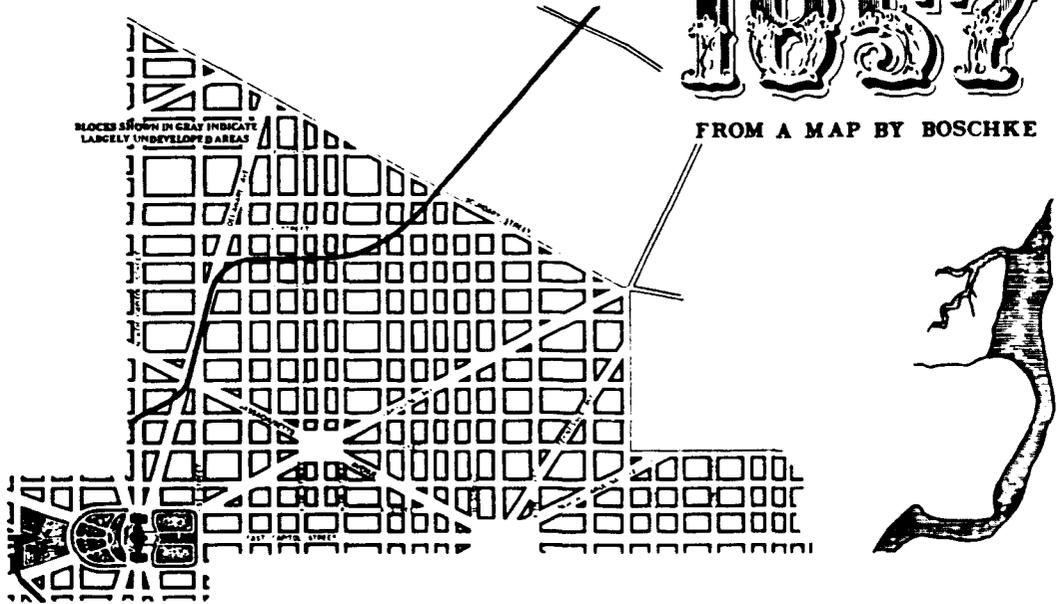
ROBERT R. STOLLA 1993

WASHINGTON ARCHIVAL  
 BUILDING MAPS  
 MAP 7 of 32 sheets  
 DC-648

CITY OF  
**WASHINGTON**  
 DISTRICT OF COLUMBIA

**1857**

FROM A MAP BY BOSCHKE



1857

NORTHEAST QUADRANT  
 CITY OF WASHINGTON, DISTRICT OF COLUMBIA  
 FROM A MAP BY  
 BOSCHKE

Scale: 1" = 1000'

DESIGNED BY TANOR & E. VAN DER BEEK; DRAWN BY ROBERT R. ARTOLA, 1911

PLAN OF THE CITY OF WASHINGTON  
 WASHINGTON, DISTRICT OF COLUMBIA

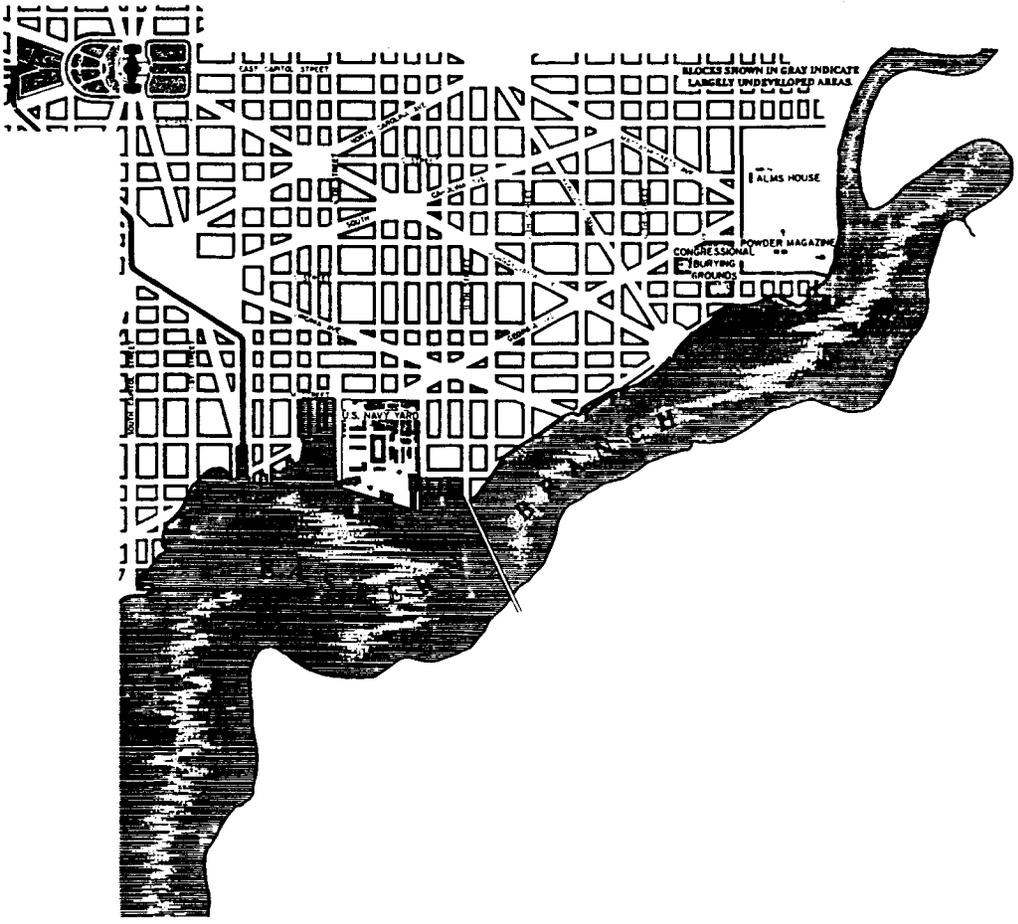
NO. 1857  
 PUBLISHED BY THE DISTRICT OF COLUMBIA  
 1857

18:57

**SOUTHEAST QUADRANT**  
CITY OF WASHINGTON, DISTRICT OF COLUMBIA  
FROM A MAP BY  
A. BOSCHER

0 400 800 1200  
FEET 1" = 400' - 0"

0 50 100 150 200  
METERS 1:4800



TANDRA M. E. LEIVA '99; ROBERT R. ARZOLA '99

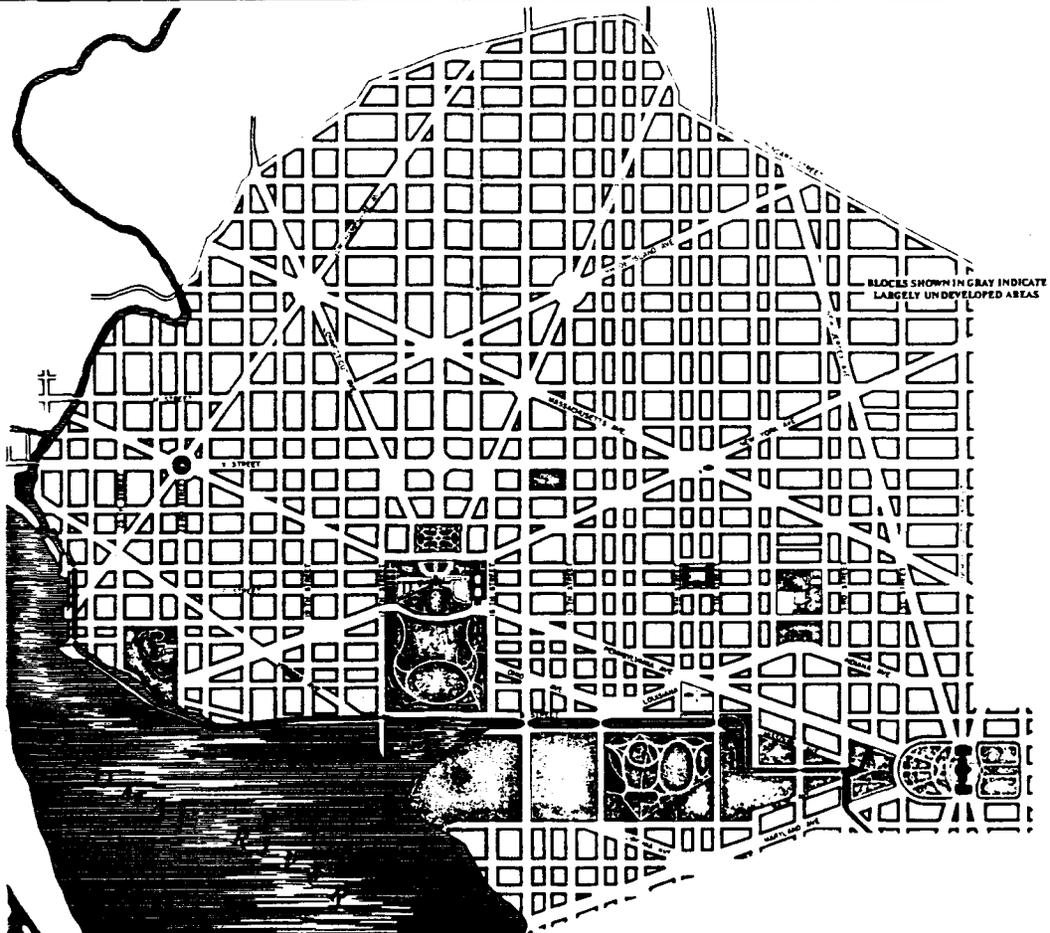
**PLAN OF THE CITY OF WASHINGTON**  
WASHINGTON, DISTRICT OF COLUMBIA

DC-668

RESTORING AMERICAN  
BUILDINGS SURVEY  
Sheet 9 of 32 sheets

REPRODUCTION OF THIS STREET MAP IS PROHIBITED WITHOUT THE WRITTEN PERMISSION OF THE DISTRICT OF COLUMBIA. THIS MAP IS A REPRODUCTION OF THE ORIGINAL MAP OF THE DISTRICT OF COLUMBIA, 1850, AS REVISED BY THE DISTRICT OF COLUMBIA, 1900, AND THE DISTRICT OF COLUMBIA, 1950.





BLOCKS SHOWN IN GRAY INDICATE  
LARGELY UNDEVELOPED AREAS

18 57

**NORTHWEST QUADRANT**  
CITY OF WASHINGTON DISTRICT OF COLUMBIA  
FROM A MAP BY  
A. BONICOLA

0 400 800 1200  
FEET 1" = 400'

0 10 20 30 40  
METERS 1:4000

DESIGNED BY SANDRA M. E. LEVA, 1991; ROBERT R. ARZOLA, 1993

**PLAN OF THE CITY OF WASHINGTON**  
WASHINGTON, DISTRICT OF COLUMBIA

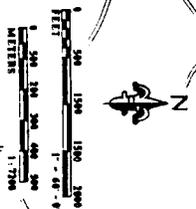
DC-666 METRIC AMERICAN BUILDINGS SURVEY sheet 11 of 32 sheets



CITY OF  
**WASHINGTON**  
 DISTRICT OF COLUMBIA

**1884**

FROM A MAP BY THE U.S. COAST  
 AND GEODETIC SURVEY, 1884.



ROBERT H. ARZOLA 1993

PLAN OF THE CITY OF WASHINGTON  
 WASHINGTON, DISTRICT OF COLUMBIA

DC-648

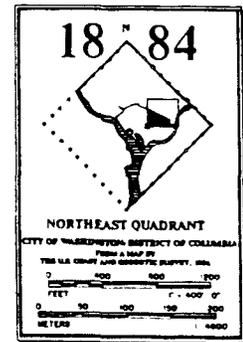
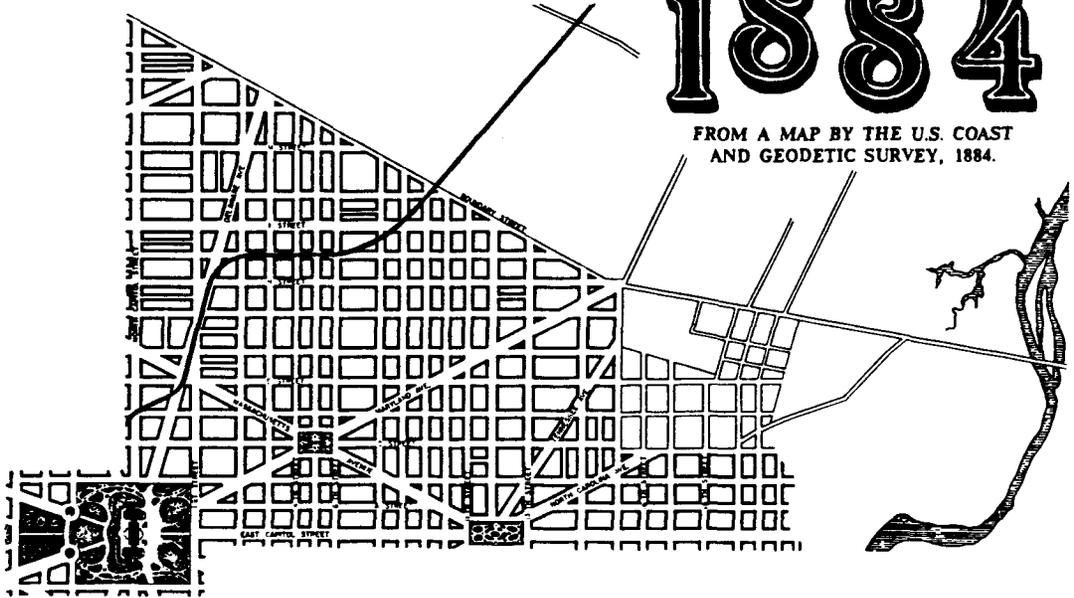
REPRODUCTION OF THE ORIGINAL  
 BUILDING SURVEY  
 MAP 12 OF 32 SHEETS

REPRODUCTION OF THE ORIGINAL BUILDING SURVEY MAPS FROM THE U.S. COAST AND GEODETIC SURVEY, 1884.

CITY OF  
**WASHINGTON**  
 DISTRICT OF COLUMBIA

**1884**

FROM A MAP BY THE U.S. COAST  
 AND GEODETIC SURVEY, 1884.



TOMASZ TWIECH, 1990; SANDRA M. E. LEIVA, 1991; ROBERT R. ARZOLA, 1993

**PLAN OF THE CITY OF WASHINGTON**  
 WASHINGTON, DISTRICT OF COLUMBIA

DC-66A HISTORIC AMERICAN  
 BUILDINGS SURVEY  
 sheet 13 of 32 sheets

18 : 84

**SOUTHEAST QUADRANT**  
 CITY OF WASHINGTON, DISTRICT OF COLUMBIA  
 FROM A MAP BY  
 THE U.S. COAST AND GEODETIC SURVEY, 1884

0 400 800 1200  
 FEET 1" = 400' 0"

0 50 100 150 200  
 METERS 1:4000



DESIGNED BY TOMASZ TWIECH 1890. SANDRA M. E. LEVIN 1954. ROBERT B. ARZOLA 1993.

