

BUILDING ON THE PAST



WASHINGTON'S REMARKABLE OPENNESS IS THE LEGACY OF PIERRE CHARLES L'ENFANT, THE FRENCH ENGINEER WHO, WITH SURVEYOR ANDREW ELLICOTT AND MATHEMATICIAN BENJAMIN BANNEKER, LAID OUT THE CITY IN 1791. L'ENFANT WANTED HIS FLEDGLING CAPITAL TO MAKE A POWERFUL SYMBOLIC STATEMENT, SO HE DESIGNED A CITY OF BROAD AVENUES AND IMPOSING PUBLIC SPACES THAT RADIATE OUTWARD FROM THE "PRESIDENT'S HOUSE" AND THE "CONGRESS HOUSE" LIKE SPOKES ON A WHEEL. SPACE — GREAT, UNFOLDING EXPANSES OF IT — WAS A WAY TO DISTINGUISH AMERICA FROM EUROPE, AND NEW WORLD CAPITALS FROM OLD.

At the same time, L'Enfant recognized that grandeur is never enough. So where his sweeping boulevards intersected the grid of local streets, he created circles and squares and proposed for them monuments and statues to symbolize the joining of federal and state interests. These public spaces were to be the focal points of neighborhoods to encourage the mixing of big and little, grand and ordinary.

Extending the Legacy enlarges L'Enfant's vision by protecting Washington's open spaces and by distributing federal investment to all quadrants of the city. It increases public access to the waterfront, a key feature of L'Enfant's Plan, by creating a new network of parks, playing fields, marinas and other attractions that enrich urban life. By removing the Southeast/Southwest Freeway near the Mall and relocating the railroad tracks from Maryland and Virginia avenues, the plan allows the restoration of major L'Enfant thoroughfares, including Maryland, Virginia and Delaware avenues and South Capitol Street.

The L'Enfant Plan of 1791 laid the foundation for modern Washington.



The L'Enfant Plan laid the foundation for modern Washington. Yet in the decades that followed its adoption, many of its bold ideas were ignored or subverted. The new Treasury building cut off the view of the White House from Capitol Hill. Railroad tracks sliced across the Mall near the present National Gallery of Art. The Mall itself became a hodgepodge of informal gardens, pastures and walkways that blocked the path from the Capitol to the Washington Monument.

The McMillan Plan of 1901 restored the Mall's historic sweep and framed it with impressive museums and monuments that celebrate our nation's achievements. It created Memorial Bridge to unite Washington and Virginia, symbolizing the reuniting of the North and South at the end of the Civil War. By reclaiming the Anacostia River and reconnecting it to the heart of the city, *Extending the Legacy* builds on the McMillan Plan's precedents.

