

SAN DIEGO

A COMPREHENSIVE PLAN FOR ITS IMPROVEMENT

BY

JOHN NOLEN



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Prefatory Note

The publication of this report is one more illustration of the awakening of American cities to the imperative need for greater foresight, skill, and experience in city-making. San Diego has developed much like other places in this country. But to-day it is far ahead of most cities of its class in its recognition of the mistakes of the past and in its appreciation of the opportunities of the present.

The report submitted is the result of a careful first-hand study of San Diego and its surroundings. It is fully illustrated with photographs, and its recommendations are enforced by some accompanying plans and sketches. The aim and purpose of these drawings should not be misunderstood. While their practicability in general has been tested, they are obviously not offered as final or constructive plans that can be executed without further study and revision. Nor is it expected that all these plans will be carried out at once,—some must wait for years. Primarily, they are intended to awaken and form public opinion, and to present the general ideas which should regulate and control the improvement of the city, ideas which, it is believed, may be safely endorsed by the Civic Improvement Committee in its present public-spirited movement. To all of the members of that committee, and especially to Mr. Julius Wangenheim, its chairman, and to Mr. George W. Marston, my thanks are due for a wise and painstaking co-operation. They contributed an indispensable element.

San Diego has the location and the physical foundation in general for an important, perhaps a great city. Its people are awake to its needs, and are resolved to meet them. It stands, therefore, upon the threshold of a truly sound and far-reaching development; for, when to superb natural advantages and human enterprise are added a sound public policy and a comprehensive plan of action, who can doubt the outcome?

JOHN NOLEN.

CAMBRIDGE, MASS., September, 1908.

Civic Improvement Committee

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SAN DIEGO
A COMPREHENSIVE PLAN FOR ITS
IMPROVEMENT

I. Some General Considerations

"The United States has here, then, a unique corner of the earth without its like in its own vast territory and unparalleled, so far as I know, in the world. . . . Here is a region larger than New England which manufactures its own weather and refuses to import any other."—CHARLES DUDLEY WARNER'S VIEW OF SAN DIEGO.

San Diego is indeed unique. Even in Southern California its situation, climate, and scenery make it stand out in permanent attractiveness beyond all other communities. Its resources as a city are in many respects unmatched. The Bay on which it directly fronts is one of the safest and most beautiful harbors in the world,—a landlocked body of water more than a score of square miles in area, with a channel deep enough to take the largest ships. From the Bay the land rises gently to the North and East, and on the slopes thus formed the city has been built. Not only the Bay, but every type of scenery, beach and promontory, mesa and canyon, unite in never-ending variety to form a city that is strikingly individual in character and of great beauty.

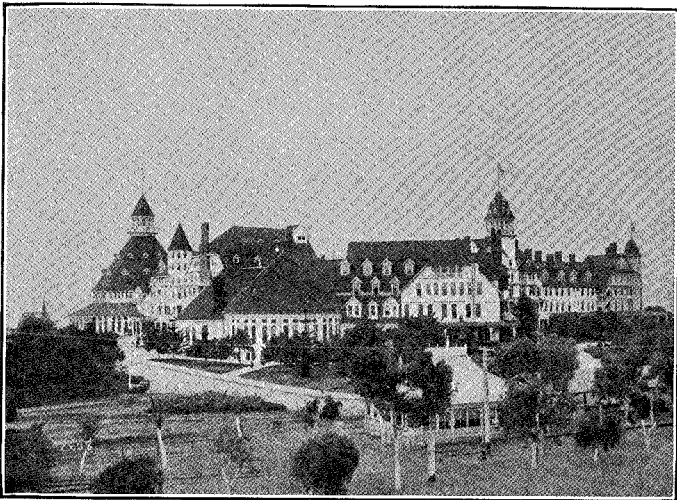
Some of
San Diego's
Resources

The climate defies description. Dry, fresh, equable, wholly without extremes of heat or cold, it is a factor that must constantly be taken into account in estimating the future or providing for it. Bright, balmy, invigorating weather invites one out-of-

COMPREHENSIVE PLAN FOR SAN DIEGO

doors more hours of the day and more days in the year than in any other part of the country. Health is almost guaranteed. A disinterested visitor has remarked that, "if nervous prostration is wanted, it must be brought here, and it cannot be relied on to continue long."

The scenery is varied and exquisitely beautiful. The great, broad, quiet mesas, the picturesque can-



THE FAMOUS HOTEL DEL CORONADO, SAN DIEGO.

yons, the bold line of distant mountains, the wide hard ocean beaches, the great Bay, its beauty crowned by the islands of Coronado, the caves and coves of La Jolla, the unique Torrey Pines, the lovely Mission Valley,—these are but some of the features of the landscape that should be looked upon as precious assets to be preserved and enhanced. And then the "back country"—hospitable to every sort of

SOME GENERAL CONSIDERATIONS

tree, shrub, root, grain, and flower—is an inexhaustible source of commercial and æsthetic wealth.

Notwithstanding its advantages of situation, climate, and scenery, San Diego is to-day neither interesting nor beautiful. Its city plan is not thoughtful, but, on the contrary, ignorant and wasteful. It has no wide and impressive business streets, practically no open spaces in the heart of the city, no worthy sculpture. Aside from the big undeveloped City Park, it has no pleasure grounds, parkways nor boulevards, no large, well-arranged playgrounds. It has no public buildings excellent in design and location. It has done little or nothing to secure for its people the benefits of any of its great natural resources, nor to provide those concomitants without which natural resources are so often valueless.

What
San Diego
Lacks

Fortunately, the public-spirited men and women of San Diego are preparing to act in time. They realize in general what the city lacks, what it needs, and the opportunity and responsibility of the present generation. The problem, therefore, resolves itself into a call for a sympathetic study of the city as it is, a reasonable estimate of its future, and a service of art and skill that will not only provide that degree of convenience and beauty that must soon be regarded as indispensable to city life, but will also recognize in the form of its provision the peculiar opportunity for joy, for health, for prosperity, that life in Southern California, more especially in San Diego, offers to all.

COMPREHENSIVE PLAN FOR SAN DIEGO

To beautify a city means to make it perfect,—perfect as a city, complete in serving a city's purposes. San Diego is potentially many-sided. Its harbor places it in the class with San Francisco; its climate and scenery are more attractive than Santa Barbara's; its suburbs may be easily like those of Pasadena and Riverside; its drives and walks may surpass even those of Monterey and Del Monte; and its population and commerce may equal that of Los Angeles. The plans to improve and adorn San Diego must therefore take many things into account. They must be broad, and, considering the promise of the city, liberal and courageous. In this connection how difficult it is to bring before the people of a city a vision of what fifty years' growth, even twenty-five, will make not only possible, but necessary. How little we appear to learn from looking back at the growth of population, the increase of real estate values, the changes in transportation, the enlargement of the civic ideal! Yet fifty years ago the site of the Fifth Avenue Hotel, New York, was a truck patch; the ten acres near Mulberry Bend cost more in 1900 than the eight hundred and more acres of Central Park fifty years earlier; Fairmount Park, Philadelphia, cost hardly a thousand dollars an acre, yet for three acres at its entrance recently purchased four hundred thousand dollars had to be paid; lots in Los Angeles have in a short time advanced from \$5,000 to \$500,000; twenty-five years ago the present prosperous city of San Diego, with a population of 40,000 or more, was practically non-existent.

Need of
Foresight

SOME GENERAL CONSIDERATIONS

The application of the foregoing to a growing city is obvious. Action must be taken while it is still relatively easy, or it will certainly be costly and probably inadequate. The present, therefore, is a most propitious time to consider in a frank, clear-headed, and comprehensive manner the future of San Diego. As never before, it seems now to have the opportunity to lay firm hold of its heritage. The construction of the San Diego & Arizona Railroad will at last place it in direct connection with all the corners of the country, and be the shortest route to the East. The water problem is well solved, and in common with other municipalities the people of the city have become conscious of the imperative need for large public improvements which in a few years will place San Diego not merely abreast, but beyond many other Californian cities.

Time for
Action



PLAN OF PART OF SAN DIEGO, SHOWING ARTIFICIAL, RECTANGULAR SYSTEM OF STREETS, AND THE LACK OF ORDERLY AND CONVENIENT CONNECTIONS BETWEEN ONE SECTION AND ANOTHER. THE MAIN BOULEVARDS OUTLINED ARE DESIGNED TO RELIEVE SOMEWHAT THIS SITUATION.

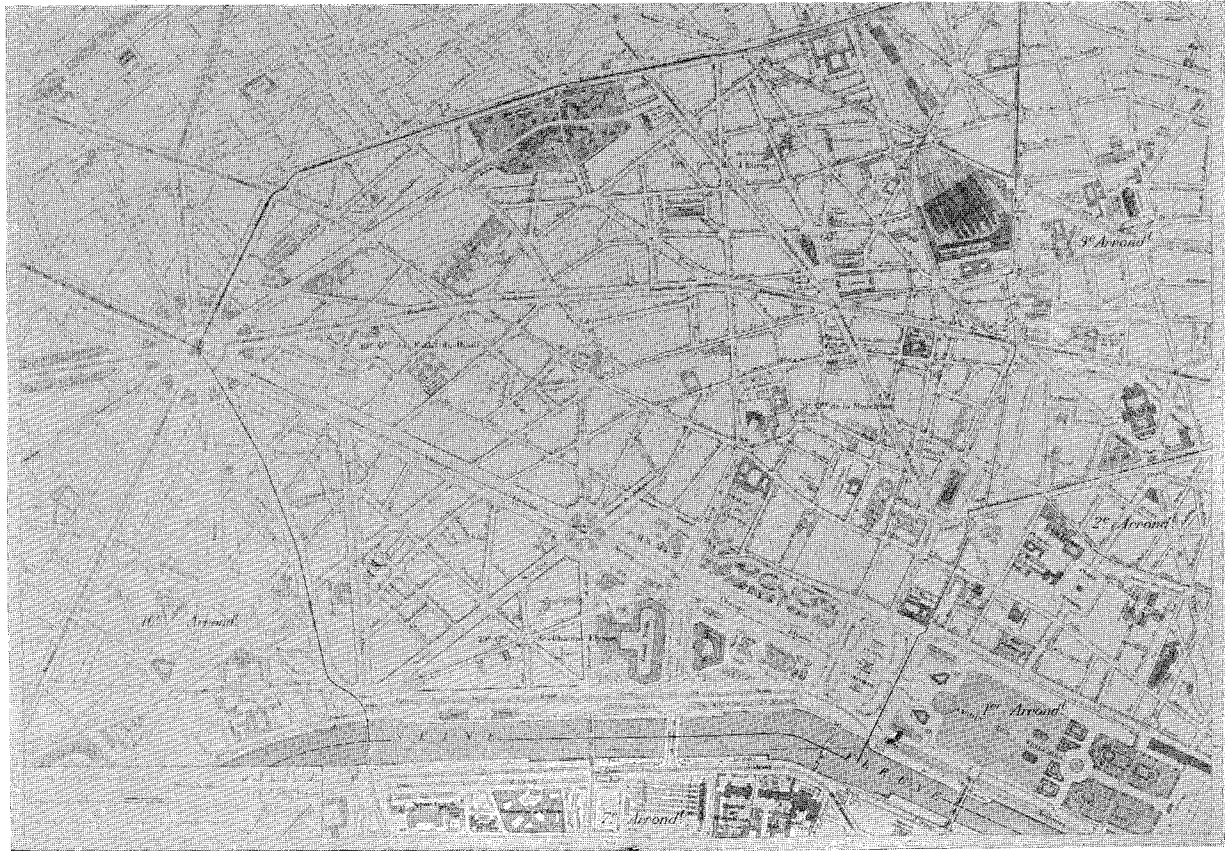
II. The Replanning of San Diego

“The advantages to be gained by the adoption of a comprehensive scheme are several: it will give due importance to each field of municipal improvements; it will furnish a nucleus around which public sentiment can crystallize; it will help to realize the unity of our civic life by bringing together the different sections of the city; but, more than all else, it will tend to bring civic orderliness and beauty where otherwise will continue to exist a lack of unity and an absence of dignity and harmony.”—FROM “A CITY PLAN FOR ST. LOUIS.”

There are four general principles of landscape design which are peculiarly applicable to city planning. They are: (1) to conform, so far as possible, to the topography; (2) to use places for what they are naturally most fit; (3) to conserve, develop, and utilize all natural resources, æsthetic as well as commercial; (4) to aim to secure beauty by organic arrangement rather than by mere embellishment or adornment.

It is too late to make a plan for San Diego based simply upon a thoughtful recognition of the topography, and a skilful consideration of the normal needs of city life and the special needs of San Diego. The street system as a system is fixed almost irrevocably, not only in the built-up sections of the city but for miles beyond. Acres upon acres have been platted through the energy of real estate agents and others, and lots sold to people now scattered all over the country. No topographical map of

Wasteful
Methods
of the Past



A PLAN OF PART OF PARIS, ONE OF THE TWENTY "ARRONDISSEMENTS," OR WARDS. NOTE THE IRREGULARITY, THE THOUGHTFULLY LOCATED FOCAL POINTS, THE DIFFERENTIATION IN STREETS, THE NUMEROUS OPEN SPACES, THE PARKS, AND THE TREATMENT ALONG THE SEINE. COMPARE WITH THE STREET PLAN OF SAN DIEGO.

THE REPLANNING OF SAN DIEGO

the city has ever been prepared, and until very recently no contour streets have been laid out. The method of building city streets heretofore followed has required cutting through innumerable hills and the filling in of deep valleys and canyons. It has meant great and much uncalled-for expense and a destruction of a rare opportunity to secure significant beauty. The streets are not only straight: they are rectangular in arrangement, unrelieved by diagonals, and of the same width, eighty feet. There is scarcely any recognition of the need for differentiation in the width and character of streets. Another unhappy and unescapable result is the small size of the blocks, which are usually only two hundred by three hundred feet.

But it is not the intention of this report to rehearse nor dwell unduly upon the mistakes of the past. They may be attributed, in part, to a low standard of city-making, a disregard of the future, and a lack of civic pride. They are referred to simply to show what is now impracticable and to incidentally illustrate the folly and waste, in such large affairs, of haphazard procedure. And, happily, it is still within the power of the people of San Diego to make their city convenient, attractive, and beautiful. This report attempts to outline, in a general way, and to illustrate by means of plans and photographs the most needed improvements. Although they overlap somewhat, they may be conveniently considered under the following heads:—

A Public Plaza and Civic Centre.

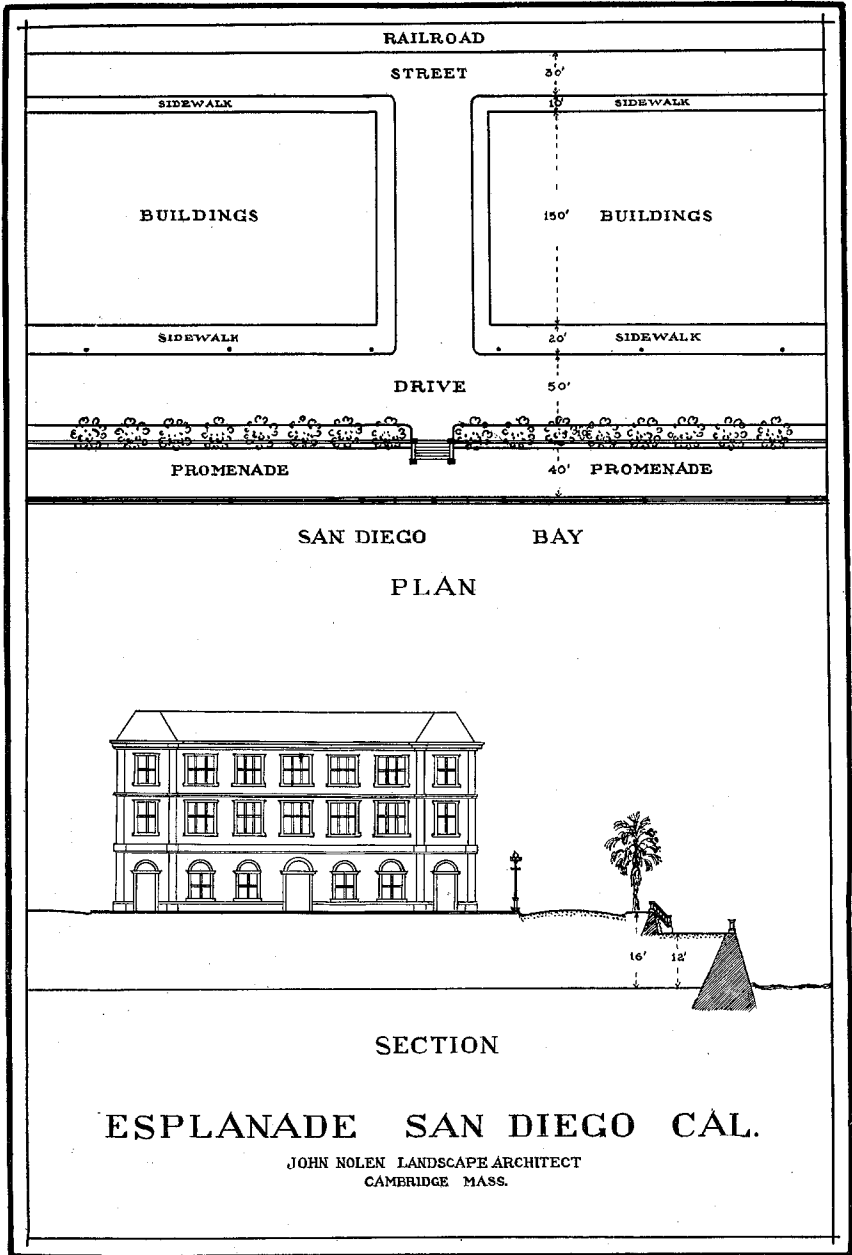
The Great Bay Front.

COMPREHENSIVE PLAN FOR SAN DIEGO

Small Open Spaces.
Streets and Boulevards.
A System of Parks.

Each generation has spent too much time in lamenting the errors of the past, and has given *too little attention to the opportunities of the present.** Seldom is it practicable to plan a city at its founding. Washington is an exception. But the conditions that created Washington were unique. The emphasis needs to be placed less on the original plan

*It is seldom possible to foresee the future of a city or to plan for it from the very start, and the complex influences which determine the selection of site and the location of the first streets must usually be left to work out their natural results. But when a small population has been attracted to a town by natural causes and there are unmistakable indications that, because of situation, climate, the trend of trade and commerce, or other creative forces, an important city is to be established, then it is entirely practicable to intelligently replan the town so as to properly provide for its future. There are scores of cities in this country with a population to-day of 50,000 people that will have 100,000 in two generations, and the same rate of increase may be predicted with equal confidence of cities of greater population. The gravest neglect is right here,—the failure to replan and replan, to readjust and readjust, to constantly use art and skill and foresight to remodel existing conditions and to mould and fit for use the new territory about to be invaded. The people who laid out the first streets in London or Boston provided with considerable common sense for the needs of their time, and could scarcely have been expected to foresee the requirements of a large city. Their successors long generations afterwards, who vetoed Sir Christopher Wren's plan for the improvement of London and the plans for the betterment of Boston after the fire of 1872, displayed a lack of good sense and taste in providing for their own time and an even greater lack of foresight and public spirit with regard to the future. Many other illustrations might be given. The recent failure of San Francisco to embrace its great opportunity will occur to every one.



THE REPLANNING OF SAN DIEGO

and more on replanning or remodeling. The beautiful cities of Europe, the cities that are constantly taken as illustrations of what modern cities should be, are practically without exception the result of a picturesque, Evolution of Cities and Replanning accidental growth, regulated, it is true, by considerable common sense and respect for art, but improved and again improved to fit changed conditions and new ideas. It is here that we fall short. Throughout the land there are cities with relatively easy opportunities before them to improve their water fronts, to group their public buildings, to widen their streets, to provide in twentieth century fashion for transportation, and to set aside the areas now considered indispensable for public recreation. And yet most of these cities have until recently stood listless, without the manliness and courage to begin the work that sooner or later must be done.

San Diego's opportunity is so open, so apparent, and relatively so easy that it seems unnecessary to point further the application. Every phase of civic improvement is still within its reach. This is its real formative era. The present city is but the nucleus of the future city, and the citizens of to-day have an opportunity to rise to the call of a great and fine constructive period. San Diego's Opportunity



AN ILLUSTRATION OF SAN DIEGO'S "BACK COUNTRY" WITH THE CUYAMACAS IN THE DISTANCE. THE DEVELOPMENT OF THIS SECTION, NOW WELL UNDER WAY, WILL BE AN IMPORTANT FACTOR IN THE GROWTH AND PROSPERITY OF SAN DIEGO.

III. A Public Plaza and Civic Centre

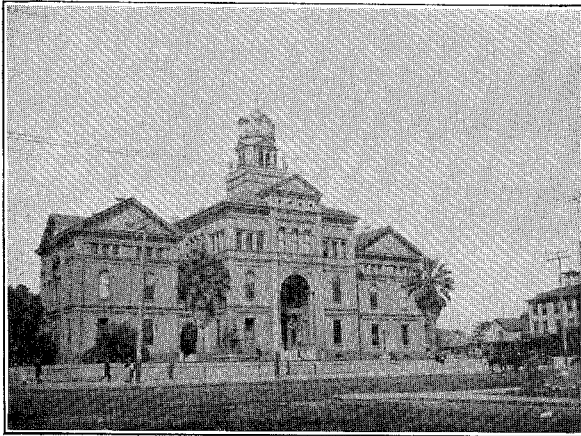
"The artistic value of civic centres is evident. They give opportunity for a grandeur of treatment, a harmony of varying structures, and an effective combination of all the arts, that is not afforded by one building or a large number of unrelated buildings scattered throughout the city. The effect, one may say, increases in geometrical ratio, and arouses civic pride and patriotism to a marked degree. It only requires a little foresight, a well-considered plan, and a determination not to be swayed by interests which may wish, for selfish reasons, to secure the location of buildings elsewhere than where planned. The entire scheme does not need to be completed at the moment, but, as buildings are needed and as funds are secured, the project may be pushed; only there must be a broad, comprehensive plan to follow,—a goal to be reached."—"CIVIC ART IN NORTHERN EUROPE,"
MILO R. MALTBYE.