**PLAN OF THE CITY OF WASHINGTON**  
 WASHINGTON, DISTRICT OF COLUMBIA

DC-448

HISTORIC ARCHITECTURAL  
 BUILDINGS SURVEY  
 SHEET 14 OF 32 SHEETS

18 : 84

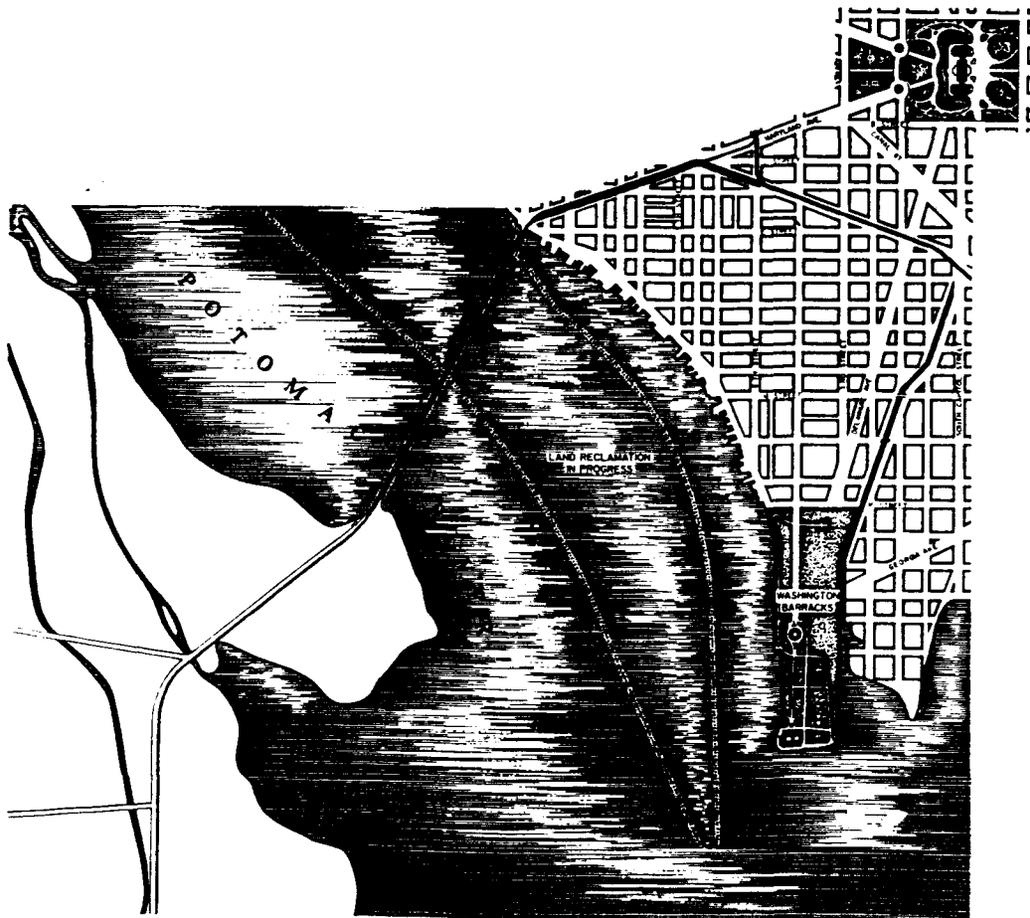
**SOUTHWEST QUADRANT**

CITY OF WASHINGTON, DISTRICT OF COLUMBIA

FROM A MAP BY  
THE U.S. COAST AND GEODETIC SURVEY, 1884

0 400 800 1200  
FEET 1" = 400' 0"

0 50 100 150 200  
METERS 1:4000



DESIGNED BY TOMASZ ZWIECH, 1990; SANORA M. E. LEVY, 1991; ROBERT R. ARZOLA, 1993

PLAN OF THE CITY OF WASHINGTON  
WASHINGTON, DISTRICT OF COLUMBIA

DC-548 HISTORIC & AMERICAN  
BUILDINGS SURVEY  
NUMBER 13 OF 52 ISSUES



18<sup>n</sup> 84

NORTHWEST QUADRANT  
CITY OF WASHINGTON, DISTRICT OF COLUMBIA

FORM & MAP BY  
THE U.S. COAST AND GEODETIC SURVEY

0 400 800 1200

FEET

0 100 200 300

METERS

1 : 4000

DESIGNED BY TOMASZ ZWIECH '90 SANDRA M. E. LEVA '95 ROBERT R. ARZOLA '99

PLAN OF THE CITY OF WASHINGTON  
WASHINGTON, DISTRICT OF COLUMBIA

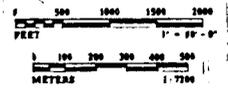
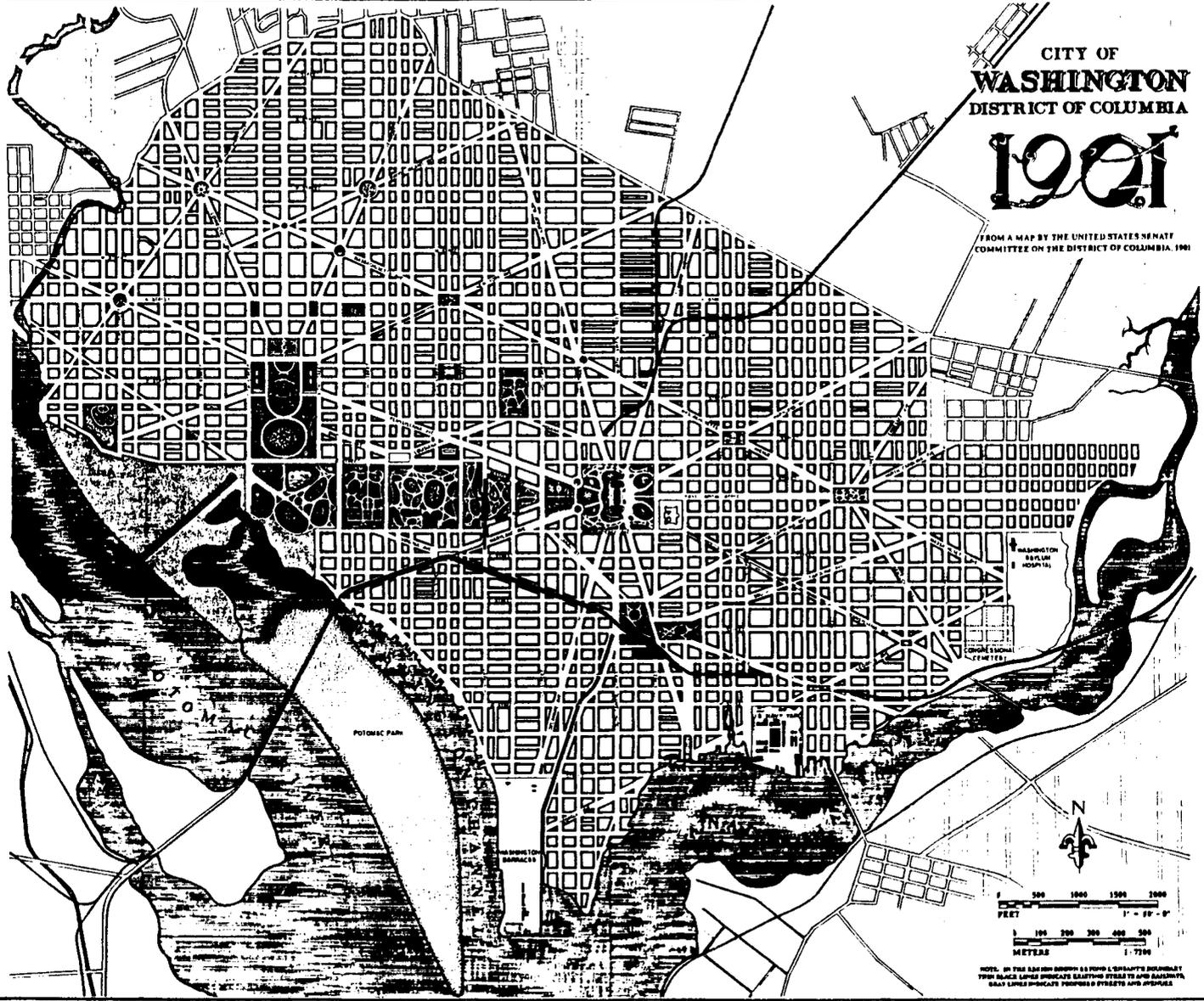
DC 648

HISTORIC AMERICAN ARCHITECTURE  
BUILDINGS SURVEY  
MAP 18 OF 32 SHEETS

CITY OF  
**WASHINGTON**  
 DISTRICT OF COLUMBIA

**1901**

FROM A MAP BY THE UNITED STATES SENATE  
 COMMITTEE ON THE DISTRICT OF COLUMBIA, 1901



NOTE: IN THIS MAP THE BOUNDARY OF THE DISTRICT OF COLUMBIA IS SHOWN BY A THICK LINE. THE BOUNDARY OF THE CITY OF WASHINGTON IS SHOWN BY A THIN LINE. THE BOUNDARY OF THE DISTRICT OF COLUMBIA IS SHOWN BY A THICK LINE. THE BOUNDARY OF THE CITY OF WASHINGTON IS SHOWN BY A THIN LINE. THE BOUNDARY OF THE DISTRICT OF COLUMBIA IS SHOWN BY A THICK LINE. THE BOUNDARY OF THE CITY OF WASHINGTON IS SHOWN BY A THIN LINE.

CITY OF  
**WASHINGTON**  
DISTRICT OF COLUMBIA

**1901**

FROM A MAP BY THE UNITED STATES SENATE  
COMMITTEE ON THE DISTRICT OF COLUMBIA, 1901.

GRAY LINES INDICATE  
PROPOSED STREETS AND AVENUES

BLACK LINES INDICATE  
EXISTING STREETS AND RAILWAYS



**1901**

**NORTHEAST QUADRANT**  
CITY OF WASHINGTON-DISTRICT OF COLUMBIA

FROM A MAP BY THE U. S. SENATE  
COMMITTEE ON THE DISTRICT OF COLUMBIA,  
1901

FEET 0 100 200 300 400 500  
METERS 0 100 200 300 400 500

DESIGNED BY LEONARD M. E. LEVY, 1901; ROBERT A. ARTZOLD, 1902

**PLAN OF THE CITY OF WASHINGTON**  
WASHINGTON, DISTRICT OF COLUMBIA

DC-600

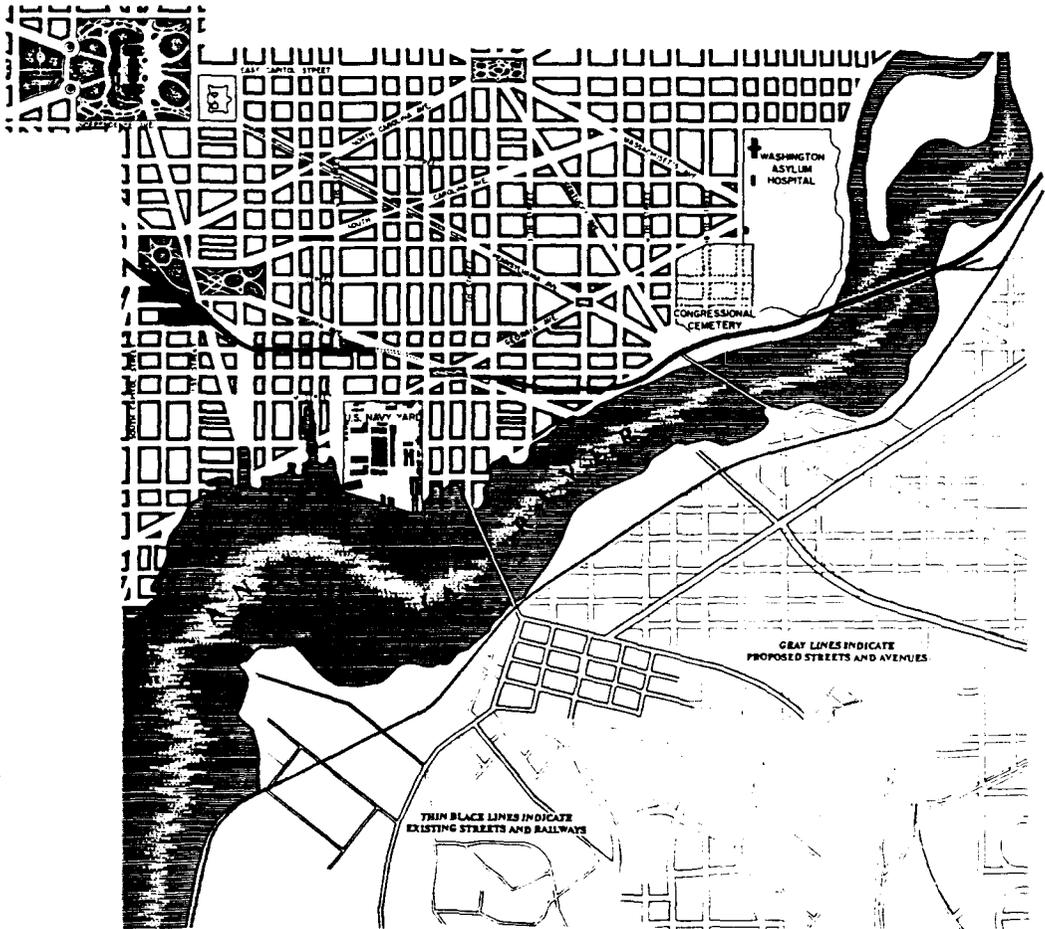
REPRODUCTION AND SALE OF THIS MAP BY THE DISTRICT OF COLUMBIA OFFICE OF THE COMMISSIONER OF THE DISTRICT OF COLUMBIA

19:01

**SOUTHEAST QUADRANT**  
CITY OF WASHINGTON, DISTRICT OF COLUMBIA  
FROM A MAP BY THE U.S. ENGINEERS  
PROPERTY OF THE DISTRICT OF COLUMBIA

0 100 200 300  
FEET 1" = 400' - 0"

