

MONTCLAIR

The Preservation of Its Natural Beauty
And Its Improvement as a Residence Town

John Nolen
Landscape Architect
Cambridge
Mass.

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What Doctor Bradford Says About His Plans of the Municipal Act Commission

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M O N T C L A I R

THE PRESERVATION OF ITS NATURAL BEAUTY
AND ITS IMPROVEMENT AS A RESIDENCE TOWN

A Report
to the Montclair Art Commission

by

John Nolen
Landscape Architect
Cambridge
Mass.

November, 1908.

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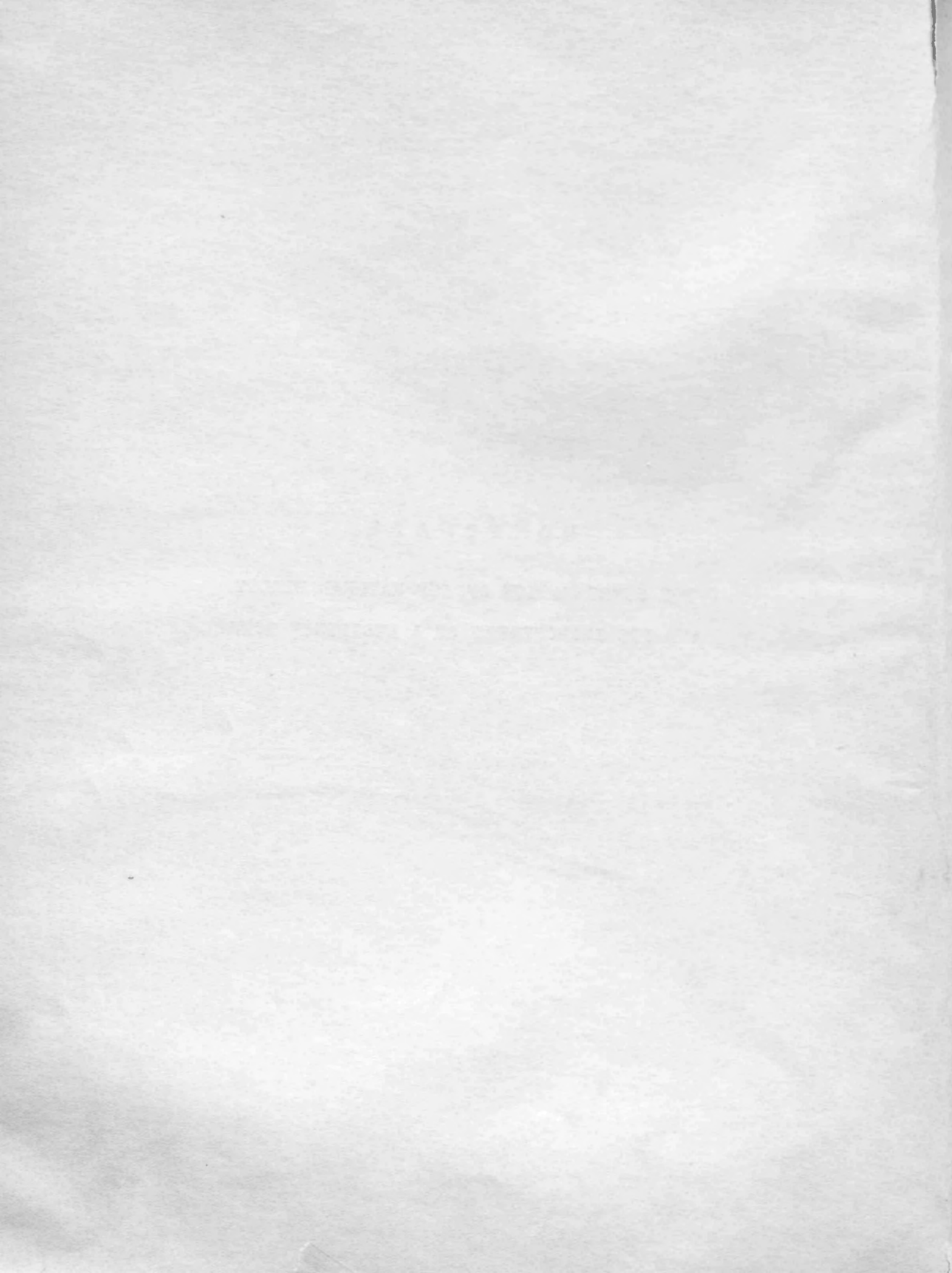
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M O N T C L A I R