The present generation has also a rare opportunity to secure for San Diego a beautiful and permanent grouping of its public buildings. The City Hall is obviously temporary, the County Court House is soon to be rebuilt, and a Federal Building is non-existent,—the government housing its post-office in rented rooms of a very plain character. In selecting sites for the above-mentioned headquarters for city, county, and nation, not to speak of other public and semi-public buildings which a rapidly growing city of wide and varied life must soon demand, three courses of action are open to the authorities: (1) the sites may be chosen

Methods of
Selecting
Sites for
Public
Buildings

COMPREHENSIVE PLAN FOR SAN DIEGO

one after another in this part of the town or that, as opportunity offers and influence determines; (2) a certain section of the city may be recognized as convenient and appropriate in general for the location of public buildings, and the various edifices placed in or near it, facing the streets in the ordinary way, as buildings devoted to business or commerce do;



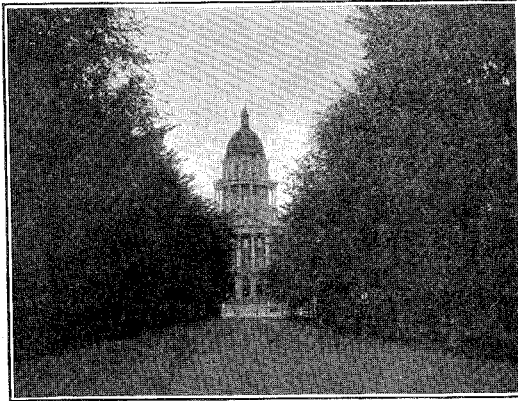
THE COURT HOUSE, SAN DIEGO. CONTRAST THE ARCHITECTURE AND THE SETTING WITH THE DENVER STATE CAPITOL.

(3) the buildings may be grouped in some well-related, compact, and agreeable fashion around a public plaza or other open space.

The first method has been all too common in the United States. On every hand there are illustrations of it. It is the result of thoughtlessness, or of disregard of public interest, public beauty, or even public honesty. It has no merit, no justification. The second method may result in a considerable

A PUBLIC PLAZA AND CIVIC CENTRE

degree of convenience, and in small towns, where picturesque rather than formal effects are appropriate, may produce interest and charm. This method is illustrated in several of the recent proposals for the location of the new San Diego Post-office. The third method, by no means new or untried, is, however, the best, and well adapted to a city like San



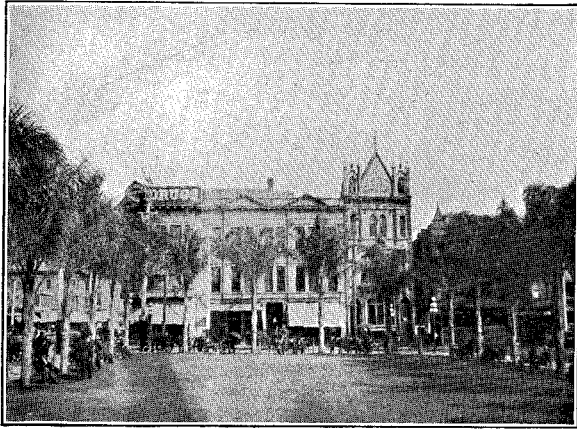
A PLEASANT VIEW OF THE DENVER STATE CAPITOL AS SEEN FROM SHERMAN STREET, A WIDE STREET WITH A 12-FOOT PARKING STRIP ON EITHER SIDE.

Diego. It provides adequately for the convenient despatch of public business, and at the same time contributes to the appearance of the city that dignity, impressiveness, and beauty which should be considered indispensable. Directly, it gives to all, citizens and strangers, a civic centre of unflinching delight. Indirectly, it arouses civic pride and civic love, and furnishes a telling example of what true art can do to promote serviceableness and beauty in daily life,

COMPREHENSIVE PLAN FOR SAN DIEGO

—an example that must inevitably influence other public and private enterprises.

Unfortunately, the men who laid out San Diego did not emulate the work of Penn in Philadelphia, nor Oglethorpe in Savannah, in the matter of open spaces. In the heart of the city only a single small area, a so-called Plaza, but 80 feet by 200, was set



THE PLAZA AT FOURTH AND D STREETS, SAN DIEGO.

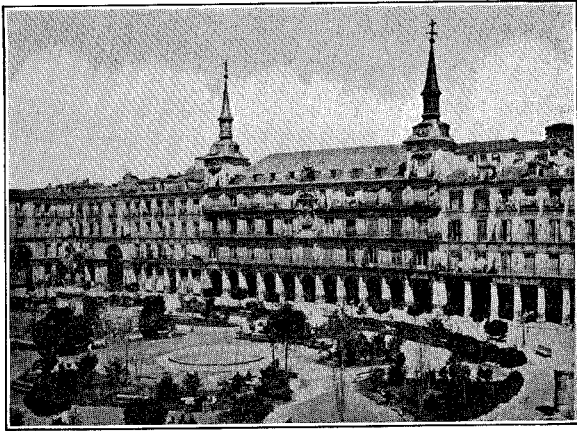
aside for public use. This is located close to the centre of the business section, south of D Street, between Third and Fourth. It is very natural to consider this little Plaza in connection with the location of the proposed city buildings, and some interesting and public-spirited plans have been offered for consideration. The objections, however, are

The Old
Plaza

serious. In the first place the Plaza is altogether inadequate. It is too small to serve as an effective foreground to the buildings which now surround it, which are of

A PUBLIC PLAZA AND CIVIC CENTRE

but medium size. The larger public edifices contemplated would cramp and narrow it to such a degree that it would appear little more than a widened street. Then the property in its neighborhood is now too expensive for public purchase. The cost appears to be practically prohibitive. Any fine effect would require the ownership of an additional



THE PLAZA, MADRID, SPAIN.

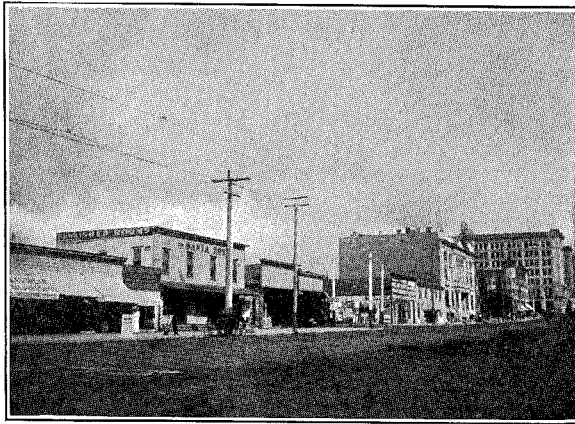
area to piece out the present Plaza and the frontages on at least two sides. Finally, the construction of a number of large public buildings so close to Fifth and D Streets, the centre of retail interests, would be likely to limit in an undesirable way the natural extension of the business section and interfere with the unity and sequence that that section should possess.

Although these are serious, perhaps insuperable objections to the construction of public buildings around the old Plaza, it is necessary to find for them

COMPREHENSIVE PLAN FOR SAN DIEGO

a location that is central, and, if possible, on D Street. For D Street is now, and always will be, a thoroughfare of great importance. It has a width of 125 feet from the Bay to Third Street, while other business streets have but 80 feet; it is the direct connection from the railroad station to the heart of the city; it is in other ways clearly destined for important develop-

New Plaza
Proposed



D STREET, SAN DIEGO. THE BUILDING MARKED "SANTA ROSA" STANDS ON THE BLOCK PROPOSED FOR A PUBLIC PLAZA.

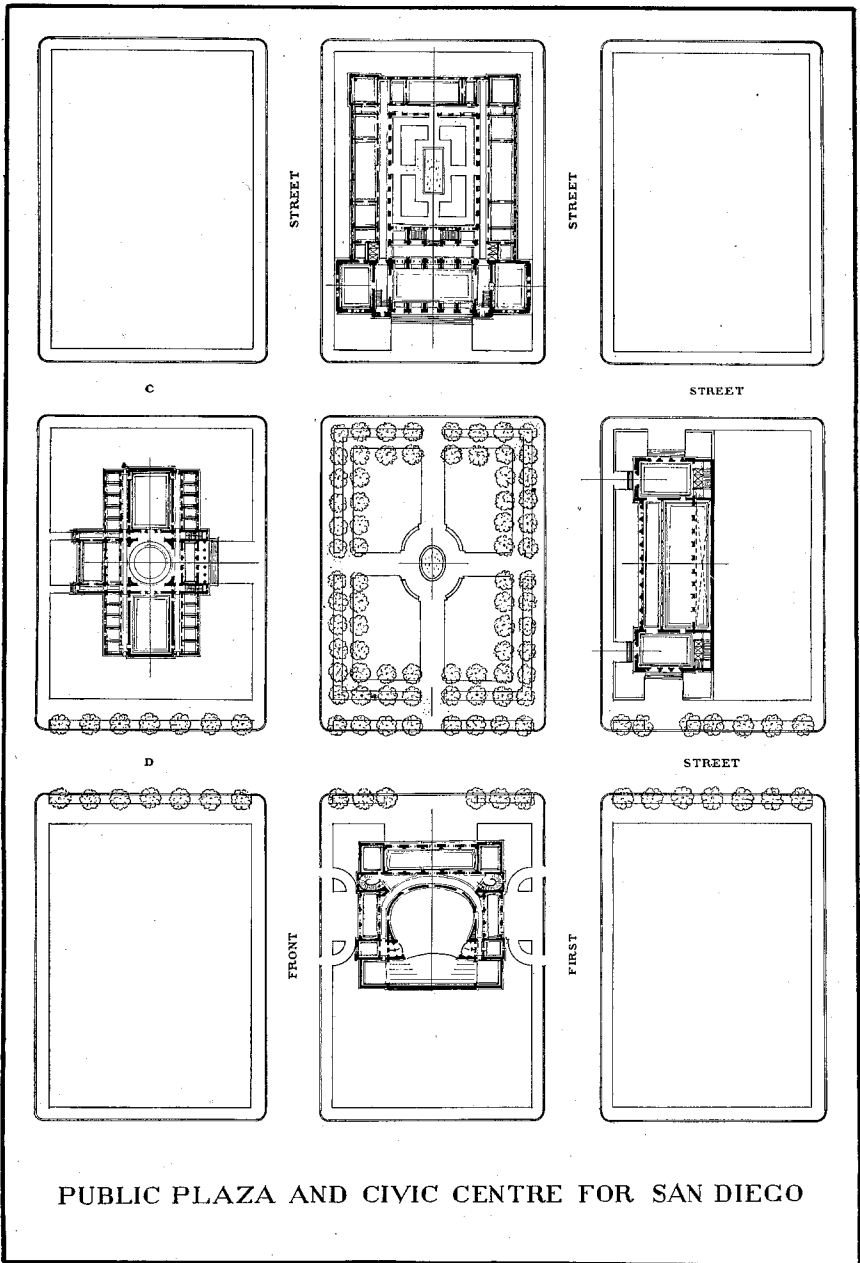
ment, and with the proposed improvement of the Bay Front its functions will be greatly increased. Therefore, I definitely recommend the following:—

(1) The purchase of the block, approximately 200 by 260 feet, extending from D to C Streets and from Front to First Streets, and its development as a Public Plaza.

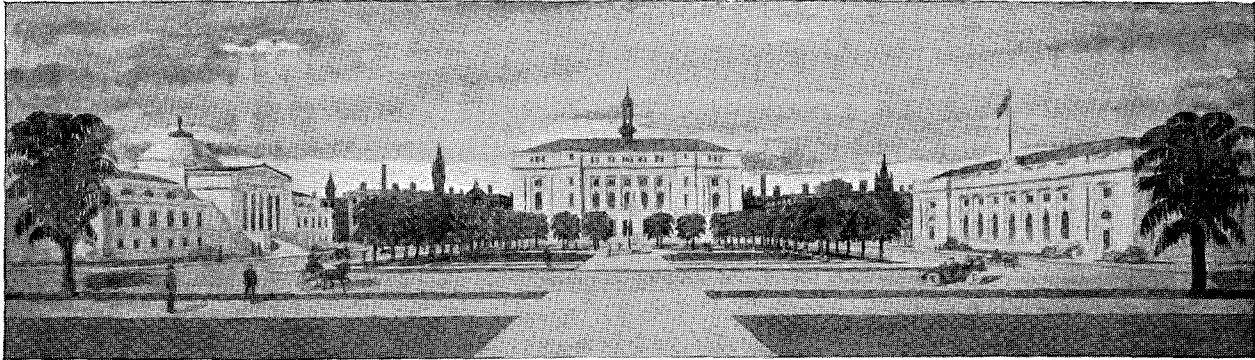
(2) The purchase of the blocks from D to E and C to B, and portions of other adjoining blocks as



GOVERNMENT HOUSE, LA PLATA, ARGENTINE REPUBLIC. NOTWITHSTANDING CERTAIN DEFECTS OF ARRANGEMENT, IT IS AN EXAMPLE OF A WELL-LOCATED PUBLIC BUILDING, WITH A GENEROUS FOREGROUND.



THE PROPOSED PLAZA IS IN THE CENTRE, ABOVE IT THE CITY HALL, TO THE LEFT THE COURT HOUSE, TO THE RIGHT THE POST-OFFICE, AND BELOW THE OPERA HOUSE.



PERSPECTIVE SKETCH OF THE PROPOSED PUBLIC PLAZA AND CIVIC CENTRE FOR SAN DIEGO. IN THE CENTRE IS THE CITY HALL, TO THE LEFT THE COURT HOUSE, TO THE RIGHT THE POST-OFFICE. THE PROPOSED OPERA HOUSE WOULD BE OPPOSITE THE CITY HALL.

COMPREHENSIVE PLAN FOR SAN DIEGO

indicated on the plan, the unused property to be resold later under restrictions that will insure the desired character to the surroundings and give the people of the city a share in the increased values.

(3) The grouping around this Plaza, Spanish fashion, of the three public buildings under consideration, the City Hall, the Court House, the Federal Building; also the proposed Academy of Music, and perhaps the Chamber of Commerce Building.

As an illustration of the opportunity that the adoption of these recommendations would afford, I submit a ground plan and a perspective sketch. These drawings, of course, are not intended for execution. But they are sufficiently definite to test the validity of the recommendations and to illustrate the ideas that prompt them. Other and different groupings of the buildings might have even greater advantages. It will be seen by the plan submitted that it is proposed to have the City Hall face the new plaza and occupy the block from Front to First Streets. This is a good site for the city building.

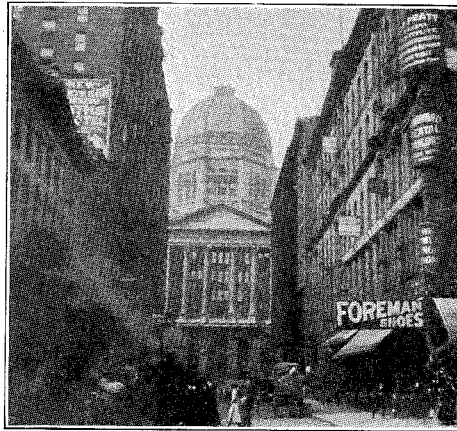
Plan for
Civic Centre

The best situation, perhaps, for the Post-office and Federal Building would be on First Street from D Street to C Street, because of its direct connection with D Street and proximity to the business section. South of the Plaza there would be created an admirable site for an Academy of Music and Opera House, a needed addition to San Diego's attractions as a city of culture much visited by pleasure-seeking tourists at all seasons of the year. The Chamber of Commerce Building might be located at the corner

A PUBLIC PLAZA AND CIVIC CENTRE

of First and D Streets, opposite the Post-office and Academy of Music, and some similar office building at First and C Streets.

This plan, it must be agreed, has much in its favor. The general situation selected is appropriate. It is near the permanent centre of the city, and each building fronts either on D Street, the Plaza,



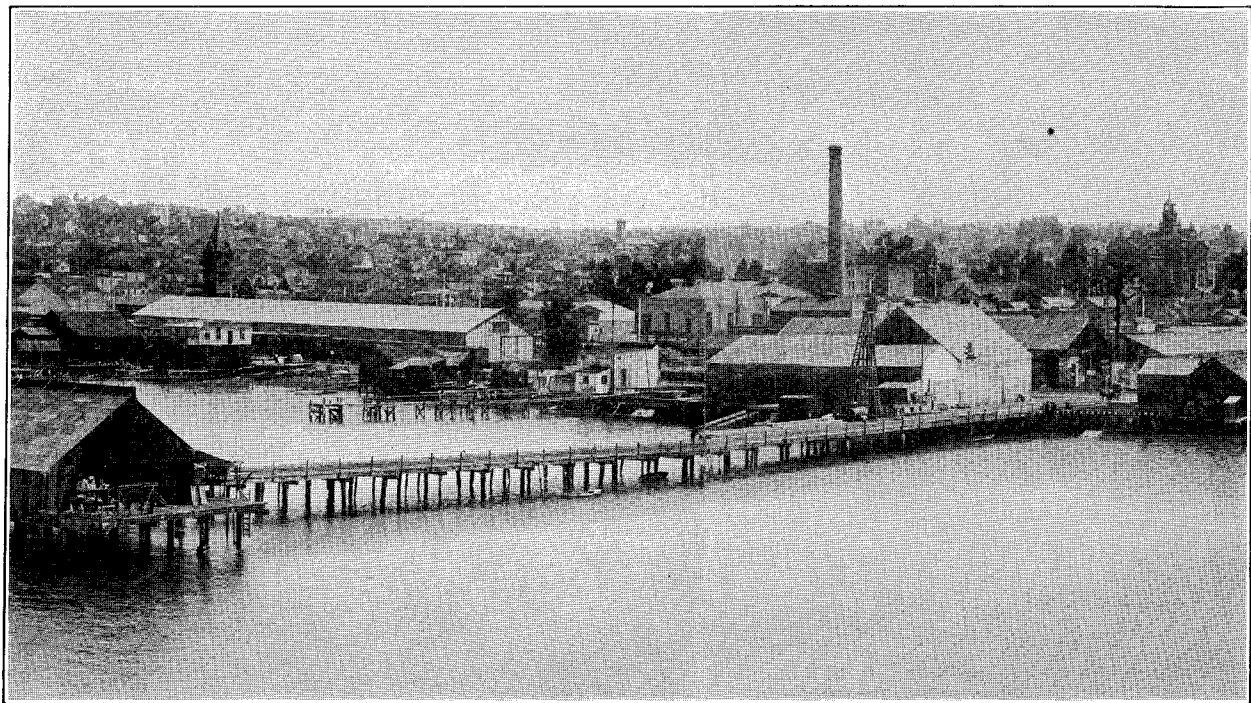
THE POST-OFFICE, CHICAGO, SHOWING CROWDED
APPEARANCE OF PUBLIC BUILDINGS AND
CONGESTION OF STREETS.

or both. One block is already publicly owned, and the others are at present occupied by buildings which in themselves have no value whatever. The space available for the buildings of the city, county, and national governments, is adequate, and the property remaining for sale might, if the project were handled with wisdom, afford sufficient funds to cover the total cost of all the land retained for public use.

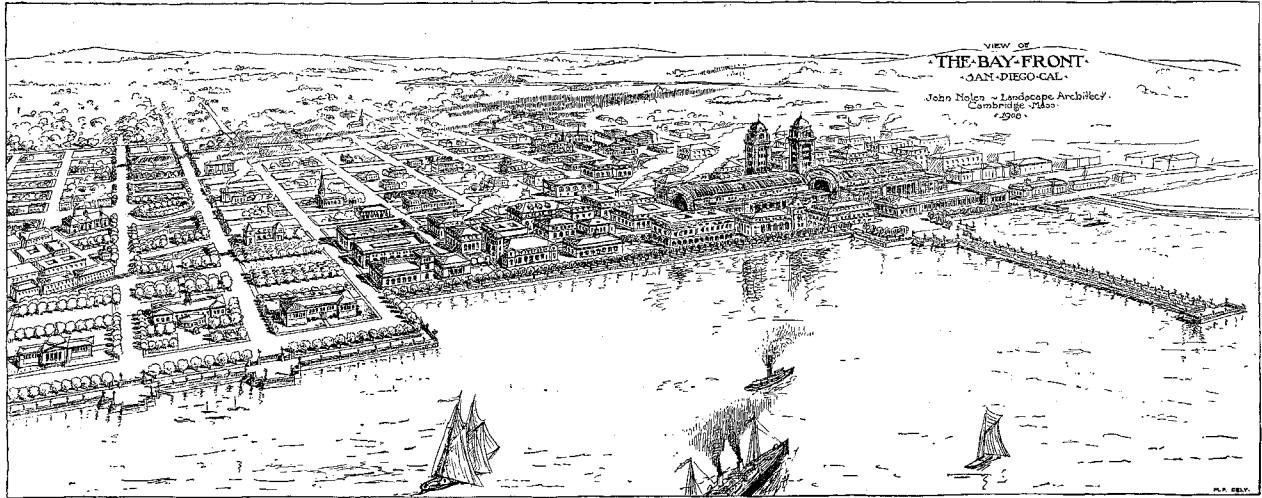
Advantages
of Proposed
Plan

COMPREHENSIVE PLAN FOR SAN DIEGO

The ends of convenience, of harmonious grouping, and of effective beauty, are served to perfection. Easy would it be to name cities in California and in other parts of the country that would leap eagerly if such an opportunity were offered them,—cities that, unfortunately, have settled parts of this problem in such a way that even a reasonably satisfactory provision for a well-conceived Civic Centre now appears impossible.



THE BAY FRONT, SAN DIEGO, AS IT IS TO-DAY. THE SANTA FE RAILROAD STATION SHOWS IN THE LEFT HALF OF THE PICTURE, THE COURT HOUSE IN THE RIGHT HALF.