0 100 200 300  
METERS 1:40000



SANDRA M. C. ZINA '95; ROBERT R. ARZOLA '93

**PLAN OF THE CITY OF WASHINGTON**  
WASHINGTON, DISTRICT OF COLUMBIA

DC 648

WESTINGHOUSE AMERICAN BUILDING & SUPPLY

MAP 19 - 32 SHEETS

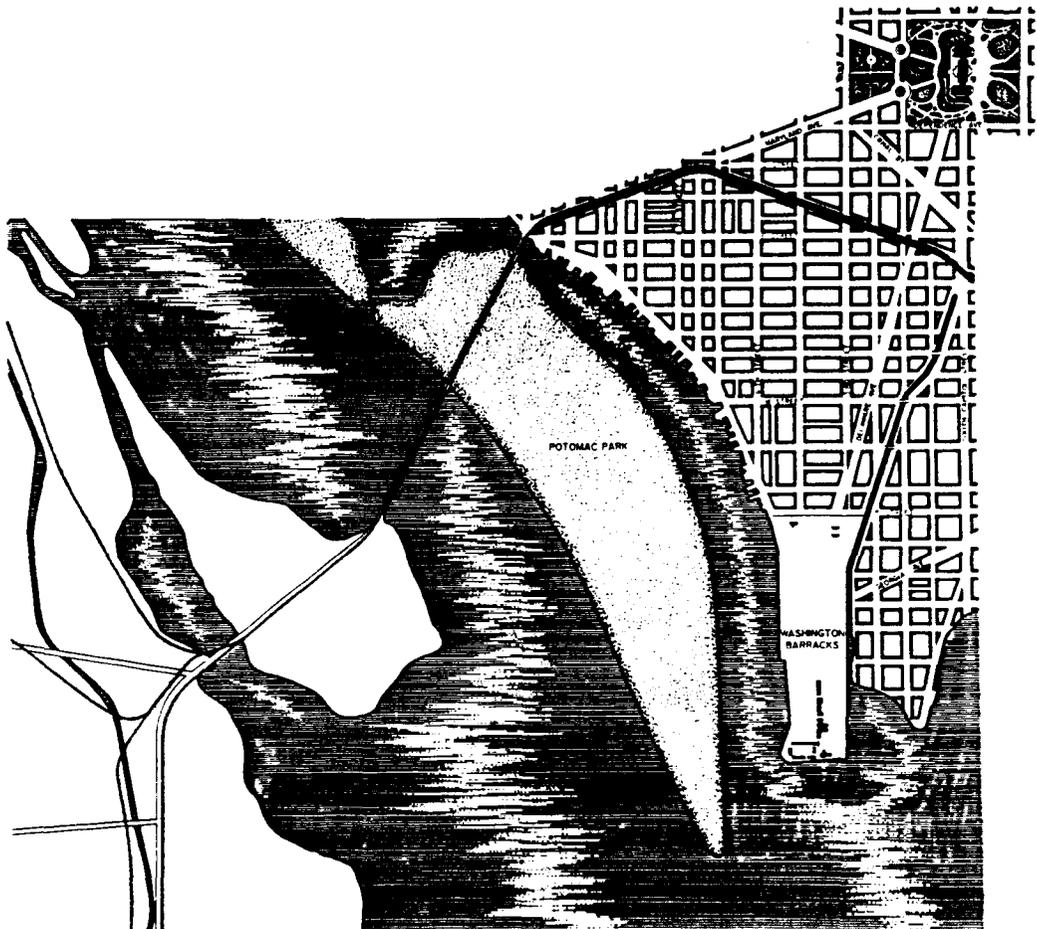
19 N 01



SOUTHWEST QUADRANT  
CITY OF WASHINGTON-DISTRICT OF COLUMBIA  
FROM A MAP BY THE SURVEYOR OF COLONIALS  
OFFICE OF PLANNING

0 400 800 1200  
FEET 1" = 400' 0"

0 50 100 150 200  
METERS 1: 4000



DESIGNED BY SANDRA M. E. LEVY, 99; ROBERT R. ARZOLA, 993

PLAN OF THE CITY OF WASHINGTON  
WASHINGTON, DISTRICT OF COLUMBIA

DC-644

HISTORIC AMERICA IN  
BUILDINGS SURVEY  
SHEET 20 of 32



19 01

NORTHWEST QUADRANT

CITY OF WASHINGTON DISTRICT OF COLUMBIA  
FROM A MAP BY THE SURVEY OF THE DISTRICT OF COLUMBIA  
OFFICE OF PLANNING

0 400 800 1200

FEET

0 50 100 150 200

METERS

1" = 400' 0"

SANDRA M. EIVS, 1993; ROBERT R. ARZOLA, 1993

PLAN OF THE CITY OF WASHINGTON

WASHINGTON, DISTRICT OF COLUMBIA

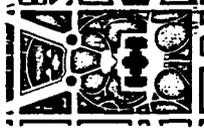
HISTORIC AMERICA'S  
BUILDINGS SURVEY  
MAP 21 OF 38 MAPS  
DC-550



CITY OF  
**WASHINGTON**  
 DISTRICT OF COLUMBIA

**1990**

FROM A MAP BY THE DISTRICT OF  
 COLUMBIA OFFICE OF PLANNING.



**19<sup>th</sup> 90**

**NORTHEAST QUADRANT**  
 CITY OF WASHINGTON DISTRICT OF COLUMBIA  
 FROM A MAP BY THE DISTRICT OF COLUMBIA  
 OFFICE OF PLANNING.

0 400 800 1200  
 FEET 1:4000

0 100 200 300  
 METERS 1:4000

DESIGNED BY TANDRA M. LEIVA 991 ROBERT R. ARTOLA 993

**PLAN OF THE CITY OF WASHINGTON**  
 WASHINGTON, DISTRICT OF COLUMBIA

DC-648

HISTORIC AMERICAN  
 BUILDINGS SURVEY  
 SHEET 23 OF 32 SHEETS

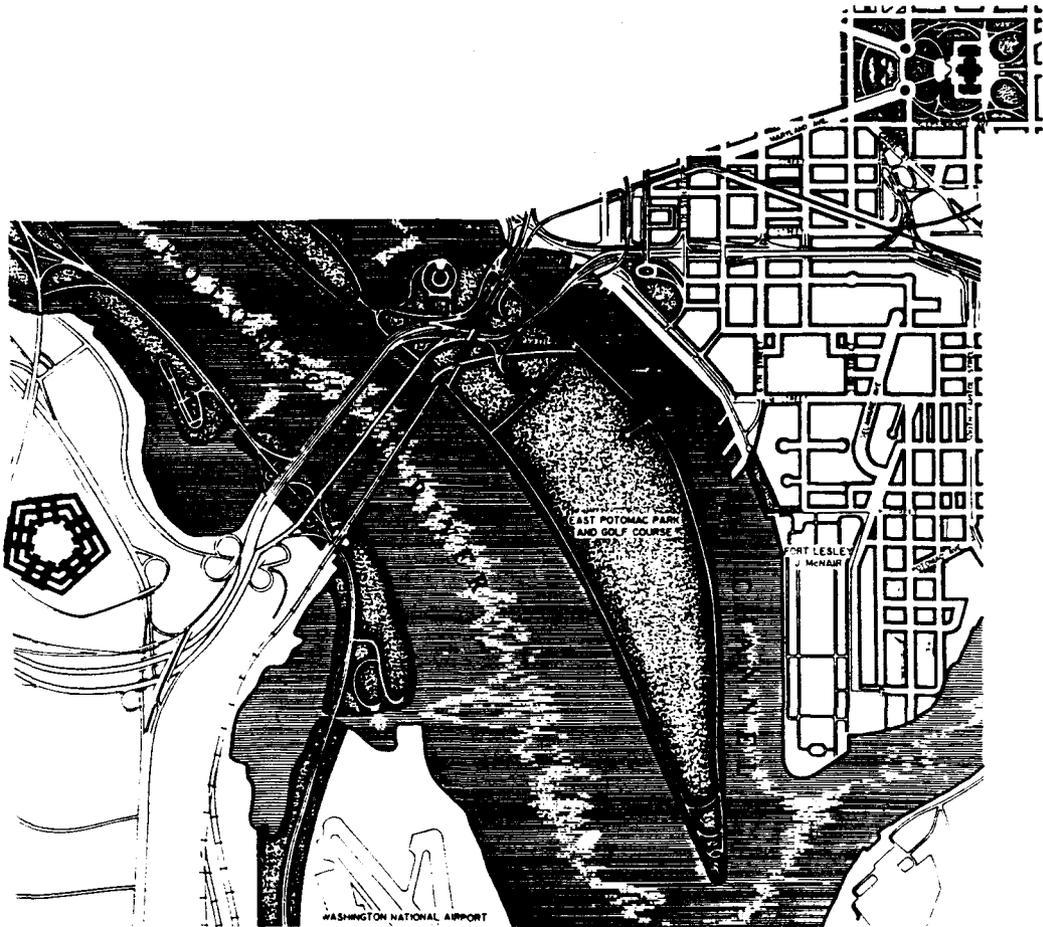


19<sup>N</sup> 90

**SOUTHWEST QUADRANT**  
 CITY OF WASHINGTON-DISTRICT OF COLUMBIA  
 FROM A MAP BY THE BUREAU OF ORIGIN  
 OFFICE OF PLANNING

0 400 800 1200  
 FEET 1 : 4000

0 50 100 150 200  
 METERS 1 : 4000

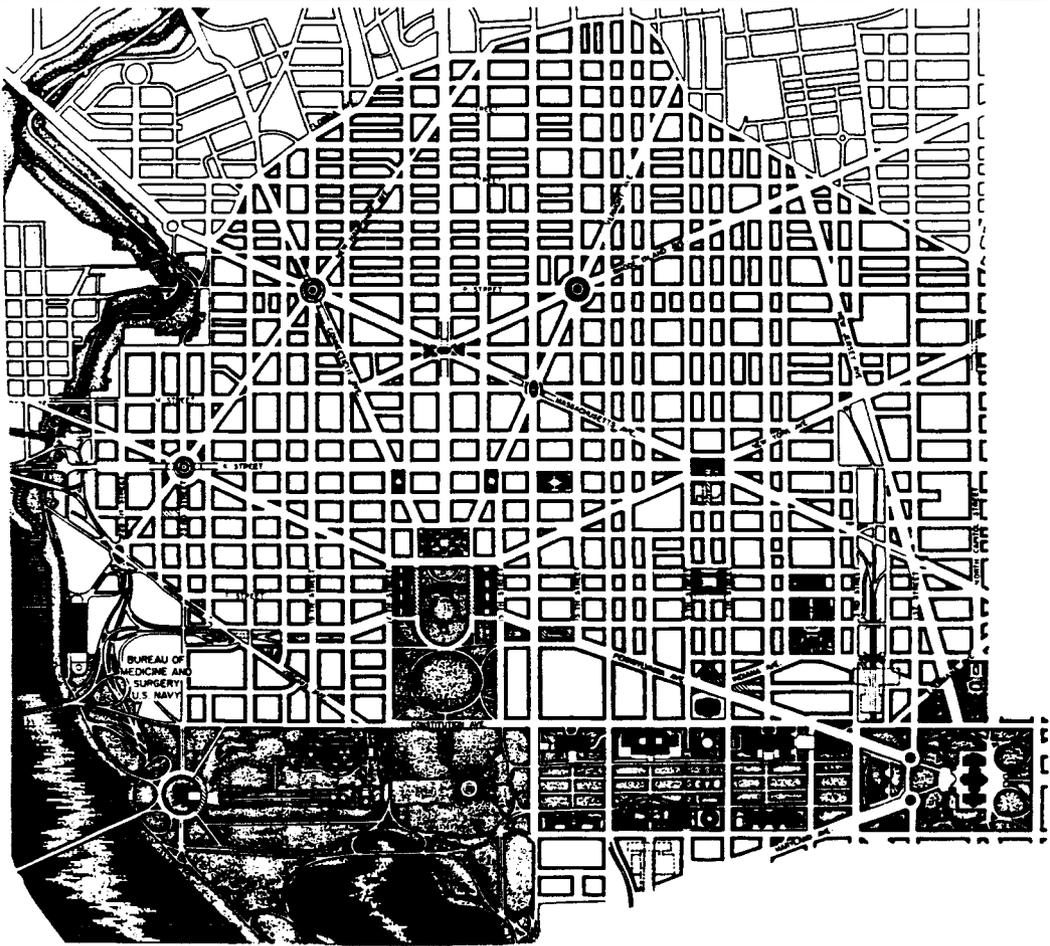


DESIGNED BY SANDRA M. E. LEINA, 1991; ROBERT F. ARZOLA, 1993

PLAN OF THE CITY OF WASHINGTON  
 WASHINGTON, DISTRICT OF COLUMBIA

DC-666

HISTORIC AMERICAN  
 BUILDINGS SURVEY  
 SHEET 25 OF 52



19:90

NORTHWEST QUADRANT

CITY OF WASHINGTON DISTRICT OF COLUMBIA  
FROM A MAP BY THE DISTRICT OF COLUMBIA  
OFFICE OF PLANNING

DESIGNED BY TANCPA M E EVA 991 ROBERT R ARIZOLA 993

PLAN OF THE CITY OF WASHINGTON  
WASHINGTON, DISTRICT OF COLUMBIA

DATE: 1990  
DC-644  
SYMBOLS, A MEANS AND  
MULTIPLIER: 1:1000  
SHEET 28 OF 32

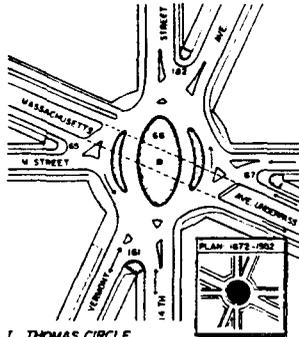


U.S. RESERVATION MARKER, CA. 1890s

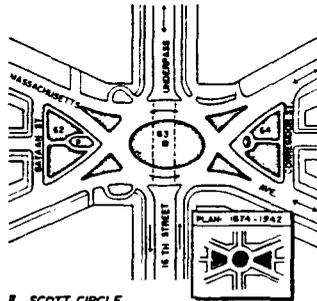
# RESERVATION SHAPES



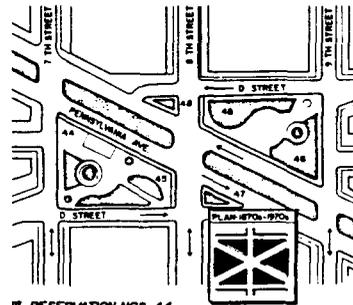
U.S. OPS 8 G MARKER 1899



I THOMAS CIRCLE  
RESERVATION NOS. 65, 66, 67, 161, 162



II SCOTT CIRCLE  
RESERVATION NOS. 62, 62A, 62B, 63, 64, 64A, 64B

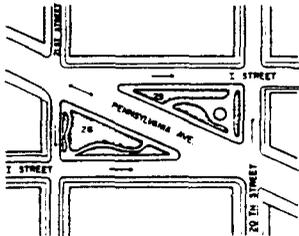


III RESERVATION NOS. 44,  
44A, 46, 48, 47, 48, 49  
EASTERN MARKET METRO STATION

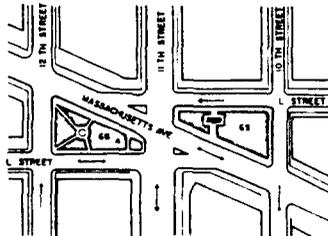
### AVENUE INTERSECTIONS:

AVENUES INTERSECT AT ALMOST THIRTY SITES THROUGHOUT THE HISTORIC CITY. MOST MAJOR INTERSECTIONS WERE LANDSCAPED AS CIRCULAR OR SQUARE PARKS IN THE NINETEENTH CENTURY. BECAUSE THE RESERVATIONS FALL WITHIN ROAD RIGHTS-OF-WAY, MANY HAVE BEEN ALTERED FOR TRANSPORTATION NEEDS. THOMAS CIRCLE WAS ORIGINALLY A LARGE CIRCLE WITH FOUR TRIANGULAR RESERVATIONS ABUTTING THE FLANKING CITY SQUARES. IN THE 1940s, AN UNDERPASS WAS INSTALLED BENEATH THE PARK. THE SITE NOW FEATURES AN ELLIPSE, TWO CRESCENTS, AND NINE CONCRETE TRAFFIC ISLANDS.

