• Paris-Washington: the few figures on the screen indicate major differences in terms of density, which have both geographical and historical roots.

• Requested by Karen Bowie, this presentation relates to these historical roots. My final product for will be an illustrated timeline, a draft of which can be downloaded from the conference website. The bibliography and illustrated chart are “work in progress” awaiting your suggestions.
TRANSPORTATION MEANS
- Boats
- Trains
- On-street: coaches, streetcars, buses, taxis, bicycles
- Underground/elevated: Metro
- Airplane
- Automobile

INFRASTRUCTURE needed for Transportation
- Bridges
- Stations (Railroad, Metro, Bus ...)
- Airports
- Underpass ...

KEY AMENITIES served (or not served) by Transportation
- Federal Government offices, Parks, Central markets
- Museums, Universities ...
- Factories ....

• My goal has been to identify (and start analyzing) ways in which the history of Paris and D.C. present similarities and differences, in terms of their transportation modes, the infrastructures they require and the key amenities they serve, especially those related to the status of capital city and region.
• My agenda is to present the context behind, and issues related to, the socio-political, economic and physical history of transit, planning and architecture in our capital regions. I recorded demographic and a few ridership figures (which need to be expanded).

• I also noticed that key historic events such as wars or Parisian world’s fairs triggered transportation breakthroughs.

• My chart accounts for the dynamic between five categories of actors; it tries to capture how transportation was and remained a contested terrain between private and public entities, national and local interests, experts and users.

• Please note that government appointees were particularly influential in the District of Columbia, where, for a century, until the mayoral elections of 1975, governance was in the hands of three commissioners selected by the President of the United States.

• A third layer of fact-finding and analysis relates to my area of research, Franco-American cross-currents in the fields of architecture, community planning and housing.

• Finally, this chart is meant to inject some mémoire collective into this seminar, as I believe that we can learn from past successes, as well as partial or complete failures, to prepare a bright future for transit-oriented development.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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| 1960 | « Autoroute du Sud » opened along 34 km of Boulevard Périphérique. Plan d'Aménagement et d'Organisation Générale de la Région Parisienne (PADOG) created, limited growth to realize a Métro Express Régional. Institut d'aménagement et d'urbanisme de la Région de Paris (IAURP) created. Model of Front de Seine highrise district approved by Paris municipal council. Law promoting industrial decentralization. |-
| 1962 | Only Sud Airport opens - work starts on RER A at Pont de Neuilly. Livre Vert de la Circulation opening of Interstate 70S (I-270) from Washington, DC - Frederick to Montgomery County allowed density zoning, with variations in lots sizes, leading to cluster planning. |-

- Images were selected for their self-explanatory potential to compare and contrast important facts and themes; for instance, as circled here, you will note the concurrent advent of suburban shopping centers in the late 1950s or the traumatic rejection of transit legacy in the early 1960s.
PLANNING CROSS-CURRENTS: Francophilia in Washington

1791 - L’ENFANT’s Washington: An idealized Paris?

1610 - Claude Chastillon’s proposal for the Place de France, where radial and concentric streets were named after provinces.

1765 - Pierre Patte’s composite plan assembling proposals for the Place Louis XV.

• Cross-fertilization with Paris is embedded in Washington’s planning history.

• Indeed L’Enfant produced an astonishing template which “out-perfected” the fragmented French capital bequeathed by the Bourbon dynasty. His plan can be related to earlier proposals for a “connected Paris” which you see on the screen. With it, to quote Stephen Ward, the United States “gave back to Europe the notion of the city-wide master plan and the grand approach to urban landscape design”.

Two towering but controversial government appointees

1853-1870: Georges-Eugène Haussmann, Préfet de la Seine and his network of percements

1871-73: Alexander “Boss” Shepherd, Board of Public Works and his street improvement and tree planting campaign

• Washington also had its own Haussmann. Shepherd already had the Grand Avenues which Haussmann had to cut through medieval Paris. He just needed to improve road quality and plant a tree canopy along L’Enfant’s immense thoroughfares, to make them perfect venues for streetcars, buses and automobiles
This cross-fertilization continued when L’Enfant’s plan was revived and expanded. Washington’s ceremonial core was “re-Parisianized” by the Senate Park Commission, whose members included the son of Frederick Law Olmsted, Daniel Burnham and Charles McKim, an alumnus of the Paris Ecole des Beaux-Arts. Gardens of royal residences in the Ile-de-France were among diverse sources of inspiration for today’s Mall and its surroundings.
Two great bridges for DIFFERENT SITES AND PURPOSES

- Mother Nature, however, sets apart site conditions in each city, impacting on transportation infrastructure. These two bridges were both beautifully “styled” by an architect trained at the Ecole des Beaux-Arts. Nevertheless they address major differences in topography, density, greenery and transit use.

1905 - Pont de Bir-Hakeim
For cars, pedestrians and métro
Architecture by Camille-Jean Formigé

1933-35
Calvert Bridge over Rock Creek Park
Essentially for automobiles
Architecture by Paul Philippe Cret
Mechanized and speedy transportation came to both cities in the late 1830s with the advent of the railroads, first linking Paris to Saint-Germain-en-Laye and Washington to Baltimore, then continuing with a dense network of passenger and freight lines.