THE GREAT BAY FRONT, SAN DIEGO. PERSPECTIVE SKETCH SHOWING THE PROPOSED RAILROAD AND WATER APPROACHES, THE ESPLANADE, THE ART AND PLEASURE CENTRE AT THE FOOT OF DATE STREET, AND THE PASEO CONNECTING THE BAY WITH THE CITY PARK.

IV. The Great Bay Front

*“Outside behold the Bay, each headland gilt
With morning’s gold, . . .
And smell the sea! No breath from wood or field,
No scent of May, or rose or eglantine,
Cuts off the old life where cities suffer and pine,
Shuts the dark house where Memory stands revealed,
Calms the vexed spirit, balms a sorrow unhealed,
Like the scent of sea-weed rich of morn and brine.”*

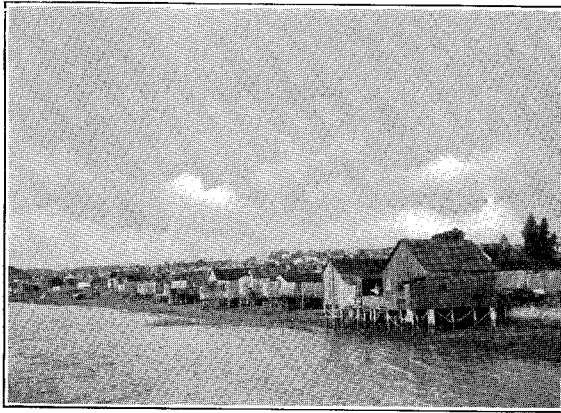
THEODORE WATTS.

No contrast could be greater than the European and American methods of dealing with water fronts. In Europe the importance of the water front for commerce and recreation is wisely recognized, and vast sums have been spent on the construction of docks, piers, promenades, embankments, and parks. One can name places almost at random,—Naples, Genoa, Nice, Mentone, Lucerne, Cologne, Hamburg, Paris, London, Liverpool,—in all these and innumerable others the water fronts have been improved according to carefully prepared plans, and through improvement made a source of prosperity and pleasure scarcely equalled by any other. In this country it is quite different. Cities fronting on the Atlantic and on the Pacific, on the great rivers that traverse the continent, and on the lakes, have not developed in an adequate, business-like way, measured by the European standard, the opportunities that their situations afford. This contrast has now attracted attention, and Amer-

COMPREHENSIVE PLAN FOR SAN DIEGO

ican cities of all classes, located in different sections of the country, have taken steps to better utilize their water frontages. Witness the plans for Boston, Philadelphia, and Chicago, Buffalo, Cleveland, and Detroit, Harrisburg, Roanoke, and Savannah, in illustration of this movement.

On the question of improving the Bay Front of San Diego, both for commercial use and recreation,



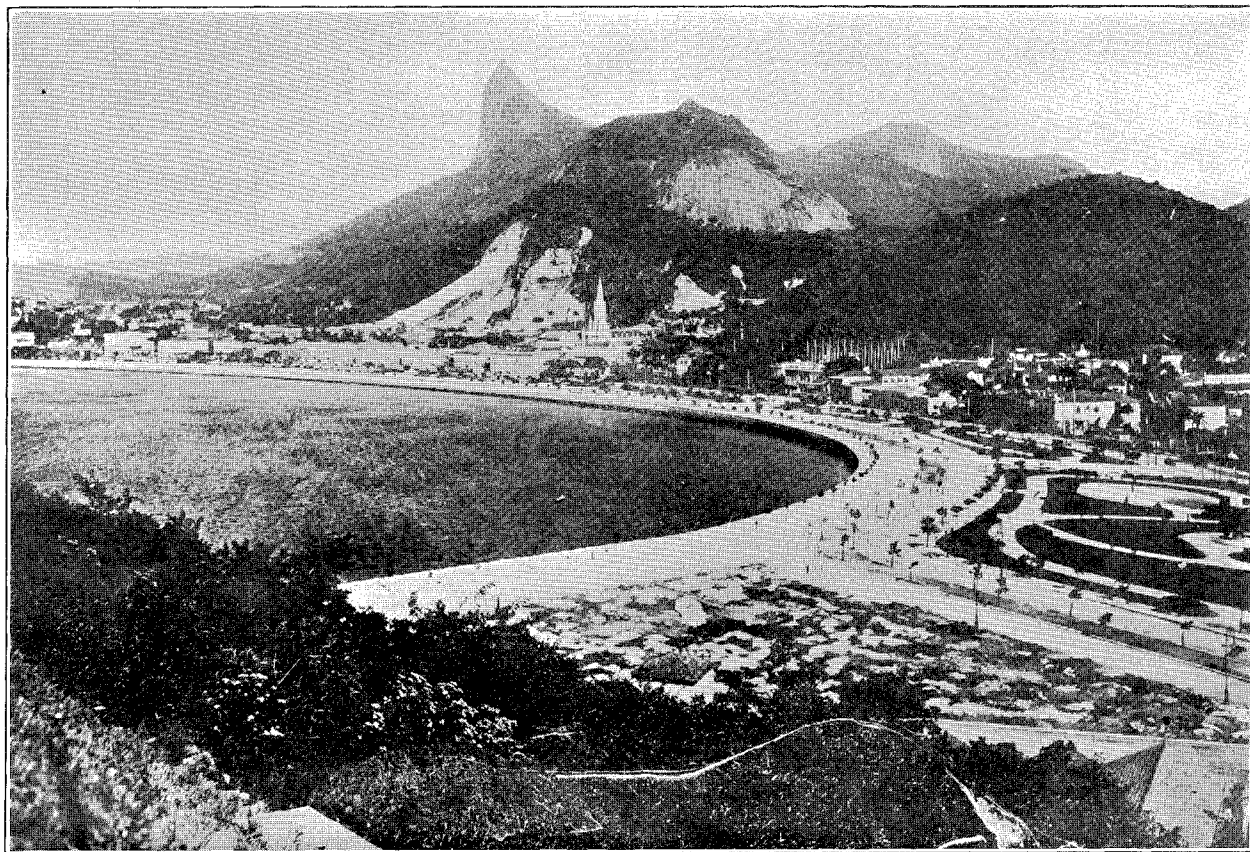
VIEW OF THE PRESENT BAY FRONT, SAN DIEGO.

the people of the city are substantially a unit. At present it is crude, inconvenient, unsightly. No one challenges the need for reform. The recommendations here offered and further illustrated in the accompanying plans and sketches are as follows: To build a sea wall and fill in an average width of, say, 350 feet from H Street to Hawthorne Street, a distance of about 6,000 feet, providing a handsome and yet appropriate water approach to the city. Of

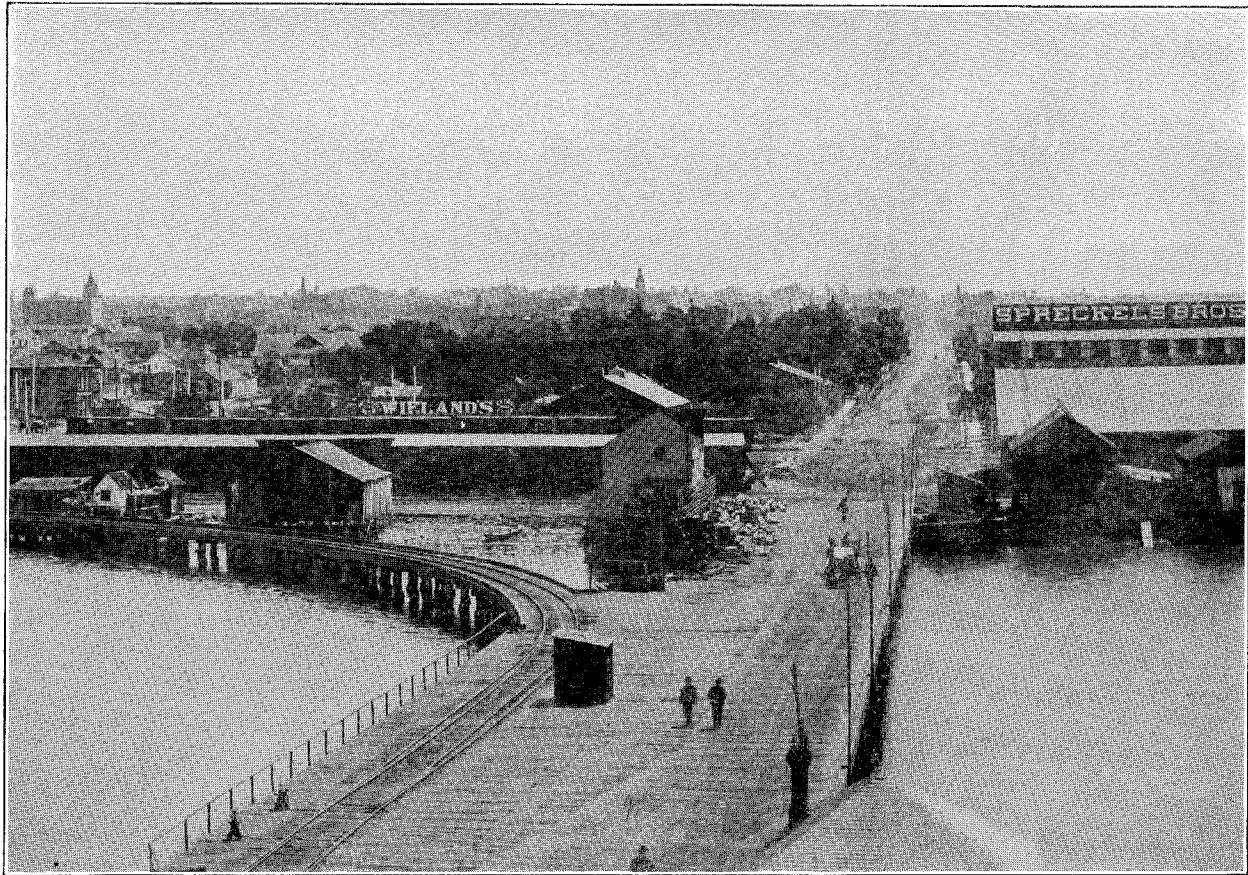
Plan for
San Diego's
Bay Front



THE BAY OF NAPLES. THE WATER FRONT IS DIVIDED INTO THREE PARTS,—(1) FOR COMMERCE, (2) FOR MILITARY PURPOSES, AND (3) THE VILLA NAZIONALE FOR PLEASURE. A VERY SUGGESTIVE ARRANGEMENT FOR SAN DIEGO, WHICH HAS BEEN APTLY TERMED THE NAPLES OF AMERICA.



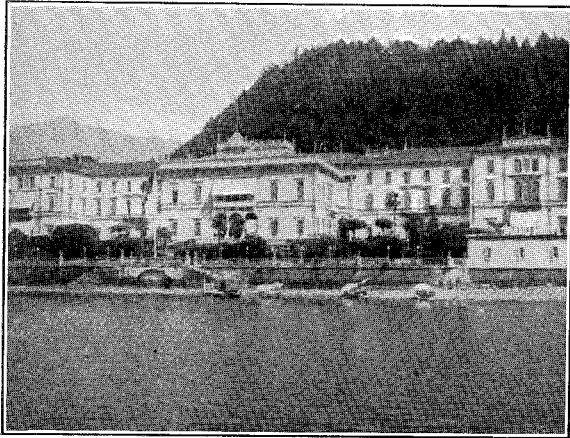
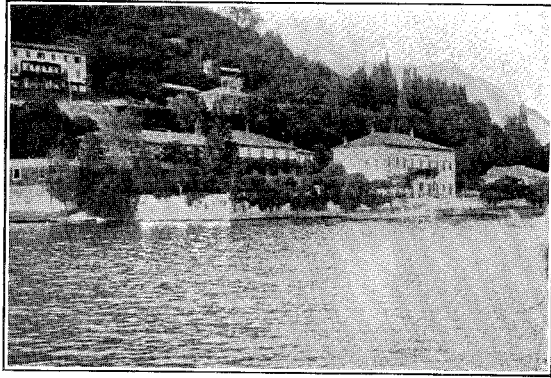
PART OF THE WATER FRONT, RIO DE JANEIRO. INSTRUCTIVE AND SUGGESTIVE IN MANY WAYS WHEN COMPARED WITH THE PRESENT WATER FRONT TREATMENT OF SAN DIEGO.



AN ILLUSTRATION OF THE PRESENT COMMERCIAL DEVELOPMENT OF THE BAY FRONT, SAN DIEGO. COMPARE WITH THE PORT AT NICE.

COMPREHENSIVE PLAN FOR SAN DIEGO

this width of 350 feet, reserve 50 feet for increase in railroad facilities, 30 feet for a street facing the



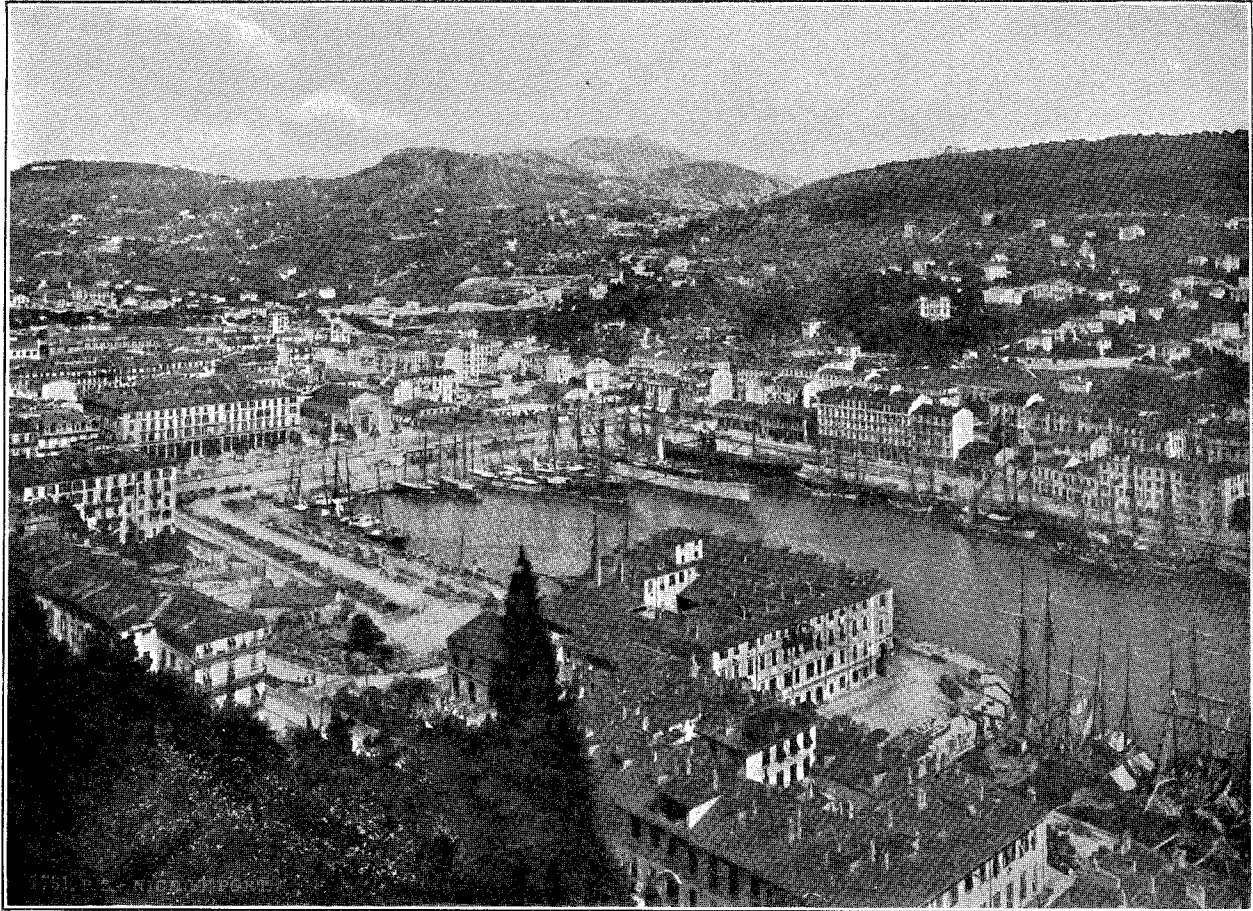
CHARACTERISTIC TREATMENT OF THE ITALIAN LAKES
—SUGGESTIVE FOR CERTAIN PORTIONS OF THE
SAN DIEGO WATER FRONT.

railroad, 150 feet for a building block, and 120 feet for a water front esplanade (20 feet for sidewalks, 50 feet for driveway, 10 feet for parking strip, and

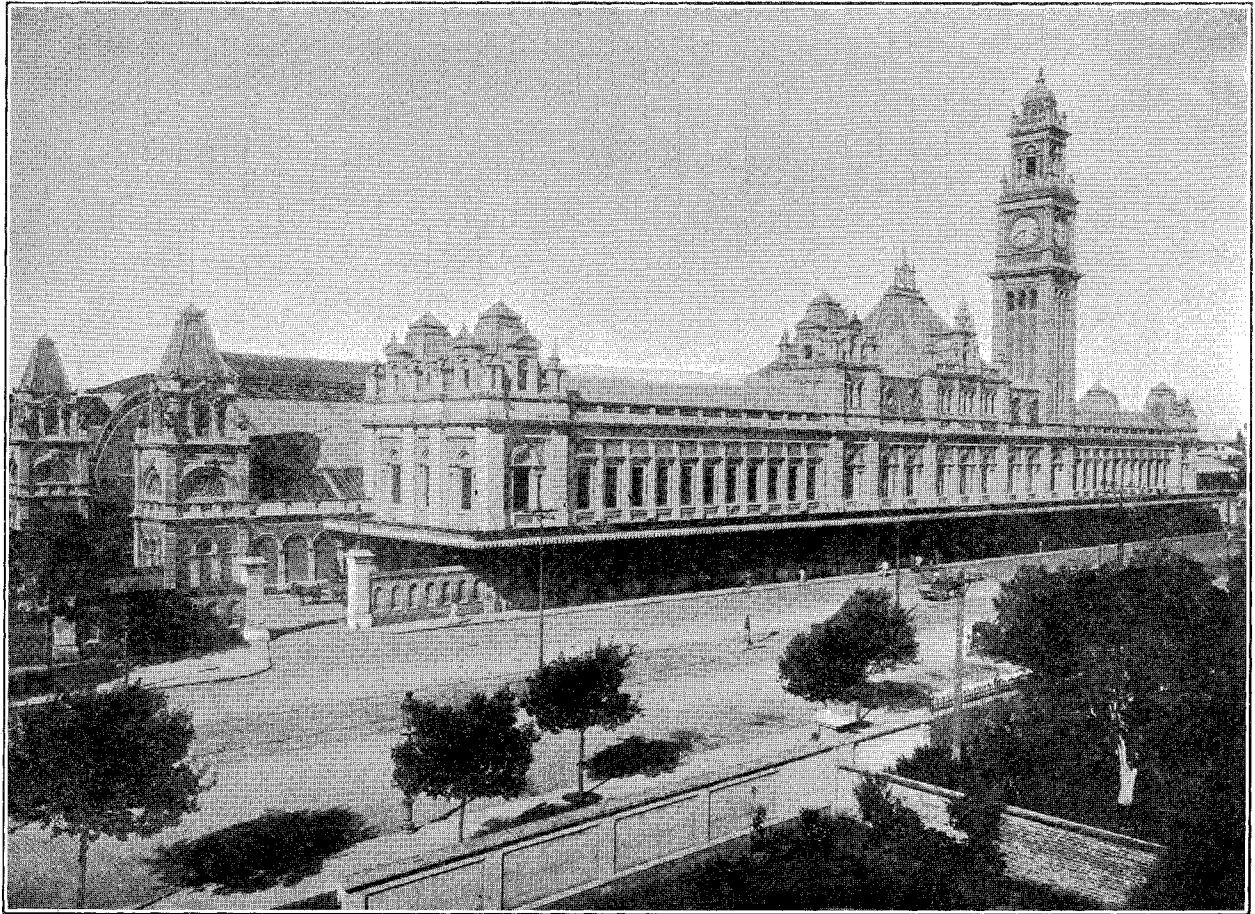
THE GREAT BAY FRONT

40 feet for promenade). The supreme importance of commercial interests should be frankly recognized, and the division between the section devoted primarily to business and that to pleasure would come at E Street. It would not, however, be a sharp line, and the form of development North of E Street would be so simple and so unpretentious that there would be no lack of harmony. The value of the building block would be threefold: it would effectively screen the railroads from the water front, it would furnish a firm and impressive frontage, and it would provide a considerable sum of money, perhaps enough to pay the entire cost of the Bay Front improvements. Reliable estimates obtained some years ago under the direction of the Board of State Harbor Commissioners placed the cost of the sea wall and thoroughfare complete at \$65,000 per section of one thousand feet. Allowing liberally for the increased cost of such work to-day, it still appears that the improvements could be carried out at an expense within the means of the city, or, as in the case of Boston with the Back Bay, at a handsome profit. The Board of Harbor Commissioners has pointed out in its report that "very favorable natural conditions exist for the substantial and economical construction of a sea wall and thoroughfare of the kind contemplated. The bottom of the bay along the course of the located line is hard and comparatively level, the average rise and fall of the tide is but five feet, and there is no injury from rough seas to be guarded against."