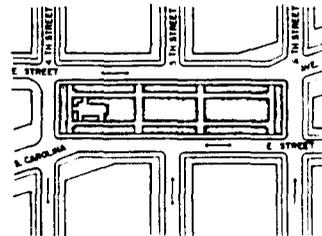
IN THE 1880s, SCOTT CIRCLE RESEMBLED A BOW TIE. IT ALSO HAS BEEN SEGMENTED AND TUNNELLED UNDER TO EASE TRAFFIC FLOW. THE SQUARE AT THE INTERSECTION OF PENNSYLVANIA AND SOUTH CAROLINA AVENUES WAS DIVIDED INTO SIX SMALL TRIANGLES IN THE 1880s. LATER, FOUR OF THE TRIANGLES WERE MERGED INTO TWO, AND MEDIANS WERE INSTALLED ON PENNSYLVANIA AVENUE. THE AREA WAS EXCAVATED IN THE 1970s FOR SUBWAY CONSTRUCTION AND THE SOUTHWEST SEGMENT OF THIS SQUARE NOW FEATURES THE EASTERN MARKET METRO STATION.



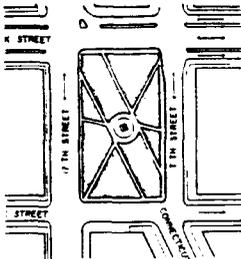
IV RESERVATION NOS. 28, 29



V EDMUND BURKE/SAMUEL GOMPERS PARKS  
RESERVATION NOS. 64, 68A, 69, 69A



VI MARION PARK  
RESERVATION NO. 18

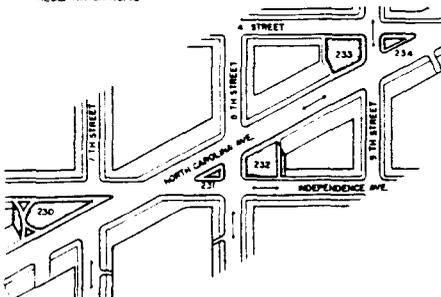


VII FARRAGUT SQUARE  
RESERVATION NO. 12

### STREET SHIFTS AT INTERSECTIONS:

THE VERTICAL AND HORIZONTAL STREETS OFTEN SHIFT IN LONGITUDE OR LATITUDE WHERE THEY INTERSECT WITH THE DIAGONAL AVENUES, AND THEREBY CREATE RECTANGULAR OPEN SPACES. IN SOME CASES, TRAFFIC ON THE AVENUE CONTINUES UNINTERRUPTED THROUGH THE OPEN SPACE, DIVIDING IT INTO SMALLER RESERVATIONS. AT ONE SUCH RECTANGLE ON PENNSYLVANIA AVENUE, THE SPACE IS DIVIDED

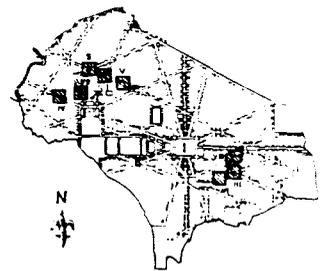
INTO PAIRED TRIANGULAR PARKS, RESERVATION NOS. 28 AND 29. AT ANOTHER ON MASSACHUSETTS AVENUE, FOUR RESERVATIONS ARE FORMED, TWO TRAPEZOIDS, NOS. 68 AND 69 AND TWO TRIANGULAR TRAFFIC ISLANDS, NOS. 68A AND 69A. AT MARION AND FARRAGUT SQUARES, THE AVENUE TRAFFIC IS DIVERTED AROUND THE OPEN SPACE TO CREATE LARGE RECTANGULAR PARKS.



VIII RESERVATION NOS. 230, 231, 232, 233, 234

### STREET AND AVENUE INTERSECTIONS:

BECAUSE THE PLANNED AVENUES AND STREETS ARE WIDER THAN VEHICULAR TRAFFIC REQUIRES, A "PARKING" SYSTEM WAS DEVELOPED WHEREBY BUILDING OCCUPANTS ARE RESPONSIBLE FOR MAINTAINING THE LAND BETWEEN THE FACADE OF THEIR BUILDING AND THE SIDEWALK. AT THE ACUTE ANGLES CREATED WHERE DIAGONAL AVENUES INTERSECT THE IRREGULAR GRID, MANY SMALL, TRIANGULAR OR TRAPEZOIDAL OPEN SPACES FALL BETWEEN THE PAVED ROADWAYS OR SIDEWALKS, AND THE ASSIGNED FRONT YARDS. THESE LEFTOVER SPACES FREE-STANDING, OR ABUTTING AN ADJACENT CITY SQUARE FORM A NETWORK OF TINY, ANGULAR RESERVATIONS ALONG THE CITY'S AVENUES.



0 20 40 60 80 100  
METERS  
0 50 100 150 200  
FEET  
1" = 100' 0"

DESIGNED BY CANCRA M E LEVA 1991, ROBERT R ARZOLA 1993

PLAN OF THE CITY OF WASHINGTON  
WASHINGTON, DISTRICT OF COLUMBIA

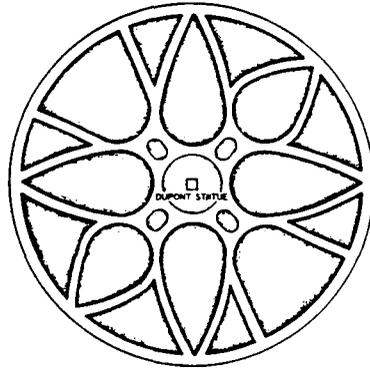
DC-666  
HISTORIC AMERICAN  
BUILDINGS SURVEY  
MAP 27 OF 32

# PARKS OF THE LATE NINETEENTH CENTURY



NEAR ADMIRAL SAMUEL FRANCIS DUPONT, 1884 LAUNT THOMAS, SCULPTOR

PIERRE L'ENFANT PLANNED FOR TEN STREETS TO RADIATE FROM THE PLACE NOW KNOWN AS DUPONT CIRCLE. SIX BLOCKS NORTHWEST OF THE WHITE HOUSE, THIS AREA REMAINED LARGELY UNPOPULATED UNTIL THE 1870s WHEN IT BECAME A FASHIONABLE ADDRESS. KNOWN AS PACIFIC CIRCLE EITHER FOR ITS WESTERN LOCATION OR FOR THE SEVERAL WEALTHY CALIFORNIANS WHO BUILT ELEGANT HOMES AROUND IT, PARK IMPROVEMENTS BEGAN HERE IN 1873. THE PATHS WERE RELAID IN THIS FOLIATE PATTERN IN 1884 IN PREPARATION FOR THE ERECTION OF A BRONZE PEDESTRIAN STATUE OF ADMIRAL SAMUEL FRANCIS DUPONT, HERO OF THE MEXICAN AND CIVIL WARS. THE

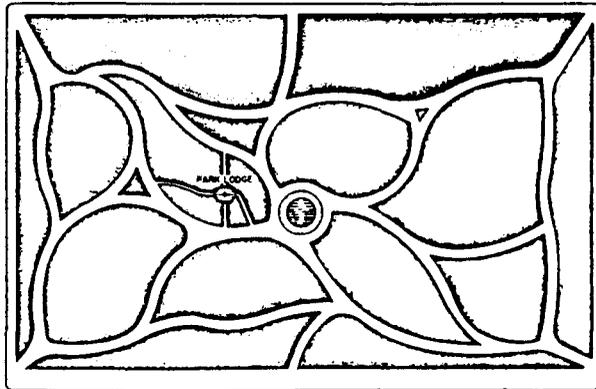


DUPONT CIRCLE, CA. 1880 - 1936

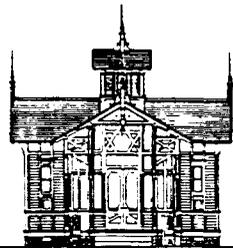


ETCHING OF FRANKLIN PARK, CA. 1890.

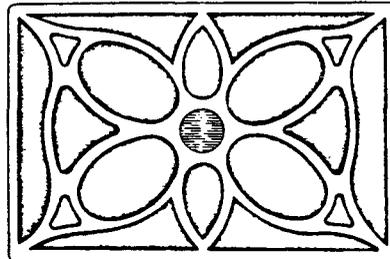
ORIGINALLY PLATTED FOR PRIVATE DEVELOPMENT, SQUARE 249 WAS PURCHASED BY THE FEDERAL GOVERNMENT IN THE 1830s SO WATER FROM ITS NATURAL SPRINGS COULD BE PIPED TO THE WHITE HOUSE. THE SURROUNDING NEIGHBORHOOD PROSPERED THROUGHOUT THE NINETEENTH CENTURY AND THE PARK, KNOWN AS FOUNTAIN SQUARE, WAS ONE OF THE FIRST IN THE CITY TO BE LANDSCAPED. IN 1873 WATER AND GAS LINES WERE INSTALLED FOR DRINKING FOUNTAINS AND LIGHTING. AN ORNAMENTAL LODGE WAS ALSO ERECTED TO PROVIDE TOILETS FOR VISITORS AND TO SHELTER THE WATCHMEN WHO POLICED THE PARK AND PERFORMED ROUTINE MAINTENANCE. A PAIR OF EAGLES PRESENTED TO ULYSSES S. GRANT WERE DISPLAYED IN A CAGE THROUGHOUT THE 1870s. THE PARK WAS FREQUENTED BY THE LOCAL RESIDENTS AND CHILDREN ATTENDING FRANKLIN SCHOOL, ERECTED FACING THE EAST SIDE OF THE PARK IN 1869.



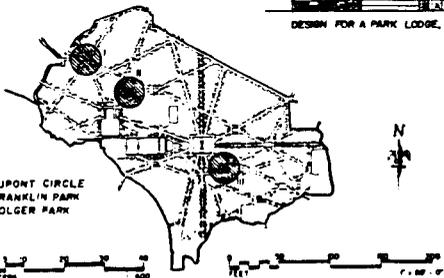
FRANKLIN PARK, CA. 1880 - 1936



DESIGN FOR A PARK LODGE, CA. 1880



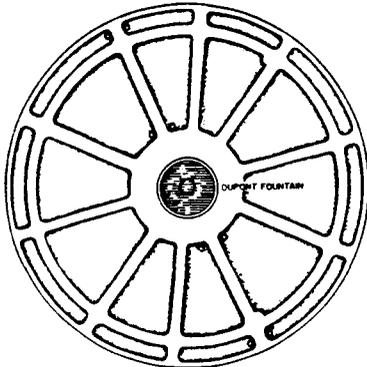
FOLGER PARK, CA. 1880 - 1936



- I DUPONT CIRCLE
- II FRANKLIN PARK
- III FOLGER PARK

THIS SQUARE, LOCATED AT THE CONVERGENCE OF D STREET S.E. WITH NORTH CAROLINA AVENUE, WAS CALLED PROVIDENCE HOSPITAL SQUARE THROUGHOUT THE 1870s. AFTER THE SECOND EMPIRE HOSPITAL ERECTED ON THE SQUARE SOUTH OF IT IN 1872, THE PARK WAS IMPROVED BY THE ARMY CORPS OF ENGINEERS BETWEEN 1882-84 AND FEATURED CURVILINEAR PATHS, SHRUBS, FLOWER BEDS, AND A CENTRAL FOUNTAIN FOLLOWING THE IMPROVEMENTS, PRESIDENT CHESTER ARTHUR REQUESTED THAT THE PARK BE NAMED AFTER CHARLES J. FOLGER, THE LATE SECRETARY OF THE TREASURY.

# PARKS OF THE EARLY TWENTIETH CENTURY



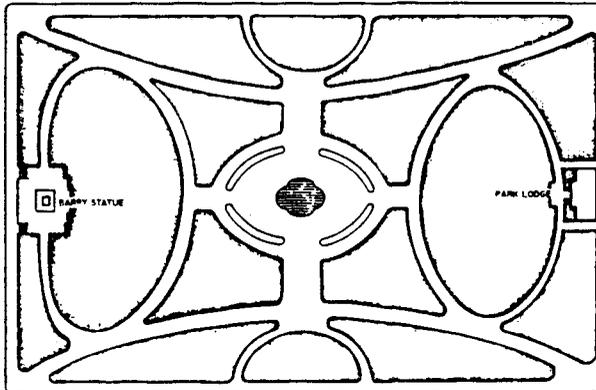
DUPONT CIRCLE, CA. 1936 - PRESENT

IN 1928 LANDSCAPE ARCHITECT CONRAD WIRTH CRITICIZED DUPONT CIRCLE'S "GREAT NUMBER OF CURVED WALKS AND SMALL, ODD SPACES THAT ARE OF LITTLE PRACTICAL USE." WITHIN THE NEXT DECADE, THE PATHS WERE REDESIGNED IN

A MORE FORMAL SCHEME FOLLOWING THE CITY BEAUTIFUL MOVEMENT. THE NEIGHBORHOOD AROUND THE PARK WAS EVOLVING FROM A SUBURBAN RESIDENTIAL AREA TO A CONGESTED COMMERCIAL DISTRICT, AND DESIGNERS BELIEVED HARRIED BUSINESSMEN PREFERRED MORE DIRECT PATHWAYS THROUGH THE PARKS. PLANTINGS ALSO DISPLAYED RESTRAINT AS FLOWER BEDS SCATTERED ABOUT THE LAWN "LIKE PUDDINGS OR FANCY TARTS" WERE REPLACED BY FLOWERING HEDGES AND NATIVE VEGETATION. IN 1921 THE DUPONT FAMILY REPLACED THE BRONZE STATUE OF SAMUEL DUPONT WITH A MARBLE FOUNTAIN SCULPTED BY DANIEL CHESTER FRENCH.