We tend to romanticize train travel but must remember how, in both cities and their region, tracks and trains ruthlessly cut across existing landscapes, including the Mall.
Picturesque and Affluent Railroad and Streetcar Suburbs

1856: Le Vésinet

1890s: Chevy Chase

Paris-trained architect Lindley Johnson designed the Waiting Room and Office of the Rock Creek Railway

Springs Hotel

• Suburbanization occurred along rail and streetcar lines, giving rise to some marvelous planned communities, the ancestors of our TODs, such as Le Vesinet on the Saint-Germain line and Chevy Chase
1930s - Model planned communities hampered by CONNECTIVITY ISSUES

1935: Cité de la Muette, Drancy

1937: Greenbelt, MD

- In both Paris and Washington, I noticed that, during the interwar period, at a time of major suburban growth, progressive community planning was not sustained by a transportation vision, besides pedestrian friendliness.

- As mentioned in my chart, the so-called Garden City of Drancy-la-Muette became a Jewish deportation outpost during World War II; its towers were razed in the 1970s.

- The New Deal Green town where I live is located three kilometers away from the terminus of Metro’s Green line. Historic Greenbelt currently addresses its connectivity and car dependency issues with a new bike-ped plan and restructured bus connections. Stakes are high since Greenbelt is one of the three suburban sites the FBI is contemplating to consolidate its operations, including its gigantic-looking headquarters on Pennsylvania Avenue.
CATERING TO AUTOMOBILES: Parkways

Begun 1938 - Autoroute de l'Ouest
Crossing Royal Domains
Unbuilt ceremonial shaft for the Triangle de Rocquencourt reminds us of monuments in D.C. Circles

Envisioned 1867, Authorized by Congress 1913, completed 1936 - Rock Creek and Potomac Parkway

Begun 1942 for defense purposes Completed 1954 - Planned for roadway enlargement - Baltimore Washington Parkway

• As far as automobile traffic is concerned, it is interesting to note the advent of recreational driving along parkways, which in both Paris and DC has morphed into snarling daily commuting. Indeed the Capital region played a key historical role in the popularization of this international landscape-cum-transit movement.
Contested Urban Highways - 1960s-1970s

1967 – Voie Express Rive Droite

Implemented freeways in red and dark blue – other colors show unbuilt projected freeways

• Going on with limited-access roads, we see, during the sixties and seventies, elected officials, bureaucrats and planners devising urban highways and residents fighting them, with a significant amount of success. The fight goes in Paris, along the banks of the Seine River.
• The 1960s was also a period when the automobile-oriented lifestyle of many residents of the Grande Couronne became Americanized. I have researched how William Levitt, after having erected mega-communities in Long Island, New Jersey and Pennsylvania, devised smaller ones in the Capitol Region and the Ile de France. Indeed Levitt France must be credited for the nouveau village phenomenon, as opposed to his more successful US competitor Kaufman and Broad.
COLLECTIVE MEMORY
Industrialization – De-industrialization at a different scale

A common denominator in the changing landscape of the two cities and regions relates to the erasure of industrial sites and its ensuing socio-economic impact.

We always think of Washington and its suburbs as a purely white collar places. However, at a smaller scale than Paris, they featured historically significant manufacturing sites.

As a child living near the Pont Mirabeau, I saw the demolition of the Citroen factories and their replacement by green space and dwellings for a variety of incomes.

I have also witnessed and deplore the demolition of this fine airplane factory along the MARC train line near our campus.
• Historic railroad stations inside Paris are generally extent while those in Washington and its suburbs are mostly gone. Even in places where they would have remained viable transit amenities, their picturesque silhouette and multi-colored design fell out of fashion with the rising tide of Beaux-Arts classicism.
1900 - **Gare d'Orsay**, designed by EBA professor Victor Laloux.

1907 - **Union Station**, designed by D. Burnham's assistant, EBA alumnus Peirce Anderson.

1986 - **Reopened as Museum**

1976 – doubles as **Festival Market Place**

- Fortunately Union Station, the construction of which became a prerequisite for the implementation of the McMillan plan, and its Parisian precedent, the Gare d’Orsay, are both extent and echo each other through their adaptive reuse.
The Past can inform the Present ...

1900 – One of Hector Guimard’s Metro Entrances with Art Nouveau lettering, now demolished. Illustrated in *American Architect and Building News*, 1907

1960s - Graphic Design by Massimo Vignelli c. 2000 – one of several canopies providing streetside identity to metro stations

First installed 2003
Sculpture Garden, National Gallery of Art

- Metro entrances in our two cities also echo each other in creative ways. In this instance, however, the Parisians were the destroyers, when Art Nouveau fell out of fashion. I like the way some DC stations received canopies which are updated versions of those by Guimard, but am a little dubious about the relevance of placing the genuine article on the Mall as an artifact devoid of practical meaning.
... and should not be overlooked in our discussions....

To conclude, I hope I made clear that transit legacy, in both Paris and Washington, remains around us, waiting for opportunities to serve a new purpose.