The plan looks to the development of commercial facilities, wharves, docks, and piers South of E Street,



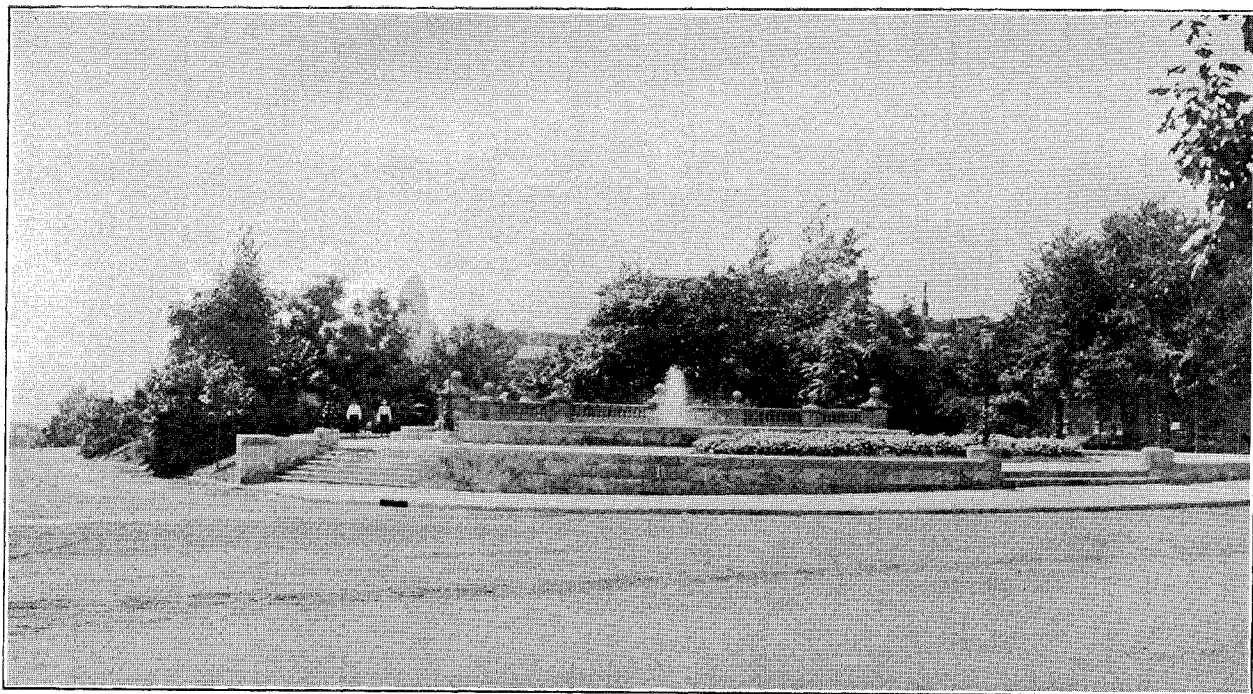
WATER FRONT TREATMENT FOR COMMERCIAL PURPOSES AT NICE, FRANCE.



CENTRAL RAILROAD STATION, SÃO PAULO, BRAZIL.



THE PASEO, KANSAS CITY, MISSOURI. FOUNTAIN UNDER CONSTRUCTION.



THE PASEO, KANSAS CITY. FOUNTAIN SEVEN YEARS LATER

COMPREHENSIVE PLAN FOR SAN DIEGO

extending farther and farther as business demands, and pleasure facilities of a simple order North of E Street. The foot of D Street would be emphasized by the development of a Bay Plaza 300 feet by 500 feet, but the main development of recreation and artistic interests would centre at the foot of Date and Elm Streets, nearer the residential sections and the big City Park. North of Date Street the line of the Bay front might properly be a graceful swinging curve, similar in character to that at Rio de Janeiro.

The Paseo

The people of San Diego will do well if they recognize to-day that the two great central recreation features of the city, now and always, are the City Park of 1,400 acres, and the Bay Front, and that the value of both will be increased many-fold if a suitable connecting link, parkway, or boulevard, can be developed, bringing them into direct and pleasant relation. To realize this purpose and provide a form of recreation indispensable to the central part of San Diego, if it is to fulfil its mission as a pleasure city of the first order, I recommend the acquisition by the public authorities of the dozen small blocks between Date and Elm Streets, and stretching from the entrance to the City Park west to the Bay Front. Here, on this hillside, at comparatively small expense, can be developed what I have called, after the custom in Spanish and Spanish-American cities, "The Paseo," a pleasant promenade,

Link
between Bay
and City Park

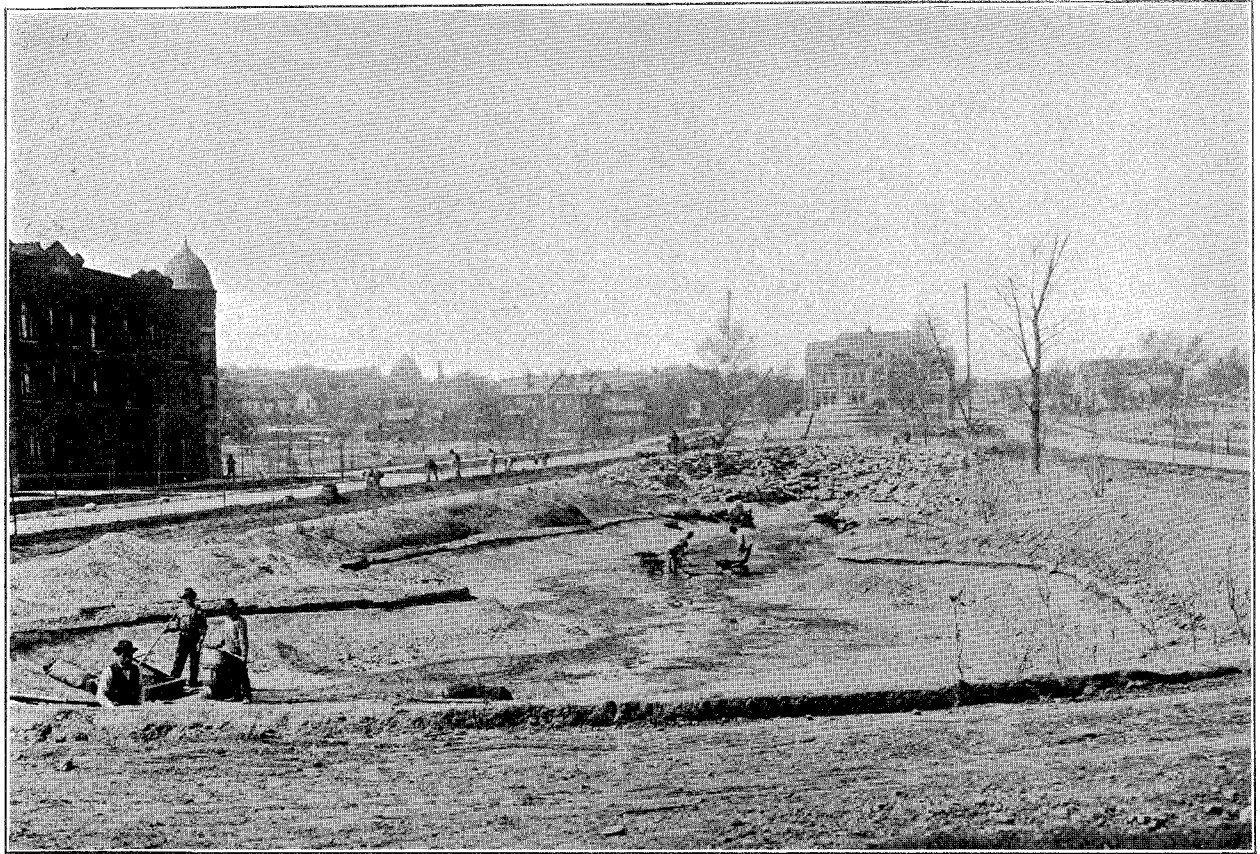
THE PASEO

an airing place, a formal and dignified approach to the big central park, free from grade railroad crossings. In itself this Paseo might possess great beauty, each block offering an opportunity for special design, and yet the whole strip brought into harmony and unity. Formal flower-beds, pergolas, terraces, would appear from block to block, and from the City Park

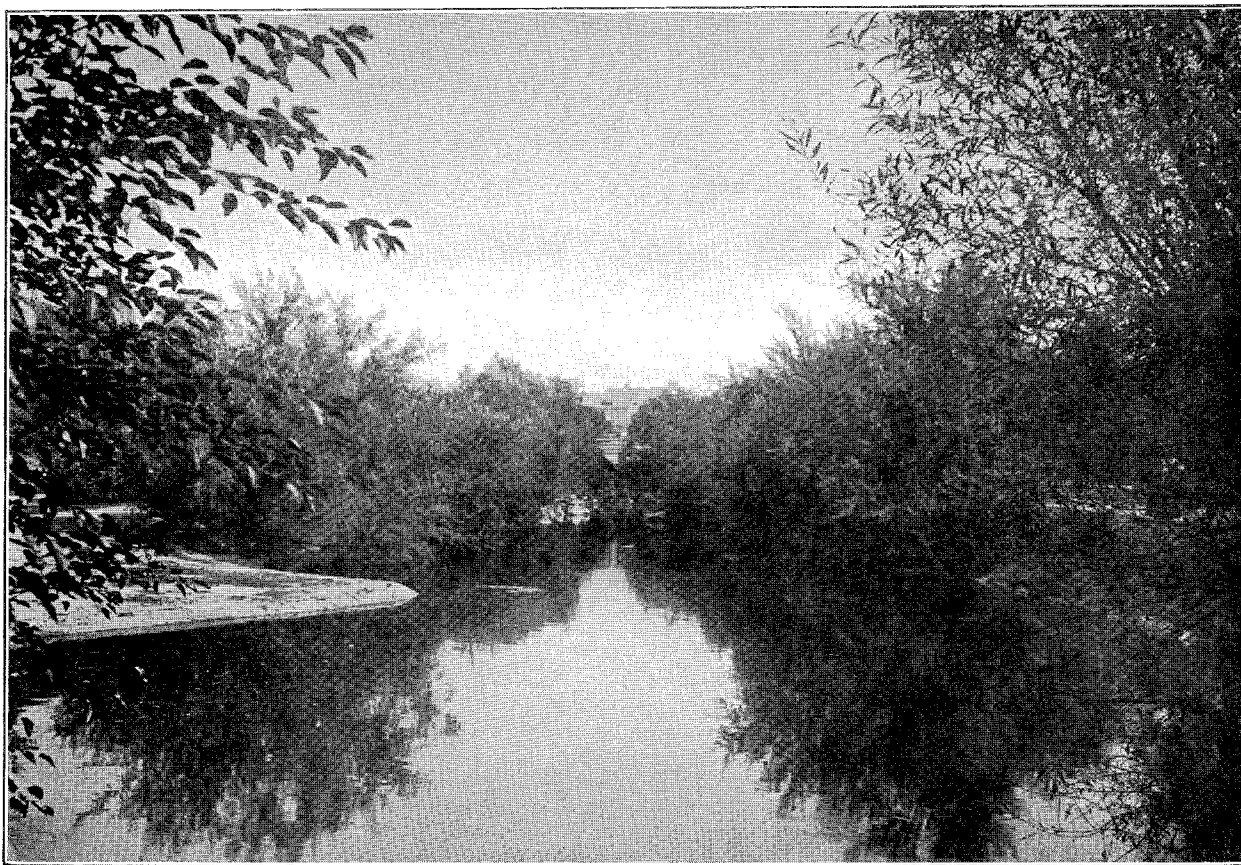


THE FOOT OF DATE STREET, SAN DIEGO, THE PROPOSED SITE FOR CASINO, ART GALLERY, AND AQUARIUM.

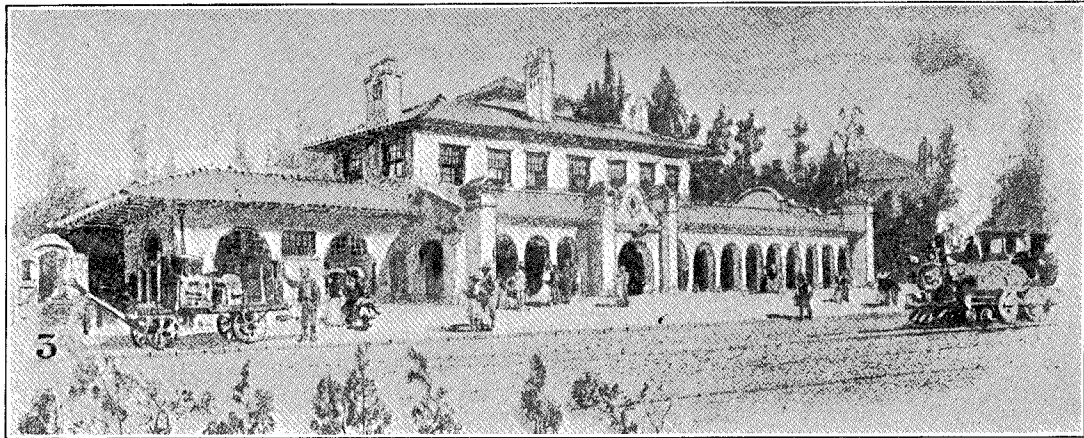
to the Bay the cheerful and enlivening influence of water in jets, basins, and cascades would give the final touch of beauty. It is obvious that the frontages along the Paseo on Date and Elm Streets would be of great value for handsome residences or semi-public buildings, increasing perceptibly the city's annual receipts from taxes. Recalling the recent experience of San Francisco, the value of the Paseo as a fire-break, extending from the City Park to the Bay Front, might alone justify its inclusion as an essential feature of the new city plan.



THE PASEO, KANSAS CITY. LAKE UNDER CONSTRUCTION.



THE PASEO, KANSAS CITY. THE LAKE SEVEN YEARS LATER.



SANTA FE RAILROAD STATION, STOCKTON, CALIFORNIA. COMPARE WITH THAT OF SAN DIEGO.

THE UNION STATIONS

At the water front the Paseo would spread out to a width of 1,200 feet, and in this perfectly splendid situation, commanding the grandeur of San Diego's most characteristic scenery, the people could establish the proposed casino, art museum, and aquarium, surrounding them with the lovely parks and gardens which only the climatic conditions of Southern California make possible.

Foot of
Date Street

The Union Stations

The situation of the present Santa Fe Railroad Station is in many ways natural and convenient, and it makes possible a development of a railroad approach to the city in connection with the D Street and the Bay Front improvements that will be dignified and appropriate. There would appear to be advantages in having two stations, one North and the other South of D Street, the former for the Santa Fe Railroad, the latter for the San Diego & Arizona Railroad, thus lessening the travel across D Street itself.

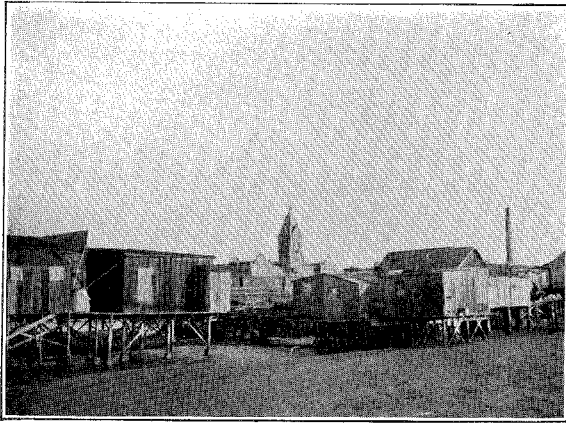
Railroad
Approach

The local view, held by the leading citizens, that it is not practicable to remove the D Street grade-crossing, must at present be accepted. In front of the stations open spaces should be provided, as indicated on the plans. These are essential both for use and appearance.

The submitted plan, entitled "The Heart of the City," and the perspective sketch of the Bay Front,

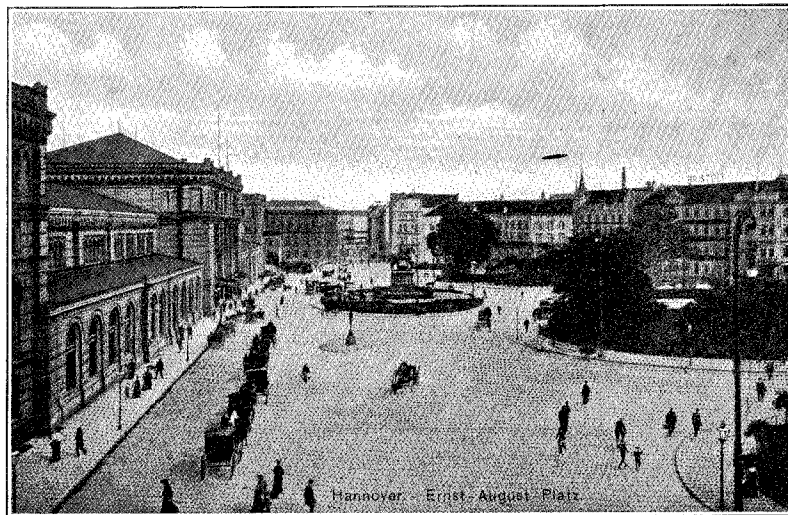
COMPREHENSIVE PLAN FOR SAN DIEGO

will give a more accurate and vivid impression of the force and value of these recommendations for the improvement of the water front, the construction of the Paseo, and the treatment of the Union Stations. It will be profitable also to examine the photographs submitted, illustrating what other cities have done

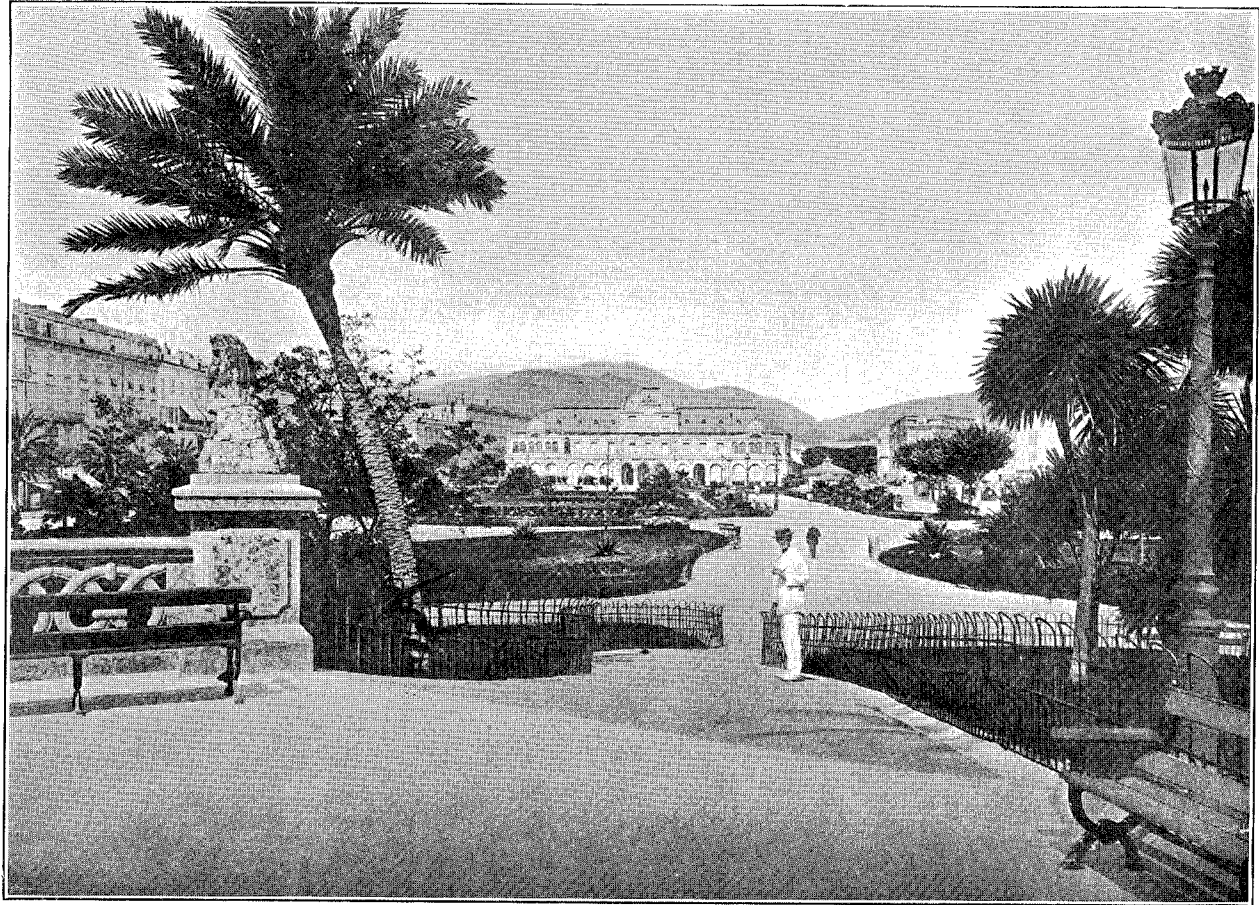


THE FOOT OF D STREET, SAN DIEGO, THE PRESENT
APPROACH TO THE CITY. THE TOWER IS ON
THE SANTA FE RAILROAD STATION.

under somewhat similar circumstances. The vision of this new San Diego from the Bay, with the mountains of Southern California and Mexico, noble in outline and rich in color, in the background, is enough to move the most sluggish to action.



THE RAILROAD APPROACH TO HANNOVER, GERMANY. CONTRAST
WITH THE EXISTING CONDITIONS IN SAN DIEGO.



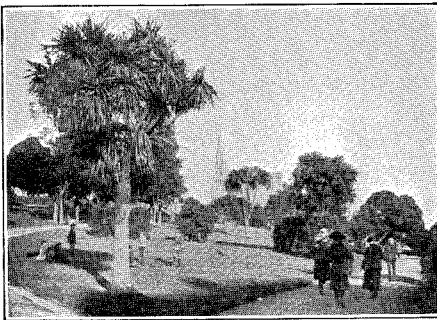
MUNICIPAL CASINO AND PUBLIC GARDEN AT NICE, FRANCE. A SUGGESTION FOR THE DATE STREET FRONT.

V. Small Open Spaces

“The three great characteristics of California, those for which we love the State and those which help to make her true children lovable, are these: noble scenery, a vivifying but unobtrusive climate, and plenty of elbow room. Elbow room, healthy growth, and the sight of glorious things and places have their effect on the characters of good men and women. All these things mean definite ideals and the touch of personality which ought to be the characteristic note of all good work in California.”—PRESIDENT JORDAN, LELAND STANFORD JR. UNIVERSITY.