REAR ADMIRAL SAMUEL FRANCIS DUPONT MEMORIAL FOUNTAIN. DANIEL CHESTER FRENCH, SCULPTOR. HENRY BACON, ARCHITECT



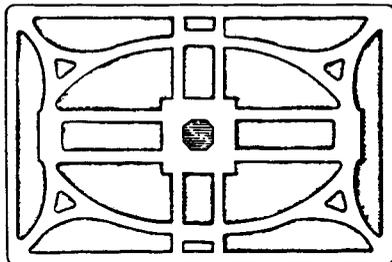
FRANKLIN PARK, CA. 1936 - PRESENT



COMMODORE JOHN BARRY. JOHN BOYLE, SCULPTOR

LANDSCAPE ARCHITECT GEORGE BURNAP ABHORRED THE "PLETHORA OF PETRIFIED GENERALS" IN WASHINGTON PARKS, AND HE THEREFORE PLACED THE ADMIRAL BARRY STATUE ON THE FAR WEST SIDE OF FRANKLIN SQUARE. IT WAS AMONG THE FIRST APPROVED BY THE COMMISSION OF FINE ARTS, FORMED IN 1910 TO REVIEW DESIGNS OF FEDERAL ART AND ARCHITECTURE. THE

STATUE WAS DEDICATED IN 1914, THE SAME YEAR A NEW LODGE WAS ERECTED ON THE EAST SIDE OF THE PARK TO REPLACE THE VICTORIAN ONE. IN 1936 A MORE SYMMETRICAL PATH SYSTEM WAS BUILT.

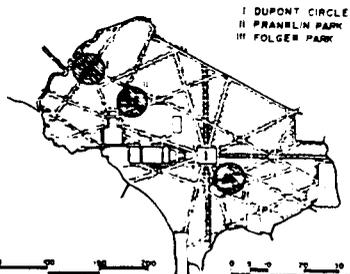


FOLGER PARK, CA. 1936 - PRESENT

FOLGER PARK WAS REDESIGNED IN 1936 AS PART OF THE CITYWIDE PARK IMPROVEMENTS PERFORMED BY WORKS PROGRESS ADMINISTRATION LABORERS THE NEW DESIGN INCLUDED THE AXIAL LINES AND CLASSIC SYMMETRY INSPIRED BY ITALIAN RENAISSANCE GARDENS, PROMOTED BY LEADING LANDSCAPE ARCHITECTS OF THE EARLY TWENTIETH CENTURY. TWO SPECIALLY DESIGNED BENCH AND FOUNTAIN UNITS FACING INTO THE PARK FROM THE EAST AND WEST WERE CONSTRUCTED OF CAST CONCRETE FACED WITH POLISHED PEBBLES AND DECORATED WITH A COLORFUL MOSAIC DEPICTING THE PARK'S LANDSCAPE PLAN.



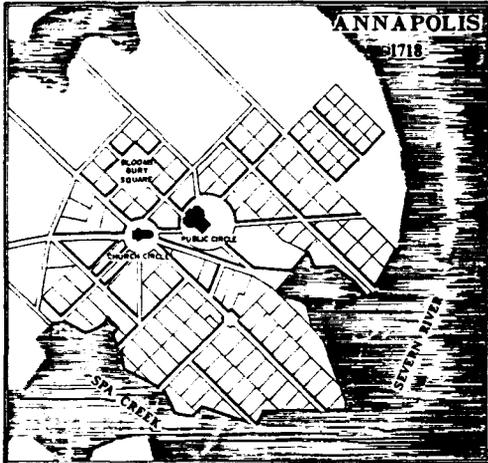
PARK LODGE FOR LAFAYETTE, FRANKLIN, JUDICIARY AND LINCOLN PARKS. 1913. GEORGE BURNAP, LANDSCAPE ARCHITECT. HORACE PEASLEE, ARCHITECT



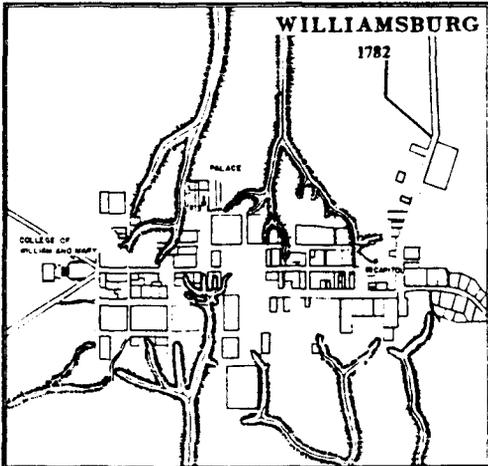
I DUPONT CIRCLE II FRANKLIN PARK III FOLGER PARK



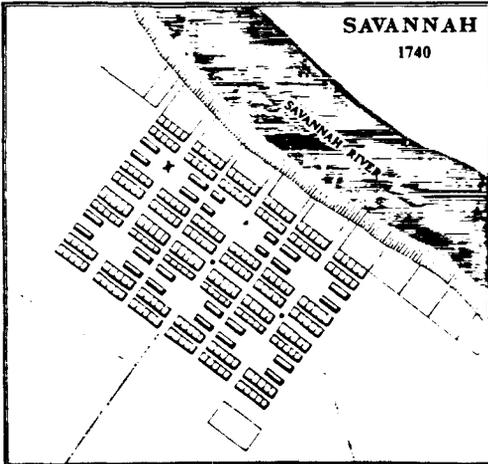
# COLONIAL CAPITALS



ATTRIBUTED TO FRANCIS NICHOLSON



BASED ON "FRENCHMAN'S MAP"



ATTRIBUTED TO JAMES OGLETHORPE



UNITED STATES, 1790

WHEN PIERRE L'ENFANT WAS CONCERNING THE PLAN OF THE FEDERAL CITY IN 1790, HE MAY HAVE BEEN INSPIRED BY SOME COLONIAL CAPITAL PLANS. THOMAS JEFFERSON LOBBIED FOR AN ORTHOGONAL PLAN LIKE THE ONE AT PHILADELPHIA, BUT L'ENFANT SPENT HIS YOUTH AT VERSAILLES, AN INFLUENTIAL FRENCH BAROQUE LANDSCAPE. HE INSTEAD CREATED A HYBRID OF THESE TWO PRINCIPLES, SUPERIMPOSING AXIAL AVENUES AND CEREMONIAL SPACES ATOP A REGULAR GRID OF STREETS.

A PARTIAL BAROQUE PLAN IS FOUND AT ANNAPOLIS, THE CAPITAL OF MARYLAND. IN 1694 GOVERNOR FRANCIS NICHOLSON CREATED A TOWN CALLED ANNE ARUNDEL ON THE SEVERN RIVER. IN RESPONSE TO COLONYWIDE COMPLAINTS THAT THE EXISTING CAPITAL ST. MARY'S CITY WAS ISOLATED (AND HEAVILY CATHOLIC), IN 1695 HE RENAMED THE NEW TOWN AFTER PRINCESS ANNE AND MADE IT THE NEW CAPITAL. THE EARLIEST PLAN FOR ANNAPOLIS DATES TO 1718. TWO MAJOR OPEN SPACES—THE HILLTOP PUBLIC CIRCLE WHERE THE STATE HOUSE (1772-79) SITS, AND THE SMALLER CHURCH CIRCLE—ARE LINKED BY A SINGLE STREET THAT PASSES THROUGH THEM OFF CENTER. ANNAPOLIS SERVED AS THE TEMPORARY U.S. CAPITOL IN 1783-84, ONE OF EIGHT TOWNS OCCUPIED BY THE CONTINENTAL CONGRESS BETWEEN 1774-90, BUT IT LOST ITS BID FOR THE PERMANENT SEAT OF GOVERNMENT.

SHORTLY AFTER HE ARRIVED IN VIRGINIA, GOVERNOR FRANCIS NICHOLSON, THE FORMER MARYLAND GOVERNOR, MOVED THE CAPITAL FROM JAMESTOWN TO NEARBY MIDDLE PLANTATION. IN 1699 THEODORE BLAND AND EDWIN THATCHER SURVEYED THE SITE AND RENAMED IT WILLIAMSBURG, THOUGH THE EARLIEST EXISTANT MAP DATES TO 1782. AT THE WEST END OF THE MAIN AXIS, DUKE OF GLOUCESTER STREET, IS THE COLLEGE OF WILLIAM AND MARY (1695), THE CAPITOL (1751-53) MARKS THE EAST END. ON THE NORTH, THE PALACE (1706-20) TERMINATES A CROSS AXIS FORMED BY PALACE STREET AND ITS GREENSWARD. THE TRIPLE FOCAL POINTS OF GOVERNMENT, CROWN, AND COLLEGE HAD NO OBVIOUS PROTOTYPES. IN 1783 WILLIAMSBURG OFFERED ITSELF AS SITE OF THE NEW U.S. CAPITAL AND LOST, THE SECOND POLITICAL BLOW OF RECENT YEARS, SINCE IN 1780 THE STATE CAPITAL WAS MOVED TO RICHMOND.

SAVANNAH, THE LAST ENGLISH PROPERTY SETTLED IN NORTH AMERICA, WAS FOUNDED AS AN EXPERIMENT TO ALLEVIATE OVER-CROWDED ENGLISH DEBTORS' PRISONS AND HELP THE URBAN POOR. THE ORTHOGONAL LAYOUT OF BLOCKS AND OPEN SPACES WAS A PHYSICAL REPRESENTATION OF THIS THEORETICALLY ONE-STRATA COMMUNITY. JAMES EDWARD OGLETHORPE, A TRUSTEE OF THE GEORGIA COLONY, LAD OUT THE CITY IN 1733. THE PLAN WAS BASED ON THE "WARD" UNIT, A TWO-ACRE SQUARE FLANKED BY BLOCKS. WHILE THE UTOPIAN IDEAL FAILED, OGLETHORPE'S SPATIAL PRINCIPLES SUCCEEDED, AND THE PLAN WAS FOLLOWED WELL INTO THE NINETEENTH CENTURY. THIS URBAN ORDER WAS LIKELY OBSERVED BY L'ENFANT IN 1779 WHEN HE WAS CAPTURED AT THE BATTLE OF SAVANNAH.

ALTHOUGH NO DIRECT EVIDENCE CONNECTS THESE PLANS WITH THAT OF WASHINGTON, D.C., L'ENFANT FUSED THEIR ELEMENTS—RADIAL AND GRIDDED STREETS, OPEN SPACES, AND AXIAL ALIGNMENTS OF BUILDINGS—INTO A SUCCESSFUL AND LONG-LIVED PLAN FOR THE FEDERAL CITY.



L'ENFANT PLAN

## PLAN OF THE CITY OF WASHINGTON

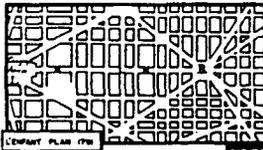
WASHINGTON, DISTRICT OF COLUMBIA

DC 668

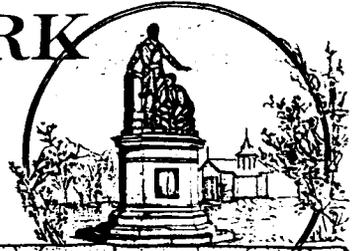
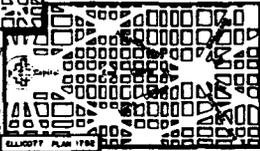
HISTORIC AMERICAN BUILDINGS SURVEY

Sheet 32 of 32

# LINCOLN PARK

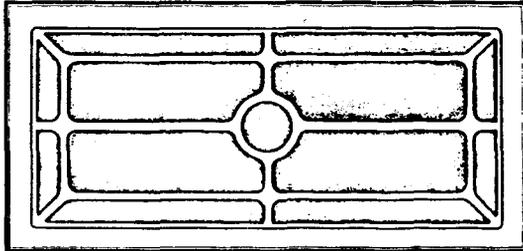


B. An historic Column. Also intended for a Walk or driving Column from above station, (a mile from the Federal house) all distances of planes through the Continent, are to be calculated.

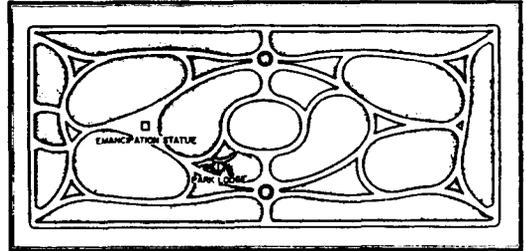


FOUR AVENUES CONVERGE AT THIS LARGE RECTANGLE PLANNED BY PIERRE L'ENFANT TO BE THE SITE OF A COLUMN FROM WHICH ALL DISTANCES IN THE CONTINENT COULD BE MEASURED. ALTHOUGH THE COMMISSIONER OF PUBLIC BUILDINGS LAID OUT A SIMPLE PATH PLAN IN THE 1850S AND LOBBIED FOR THE PARK'S IMPROVEMENT, BY THE TIME OF THE CIVIL WAR IT WAS STILL UNIMPROVED. A MAKESHIFT HOSPITAL ERECTED THERE DURING THE WAR WAS SARCONICALLY CALLED LINCOLN HOSPITAL FOR THE PRESIDENT WHO SANCTIONED THE UNPOPULAR WAR. AFTER THE PRESIDENT'S ASSASSINATION IN 1864 THE PARK WAS OFFICIALLY NAMED LINCOLN PARK, AND FREED SLAVE CHARLOTTE SCOTT

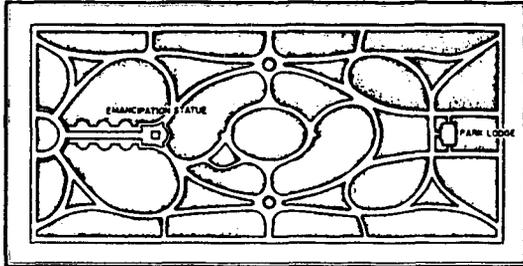
CONTRIBUTED HER FIRST \$5 EARNED IN FREEDOM TOWARD A STATUE TO HONOR THE SLAIN LEADER. THE EMANCIPATION GROUP BY SCULPTOR THOMAS BALL, DEPICTING LINCOLN FREEDING A SHACKLED SLAVE, WAS DEDICATED IN 1876. LANDSCAPED WITH WINDING PATHS, FLOWER BEDS, FOUNTAINS, AND A VICTORIAN LODGE, THE PARK ATTRACTED VISITORS PAYING HOMAGE TO THE GREAT EMANCIPATOR. THE PARK'S DESIGN WAS MODIFIED IN 1923 AND AGAIN DURING THE DEPRESSION BY THE WORKS PROGRESS ADMINISTRATION. THE CURRENT LANDSCAPE WAS DESIGNED IN 1974 WHEN THE PARK BECAME THE SITE OF ROBERT BERNS SCULPTURE GROUP HONORING BLACK EDUCATOR MARY McLEOD BETHUNE.