THE PRESERVATION OF ITS NATURAL BEAUTY
AND ITS IMPROVEMENT AS A RESIDENCE TOWN



I. MONTCLAIR

To preserve the characteristic natural attractions of Montclair and to plan to promote its convenience and beauty as a residence town, requires an estimate of its resources of situation, climate and scenery, a brief appraisal of its existing facilities for town life and a plan of procedure to secure those other features which should reasonably be considered necessary, desirable or appropriate.

Montclair's natural resources as a residence town are real and permanent. ⁷₆ It is situated twelve miles west of the Hudson River on the east side of Watchung Mountain, and has an elevation ranging from about 300 to 700 feet. The country is picturesque, much of it still rural in aspect, and well wooded with oaks, chestnuts, maples and other native trees. To the east there is a broad and impressive view with the towers of New York City visible by day and its lights at night. To the west, from the Mountain top, one looks out upon a reach of graceful valley with all the charm and beauty that such a landscape feature affords.

To these natural advantages Montclair has added two which increase greatly its value as a residence town. It has age and the mellowness which goes with it, and an irregular town plan. The early settlers in Montclair came from Connecticut nearly two centuries ago, bringing with them the characteristic New England ideals

of education, religion and life. Their marks are still visible. The town plan, the location and direction of streets, etc., is largely the result of a slow evolution, new facilities coming gradually in response to new demands. Such an evolution or growth in a town or city plan has nearly always its peculiar limitations; it has also its peculiar merits, and, in the case of a town primarily for residence, imparts a flavor, an atmosphere, a distinction, seldom secured in any other way. Such streets as Valley and Llewellyn ~~Road~~ ^{Edm} can come only with time. All the commonplace characteristics of the new suburb with its regularity, its straight streets, its absence of trees, its general rawness, are lacking in Montclair.

As might be expected Montclair possesses the usual public facilities for town life. It has paved and shaded streets, sidewalks and sewers, electric cars, an adequate and pure water supply, gas and electric light, and other public or semi-public works. It has schools of marked excellence in many particulars; its churches are large and numerous; the golf and country clubs and other social features maintained by private funds provide recreation for a considerable number. Already the Essex County Park System is more or less available, and a beginning has been made with local parks.

But after all, these facilities are only usual and are matched by many American communities with much less in the way of natural advantages and of wealth. They are in no wise notable. In fact, in comparison with some cities, not only in the East but in the West, Montclair is lacking in some of the most essential features of convenience, comfort and characteristic beauty. It can ill afford

to rely longer on its superior natural attractions. These should be preserved with fidelity but to them must now be added suitable railroad approaches, more adequate provision for local business, a suitable Town Centre around which to cluster new educational, art and recreation features, widened and improved streets, thoroughfares for traffic and pleasure driving, a more thoughtful method of planting and maintaining street trees, a rational system of opening streets, a decidedly better housing of the poor, and a more comprehensive, modern and significant development of open spaces, local parks and playgrounds.]

These are the features with which this Report will most concern itself. X Town art X must be fundamental, aiming not at superficial effects but at convenience and utility and, only through them, at beauty. It should take account of land values, their stability and increase, the promotion of health and happiness, the prevention of nuisances, the protection of the character of neighborhoods, and the organic development of the whole town.]