“Plenty of elbow room” should be one of the characteristics of California’s cities, and yet San Diego has made less provision for small open spaces and playgrounds than the average city in New England or the Middle West. In the built-up section of the city, apart from school-houses, I believe only two small areas have been reserved for public

Lack of
Open
Spaces



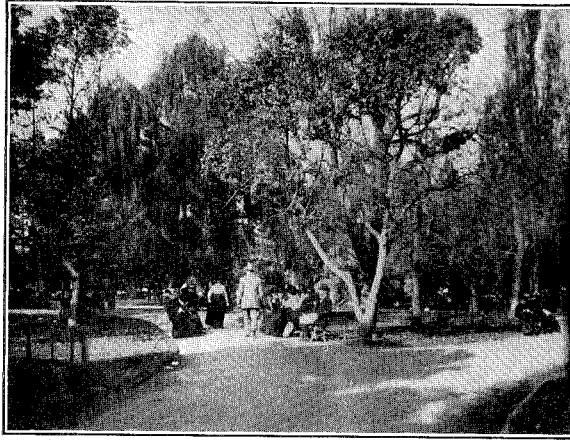
JEFFERSON SQUARE, SAN FRANCISCO.

use,—the little Plaza, 80 feet by 200 feet at Fourth and D Streets, already referred to, and the square on India Street from F to G Streets. In addition to these the plans presented

COMPREHENSIVE PLAN FOR SAN DIEGO

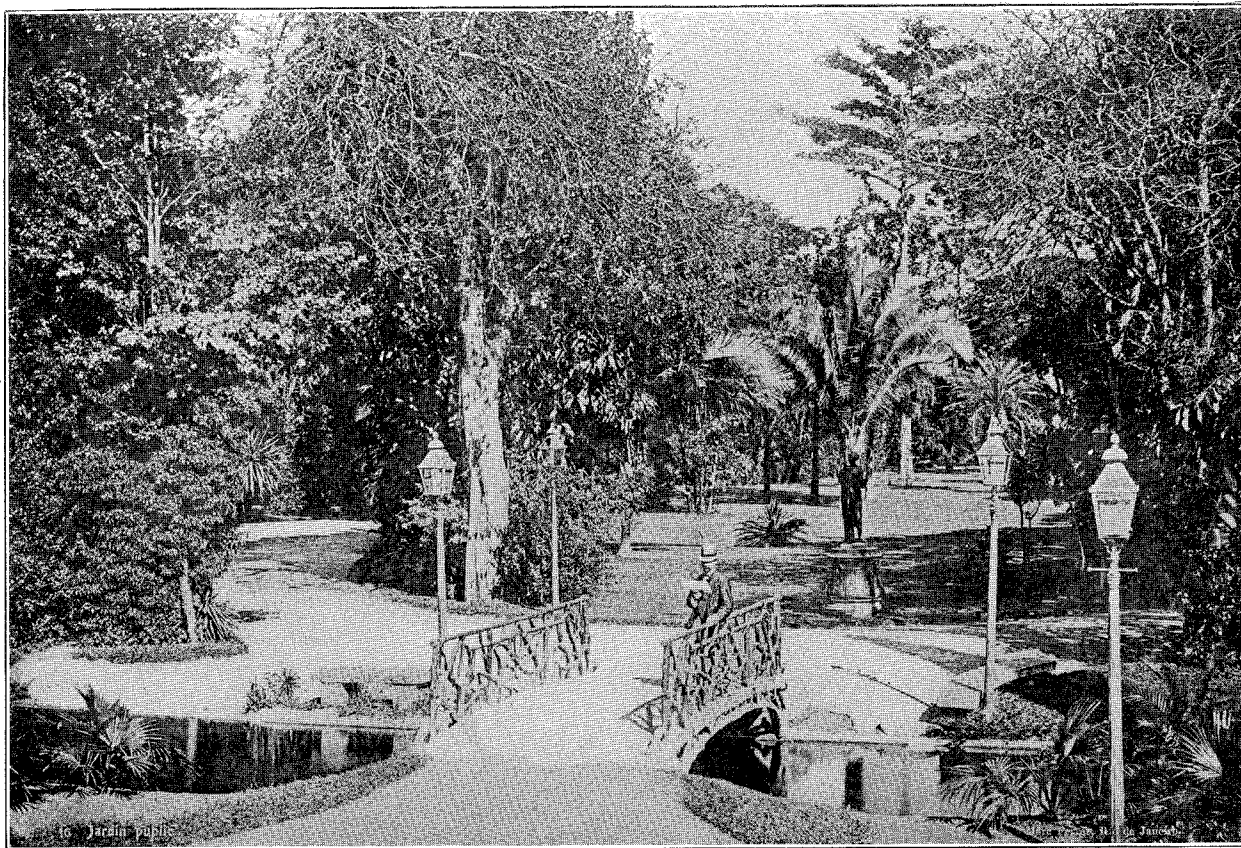
with this report recommend a public Plaza of a full block in connection with the Civic Centre, and two small squares in front of the Union Stations. These would do much to give a sense of openness where it is most needed.

Public Garden Recommended
But other spaces are desirable, indeed essential. A public garden, covering one, perhaps two, blocks should be laid out in the East End, near Logan Heights. Im-



A SMALL SQUARE IN LOS ANGELES. A VERY USEFUL FORM OF PLEASURE GROUND, ESPECIALLY IN CALIFORNIA. SAN DIEGO NEEDS A HALF DOZEN SUCH SQUARES.

portant streets, such as H and Fifth, should have an occasional open block around which churches, schools, and other monumental buildings could be effectively grouped. The block from H to I and Eleventh to Twelfth Streets appears to be an excellent location for a public square. This, like



PUBLIC GARDEN IN RIO DE JANEIRO.

COMPREHENSIVE PLAN FOR SAN DIEGO

many other blocks, is still practically unbuilt on. Then there are several triangles at the intersection of streets, as at University Avenue and Vermont Street, which are not apt to be attractively developed in private hands, but which, because of their shape and location, are peculiarly desirable for public ownership and public use.

Open spaces are even more imperatively demanded for playgrounds. Playgrounds especially designed for children of various ages and conveniently located near their homes and in connection with the schools must be provided sooner or later. For the little children, under six years of age, the period of the sand-pile, these playgrounds should be close at hand, or they will not serve their purpose. Then grounds of suitable area are needed for the children of the school age. These can most often be best arranged in connection with the schools. It is true that the

**Playgrounds
for Children** Russ' High School and some of the other schools in San Diego have playgrounds, but these are seldom large enough, and it may be observed that the practice of cities generally is that, as school buildings have been increased in size, the grounds available for play have been contracted instead of being correspondingly enlarged. The third class of playgrounds is for older boys and young men and for girls and women. For them are needed outdoor gymnasiums and relatively large tracts for athletic sports. Level ground for these large playfields could be had in the East End near Twenty-sixth and Logan Streets, probably along the filled in Bay Front North

SMALL OPEN SPACES

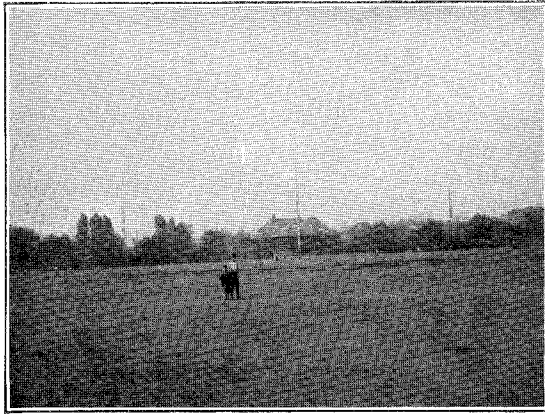
of the proposed Paseo, and also near the Russ High School South of the City Park. These three divisions are, of course, not entirely distinct, yet they indicate in a rough way the need for playgrounds differing in size, distribution, and arrangement. "The thing that most needs to be understood about play," writes Mr. Joseph Lee in his illuminating



A SMALL NEIGHBORHOOD PARK IN MONTREAL.
VERY USEFUL FOR SMALL CHILDREN WHEN LO-
CATED NEAR THEIR HOMES.

monograph, "is that it is not a luxury, but a necessity. It is not simply something that a child likes to have: it is something that he must have if he is ever to grow up. It is more than an essential part of his education: it is an essential part of the law of his growth, of the process by which he becomes a man at all."

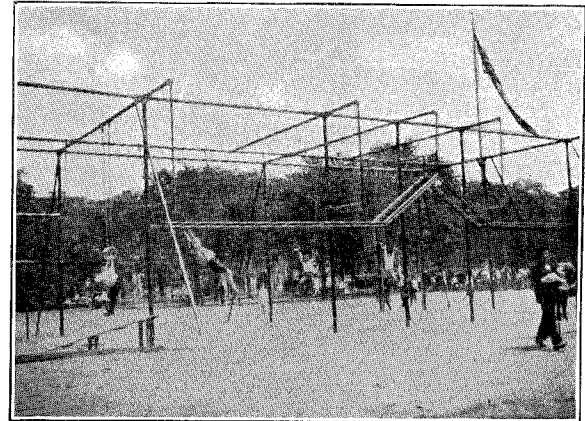
American cities, towns, and villages have responded generously to this playground movement, and the



A NEW ENGLAND PLAYGROUND AND COMMON. EXAMPLES OF PLAYFIELDS LARGE ENOUGH FOR BASE-BALL GAMES.



SAND GARDENS FOR CHILDREN UNDER SIX YEARS.



APPARATUS FOR CHILDREN OF THE SCHOOL AGE.

SMALL OPEN SPACES

statement is made by the "Playground Association" that during the month of November, 1907, a million dollars was spent in the United States for playgrounds. Chicago above all other cities has undertaken to provide playgrounds and recreation centres for its children, and the members of a Civic Improvement Committee could not do better than to study the method of procedure there, and examine the perfect product in which it has resulted.

Each school, each ward, each residence district in San Diego, by nature a play city, should have its playground; and the time to provide them is now before real estate values are prohibitive and before land of suitable character is monopolized for private purposes. The possession of play areas is a necessity of city life, and by obtaining them now San Diego can avoid the heavy penalty of procrastination which New York and other cities have had to pay.



PLACE DE LA RÉPUBLIQUE, PARIS—THE KIND OF FOCAL POINT THAT THE TOPOGRAPHY OF SAN DIEGO GIVES
NUMEROUS OPPORTUNITIES TO ESTABLISH.

VI. Streets and Boulevards

“The body’s healthy glow comes from good circulation. So it is with the big city. A good circulatory apparatus is necessary to its general vitality and to its beauty. The traffic problem is to-day a surprise to people in all important centres. They cannot understand why it should be ever looming bigger than the amplest provision made for it.”—GEORGE E. HOOKER, SECRETARY TO THE SPECIAL STREET RAILWAY COMMISSION, CHICAGO.

Our cities will remain commonplace, congested, and ugly until we understand better the place and function of the street,—where it should go, how it should be divided, what it should look like, and the need for differentiation between one street and another. Of the seven hundred streets of Seville it is said that there is scarcely one which has not a personal character of its own. Different streets have as different functions as different buildings.

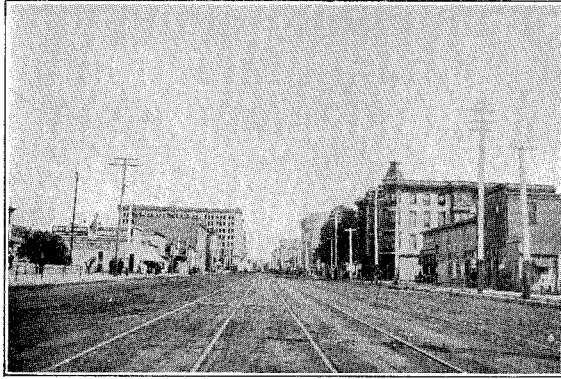
Place and
Function of
the Street

Unless they are carefully located and designed to fulfil these various functions, there must inevitably be incalculable loss and waste. We have curved streets where they should be straight, straight where they should be curved, narrow where they should be broad, occasionally broad where they should be narrow, and no street connection at all where one is imperatively needed. We have streets at too frequent intervals and streets too far apart. Illustrations could readily be given of each of these mistakes in street planning. Then, when the loca-

COMPREHENSIVE PLAN FOR SAN DIEGO

tion, the grade, the width, and the distance from one another are right, the street is undeveloped, lacking those features and fixtures which are essential to its proper appearance and agreeable use.

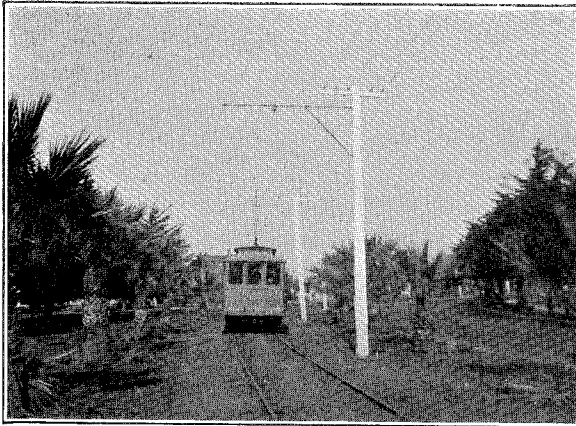
It is not possible to make hard-and-fast regulations as to the streets for cities in general, nor even for one city in particular. Local conditions call



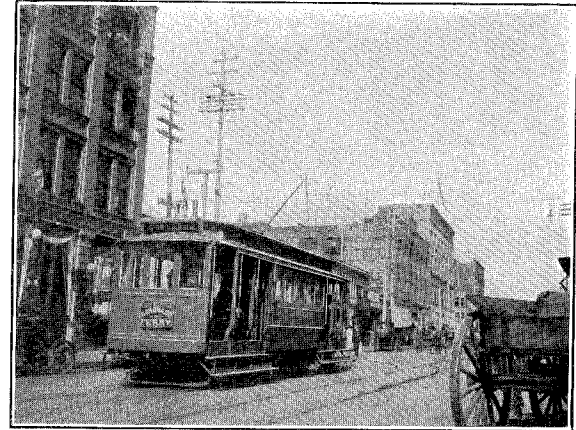
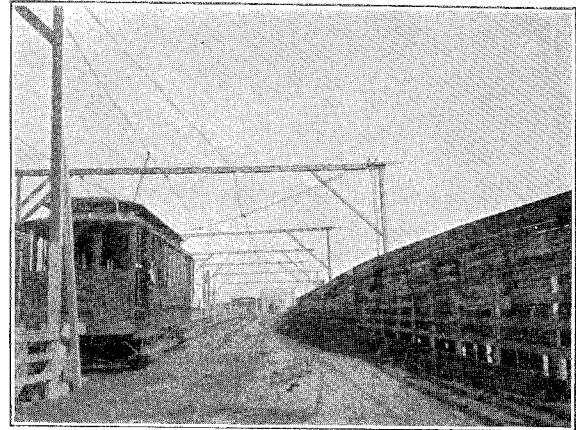
D STREET, SAN DIEGO, LOOKING EAST TOWARD THE
U. S. GRANT HOTEL.

for ever-varying local modifications, if the designer is to do his work well. Still, we may take a long step forward if we can come to understand the need and the desirability of differentiation. Therefore, I submit

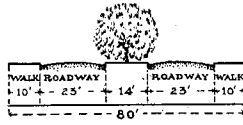
for the consideration of the committee five types of street treatment, not as fixed forms for street improvement, but as illustrations of what seem to me after careful study would be appropriate general types for San Diego. These are: (1) The Normal Residence Street, which is now usually 80



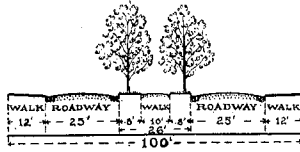
THE CORONADO STREET RAILWAY FROM THE FERRY TO THE HOTEL. STREET 140 FEET WIDE, WITH DOUBLE ROW PLANTING OF PALMS AND CYPRESS.



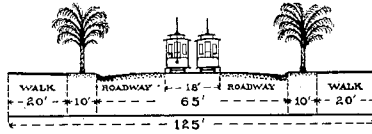
THE SAN DIEGO STREET RAILWAY FROM THE FERRY TO THE CENTRE OF SAN DIEGO, RUNNING ON 80-FOOT STREET WITHOUT PLANTING.



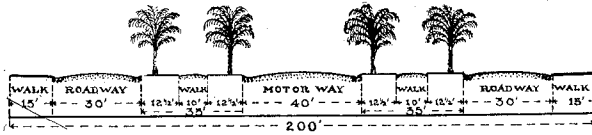
1. NORMAL RESIDENCE STREET



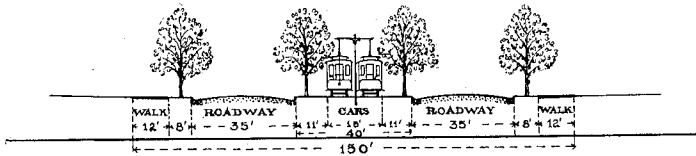
2. WIDE RESIDENCE STREET



3. IMPORTANT BUSINESS STREET
(D STREET)



4. BOULEVARD



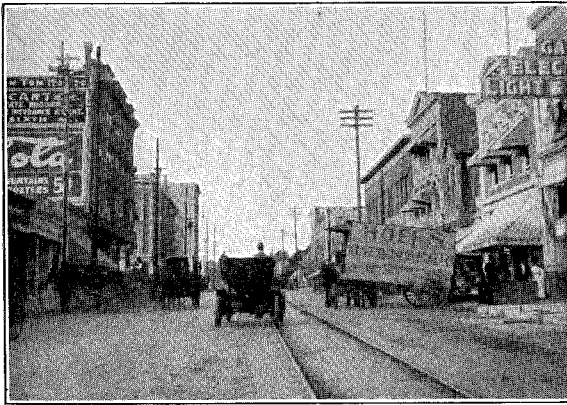
5. THOROUGHFARE WITH CARS

STREETS AND THOROUGHFARES SAN DIEGO CAL.

JOHN NOLEN LANDSCAPE ARCHITECT
CAMBRIDGE MASS.

STREETS AND BOULEVARDS

feet wide; (2) A Wide Residence Street, 100 feet; (3) An Important Business Street (D Street west of Third Street is in mind); (4) A Boulevard, 200 feet wide; (5) A Thoroughfare with Cars, 150 feet. The subdivisions and general treatment of each street are indicated in the accompanying plan. In addition to these there is a permanent place in San Diego's street system, I believe, for a residence



IMPORTANT BUSINESS STREET, SAN DIEGO, SHOWING
CONGESTION EVEN TO-DAY.

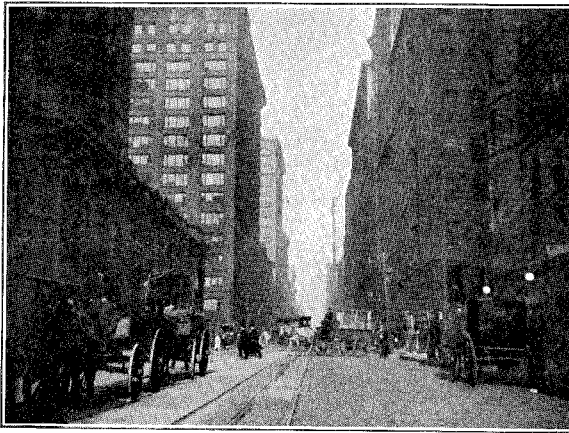
street narrower than 80 feet, say 50 or 60 feet, for modest homes.

If any citizen of San Diego wishes to see the street problem in an aggravated form, a form in which it will soon appear in San Diego, let him go to Los Angeles and stand at the corner of Fifth and Spring Streets or Fifth and Main Streets, or go to other sections of that remarkable city. The problem there is already acute, and yet the provision has

COMPREHENSIVE PLAN FOR SAN DIEGO

been much more ample than in San Diego. Or, if he will observe the home rush in the evening at Fifth and D Streets in his own city, he will realize that increased car service on Fifth Street will not very long be able to meet the demand that a larger population will soon make upon it. Or let him note the vehicular use of any down-town street

Congestion
and Trans-
portation

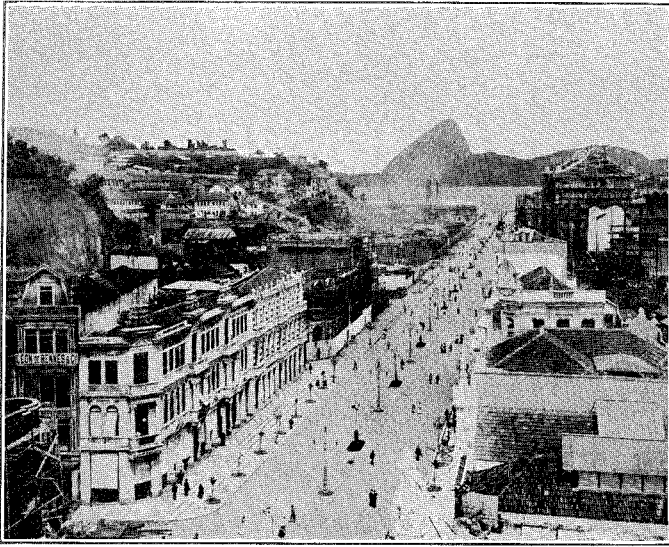


A CHICAGO STREET AS WIDE AS THE NORMAL STREET
IN SAN DIEGO,—A FORESHADOWING OF
THE FUTURE.