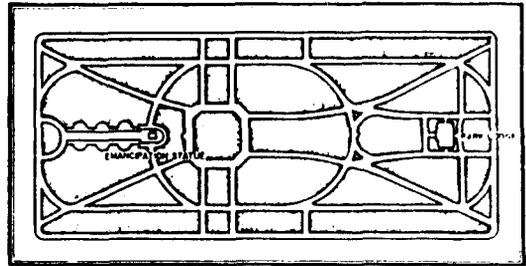
CA. 1855 PROPOSED PLAN, OFFICE OF THE COMMISSIONER OF PUBLIC BUILDINGS



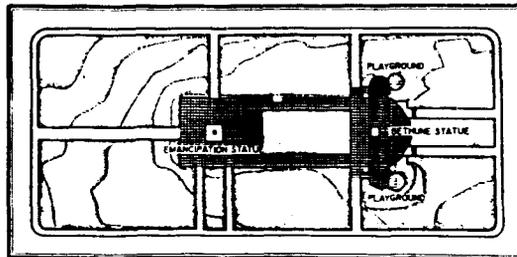
1866 EXISTING CONDITIONS, OFFICE OF PUBLIC BUILDINGS AND GROUND



1923 EXISTING CONDITIONS, OFFICE OF PUBLIC BUILDINGS AND GROUND



1931 RECONSTRUCTION PLAN, OFFICE OF PUBLIC BUILDINGS AND GROUND

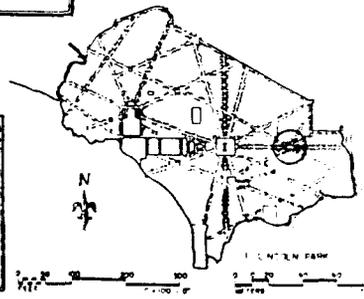


1974 RECONSTRUCTION PLAN, NATIONAL PARK SERVICE



SHARRA M. E. LEVA 1991 ROBERT R. ARZOLA 1993

**PEDESTAL INSCRIPTION:**  
 I LEAVE YOU LOVE. I LEAVE YOU HOPE. I LEAVE YOU THE CHALLENGE OF DEVELOPING CONFIDENCE IN ONE ANOTHER. I LEAVE YOU A THIRST FOR EDUCATION. I LEAVE YOU A RESPECT FOR THE USE OF POWER. I LEAVE YOU FAITH. I LEAVE YOU RACIAL DIGNITY. I LEAVE YOU A DESIRE TO LIVE HARMONIOUSLY WITH YOUR FELLOW MEN. I LEAVE YOU, FINALLY, A RESPONSIBILITY TO OUR YOUNG PEOPLE.  
 -MARY McLEOD BETHUNE  
 ROBERT DENNE, SCULPTOR



## LINCOLN PARK

EAST CAPITOL STREET BETWEEN 124 AND 130 STREETS

WASHINGTON, DISTRICT OF COLUMBIA

DC-677 HISTORIC SOCIETY OF WASHINGTON

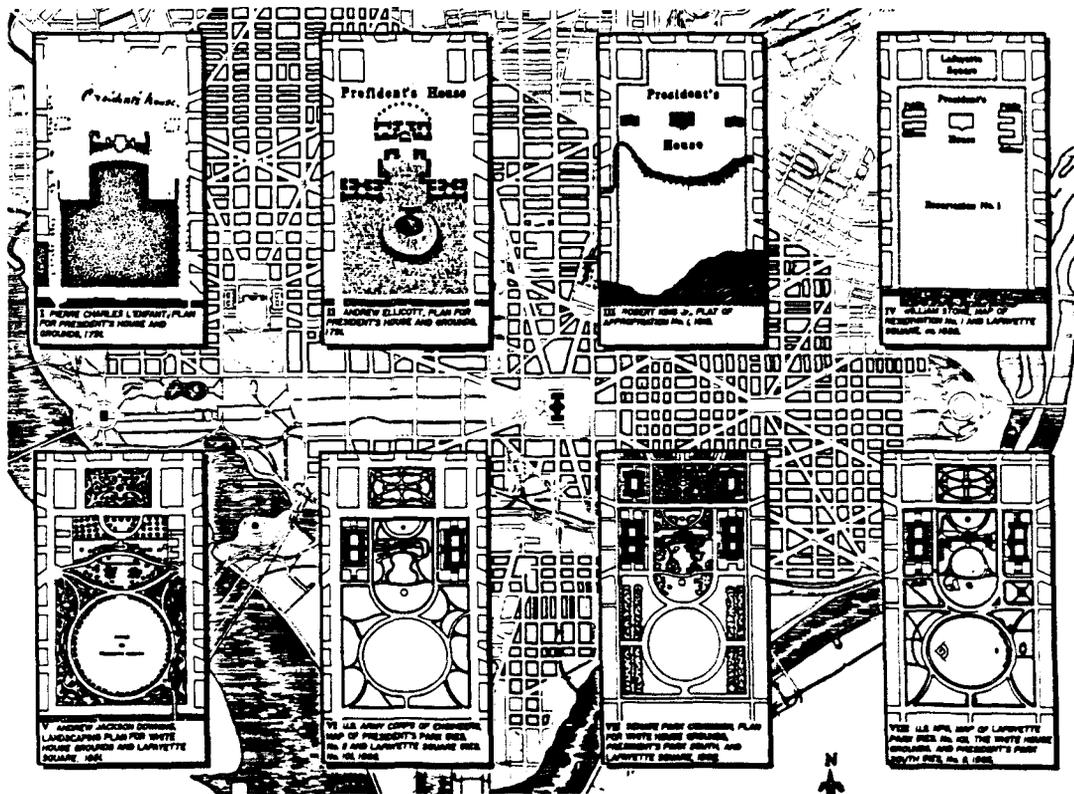
# DEVELOPMENT OF APPROPRIATION No. 1



VIEW OF THE NORTH FACADE OF THE WHITE HOUSE WITH THE DEPARTMENTS OF STATE AND THE TREASURY ON THE LEFT AND THE DEPARTMENTS OF WAR AND THE NAVY ON THE RIGHT. BASED ON A PHOTOGRAPH BY BURGESS HYDE DE NEWHALL, 1888.

THE RECTANGULAR EXPANSE BOUNDED BY FIFTEENTH, SEVENTEENTH, AND H STREETS AND CONSTITUTION AVENUE WAS ORIGINALLY "RESERVED" FOR THE "PRESIDENT'S PALACE" ON PIERRE L'ENFANT'S 1791 PLAN FOR THE CITY OF WASHINGTON (I). ON ANDREW ELLICOTT'S PLAN OF 1792, CITY SQUARE NOS. 187 AND 221 WERE CARVED OUT OF THE NORTH CORNERS OF THE SPACE TO BE SOLD FOR PRIVATE DEVELOPMENT (II). THE REMAINDER WAS PURCHASED BY THE GOVERNMENT AS "APPROPRIATION NO. 1," ONE OF SEVENTEEN RESERVATIONS SET ASIDE FOR PUBLIC BUILDINGS. GEORGE WASHINGTON RECOMMENDED CONSTRUCTING FEDERAL OFFICES IN THE APPROPRIATION, AND BY 1800 THE WHITE HOUSE WAS FLANKED BY THE TREASURY BUILDING ON THE EAST AND THE WAR DEPARTMENT ON THE WEST—ALL BURNED BY THE BRITISH IN 1814. THE STRUCTURES WERE REBUILT, BUT THE SURROUNDING GROUNDS REMAINED LARGELY UNIMPROVED. BEFORE THE CITY CANAL WAS CONSTRUCTED IN THE 1830s, THE TIBER CREEK FLOWED THROUGH PART OF THE RESERVATION AND FREQUENTLY FLOODED THE LOW LAND SOUTH OF THE WHITE HOUSE, WHICH WAS USED AS A COW PASTURE AND DUMPING GROUNDS (III). IN THE 1820s, A SEGMENT TO THE NORTH WAS SEPARATED FROM THE WHITE HOUSE GROUNDS BY AN EXTENSION OF PENNSYLVANIA AVENUE, AND IT WAS LANDSCAPED AS A PUBLIC PARK NAMED IN HONOR OF GENERAL LAFAYETTE (IV). IN AN EFFORT TO BEAUTIFY THE FEDERAL LAND IN 1851, RENOWNED LANDSCAPE DESIGNER ANDREW JACKSON DOWNING PROPOSED PICTURESQUE PLANTINGS AND MEANDERING PATHS IN LAFAYETTE PARK AND AN ELLIPTICAL LAWN IN THE SWAMPY GROUND SOUTH OF THE WHITE HOUSE, BUT HIS DEATH IN 1852 AND THE OUTBREAK OF THE CIVIL WAR HALTED IMPLEMENTATION (V). DURING THE WAR, TROOPS CAMPED IN LAFAYETTE PARK, REPUTEDLY HANGING LAUNDRY ON THE ANDREW JACKSON STATUE. CATTLE AND HORSES WERE CORRALLED IN THE REGION SOUTH OF THE WHITE HOUSE CALLED THE "WHITE LOT" PROBABLY BECAUSE OF THE WHITE PICKET FENCE SURROUNDING IT.

WIDESPREAD POST-WAR PUBLIC-WORKS PROJECTS INCLUDED THE CONVERSION OF THE NOXIOUS CANAL INTO A ROADWAY, WITH MUCH OF THE DREDGED MUCK USED TO GRADE THE WHITE LOT. ADDITIONAL FILL WAS SUPPLIED BY 1871 EXCAVATIONS FOR THE IMMENSE STATE, WAR, AND NAVY BUILDING THAT REPLACED THE WAR DEPARTMENT. BY THE 1880s THE WHITE LOT—THEN CALLED THE PRESIDENT'S PARK—AND LAFAYETTE PARK, WERE FULLY GRADED AND PLANTED BY THE U.S. ARMY CORPS OF ENGINEERS AND FEATURED LANDSCAPES SIMILAR TO DOWNING'S DESIGNS (VI). WHILE LAFAYETTE PARK BECAME A POPULAR RESORT FOR INFLUENTIAL WASHINGTONIANS LIVING NEARBY, THE ELLIPSE WAS USED FOR BAND CONCERTS, RELIGIOUS REVIVALS, CIVIL WAR REUNIONS, AND BY CYCLISTS WHO RACED AROUND ITS PERIMETER. THE 1901 McMillan SENATE PARK COMMISSION PLAN PROPOSED A MORE FORMAL DESIGN FOR PRESIDENT'S PARK AND SEXAUX ARTS OFFICE COMPLEX SURROUNDING LAFAYETTE PARK (VII). ITS ONLY REAL IMPACT, HOWEVER, WAS ON THE LAYOUT FOR LAFAYETTE PARK IMPLEMENTED BY WORKS PROGRESS ADMINISTRATION LABORERS DURING THE DEPRESSION. AS WASHINGTON'S DOWNTOWN BECAME INCREASINGLY COMMERCIAL AND CONGESTED IN THE TWENTIETH CENTURY, THE PARKS SURROUNDING THE WHITE HOUSE PROVIDED WELCOME GREEN SPACE AMID THE ACRES OF CONCRETE AND ASPHALT. THE ELLIPSE WAS EQUIPPED FOR SPORTS, INCLUDING ARCHERY, BASEBALL, CROQUET, AND TENNIS IN THE 1920s, BUT SINCE THE 1960s THE PARKS NEAR THE EXECUTIVE MANSION HAVE ALSO BECOME PLACES TO EXERCISE FIRST AMENDMENT RIGHTS THROUGH PROTESTS AND DEMONSTRATIONS. NOW ADMINISTERED BY THE NATIONAL PARK SERVICE, LAFAYETTE PARK, THE WHITE HOUSE GROUNDS, AND PRESIDENT'S PARK SOUTH ARE DOTTED WITH COMMEMORATIVE STATUES, FOUNTAINS, AND PLANTINGS; THEY REMAIN SITES FOR RECREATION AND CEREMONY, SUCH AS ANNUAL EASTER-EGG ROLLS AND THE LIGHTING OF THE NATIONAL CHRISTMAS TREE (VIII).



ROBERT R. ANGLIA, 1998

## ELLIPSE AND WHITE HOUSE GROUNDS (RESERVATION No. 1)

BOUNDED BY PENNSYLVANIA AND CONSTITUTION AVENUES AND 8th AND 17th STREETS, NW WASHINGTON, DISTRICT OF COLUMBIA

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# MEMORIALS IN PRESIDENT'S PARK



13  
MEMORIAL TO THE FIRST DIVISION, WWI  
DANIEL C. FRENCH, SCULPTOR, CASS GILBERT, ARCHITECT, 1919



1  
ALBERT GALLATIN  
JAMES EARL FRASER, SCULPTOR, 1947



2  
ALEXANDER HAMILTON  
JAMES EARL FRASER, SCULPTOR, HENRY BACH, ARCHITECT, 1923



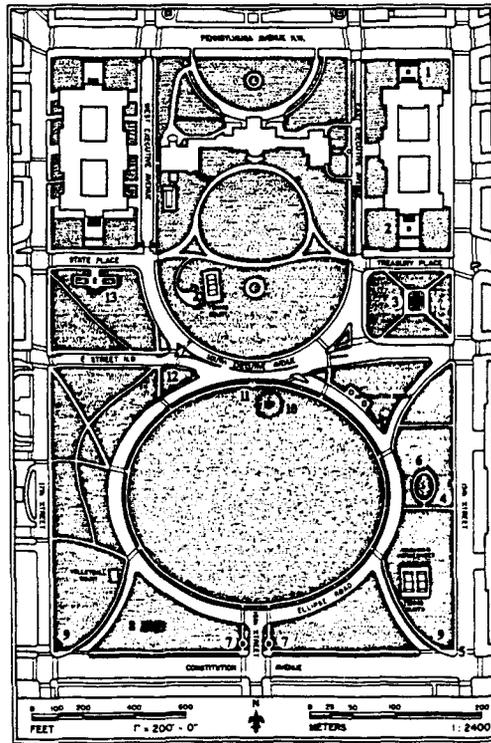
12  
BUTT-MILLET MEMORIAL FOUNTAIN  
HONORING MAJ. ARCHEBOLD W. BUTT AND FRANCIS  
DANIEL MILLET WHO DIED IN THE S.S. TITANIC DISASTER  
DANIEL C. FRENCH, SCULPTOR, THOMAS HASTWELL, ARCHITECT, 1913



11  
ZERO MILESTONE  
OFFICIAL STARTING POINT FOR MEASUREMENT  
OF HIGHWAY DISTANCES FROM WASHINGTON, D.C.  
HORACE PEARL, SCULPTOR, 1923



10  
NATIONAL CHRISTMAS TREE  
COLORADO BLUE SPRUCE, TRANSPLANTED OCTOBER 11, 1973  
CHRISTMAS PARLAMENT OF PEACE COMMITTEE