II. RAILROAD STATIONS AND THEIR SURROUNDINGS

For obvious reasons it is important that every city, town and village should do all that is possible to insure convenience, **orderliness** and a certain type of beauty in and about its railroad approaches.* Especially important is it in the case of a suburban town; first, because the station is used daily by a majority of the population and, secondly, because the arrival at the station should afford at once, in contrast to the city, something of the quiet, order and beauty that should be found in any home that makes the daily journey back and forth worth while.

If one were to form an impression of Montclair as a residence town from the present railroad stations, either the Lackawanna or the Erie, it would be far from agreeable. The buildings are old, ugly and badly located, the surroundings unsightly, without adequate provision for convenience or the slightest suggestion of beauty. What is true of the stations and surroundings is equally true of the line of the railroads through the Town. It is like tracing the course of a blight to follow these railroads - everywhere they have left their ugly scars. Some may think that this is necessary. An inspection of other railroads and other stations will prove it not to be so. In Pennsylvania, in Massachusetts, in

*"The Railway Beautiful," Sylvester Baxter, The Century Magazine, April, 1908.

some parts of New Jersey and New York and in certain states of the West, to say nothing of Europe, many examples can be named of railroads with orderly, appropriate and even beautiful surroundings. In fact, there is but one excuse for the present intolerable situation in Montclair, - both railroads have long outgrown the earlier provisions for service, but have not yet replaced them with something more adequate and fitting. Fifteen hundred passengers or more are landed at the Lackawanna station daily, and as many more at the various stations of the Erie Railroad. This number is certain to be soon largely increased, perhaps doubled. The attractions of Montclair, and especially the new facilities for getting to and from New York furnished by the Hudson tunnels, will not be overlooked by people seeking out-of-town homes.

It should be recognized that there are some matters connected with the railroad stations which concern vitally the interests of the Town, but which are apt to be neglected by the railroad companies. The latter often appreciate the need for an up-to-date station building but do not take pains to have it accord with the character of the town. They are impressed with the necessity to provide freight facilities but overlook the equal necessity for a large paved area for passenger vehicles. Again and again they ignore the question of approaches to the station, and the beautifying of the station surroundings seldom receives the attention it deserves, from economic if from no other reason.

The Lackawanna Railroad is about to establish another station in Montclair and, moreover, the officials appear willing

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to look at the whole matter in the most open-minded fashion. There is an opportunity, therefore, to consider the location of the station, the character of the building, and the treatment of its surroundings. At present the Lackawanna station is situated on no important street, but between Bloomfield and Glenridge Avenues with an outlet on Spring Street. This is not a good situation. It involves a curve approaching Bloomfield Avenue from Glenridge, a grade crossing at Bloomfield Avenue (over sixty ^{passenger} trains a day crossing the tracks of 400 trolley cars, to say nothing of other traffic) and a crossing at Grove Street, the most important thoroughfare on the east side of Montclair, which will undoubtedly in time have a double track of electric cars. Furthermore, the present station stands upon a block that would be too small even if all of it from Bloomfield Avenue to Glenridge Avenue and from Spring Street to Grove Street were given up to the needs of a passenger station and approaches.

The best site, the most logical, would appear to be the block between Bloomfield Avenue, Washington Street, Elm Street and Hartley Street. The selection of this site would do away altogether with the necessity of crossing either Bloomfield Avenue or Elm Street and would give a good-sized block on a commanding elevation for the station and grounds. It would involve the Railroad, however, in some radical changes of its arrangements. The next best site is the one directly opposite, the block bounded by Bloomfield Avenue, Glenridge Avenue, Grove Street and Pine Street. It has ample size, avoids the crossing of Grove Street and involves