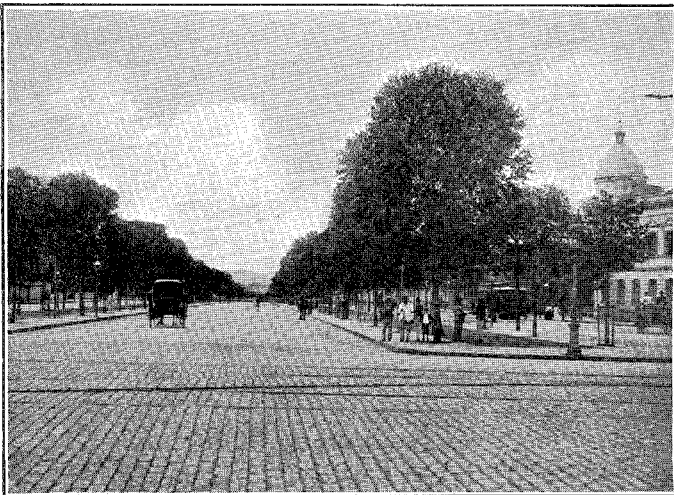
even to-day with a population of but 40,000 to provide for, and the popular ownership of automobiles just begun. This inadequate width of business streets is but one of San Diego's mistakes in street-making. The most glaring and serious, of course, is the attempt to implant a rectangular system, almost unrelieved by diagonals, on so irregular a topography.



PASEO DE JULIO, BUENOS AYRES, IN PROCESS OF CONSTRUCTION. AN APPROPRIATE STREET TREATMENT FOR A CITY LIKE SAN DIEGO.



A RECENTLY OPENED STREET IN RIO DE JANEIRO. THE DETAILS MAY NOT BE WORTHY OF IMITATION, BUT IT AFFORDS A HELPFUL COMPARISON WITH BUSINESS STREETS IN SAN DIEGO.

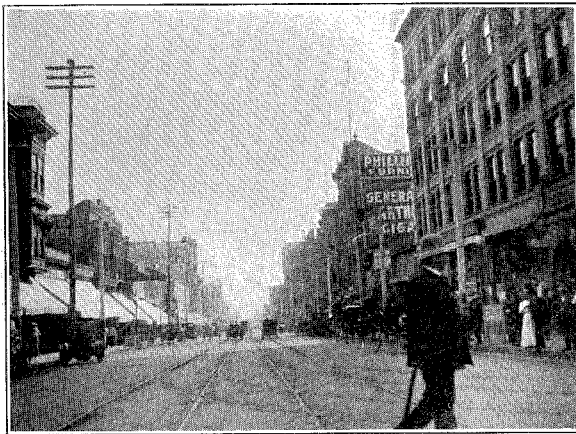


AVENUE "TIRADENTE," SÃO PAULO, BRAZIL. A GOOD ILLUSTRATION OF THE 200-FOOT BOULEVARD PROPOSED FOR SAN DIEGO, A SECTION OF WHICH IS SHOWN ON PAGE ENTITLED "STREETS AND THOROUGHFARES."

STREETS AND BOULEVARDS

In planning for street trees in San Diego, the designer has a peculiar problem. He must aim to dress the street and relieve its barrenness, but avoid shading the houses. Even the sidewalk should not be densely shaded unless there remains a choice between a sunny and a shaded one. For in San Diego there are few days in the year and few hours in the day, the resident soon learns, when the sun is not more welcome than shade. In the plans submitted, the

Street
Trees



FIFTH AND D STREETS, SAN DIEGO, THE CENTRE OF THE RETAIL DISTRICT.

attempt is made to meet this condition, and at the same time to give the streets, boulevards, and thoroughfares a characteristic and pleasant appearance.

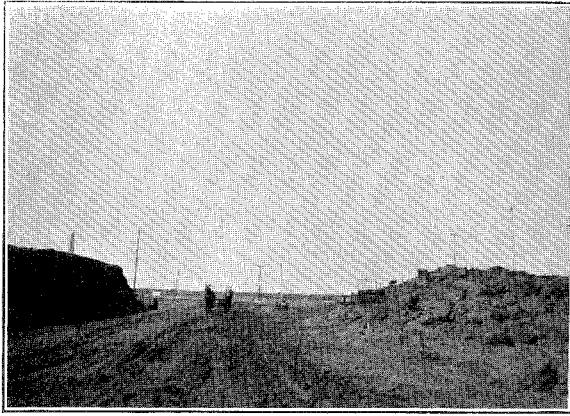
To sum up, San Diego needs to improve its street system in the following particulars:—

(1) By widening, so far as practicable, such streets as Fifth north of Date, and D east of Fourth. Be-

COMPREHENSIVE PLAN FOR SAN DIEGO

yond these points the widening of Fifth Street and D Street now appears impracticable.

(2) By improving D Street from the Bay Front to Fourth, its ample width permitting the planting of palms or other trees, and its use calling for the removal of overhead wires and the erection of artistic street fixtures of such a character as those



AN ILLUSTRATION FROM SAN DIEGO OF THE ENDLESS
"CUT AND FILL" MADE NECESSARY BY THE
UNNATURAL STREET SYSTEM.

now to be enjoyed in Los Angeles. H Street might with advantage be treated in the same way.

(3) By lessening the paved area of most 80-foot residence streets, planting them either in the centre or at the sides.

(4) By establishing some wider residence streets for the bigger and handsomer homes that are now being built.

(5) By the construction of several main thorough-



A BOULEVARD AT RIVERSIDE, CALIFORNIA, A MODEL IN MANY RESPECTS FOR SAN DIEGO AND OTHER SOUTHERN CALIFORNIA CITIES. RIVERSIDE HAS MORE THAN 30 MILES OF SUCH DRIVEWAYS.



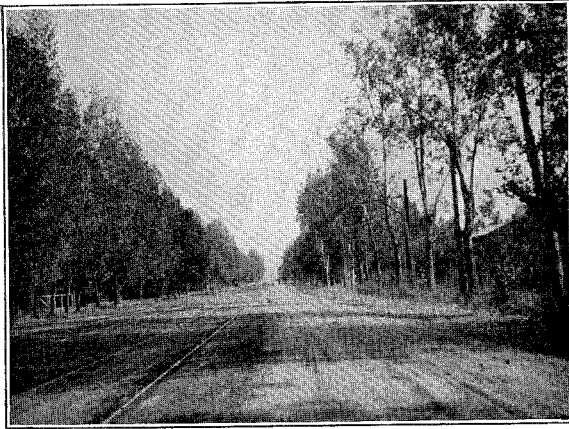
THE FLOWER MARKET, BRUSSELS. SAN DIEGO HAS AN OPPORTUNITY TO HAVE AN OPEN-AIR FLOWER MARKET THE YEAR ROUND TO GIVE COLOR TO THE LIFE OF THE STREETS, AND TO USE FLOWERS WITH PRODIGALITY IN CONNECTION WITH RESIDENCES AND BUSINESS BUILDINGS. ROSES AND POINSETTIAS IN BLOOM OUT OF DOORS AT CHRISTMAS WOULD BE UNQUESTIONABLE EVIDENCES OF THE MILDNESS AND DELIGHT OF THE CLIMATE.

STREETS AND BOULEVARDS

fares, 150 feet in width, like the one at Coronado, to meet the demands that transportation will soon place upon the city.

(6) By making the more important boulevards, the routes of which were well selected by the recently appointed committee, 200 feet in width.

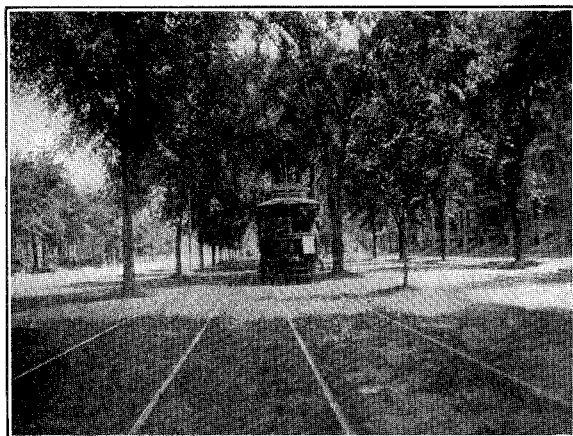
(7) By encouraging or requiring a more intelligent



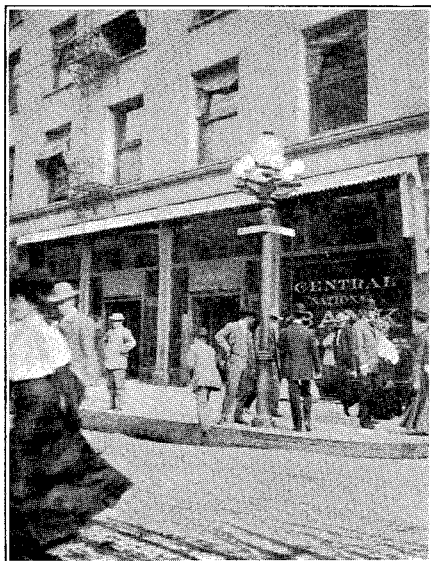
THE ALAMEDA, A 100-FOOT STREET, CONNECTING SANTA CLARA AND SAN JOSÉ. A USEFUL ILLUSTRATION FOR OUTLYING SECTIONS OF SAN DIEGO.

subdivision of the suburban tracts which are now so rapidly being added to the city plan.

In the improvement of established cities no changes are so difficult, none so important, as those in streets. They are difficult because of the expense and the great number of interests involved. But the gains are so decided that a city should face the difficulties with courage and generosity. In the unbuilt sections it would be comparatively easy to secure a more



AN ILLUSTRATION OF A WIDE THOROUGHFARE WITH
CARS,—THE KIND THAT SHOULD RUN OUT FROM
SAN DIEGO IN EVERY IMPORTANT DIRECTION.



STREET LAMPS, LOS ANGELES.

STREETS AND BOULEVARDS

logical street system, and the practice is already turned in that direction. As a matter of fact, the proposed arrangement would occupy but little more



THE SO-CALLED MAGNOLIA AVENUE, RIVERSIDE, CALIFORNIA, WITH ITS EUCALYPTS AND PALMS. THIS DRIVE IS ABOUT 150 FEET WIDE AND 16 MILES LONG: ITS INFLUENCE ON THE PROSPERITY AND DEVELOPMENT OF RIVERSIDE SHOULD BE AN EXAMPLE TO SAN DIEGO. COMPARE WITH IT SUCH AN AVENUE AS EL CAJON.

ground than the present: it would simply be distributed with more discrimination.

Few cities in the United States have a more romantic history and situation than San Diego, and it is to be regretted that they have not expressed themselves in the street names. Instead of D Street, Fifth Street, and similar colorless names, we might honor the discoverer of the Bay, the sturdy fathers

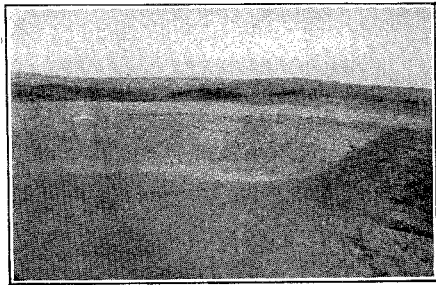
COMPREHENSIVE PLAN FOR SAN DIEGO

who established the missions, the pioneers in settling the modern city, the heroines of its romances which have become part of our literature; or we might give some happy recognition to the topographical situation of certain streets, especially as they express themselves in the soft words of the Spanish language. Southern California is full of color, of picturesqueness, of character, and it is a pity not to embody these qualities in the names that designate the public streets and avenues of the city. No method of honoring those to whom honor is due is more available, more appropriate, more enduring.

VII. A System of Parks

*“Even in thy desert what is like to thee?
Thy very weeds are beautiful, thy waste
More rich than other climes’ fertility.”*

San Diego early expressed its belief in parks by setting aside, close to the centre of the town, 1,400 acres of natural canyon and mesa as a City Park. This great reservation for the people was secured by a simple resolution introduced into the City Council, stating that Pueblo Lots, numbers so and so, “be a park,” illustrating how easy is the acquisition of

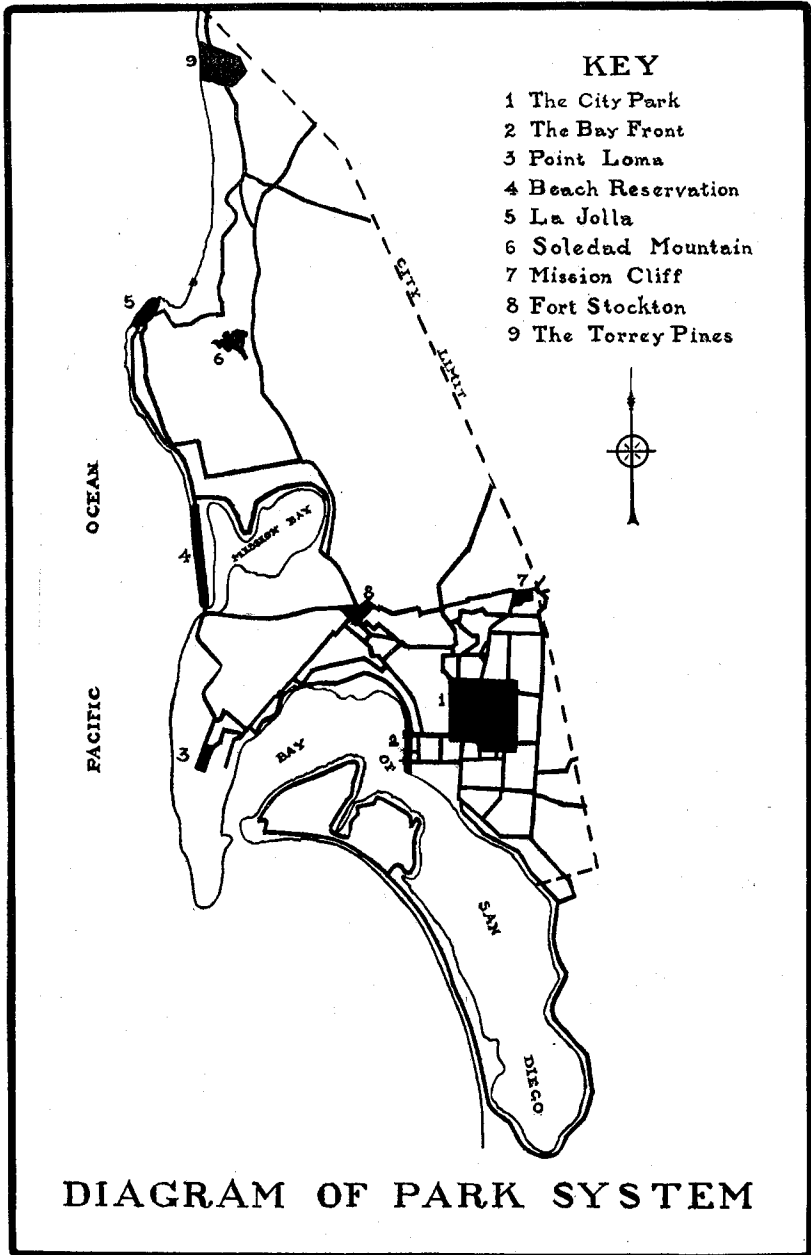


GOLDEN GATE PARK, SAN FRANCISCO,
THIRTY YEARS AGO.



GOLDEN GATE PARK, SAN FRANCISCO,
TO-DAY.

park land when action is taken early enough. But until four or five years ago nothing was done to fit this property for public use. A complete plan was then prepared and adopted, and its execution



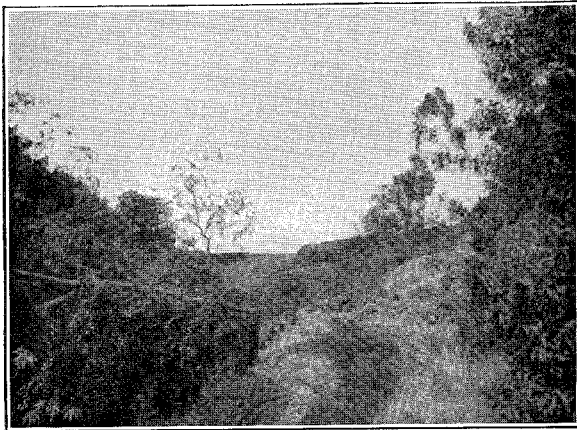
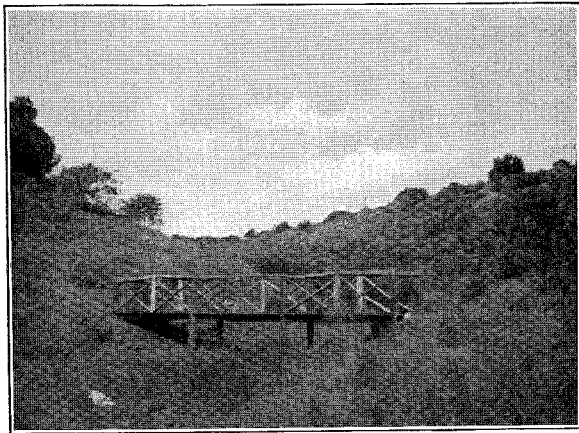
A SYSTEM OF PARKS

begun. It is not the purpose of this report to inquire into the justification of this park,—the wisdom of withdrawing permanently from use so large a tract in the heart of the city, of separating so completely the business and residence sections, of blocking transportation for twenty-two squares each way; nor to estimate the inevitable cost for construction and maintenance in connection with such a park property, so located. These are questions, however, that the city authorities must consider. It may be advisable, also, to consider the relation of the present park boundaries to the property immediately surrounding it and the extension of the park to Fifth Street, from Date to Grape Streets, so as to give it a better frontage and approach.

But in a city like San Diego, stretching for more than twenty miles up and down the coast, with an almost infinite variety of scenery, no single park is sufficient. A *system* of parks is unquestionably demanded. Such a system can be secured more easily than in any other city that I know of. It should include characteristic, inexpensive, almost ready-made parks in every part of the city, and form a unique series of pleasure-grounds. The attractions from which to select are so great that choice is embarrassing. The following have been selected as most important, and are respectfully recommended to the consideration of the Civic Improvement Committee.

A Park
System
Called for

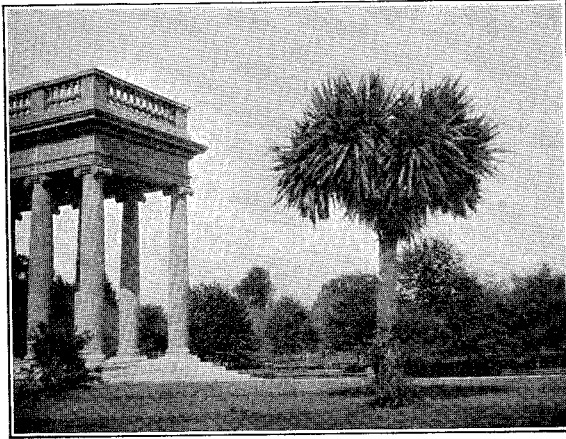
(1) Of course the nucleus of the new park system would be the *City Park* above referred to, and the



VIEWS IN THE CITY PARK, SAN DIEGO.

A SYSTEM OF PARKS

people are to be congratulated on its possession. It is a magnificent tract of typical California country, especially satisfying in canyon scenery. From its heights superb views can be had of the Bay, Coronado, and the Pacific Ocean to the West; the glorious mountain ranges of San Bernardino, San Jacinto, and the Cuyamacas to the East, while below lies the



THE SPRECKELS TEMPLE OF MUSIC, GOLDEN GATE
PARK, SAN FRANCISCO.