3  
MEMORIAL TO GEN. WILLIAM TECUMSEH SHERMAN  
EARL BELL, SMITH, SCULPTOR, 1903



4  
MEMORIAL TO THE ORIGINAL PATENTEES  
OF THE DISTRICT OF COLUMBIA  
CARL BOSE, SCULPTOR, DELUS SMITH, ARCHITECT, 1906



5  
BALPYNCH GATEPOST  
MOVED HERE FROM THE CAPITOL GROUNDS IN 1940  
CHARLES BALPYNCH, ARCHITECT, CA. 1888



7  
THE HALFPENNY FOUNTAINS  
GORDON NEWELL, SCULPTOR, CATHERINE HENRY, ARCHITECT, 1909



8  
MEMORIAL TO THE SECOND DIVISION, WWI  
JAMES EARL FRASER, SCULPTOR, JOHN RUSSEL, POPE, ARCHITECT, 1916



6  
BOY SCOUT COMMEMORATIVE TRIBUTE  
DONALD B. LANE, SCULPTOR, WILLIAM A. BEAULT, ARCHITECT, 1928



9  
BALPYNCH GATEHOUSE  
MOVED TO ELLIPSE FROM THE CAPITOL GROUNDS IN 1940  
CHARLES BALPYNCH, ARCHITECT, CA. 1888

DESIGNED BY ROBERT H. ARZDIA      RECONSTRUCTED BY ROBERT ARKENTVICH, 1993

MEMORIALS NOT OPEN TO SCALE

ELLIPSE AND WHITE HOUSE GROUNDS (RESERVATION No. 1)  
BOUNDED BY PENNSYLVANIA AND CONSTITUTION AVENUES AND 15th AND 17th STREETS, NW  
WASHINGTON, DISTRICT OF COLUMBIA

OFFICIAL MAP  
DC-600

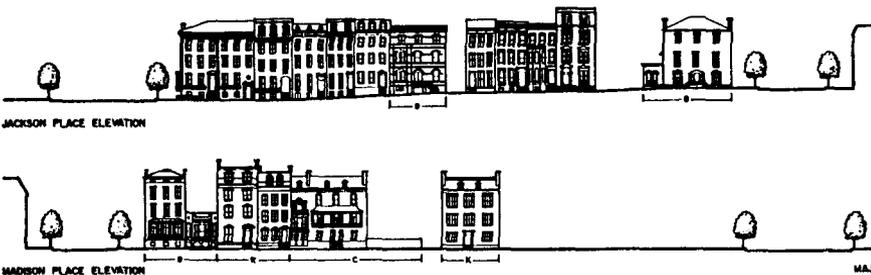
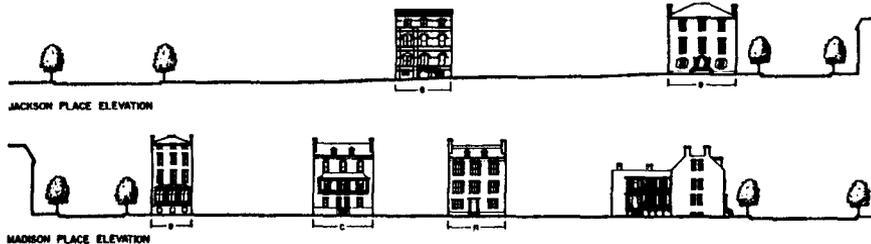
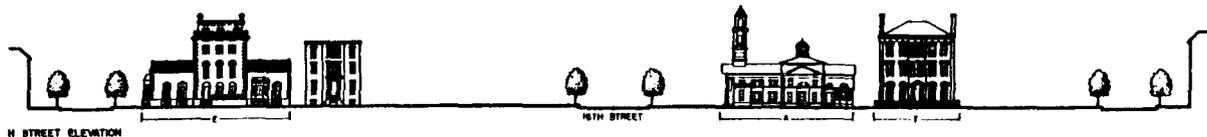
OFFICIAL AMERICAN  
ENLARGED SURVEY  
MAP 2 OF 2 SHEETS



J. GEN. ANDREW JACKSON  
JAMES WELLS SCULPTOR, 1853

# LAFAYETTE SQUARE

## 1791 - 1891



### TIME LINE

- 1791 PIERRE L'ENFANT DESIGNATES A LARGE RECTANGULAR SPACE AS PRESIDENT'S SQUARE
- 1792 ANDREW ELICOTT DECREASES THE SPACE BY CREATING CITY SQUARES IN ITS NORTHWEST CORNERS TO BE SOLD FOR PRIVATE DEVELOPMENT. THE LAND THAT WILL BE LAFAYETTE PARK IS OCCUPIED BY A SMALL GRAVEYARD AND AN ORCHARD
- 1814 BRITISH INVADE WASHINGTON. AMERICAN TROOPS GATHER IN THE UNIMPROVED SPACE TO DEFEND THE CITY. BUT THE PRESIDENT'S HOUSE AND OTHER FEDERAL BUILDINGS ARE BURNED
- 1818 ST. JOHN'S CHURCH ERECTED. DESIGNED BY BENJAMIN LATROBE. IT WILL BECOME "THE CHURCH OF THE PRESIDENTS" ATTENDED BY EVERY CHIEF EXECUTIVE FROM MONROE TO LINCOLN (R)
- 1818 LATROBE DESIGNS HOUSE FOR NAVAL HERO STEPHEN DECATUR (R)
- 1820 15<sup>TH</sup> AND 18<sup>TH</sup> STREETS (LATER NAMED MADISON AND JACKSON PLACES) CREATED. PENNSYLVANIA AVENUE EXTENSION SEPARATES THE PARK FROM THE PRESIDENT'S GROUNDS
- 1824 PARADE HONORING GEN. LAFAYETTE ENDS IN THE PARK. LANDSCAPED ESPECIALLY FOR THE OCCASION. WASHINGTONIANS BEGIN REFERRING TO SPACE AS LAFAYETTE PARK
- 1828 BENJAMIN GOLE TAYLOR ERECTS HIS HOME ON THE EAST SIDE OF THE PARK (R)
- 1830 DOLLEY MADISON MOVES INTO THE CUTTS HOUSE ON THE NORTHEAST CORNER (R)
- 1845 DANIEL WEBSTER, OCCUPYING A HOUSE ON H STREET (L), NEGOTIATES WITH NEIGHBOR BRITISH MINISTER LORD AUBURTON (R) TO DEFINE U.S./CANADIAN BORDER
- 1849 WILLIAM CONCORAN PURCHASES WEBSTER'S HOME AND COMMISSIONS JAMES HANWICK TO MAKE EXTENSIVE RENOVATIONS (L)
- 1851 AT CONCORAN'S REQUEST, PRESIDENT MILLARD FILLMORE ASKS ANDREW JACKSON DOWNING TO DEVELOP LANDSCAPE PLANS FOR THE CITY'S PARKS
- 1853 15,000 PEOPLE GATHER IN PARK FOR UNVEILING OF ANDREW JACKSON STATUE
- 1859 FRANCIS SCOTT KEY'S SON, PHILIP BARTON KEY, HAS AN AFFAIR WITH CONGRESSMAN DANIEL SICKLES'S WIFE, LIVING ON JACKSON PLACE (R). INTERFERING A RENDEZVOUS, SICKLES MURDERS KEY IN THE PARK
- 1861 CIVIL WAR BEGINS. UNION TROOPS CAMP IN THE PARK AND OCCUPY SEVERAL OF THE SURROUNDING RESIDENCES
- 1868 AS PART OF LINCOLN ASSASSINATION PLOT, WILLIAM SEWARD IS ATTACKED IN HIS HOME (R), BUT HE SURVIVES
- 1867 JURISDICTION OF CITY PARKS TRANSFERRED TO THE U.S. ARMY CORPS OF ENGINEERS. OFFICE OF PUBLIC BUILDINGS AND GROUNDS (OPBAG) LAFAYETTE PARK LANDSCAPED ACCORDING TO DOWNING'S DESIGNS
- 1872 PRAIRIE DOGS AND DEER PRESENTED TO PRESIDENT ULYSSES S. GRANT DISPLAYED IN ENCLOSURES IN THE PARK
- 1884 STATESMAN JOHN HAY AND WRITER HENRY ADAMS COMMISSION HENRY JOHNSON RICHARDSON TO DESIGN ATTACHED HOMES ON H STREET THAT WILL BECOME THE CENTER OF WASHINGTON INTELLECTUAL LIFE (R)
- 1887 GAS LAMPS IN PARK REPLACED WITH ELECTRIC TO CURB CRIMINAL AND "IMMORAL" ACTS AFTER DARK. COSMOS CLUB PURCHASES CUTTS HOUSE FOR HEADQUARTERS (R)
- 1889 TALL IRON FENCE AROUND PARK REMOVED DURING MOVEMENT TO "DEMOCRATIZE" CITY PARKS
- 1891 STATUE HONORING GEN. LAFAYETTE ERECTED IN SOUTHEAST CORNER. LESLIE S. POPULAR MONTHLY MAGAZINE FEATURES DIAGRAM OF THE SQUARE WITH A LIST OF ITS PROMINENT RESIDENTS THAT INCLUDES AMBASSADORS, CABINET MEMBERS, CONGRESSMEN, BUSINESSMEN, AND MILITARY OFFICERS



NOTE: STREET ELEVATIONS ARE DERIVED FROM MEASURED DRAWINGS, ARCHITECTURAL RENDERINGS, AND HISTORIC PHOTOGRAPHS. SCALE IS APPROXIMATE.

PREPARED BY PENNSYLVANIA AVENUE, H STREET, AND MADISON AND JACKSON SQUARE  
 LAFAYETTE SQUARE  
 ROBERT R. ARZCOLO, 1993

# LAFAYETTE SQUARE

## 1894 - 1956



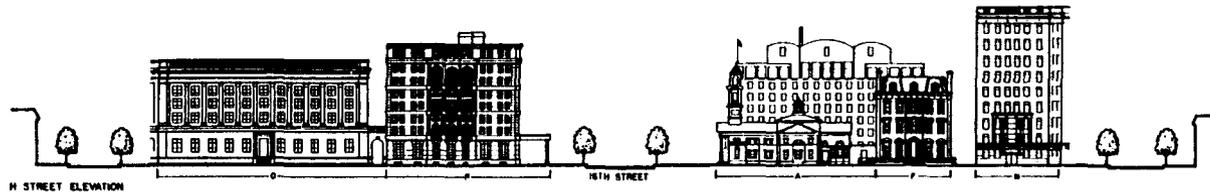
MAJ. GEN. COMTE DE ROCHAMBEAU  
LA FERRIÈRE HERMAN, SCULPTOR, 1898

HERE WAS THE COMMON MEETING GROUND OF SO MANY HISTORICAL PERSONAGES THAT IT COULD BE CALLED, PERHAPS, THE CENTER OF THE POLITICAL HISTORY OF THE NATION. MORE THAN ANY SINGLE SPOT IN AMERICA, THIS LITTLE PLOT OF GROUND WAS STILL ANIMATE WITH THE FAST, STILL QUIETLY REDEOLENT OF BYGONE DAYS, STILL PRESERVING THE FAINT ECHO OF THE FOOTSTEPS OF THOSE WHO LED THE COUNTRY TO GREATNESS.



BRIG. GEN. THADDEUS KOSCIUSKO  
ANTONI POPEL, SCULPTOR, 1910

MARIE REALE, 1954



H STREET ELEVATION



JACKSON PLACE ELEVATION



ca. 1954



MADISON PLACE ELEVATION



MAJ. GEN. FRIEDRICH WILHELM VON STEUBEN  
ALBERT JAEWEH, SCULPTOR, 1910

### TIME LINE

- 1894 RODGERS HOUSE ON MADISON PLACE (R) DEMOLISHED FOR LAFAYETTE SQUARE OPERA HOUSE WHERE SARAH REINHARDT, AL KUSHIN AND WILL RODGERS WILL PERFORM. AND 5 YEAR OLD WASHINGTONIAN, HELEN HAYES, WILL BE DISCOVERED (12)
- 1902 McMILLAN SENATE PARK COMMISSION REPORT PROPOSES REPLACEMENT OF ALL BUILDINGS FACING THE PARK WITH BEAUX ARTS STYLE FEDERAL OFFICES. STATUE (LONGING REVOLUTIONARY WAR HERO MAJ. GEN. COMTE JEAN DE ROCHAMBEAU) ERECTED IN SOUTHWEST CORNER OF PARK
- 1904 COSMOS CLUB EXPANDES TO OCCUPY TWO ADJACENT BUILDINGS ON MADISON PLACE (R)
- 1908 COSMOS CLUB DEMOLISHES ADJACENT BUILDINGS TO ERECT FIVE STORY ADDITION (R) STATUES HONORING REVOLUTIONARY WAR HEROES MAJ. GEN. FRIEDRICH WILHELM VON STEUBEN AND BRIG. GEN. THADDEUS KOSCIUSKO ERECTED IN NORTH CORNERS OF PARK
- 1914 CLASSICALLY PROPORTIONED LODGE REPLACES VICTORIAN WATCHMAN'S SHELTER IN PARK IN ACCORDANCE WITH THE McMILLAN SCHEME. ARCHITECT CASS GILBERT DESIGNS
- 1912 NEOCCLASSICAL TREASURY ANNEA AT SOUTH END OF MADISON PLACE (R). IT IS PLANNED THAT THE BUILDING WILL BE EXTENDED THE FULL LENGTH OF THE STREET
- 1918 WORLD WAR I PROMPTS ERECTION OF WAR RISK INSURANCE BUILDING ON H STREET (R). BUILT HASTILY, THE 130' TALL STRUCTURE DOES NOT CONFORM TO McMILLAN PLAN STANDARDS
- 1922 CONCORAN'S HOUSE (E) AND IT'S NEIGHBOR DEMOLISHED FOR CASS GILBERT'S NEO CLASSICAL CHAMBER OF COMMERCE, WHICH DOES CONFORM TO McMILLAN STANDARDS (R)
- 1927 HOUSES OF HAY AND ADAMS (R) DEMOLISHED FOR ELEGANT HAY ADAMS HOTEL (R)
- 1931 SICILEY'S HOUSE ON JACKSON PLACE (R) RAZED FOR EIGHT STORY HEADQUARTERS OF THE BROOKINGS INSTITUTE (Q)
- 1933 JURISDICTION OF WASHINGTON'S PARKS TRANSFERRED FROM THE DCPED TO THE NATIONAL PARK SERVICE (NPS)
- 1938 WORKS PROGRESS ADMINISTRATION LABORERS REFURBISH PARK AND REDESIGN PATHWAYS ALONG MORE CLASSICAL LINES
- 1937 AFTER THE FINANCIAL FAILURE OF THE LAFAYETTE SQUARE OPERA HOUSE, THE BELASCO THEATER OPENS IN THE SAME BUILDING (L)
- 1940 FEDERAL GOVERNMENT PURCHASES ALL BUILDINGS ON MADISON PLACE AND PLANS TO REPLACE THEM ACCORDING TO THE McMILLAN SCHEME
- 1942 NPS UNDERTAKES TREE SURVEY IN PARK AND PUBLISHES A PAMPHLET DESCRIBING ITS MORE THAN 29 TYPES OF TREES. PAMPHLET IS DISTRIBUTED AND DISPLAYED FOR THE ENJOYMENT OF INCREASING NUMBERS OF OFFICE WORKERS WHO GATHER IN THE PARK AT LUNCHTIME. BELASCO THEATER REDPENS AS THE STAGE DOOR CANNEN TO ENTERTAIN U.S. SERVICEMEN DURING WORLD WAR II (J)
- 1947 AFL CIO PURCHASES ASHBURTON HOUSE (F)
- 1950 CONGRESS AUTHORIZES ACQUISITION AND CLEARING OF ANY PROPERTY ON THE SQUARE DEEMED NECESSARY FOR FEDERAL OFFICE SPACE
- 1954 AFL CIO SELLS ASHBURTON HOUSE TO ST JOHN'S CHURCH TO BE USED AS ITS RECTORY (F). AFL CIO THEN CONSTRUCTS TOWERING STRUCTURE IN THE LOT NORTH OF THE CHURCH
- 1958 DEATH OF THE LAST RESIDENT ON THE SQUARE, MARIE REALE, MARKS THE COMPLETE SHIFT FROM RESIDENTIAL TO OFFICE OCCUPANCY. IN AN EFFORT TO PROTECT HER HOME FROM DEMOLITION, REALE BEGINS THE OPERA HOUSE TO THE NATIONAL TRUST FOR HISTORIC PRESERVATION (B)