SOUTHWEST WATERFRONT

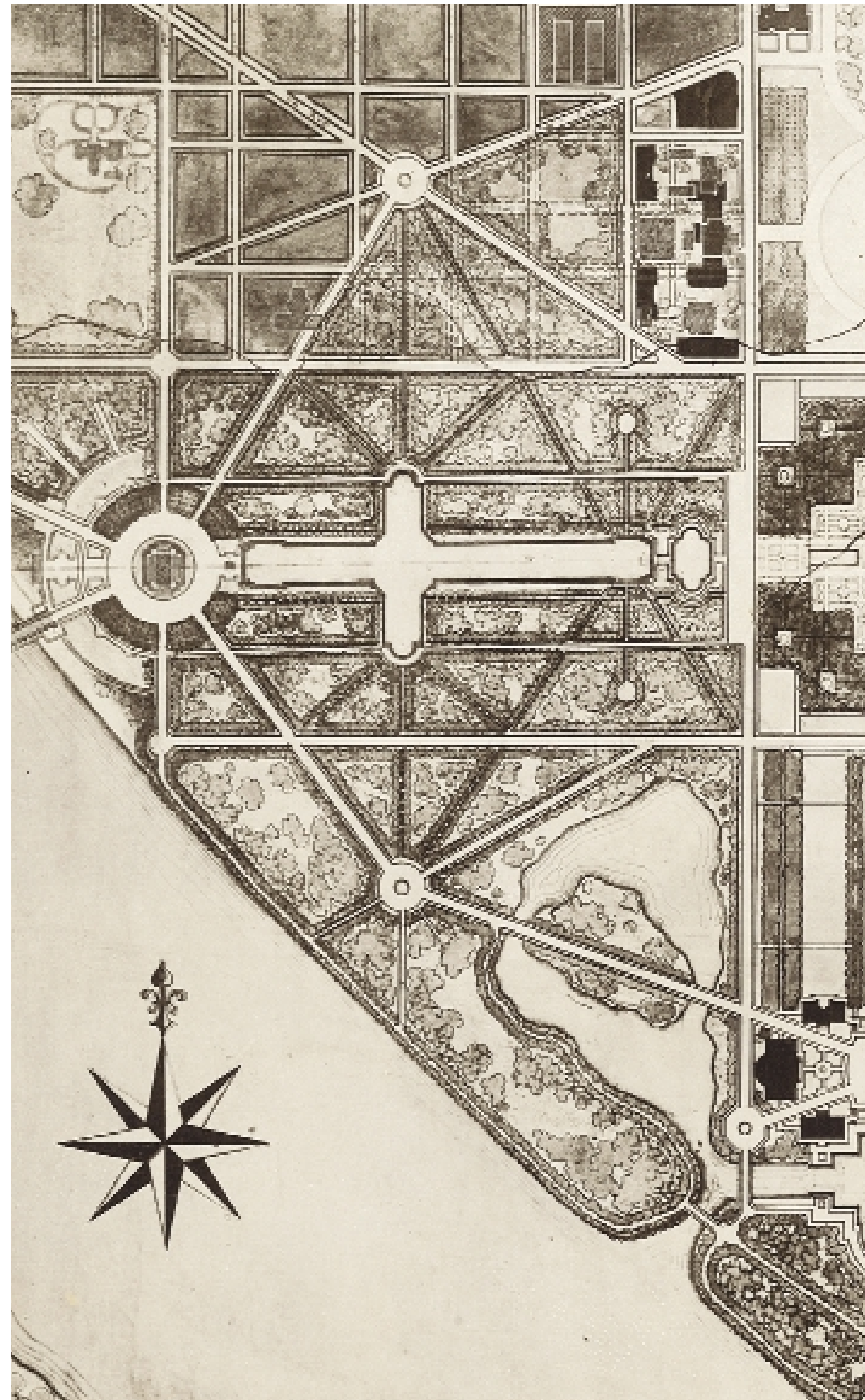


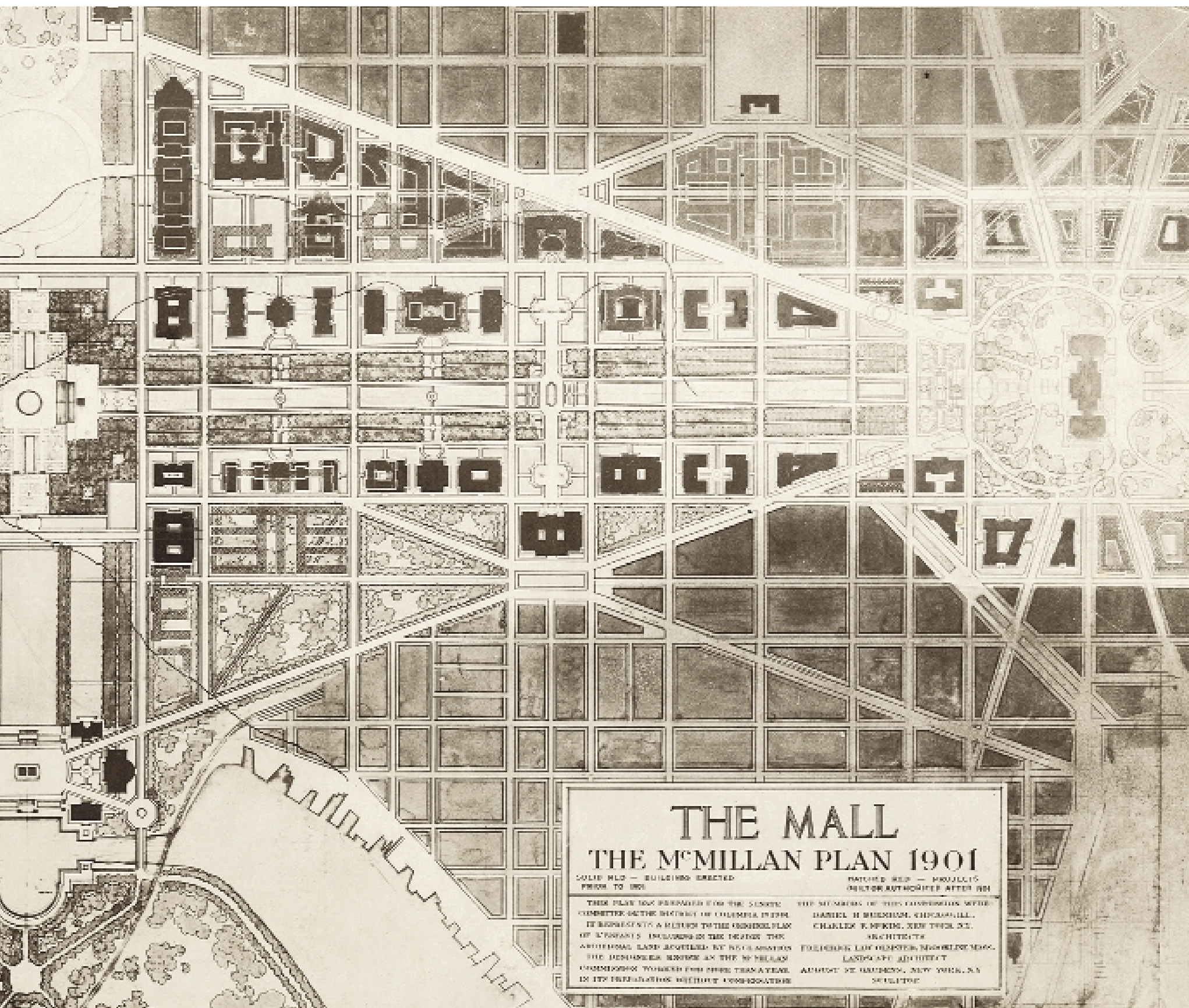
Washington's revived waterfront will sparkle with cafés, boating and street life.

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*The McMillan Plan has
guided development
of the Monumental Core
in the 20TH Century.*

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THE MALL

THE MCMILLAN PLAN 1901

SOLID RED — BUILDINGS ERECTED
PRIOR TO 1901

DOTTED RED — PROJECTIONS
ULTIMATELY AUTHORIZED AFTER 1901

THIS PLAN WAS PREPARED FOR THE SENATE
COMMITTEE ON THE DISTRICT OF COLUMBIA IN 1901.
IT REPRESENTS A REVISION TO THE ORIGINAL PLAN
OF 1892. INCLUDED IN THE REVISION THE
ARTERIAL LANE ROUTED BY THE SENATE.
THE DESIGNER, BASED ON THE MCMILLAN
COMMISSION, WORKED FOR FIVE YEARS
IN ITS REVISIONS WITH THE COMMISSIONERS.

THE MEMBERS OF THE COMMISSION WERE:
DANIEL H. BURNHAM, CHICAGO, ILL.,
CHARLES F. MCKIM, NEW YORK, N.Y.,
ARCHITECTS.
FREDERICK LAW OLMSTEAD, NEW YORK, N.Y.,
LANDSCAPE ARCHITECT.
ARTHUR ST. CLAIR, NEW YORK, N.Y.,
SCULPTOR.



Clockwise, from upper left: South Capitol Street • New bridge linking Anacostia and East Capitol Street • North Capitol Street at New York Avenue • Possible Supreme Court site on South Capitol Street