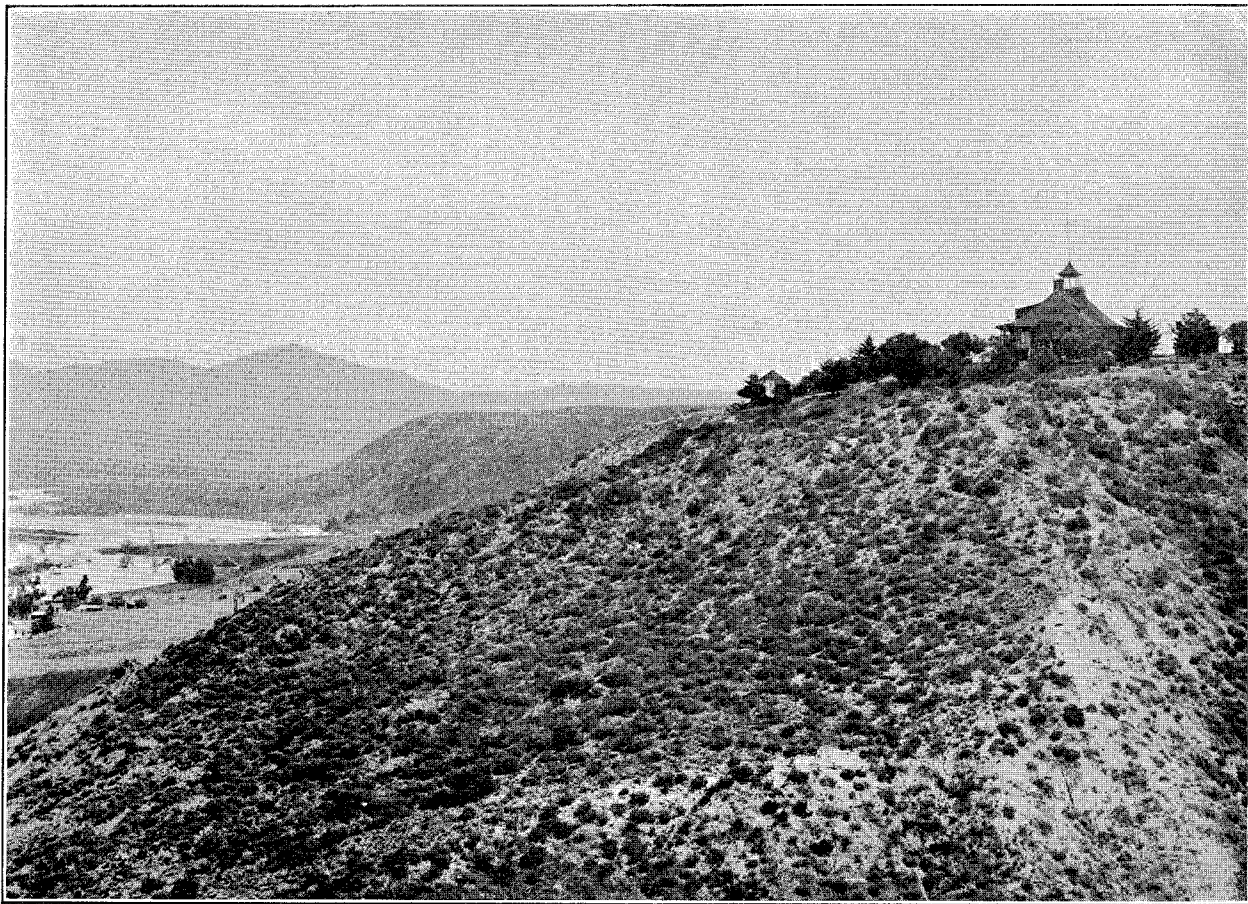
business section of the city, and to the North, on the heights, the picturesque groupings of bungalows and other homelike California residences. This park also contains land which is suitable in character and location for golf, tennis, and a large general playfield. As in the case of streets, already referred to in this report, it would seem that the park might receive some more distinctive name than the "City" Park. The two names suggested—"Cabrillo," the discoverer of the Bay of San Diego, and "Canyado,"

COMPREHENSIVE PLAN FOR SAN DIEGO

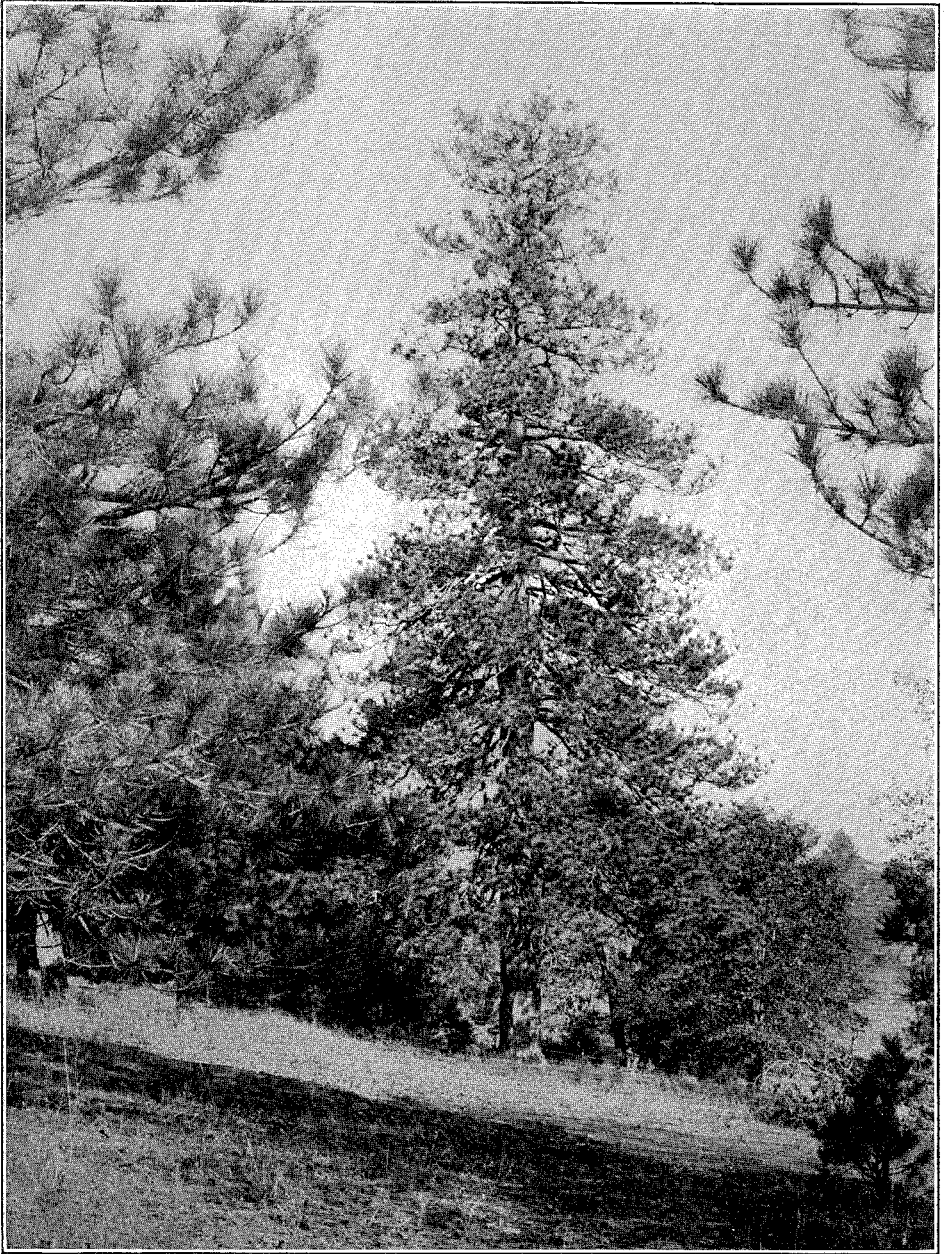
meaning little canyon—are both unusually happy. Perhaps the latter would be more significant for the City Park, the former being reserved for the Bay Front Parkway or Boulevard.

(2) The improved *Bay Front* would virtually be a park, and it illustrates what is true of many of the proposed parks for San Diego,—little more is needed than a view-point, a foreground to a picture. Nature herself will supply the picture, and maintain it without cost. The Bay Front Boulevard can with profit be extended all the way to Point Loma, and North and West of Date Street it will probably be possible to fill in a much wider strip.

(3) A physical feature of value, the beauty of which it is impossible to overestimate, is *Point Loma*. This picturesque promontory, stretching out six or seven miles into the sea, with the Bay, Coronado, and the city always visible on one side, and the ocean on the other, is a feature of incalculable value for recreation purposes. The United States government owns and occupies the end of the promontory, but the city should not rely entirely upon the national government's reservation. It should itself possess at least enough land on Point Loma to command at all times the marvellous view that can be enjoyed from there. "This site," writes Charles Dudley Warner in "Our Italy," "commands one of the most remarkable views in the accessible civilized world, one of the three or four really great prospects which the traveller can recall, astonishing in its immensity, interesting in its peculiar details. The general features are the great ocean, blue, flecked



MISSION CLIFF, COMMANDING A VIEW OF THE MISSION VALLEY. ONE OF THE LANDSCAPE FEATURES RECOMMENDED FOR THE PROPOSED PARK SYSTEM.



A SPECIMEN COULTER'S PINE IN SAN DIEGO'S "BACK COUNTRY." THESE TREES REACH A HEIGHT OF 150 TO 200 FEET.

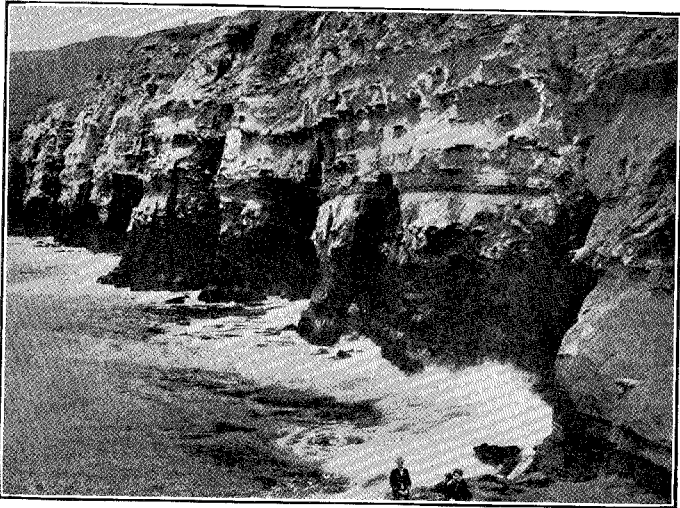
A SYSTEM OF PARKS

with sparkling, breaking wavelets, and the wide, curving coast line, rising into mesas, foot-hills, ranges on ranges of mountains, the faintly seen snow peaks of San Bernardino and San Jacinto to the Cuyamaca and the flat top of Table Mountain in Mexico. Directly under us on one side are the fields of kelp, where the whales come to feed in winter; and on the other is a point of sand on Coronado Beach, where a flock of pelicans have assembled after their day's fishing, in which occupation they are the rivals of the Portuguese. The perfect crescent of the ocean beach is seen, the singular formation of North and South Coronado Beach, the entrance to the harbor along Point Loma, and the spacious inner bay, on which lie San Diego and National City, with low lands and heights outside, sprinkled with houses, gardens, orchards, and vineyards. The near hills about this harbor are varied in form and poetic in color, one of them, the conical San Miguel, constantly recalling Vesuvius. Indeed, the near view, in color, vegetation, and form of hills, and extent of arable land, suggests that of Naples, though on analysis it does not resemble it. If San Diego had half a million of people, it would be more like it, but the Naples view is limited, while this stretches away to the great mountains that overlook the Colorado desert. It is certainly one of the loveliest prospects in the world, and worth long travel to see."

(4) It is strange that San Diego should have no *Beach Reservation*. With all its miles of ocean frontages, including many hard and beautifully

COMPREHENSIVE PLAN FOR SAN DIEGO

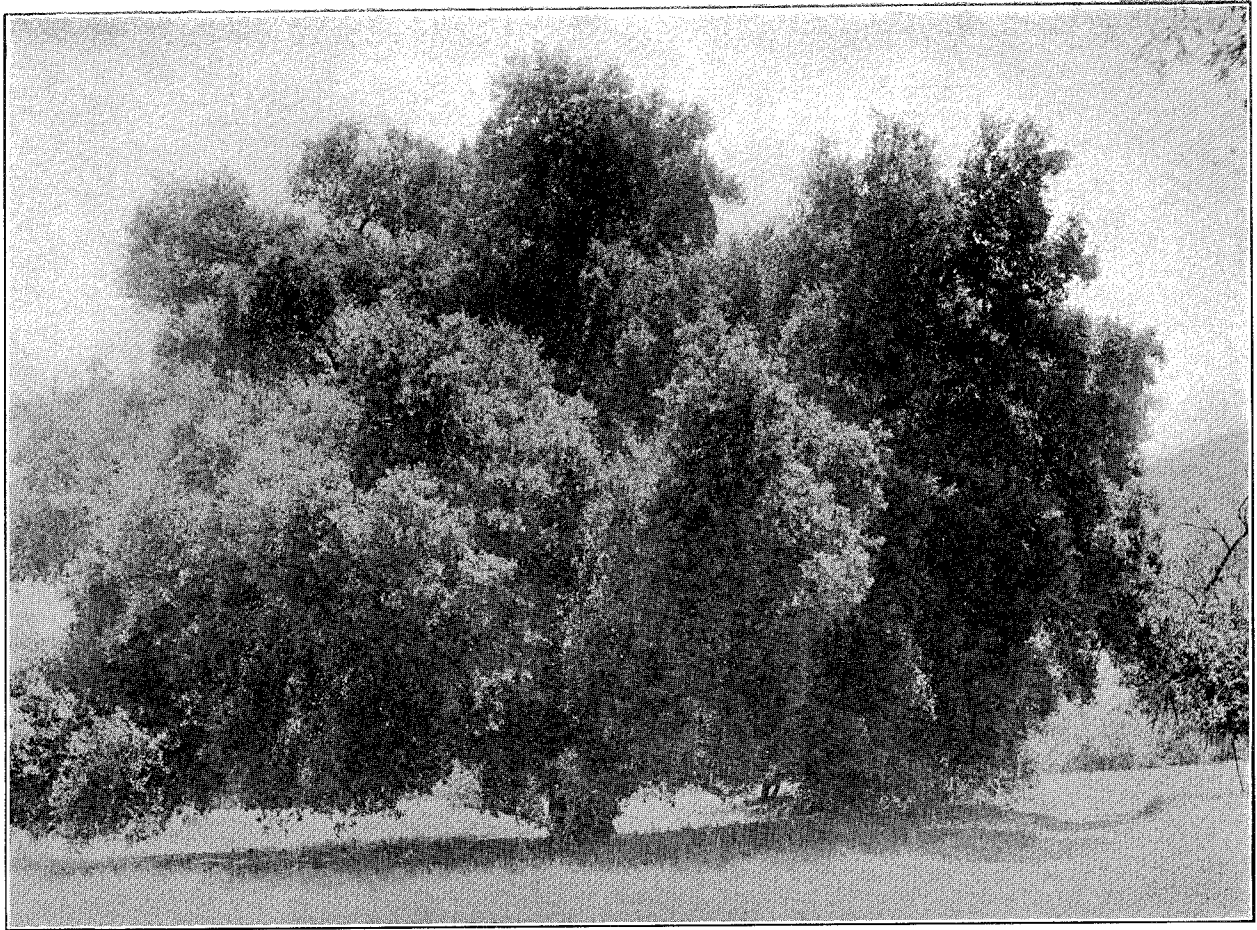
curved beaches, the city owns none. If only one beach were secured, probably the sand spit south of "Pacific Beach" would be the best; but I recommend that the Park System include, if possible, a number of beaches. Experience in Boston and elsewhere has demonstrated their value and popularity beyond all question. On Sundays or holidays



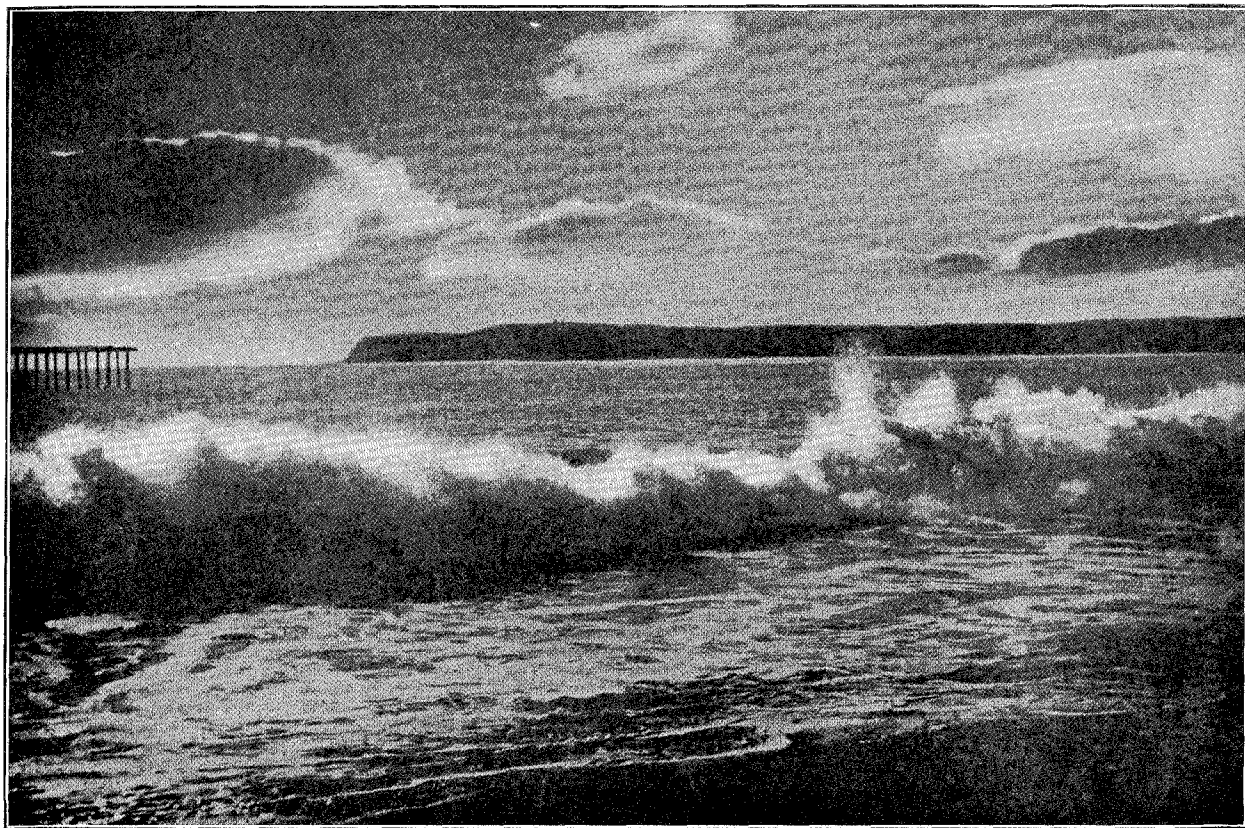
CAVES OF LA JOLLA—A LANDSCAPE FEATURE OF THE
SAN DIEGO COAST.

Revere Beach, Boston, is sometimes visited by more than a hundred thousand pleasure-seekers. Coronado Island and North Island have beaches which should be considered. In fact, the whole of North Island, now quite undeveloped, although privately owned, would make a public pleasure-ground unequalled even in San Diego.

(5) *La Jolla* is practically a village within the



A LIVE OAK AT LAKESIDE, NEAR SAN DIEGO, A POSSIBLE PART OF THE SAN DIEGO PARK SYSTEM.



CORONADO, POINT LOMA, SAN DIEGO, A FEATURE OF THE PROPOSED PARK SYSTEM.

A SYSTEM OF PARKS

city of San Diego, and it is one of the most romantic and alluring spots on the coast. "El Nito" (the nest) it has been aptly called, because it seems to hang, like the sea-gull's nest, between the sea and the sky. The picturesque and famous caves, the witches' cauldron, the biological station, and other attractions have made this already a resort within a resort.



SAN DIEGO MISSION, THE OLDEST ON THE PACIFIC COAST.

Fortunately, the city now controls a well-located piece of property at La Jolla. It needs but to add slightly to it, and give the park an unified treatment.

(6) *Soledad Mountain* is practically a part of La Jolla. It is a natural site for a park, so located as to be of little value for private use, while the view from its top, easily reached, commands snow-capped mountains, valleys, plains, and sea.

(7) A view of the *Mission Valley*—broad and restful, with the foot-hills at one end and the Bay at the other—is one of the landscape features that the

COMPREHENSIVE PLAN FOR SAN DIEGO

proposed Park System should unquestionably include. This view is easily secured from almost any one of the cliffs that jut out on the South side, the city side, of the Valley. One of these points ought to be had at little cost. Indeed, real estate conditions are such in this and in other parts of San Diego that it is not unreasonable to expect that, with a sound public policy once adopted, much of the land needed for the parks and parkways would be presented to the city. The beautifully situated Old Mission itself, the first established in California, is a landmark of historic interest that should be preserved at any cost.

(8) In "Old Town," near and including *Fort Stockton*, the city owns property which simply needs completing to form another centre in this wonderful Park System. Here, again, there is joy and inspiration to be had in superb views, and added interest from historic and romantic associations.

(9) The final feature, *the Torrey Pines*, would form a unique addition to the Park System, one that the city could not on any account afford to omit. An excellent description of this pine has been given by Mr. T. S. Van Dyke in his book on Southern California.* It is probably the rarest tree our

*"Torrey's Pine is limited to a few square miles upon the table-lands along the coast of San Diego County, some twenty miles above the Bay of San Diego, the only place in the world where it has yet been found. It is a dwarf-pine, seldom over thirty-five feet high, with bright green needles, four or five inches long, clustered in thin bunches. . . . Unlike all the other pine-nuts of California, this has a shell as hard as a filbert, with a large, full kernel as sweet as that of a pecan-nut or chestnut and entirely free from the slightest flavor of pine. These

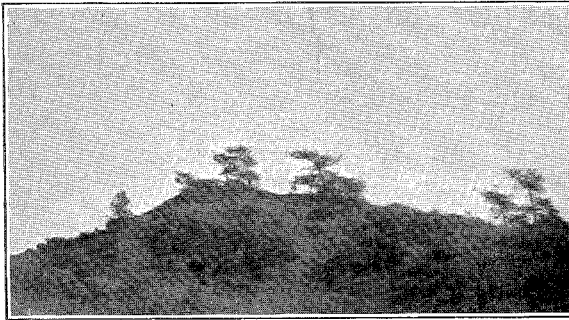
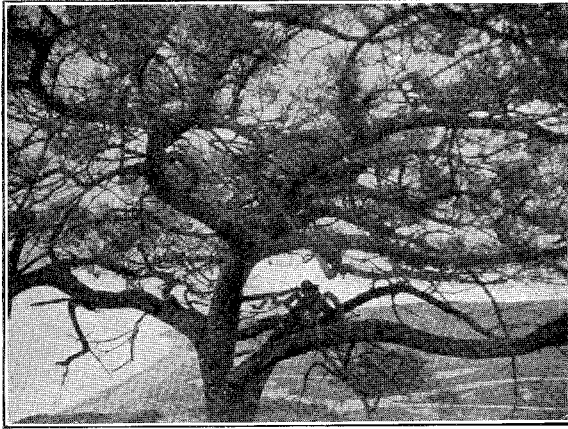
A SYSTEM OF PARKS

earth has ever produced, and by restoring the growth near Del Mar, in the northern part of the city, a park reservation of singular interest would be secured.

Connect this system of parks by the boulevards and parkways already planned, develop it naturally, simply, harmoniously, and then confidently invite comparison with it of any park system in the world. It would not be expensive to acquire, to construct, to maintain: it would not be extensive in acreage; but because of the range and grandeur of the natural scenery that it embraces and commands, and because of the rich vegetation and the succession of fine days, month after month, that San Diego's climate guarantees, it would surpass in recreative value any provision that the people of a modern city have yet succeeded in making. It would give to the citizen health, joy, and more abundant life, and to the city itself wealth and enduring fame.

Outdoor
Glory of
San Diego

trees seem to thrive best in the dry, rocky cliffs about three or four hundred feet above the sea. A few, protected by the inaccessible nature of their home, still look out upon the broad ocean."



THE PICTURESQUE TORREY PINES, SAN DIEGO.
IT IS PROPOSED TO MAKE THE NATURAL GROWTH OF
THESE PINES A FEATURE OF THE PARK SYSTEM.

VIII. Summary

To sum up, the more important recommendations herewith embodied and illustrated are briefly as follows:—

(1) To purchase for a Public Plaza the block from D to C Streets and from Front to First.