LAFAYETTE SQUARE  
H STREET, AND MADISON AND JACKSON PLACES

ROBERT R. ARICOLA, 1993

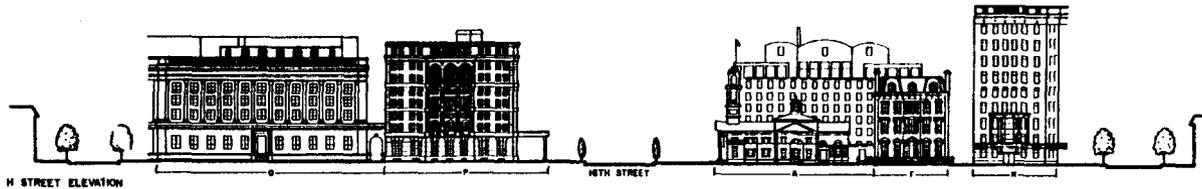
NOTE: STREET ELEVATIONS ARE DERIVED FROM MEASURED DRAWINGS, ARCHITECTURAL RENDERINGS, AND HISTORIC PHOTOGRAPHS. SCALE IS APPROXIMATE.

# LAFAYETTE SQUARE

## 1957 - 1992

I BELIEVE THAT THE IMPORTANCE OF LAFAYETTE SQUARE LIES IN THE FACT THAT WE WERE NOT WILLING TO DESTROY OUR CULTURAL AND HISTORIC HERITAGE, BUT THAT WE WERE WILLING TO FIND A MEANS OF PRESERVING IT WHILE STILL MEETING THE REQUIREMENTS OF GROWTH IN GOVERNMENT. I HOPE THE SAME CAN BE DONE IN OTHER PARTS OF THE COUNTRY.

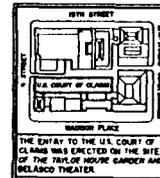
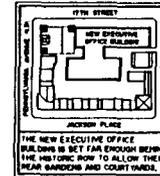
PRESIDENT JOHN F. KENNEDY, 1962



H STREET ELEVATION



JACKSON PLACE ELEVATION



MADISON PLACE ELEVATION

H, J, M STREET ELEVATIONS ARE DERIVED FROM MEASURED DRAWINGS, ARCHITECTURAL RECONSTRUCTIONS, AND HISTORIC PHOTOGRAPHS. SCALE IS APPROXIMATE.

### TIME LINE

- 1957 GENERAL SERVICE ADMINISTRATION BEGINS PLANNING NEW FEDERAL OFFICE BUILDING ON JACKSON PLACE. FLURRY OF NEWSPAPER AND MAGAZINE ARTICLES LAMENTING IMPENDING DIMINUTIONS GENERAL PUBLIC CITY BY LEGISLATION PROPOSED TO DESIGNATE SEVERAL PROPERTIES ON THE SQUARE AS HISTORIC LANDMARKS.
- 1961 COMMISSION OF FINE ARTS BEGINS REVIEWING PLANS FOR NEW FEDERAL OFFICES TO BE ERRECTED ON MADISON AND JACKSON PLACES
- 1962 FIRST LADY JACQUELINE KENNEDY INTERVENES AND ASKS THAT THE NEW PLAN RETAIN THE HISTORIC BUILDINGS AND THE RESIDENTIAL QUALITY OF THE NEIGHBORHOOD. JOHN CARL WARNECKE DEVISES PLAN THAT SETS THE LARGE FEDERAL OFFICES BEHIND THE HISTORIC ROWHOUSES.
- 1964 CONSTRUCTION BEGUN ON THE COURT OF CLAIMS BUILDING ON MADISON PLACE AND THE NEW EXECUTIVE OFFICE BUILDING ON JACKSON PLACE. SEVERAL MODERN BUILDINGS, INCLUDING THE BROOKINGS INSTITUTE AND THE GRANGE ARE DEMOLISHED. DESPITE PROTESTS, THE RELASCO THEATER IS ALSO RAZED. JIM PAUL MELLON'S OLD DOWNHILL FOUNDATION CONTRIBUTES FUNDS TO REDEVELOP THE PARK AS PART OF LADYBIRD JOHNSON'S CITY BEAUTIFICATION PROGRAM. PARK IS ENCLOSED WITH PLYWOOD FENCING DECORATED BY LOCAL STUDENTS AND ARTISTS WITH SCENES FROM LAFAYETTE SQUARE HISTORY. SEVEN MONTHS LATER, IT REOPENS WITH NEW BRICK WALKS, ELLIPTICAL POOLS WITH FOUNTAINS, AND CHECKERS TABLES.
- 1970 WARNECKE PROJECT NEARS COMPLETION. JACKSON PLACE PRESENTS CONTINUOUS FACADE OF FEDERAL AND VICTORIAN STYLE STRUCTURES. THE BROOKINGS INSTITUTE AND GRANGE HAVE BEEN REPLACED WITH HISTORIC-LOOKING BUILDINGS (R. 3).
- 1979 A VETERAN PROTESTING HIS TREATMENT BY THE VETERAN'S ADMINISTRATION (VA) STAGES AN AROUND-THE-CLOCK VIGIL IN LAFAYETTE PARK AND IS ARRESTED FOR SLEEPING IN PUBLIC. THE U.S. COURT OF APPEALS OVERTURNS HIS CONVICTION, DECLARING THAT SLEEPING IN THE PARK IS A FIRST AMENDMENT RIGHT.
- 1982 "TENT CITY" ERRECTED IN LAFAYETTE PARK TO PUBLICIZE THE plight of the HOMELESS.
- 1983 CITIZENS PROTESTING NUCLEAR WAR WITH SEMI-PERMANENT SIGNS AND DISPLAYS ARE BANNED FROM BLOCKING THE SIDEWALK IN FRONT OF THE WHITE HOUSE FOR SECURITY REASONS. THEY RELOCATE ACROSS THE STREET IN LAFAYETTE PARK.
- 1984 AMID PUBLICIZED CONTROVERSY OVER FIRST AMENDMENT RIGHTS, THE U.S. SUPREME COURT RULES THAT THE GOVERNMENT MAY BAR HOMELESS PEOPLE FROM STAGING OVERNIGHT "SLEEP INS" IN FEDERAL PARKS.
- 1986 AFTER HEARING COMPLAINTS THAT PROTESTORS' SIGNS BLOCK VIEWS AND CREATE "LANDFILL-LIKE" APPEARANCE IN THE PARK, NPS OFFICIALS ESTABLISH LIMITS ON PROTEST SIGNS AND BEGIN REMOVING SIGNS IN VIOLATION.
- 1989 DURING HIS WAR ON DRUGS CAMPAIGN, PRESIDENT GEORGE BUSH DISPLAYS CRACK COCAINE PURCHASED BY AN UNDERCOVER AGENT IN LAFAYETTE PARK. IN THE SUBSEQUENT TRIAL TO CONVICT THE DEALER, THE JURY DECLARES A MISTRIAL ON THE GROUNDS THAT HE WAS LURED TO THE PARK AS PART OF A PUBLICITY STUNT.
- 1991 U.S. BOMBS TRASH TROOPS IN KUWAIT. PEACE PROTESTORS MAINTAIN VIGIL IN PARK THROUGHOUT THE SHORT LIVED GULF WAR. THE D.C. CITY COUNCIL OFFICIALLY RECOGNIZES AND HONORS THE TENTH ANNIVERSARY OF THE "PEACE VIGIL" IN LAFAYETTE PARK.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Photograph Identification Page 1

**L'Enfant Plan of the City of Washington, D.C.**

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**PHOTOGRAPH IDENTIFICATION**

*Location: District of Columbia*

*Photographers: Jack E. Boucher, HABS, or John McWilliams, Atlanta, GA.*

*Date: 1992*

*Negatives: Located in the HABS/HAER Collection, Library of Congress, D.C.; the HABS photograph number appears in parentheses*

1. View of Lincoln Memorial along axis of National Mall to RFK Stadium and horizon; aerial view looking east. (Boucher; DC-693-2)
2. View from Monument Grounds along axis of Sixteenth Street; aerial view looking north. (Boucher; DC-717-1)
3. View along axis of Sixteenth Street to White House and Jefferson Memorial; aerial view looking south. (Boucher; DC-717-3)
4. View of White House Grounds with Lafayette Square in foreground and Lincoln Memorial in upper corner; aerial view looking southwest. (Boucher; DC-711-1)
5. Watchmen's lodge (1914), now restrooms, in Lafayette Park. (McWilliams; DC-676-6)
6. Aerial view along axis of Pennsylvania Avenue from base of the U.S. Capitol Building to Treasury Building/White House Grounds, looking northwest. (McWilliams; DC-706-12)
7. View along axis of Pennsylvania Avenue from Market Square on the north side of the avenue, looking southeast to the U.S. Capitol Building; note eagle-topped light standards and a portion of the U.S. Navy Memorial in foreground. (McWilliams; DC-691-2)
8. Vista along axis of Maryland Avenue from about Fourth Street to the U.S. Capitol Building, looking southwest. (McWilliams; DC-702-17)
9. Aerial view along axis of Virginia Avenue from about 26th Street, NW looking southeast to the Washington Monument, including intersection with New Hampshire Avenue and Reservation No. 26K at center. (Boucher; DC-712-1)
10. View along New Jersey axis from the Capitol Grounds, looking north. (McWilliams; DC-715-7)
11. Aerial view along axis of K Street, looking west to Key Bridge and the Potomac River; note north half of McPherson Square (Reservation No. 11) at left-center. (McWilliams; DC-714-5)

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Photograph Identification      Page 2      **L'Enfant Plan of the City of Washington, D.C.**

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12. Vista along Fourth Street, NW, from the National Mall, looking north to the facades of Judiciary Square (Reservation No. 7) and the Pension Building behind it. (McWilliams; DC-690-2)
13. Aerial view of Massachusetts Avenue, looking southeast, with Scott Circle (Reservation No. 62) in foreground, followed by Thomas Circle (Reservation Nos. 65-67), Mount Vernon Square (Reservation No. 8), and Union Station Plaza (Reservation No. 334). (Boucher; DC-703-3)
14. View from Union Station (with plaza and Columbus Fountain in foreground), looking southwest along Delaware Avenue to the U.S. Capitol Building; most parkland in sight is under the jurisdiction of the Architect of the Capitol. (McWilliams; not a transmitted photo)
15. Aerial view of the Capitol Hill area with Lincoln Park (Reservation No. 14) in center, intersected by East Capitol Street (on axis with the Mall) and Massachusetts Avenue (the crossing diagonal); looking northeast from Fifth and A Streets, SE. (Boucher; DC-677-1)
16. Aerial view from just north of Logan Circle (Reservation No. 153), along the Massachusetts Avenue axis, toward Thomas Circle (Reservation No. 65-67); looking southwest. (Boucher; DC-711-3)
17. View of Gen. John Logan equestrian memorial (1901) in Logan Circle (Reservation No. 153); in the distance (right) along Rhode Island Avenue is the statue of Gen. Winfield Scott (1874) in Scott Circle (Reservation No. 62-64), and in the distance (left) along Vermont Avenue is the statue of Gen. George Thomas (1879) in Thomas Circle (Reservation No. 66). Looking southwest. (McWilliams; DC-339-4)
18. Aerial view of Dupont Circle (Reservation No. 60) with Connecticut Avenue and the Metrorail tunneling under it; looking southeast. (Boucher; DC-669-3)
19. Aerial view of Garfield Park (Reservation No. 17) on the north side of the Southeast-Southwest Freeway, looking west. (Boucher; DC-674-1)
20. Aerial view of Gompers-Burke Park (top-middle, Reservation No. 68; bottom-middle, Reservation No. 69) bisected diagonally by Massachusetts Avenue, bounded on the north and south by K Street, NW; looking west. (Boucher; DC-703-4)
21. Aerial view of Farragut Park (Reservation No. 12) whose landscape plan is aligned with Connecticut Avenue (top); looking northwest from southeast corner of park. (Boucher; DC-698-12)
22. View of Marion Park (Reservation No. 18) showing playground equipment, contemporary mushroom-style light fixtures, and tulip-style trash cans; looking southeast. (McWilliams; DC-679-4)
23. View of Reservation No. 154 at Rhode Island Avenue, P and 12th Streets; looking northeast.

Continued next page

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places**

Continuation Sheet

Photograph Identification

Page 3

**L'Enfant Plan of the City of Washington, D.C.**

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(McWilliams; DC-339-5)

24. View of Reservation No. 58, north of Massachusetts Avenue at 21st and Q Streets, NW; looking southeast. (McWilliams; DC-703-7)
25. View of Reservation No. 234, north of North Carolina Avenue at A Street, SE, showing cast-iron post-and-chain balusters and US-OPB&G marker stone in foreground. (McWilliams; DC-705-5)
26. View of undeveloped Reservation No. 245 at Potomac Avenue, Q and South Capitol Streets, SW, showing railroad tracks on Potomac Avenue; looking west. (McWilliams; DC-707-3)
27. View of cast-concrete bench-fountain at east of Folger Park (Reservation No. 16), with decorative inlaid site plan. (McWilliams; DC-672-3)
28. View of three rows of elm trees lining the north side of the National Mall, looking west. (McWilliams; DC-678-11)
29. Vista along Eight Street from K Street to the Portrait Gallery at G Street, showing the glass pedestrian bridge linking the TechWorld Buildings, looking south. (McWilliams; DC-718-3)