(2) To form a Civic Centre around this Plaza by some such grouping of public buildings as outlined.

(3) To build a sea wall, fill in the Bay Front as suggested, and improve it for the purposes of commerce and recreation. Recom-
mendations

(4) To construct "The Paseo," a pan-handle to the City Park, and so connect the Bay and the park.

(5) To establish at the foot of Date and Elm Streets a centre for the more artistic forms of pleasure-making.

(6) To improve the railroad and water approaches to the city.

(7) To open, ventilate, and beautify the city by increasing the number of small "squares" and open spaces.

(8) To provide ample playgrounds for the use of children.

(9) To display more differentiation in the location and treatment of streets and boulevards.

(10) To establish a system of parks to include the City Park, the Bay Front, Point Loma, a Beach

COMPREHENSIVE PLAN FOR SAN DIEGO

Reservation, La Jolla, Soledad Mountain, Mission Cliff, Fort Stockton, and the Torrey Pines.

These recommendations may appear to present a heavy task for a city the size of San Diego; yet, after careful consideration and a comparison with the programs and achievements of other cities, I believe the proposed undertakings are all of a reasonable nature. When they are looked at from the point of view of twenty-five years hence, so far as that can be brought before the imagination, they will in many respects be considered inadequate. No city regrets its acquisition of parks, but many cities regret their failure to act in time.

While San Diego has not yet a large population, it is steadily growing, and there isn't a citizen without faith in its future. That faith must now express itself in action, for it is well known that public improvements requiring the acquisition of large property must precede population: otherwise they are impossible. A comprehensive and practicable plan is under consideration. It will take months to work it out even on paper, and years to execute it. But now is the time to adopt a policy and actually begin work on a far-reaching scheme the result of which, I believe, will surpass our fondest dreams.

The funds necessary for these improvements, while large, need not be excessive: they must be provided largely by bond issues, giving future generations the opportunity to share in the creation as well as the enjoyment of a more convenient, prosperous, and attractive city. After all, the greatest benefits

SUMMARY

will be theirs. Such expenditures are really investments, and the dividends steadily increase. The experience of every city illustrates the truth of this statement. Private philanthropy can also be confidently counted upon to make its contribution. But the success of the proposed work will depend not so much upon money as upon forethought, system, wise planning, and public-spirited enterprise. Finally, let me say that with suitable approaches by land and water, a broad Esplanade on the Bay Front, a fine Plaza in the heart of the city, a dignified yet simple treatment of D Street, a liberal and impressive grouping of public buildings in ample grounds, a series of carefully designed playgrounds, a great system of parks well connected by boulevards,—all this with its God-given scenery and climate,—San Diego will be able to point with pride to its priceless public possessions, and feel sure that by timely action it has secured to its citizens forever a glorious heritage and advantages of inestimable worth.

Cost of
Proposed
Improvements

APPENDIX

ILLUSTRATIVE EXTRACTS

1. SAN DIEGO

“This individuality of the town is an important factor. It is the most precious thing the city has, and there must be no destruction of that in the replanning. Rather, in so far as the expression of the city is worthy, the new plans should emphasize it. The first thing which is looked for by him who adequately approaches the problem of city planning is, then, that intangible something which the city says, which is the secret of its own peculiar charm among cities. And when he has found this, it tempers his whole recasting of the city; subtly, unconsciously, it affects his every scheme.”—City-planning number of “Charities,” *Charles Mulford Robinson*.

“Here is our Mediterranean. Here is our Italy. It is a Mediterranean without marshes and without malaria, and it does not at all resemble the Mexican Gulf, which we have sometimes tried to fancy was like the classic sea that laves Africa and Europe. Nor is this region Italian in appearance, though now and then some bay with its purple hills running to the blue sea, its surrounding mesas and cañons blooming in semi-tropical luxuriance, some conjunction of shore and mountain, some golden color, some white light and sharply defined shadows, some refinement of lines, some poetic tints in violet and ashy ranges, some ultramarine in the sea, or delicate blue in the sky, will remind the traveller of more than one place of beauty in Southern Italy and Sicily. It is a Mediterranean with a more equable climate, warmer winters and cooler summers, than the North Mediterranean shore can offer; it is an Italy whose mountains and valleys give almost every variety of elevation and temperature.

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“But it is our commercial Mediterranean. The time is not distant when this corner of the United States will produce in abundance, and year after year without failure, all the fruits and nuts which for a thousand years the civilized world of Europe has looked to the Mediterranean to supply. We shall not need any more to send over the Atlantic for raisins, English walnuts, almonds, figs, olives, prunes, oranges, lemons, limes, and a variety of other things which we know commercially as Mediterranean products. We have all this luxury and wealth at our doors, within our limits. The orange and the lemon we shall still bring from many places; the date and the pineapple and the banana will never grow here except as illustrations of the climate, but it is difficult to name any fruit of the temperate and semi-tropic zones that Southern California cannot be relied on to produce, from the guava to the peach. . . .

“The climate is most agreeable the year through. There are no unpleasant months, and few unpleasant days. The eucalyptus grows so fast that the trimmings from the trees of a small grove or highway avenue will in four or five years furnish a family with its firewood. The strong, fattening alfalfa gives three, four, five, and even six harvests a year. Nature needs little rest, and, with the encouragement of water and fertilizers, apparently none. But all this prodigality and easiness of life detracts a little from ambition. The lesson has been slowly learned, but it is now pretty well conned, that hard work is as necessary here as elsewhere to thrift and independence. The difference between this and many other parts of our land is that nature seems to work with a man, and not against him.”—“Our Italy,” *Charles Dudley Warner*.

“The climate of San Diego is an important factor in its replanning. It is a dry, marine climate with few fogs and no heavy winds. The temperature has exceeded 90 degrees but twenty-two times in thirty-five years. Five times in the history of the city has the temperature touched 32 degrees, but has never fallen lower. The average daily range is 14 degrees with a mean variability of only 2 degrees. The difference between

ILLUSTRATIVE EXTRACTS

the summer average and the winter average is 13 degrees. The photographic sunshine recorder which has been installed seventeen years, shows an average of but three days each year without sunshine.”—From *Secretary*, Chamber of Commerce.

Record of the building permits issued in San Diego during the last six years. An indication of the growth of the city and the need to anticipate the future by providing for public parks, etc., in advance of settlement.

1901	\$123,285
1902	438,140
1903	710,123
1904	914,967
1905	1,188,720
1906	2,761,285

—From the “San Diego Union.”

“Competition between cities is becoming keener all the time as transportation facilities increase. If one city makes itself more inviting than its neighbor it is bound to attract more people. A city, after all, is a great business establishment in which thousands of stockholders are interested. Its street plan must be convenient and attractive, its buildings must be architecturally beautiful, and it must furnish its residents and visitors the same comforts and conveniences which its neighbors can supply, if it expects to hold its rank among progressive urban centres.”—From “A City Plan for St. Louis.”

2. CITY PLANNING

“It is the plain duty of those who for the moment are responsible, to make inventory of the natural resources which have been handed down to us, to forecast as well as we may the needs of the future, and so to handle the great sources of our prosperity as not to destroy in advance all hope for the prosperity of our descendants.”—*President Roosevelt*.

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“In their methods of growth cities conform always to biological laws, all growth being either central or axial. In some cities central growth occurs first and in others axial growth, but all cities illustrate both forms of growth and in all cases central growth includes some axial growth, and axial growth some central growth. Central growth consists of the clustering of utilities around any point of attraction and is based on proximity, while axial growth is the result of transportation facilities and is based on accessibility. A continual contest exists between axial growth pushing out from the centre along transportation lines and central growth, constantly following and obliterating it, while new projections are being made further out the various axes. The normal result of axial and central growth is a star-shaped city, growth extending first along the main thoroughfares radiating from the centre, and later filling in the parts lying between. The modifications of the shape of cities come chiefly from topography, the lesser influences being an uneven development of some one factor of growth or individual ownership of land.”—“Principles of City Land Values,” *R. M. Hurd*.

“The existence of sanitary, economic and æsthetic laws which should govern the arrangement of cities, is abundantly proved by the penalties which have so often been paid for their transgression. We cannot plead ignorance in excuse for their violation, and upon us more than any pre-existing nation devolves the duty of their further development and application. . . .

“These few hints as to the application of general principles will serve, I trust, to illustrate my meaning and to prove that the element of beauty in a town as in a private place, must be integral to itself,—the result of architectural arrangement, and the development thereby of whatever attractive features its site may possess or command, and that it is only by the exercise of timely forethought in the preparation of a design that these results can be secured. Subsequent decoration by fine buildings and works of art will of course serve to increase and pro-

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mote the general effect of magnificence, but such decoration can never render a place beautiful which is not intrinsically so, any more than costly jewelry and elaborate dressing can confer beauty upon an awkward, plain and ungainly person.”—“Landscape Architecture,” *H. W. S. Cleveland.*

“Modern city planning distinguishes itself from the older practice through the prominence given the *artistic* motive. That is to say: Just as an artist is able to create the plan of a church or palace that is perfectly adapted to its purposes; just as, in such cases, it is his task to work with a conscientious regard for all demands imposed by necessity, and directly to give his work a worthy development—so artistic city planning is to be understood as that which does not work according to systems, but according to the specific conditions of the case in hand. Not artistry, but the appropriate development of all the advantages that may be, with due regard to the specific problem, is the aim. The artistically creative city planner should seek out all peculiarities of the site, and emphasize them according to their individuality; thereby, whenever possible, reconciling every contradiction between his planning and the aspects of nature.—“German City Planning,” *Cornelius Gurlitt.*

“The wisdom of adopting a general scheme which may be modified in detail as occasion requires, but which will be planned in its general features in advance of urban growth, executed as rapidly as possible and in harmony with which parks will be constructed, monuments erected, public buildings located, and other structures provided, is evidenced by foreign experience. There is continuity and harmony in the various improvements, and the work accomplished by each generation does not need to be undone by a succeeding generation. Instead of conflict, each additional improvement adds far more than indicated by its cost, and the improvements already carried out give tone and character to the new work, which would be lacking if there were no interdependence and if they had been carried out in a haphazard way. Few European cities were

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so fortunate in their early history as to have a well-thought-out plan, and whatever of systematic arrangement has been since introduced is of recent date. . . .

“The lesson from all these facts for every American city is the need and wisdom of comprehensive planning upon broad lines and for decades to come. A little foresight *now* will yield large dividends in art and economy in the years *to come*. When Central Park was purchased, for a sum which seemed extravagant at that time, but picayune now, there were plenty of people to condemn the act. The city will never grow to reach this suburban park, they said. That was half a century ago, and now the city pays vastly more for one block upon the East Side for a small park or playground. New York is profiting by this experience. Must other cities follow in her footsteps, or will they see her mistakes and act in time?”—*Milo R. Maltbie*.

3. CIVIC CENTRES

“The advantages to be derived from a grouping of public and quasi-public buildings are several: First, it furnishes an opportunity for harmonious treatment and architectural effects which can be secured only by grouping the buildings about a common court or square. Each building in the group contributes its share to the dignity, beauty, and attractiveness of every other. Unrelated buildings, however imposing they may be in themselves, lose much of their effectiveness by standing alone. Second, the grouping of public buildings will greatly facilitate public business, which means economy to the entire people. Third, they will serve as a splendid example of the advantages to be gained by the proper arrangements of buildings about an open park space, which will have its influence on all subsequent private as well as public building operations in the city.”—“A City Plan for St. Louis.”

“In one very important respect European cities are far in advance, viz., the combination of small parks and open spaces with sites for public buildings. We are apt to stow away

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our public buildings among private structures, upon narrow streets and in out-of-the-way places. European cities, upon the other hand, commonly locate their public buildings so as to front upon parks or open places. The attractiveness of the park is thus increased, owing to the presence of beautiful buildings, and its use as a park is not interfered with, but instead facilitated and encouraged. The park in turn adds to the beauty of the buildings, as the open area permits it to be viewed from the proper distance and with the proper perspective, which is impossible in a narrow street. . . .

“Our smaller American cities, . . . with their future yet unmortgaged, have a free field in a large measure. By working out a scheme large enough for future needs, capable of extension with their growth, and by following it out consistently, regardless of the herrings dragged across the trail, they may achieve wonderful results at slight expense. But a well-devised plan for symmetrical grouping is absolutely necessary. No matter how small the city, it must have a few public buildings, and their proper arrangement is as necessary to its highest development as in a metropolitan centre. Indeed, it is even more important, for a metropolis has other charms by which to retain its prestige, but the small city has few to fall back upon, and these must certainly not be neglected if it is to keep its place and not decline. The most attractive city draws the best class of citizens. . . .

“The great moral to be drawn from the story of Vienna is that all plans for the development of a city should be prepared far in advance of its needs and steadfastly carried out with such minor changes as new conditions may make necessary. It would cost Vienna an enormous sum, infinitely more than it has, to secure at this moment an area equivalent to that occupied by the Ringstrasse, the adjoining parks, and public buildings. It was doubly fortunate in having such a vast area at its disposal a half-century ago. But the wonder is that such far-seeing men were in official positions and that plans were laid for improvements, the utility of which was not then evident. This moral is applicable to every city, large or small.

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Urban centres grow so rapidly and real estate values increase so enormously that, unless a plan of improvement is early adopted, it soon becomes so expensive that the cost scares many. Nowhere else does a little foresight yield so large returns in public well-being and financial saving.”—*Milo R. Maltbie.*

4. WATER FRONTS

“In the long successful future of Detroit the possible difference to the city between a wise and an unwise treatment of the Front will be measurable in millions of dollars, and the present investment of a few thousands in a sufficiently thorough study to set matters moving on the right path is in the nature of an insurance premium at a rate so low that no business corporation would hesitate for an instant to pay it out. Are the people of Detroit so fixed in the short-sighted, hand-to-mouth methods of business, which frontier conditions once forced upon the whole American people, that they cannot learn the lesson which the Trusts are teaching on every hand,—that great and continued success in any big enterprise comes from thorough and unstinted investigation, comprehensive plans, and then steady, unhurried, but firm and undeviating pursuit of the adopted plan or policy?”—“Detroit Report,” *Frederick Law Olmsted, Jr.*

“Such are the rivalries of trade, and so keen is the struggle for existence, if not for pre-eminence, that the seaports of Belgium, Holland, Germany, and England, and, in a lesser way, of France, have been driven to vast outlays for the perfecting of their ports and of their transportation facilities. Holland built the North Sea Canal and the Rotterdam waterway and the vast docks to hold the commerce of her two ports, and she has been so abundantly rewarded that still greater docks are planned. The series of docks at Antwerp shows Belgian commercial life in great activity, and vast additions to these accommodations are in contemplation. The marvellous and sudden growth of the German ports and merchant fleets, the building

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by Germany of the Kiel Canal, the recent great extension of German inland waterways,—all are the expression of the vigorous life of that country. Indeed, a visit to the Hamburg docks is a sight never to be forgotten. London is a larger port, but its business is scattered and its apparatus seems to a casual observer old-fashioned; but at Hamburg the docks are so continuous, so systematic, so well ordered, so completely fitted with machinery and so filled with vessels from every clime, that it would be difficult to name any place that gives one a more vivid impression of the powers of humanity. In these maritime cities commerce is naturally the foundation of prosperity; but hardly less interesting than the facilities afforded commerce is the way in which care and system and forethought have also been applied to the extension and beautifying of these same cities as they become prosperous.”—“Cities and Ports,” *Robert S. Peabody*.

5. STREETS

“In order properly to accommodate the traffic in business districts of cities of considerable size, a street should have a width of 100 to 140 feet, the whole of it being used for roadway and sidewalks; while residence streets in a city of considerable size, where the houses are set out to the property line and stand close together, should have a width of 60 to 80 feet. Although it is advantageous to have a wide street, it is not necessary, nor even desirable, that the whole width be paved; the central portion may be paved, a strip on either side being reserved for grass plats. The width of the pavement should be adjusted to the amount of traffic, which varies greatly accordingly as the street is a business street, a thoroughfare, or an unrequented residence street.

“The width of the streets in different cities varies greatly. In the older places in New England and the Central States, many of the streets are only 30 to 40 feet wide; but in the West a street is seldom less than 60 to 66 feet wide. In both regions the principal streets are often 80 to 100 feet wide, and in many of

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the larger cities the boulevards and great avenues are 150 to 180 feet. The main avenues in Washington are 160 feet wide, in New York 135, and in Boston 180 feet.

“At present the regulations governing the width and the arrangement of additions and subdivisions of Washington, a city which has the best street plan of any in America, are: ‘No new street can be located less than 90 feet in width, and the leading avenues must be at least 120 feet wide. Intermediate streets 60 feet wide, called places, are allowed within blocks; but full-width streets must be located not more than 600 feet apart.’”—“Roads and Pavements,” *I. O. Baker*.

“The most profitable method of subdividing a given piece of land for a given purpose is a matter of judgment upon which different experts will not always agree, and it is only just that the judgment and wishes of the individual land-owners should be given a very large measure of control in such local matters (with the benefit of such expert advice as the city may choose to offer) because any mistake in judgment will seriously affect only the use of the land in question, *provided an adequate system of main thoroughfares is first provided for*. In the laying out of the latter, however, individual preferences of land-owners and even obvious economies in respect to mere questions of land subdivision and local streets ought to be thrust absolutely aside and the lines laid out with a sole view to directness, convenience, and economy of transportation during the long future of their usefulness. . . .

“Public streets, to take another example, ordinarily serve a multitude of purposes, and so long as they are adequate to accommodate most of these ends without serious conflict there is no great need to consider what the controlling purposes should be; but when a comparatively narrow street comes to be occupied by car tracks, to be used as a main artery for heavy teaming, as well as an important connection for carriage driving between a park and a residence district, when the sidewalks come to be thronged with shoppers and at the same time obstructed with telephone, electric-light, and trolley poles, and

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with old trees planted to shade a village street of long ago, when the roadway is dug up and obstructed every now and then for pipe-laying or some other underground work, while at the same time the gutters are kept broad and deep to carry a large volume of surface drainage which might be put in pipes, when the sidewalks are boarded in here and there and used as private yards where buildings are in course of erection, and when push-cart men stop beside the curb to sell their goods to the passing crowd,—when such a condition arrives, if not before, some of the uses of the street must come to be regarded as more important than the rest and the street must be altered and regulated to provide reasonably for such dominant ends. If through travel is the important item, then local convenience must not be permitted seriously to hamper it; if, on the other hand, the local business is of great importance, some means must be discovered of handling the through travel so as not to interfere with it; if quick transportation by car and carriage is the dominant consideration, the heavy teaming ought to be required to take another and longer route; and, since people cannot walk in conduits or be conveyed over the roofs like wires, the poles ought to be removed from the sidewalks.”—“Baltimore Report,” *Olmsted Brothers*.

“In regard to the streets considered as the arteries of a city, there is more agreement, for all schools believe that it is well to have certain main arteries radiate from civic centres, and others, forming concentric rings, connect these radial lines. In European cities the destruction of ancient ramparts gave great opportunity to form these ring boulevards, and what had previously confined and crowded the city proved its means of gaining space. Few such happy opportunities occur in our cities. After the radial arteries and rings are established, all substantially agree that there should be certain diagonal roads cutting across the polygons and leading to outlets on the outer ring. When this arterial system is finished, the blocks may be cut up as the market demands. The newer school also teaches that main roads may be interesting which curve or wind, and

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that hence it is well not to have the main arteries all straight. They should also reach, at somewhat frequent intervals, objects of interest, such as squares or plazas, and these should each have an individual character.”—“Cities and Ports,” *Robert S. Peabody*.

6. PARKS

“In scarcely anything to be determined by local public opinion acting influentially upon local legislation and administration, is a city likely to be so much made or marred for all its future as in proceedings in prosecution of a park project. . . .

“For every thousand dollars judiciously invested in a park the dividends to the second generation of the citizens possessing it will be much larger than to the first, the dividends to the third generation much larger than to the second. . . .

“That those in charge of a park work may proceed economically and with profit; they must be able to proceed with confidence, method, and system, steadily, step after step, to carry to completion a well-matured design.”—“Franklin Park Report,” *Frederick Law Olmsted*.

The legislature of Ohio, in 1904, at the solicitation of the City of Cleveland, amended its laws relative to the appropriation or condemnation of property by providing that all municipal corporations shall have the power to appropriate, enter upon, and hold real estate within their corporate limit, “for establishing esplanades, boulevards, parkways, park grounds and public reservations in, around, and leading to public buildings and for the purpose of re-selling such lands with reservations in the deeds of such re-sale as to the future use of such lands so as to protect public buildings and their environs, and to preserve the view, appearance, light, air and usefulness of public grounds occupied by public buildings and esplanades and the parkways leading thereto.”

“The amount collected (in taxes) in twenty-five years on the property of the three wards (the wards contiguous to Central

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Park), over and above the ordinary increase in the tax value of the real estate in the rest of the city, was \$65,000,000, or about \$21,000,000 more than the aggregate expense attending and following the establishment of the park up to the present year. Regarding the whole transaction in the light of a real estate speculation alone, the city has \$21,000,000 in cash over and above the outlay, and acquired in addition thereto land valued at \$200,000,000."—Report, New York Park Association, 1882.

“It is hardly necessary to add, after citing instance upon instance of civic art, that the movement has taken a firm foothold in European cities. There is no discussion of its merits; these are taken for granted; the question was long ago settled, if it ever was mooted. Everything now centres about the question, What are the most effective methods of beautifying cities? That, too, is coming to be the situation in the United States, and rapid progress has been made within the last few years. In one direction particularly do we have the advantage. In Europe the attitude of the citizen toward the city is that of dependence. The attitude of the city toward the citizen is that of independence. But in American cities the attitude of each toward the other is that of interdependence. The highest results can only be attained by mutual co-operation, city officials with citizens and citizens with city officials. This is generally lacking in Europe. It is a most promising sign in America.”—*Milo R. Maltbie*.

SHORT LIST OF BOOKS AND REPORTS RELATING TO CIVIC IMPROVEMENT

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