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the Railroad in no radical changes. The most serious objection to it as compared with the site on the other side of Bloomfield Avenue, is that it continues the present ugly and dangerous crossing of Bloomfield Avenue. Either of these sites, however, would give opportunity for vast improvement on the existing conditions. And to make clearer my views I submit herewith an outline sketch for the block north of Bloomfield Avenue. Of course, it is not intended for a definite plan, but merely as an illustration of my recommendations. The block is 700 feet long and from 600 to 700 feet wide. The general design provides for a well-located station, baggage rooms, etc., shelters for public and private vehicles, two platforms 500 feet long, 150 feet of open space both north and south of the platforms, and other incidental features. There is also room and suitable place for appropriate planting of hardy trees and shrubs, a feature that should not be omitted in the approach to a town like Montclair. The space for car storage is set aside for the sake of the Railroad. It is indispensable in a terminal station with heavy travel mornings and afternoons and, located as suggested, would be convenient and would not interfere too seriously with the aspect of the station or its surroundings.

The improvement of the main station of the Erie Railroad,* at Greenwood Avenue and Walnut Street, needs to be attacked in much

*The names of the five stations on the Erie Road may not seem to be an important matter, but the method of naming stations after streets which run more or less parallel to the railroad is a confusing one; might it not be an advantage to substitute for them the names of streets at right angles with the railroad?

the same way, although neither the changes needed nor the opportunities are so great. There is already near the station a small planted space, which is at least an indication of what is possible. The new station could be located with advantage on the axis of Montclair Avenue and Greenwood Avenue and made a feature of real beauty for that section of the Town.

In Upper Montclair the station itself is fairly good, ^{and 1800} but a marked and much needed improvement could be made if the Railroad or the Town would secure the open space west of the station, ^{if the town should} and the unsightly low block to the east bounded by Bellevue and Lorraine Avenues and Valley Road. These two acquisitions would ^{Yes} give opportunity not only for adequate railroad approaches, but also for the development of a convenient and distinctive business centre for Upper Montclair. Around this open space not only stores but local public and semi-public buildings would unquestionably locate. The trend of the present development makes this certain.

III. A BUSINESS PLAZA

Even a superficial study of the plan of Montclair makes clear the present predominance as a business centre of the Six Corners,- the place where Glenridge and Fullerton Avenues cross Bloomfield Avenue; and a more thorough study of the situation and of the laws of town growth soon convinces one that this point may be the stable and permanent centre, provided more ample facilities are forthcoming to meet the demands of transportation and business. Up to the present time everything has been done by the location and direction of through-streets and by the construction of stores to attract traffic into or through this centre. But nothing has been done as yet to meet the needs of this traffic, for not one foot of space is open beyond the bare width of the rather narrow streets. The result, quite natural and inevitable, is that this centre is already the scene of surprising confusion and congestion, a situation that must become steadily worse and, unless corrected, lead ultimately to the shifting of the trade centre to another section. This condition is exaggerated by the fact that there is no through street running north and south between Fullerton Avenue and Valley Road, a distance of 1400 feet. More than that, all the traffic from the north end of the Town to the south between Fullerton Avenue and Valley Road, which at places are nearly half a mile apart, is, because of the lack of cross streets, turned needlessly into the Six Corners. It is an instructive, even if disquieting study, to

stand for an hour at the corner of Bloomfield Avenue and Church Street during a busy portion of the day, watch the steady procession of carriages, motor vehicles, business wagons and electric cars, and then consider that this is the heart of a town which prides itself on keeping as much as possible of what is most essential in the country, and that families have set up their homes here primarily to escape some of the noise and turmoil of New York City. In connection with this matter of traffic a German city planner has made some very interesting investigations of ^{the} number of collision points possible in different cross street arrangements, a few of his diagrams being here reproduced. He shows that where one street leads into another, there are only three collision points; where two streets cross each other, sixteen collision points; where three streets cross each other, as in the case of the Montclair business centre, the astonishing number of one hundred and twenty collision points.

The natural conclusion to be drawn from these statements is that the conditions at the present centre are in conflict with one of the most precious elements of Montclair life, and unless corrected effectually, may lead in time to the shifting of business to more adequate quarters. The present arrangement stands for discomfort, inconvenience and, perhaps, accident, and everything reasonably possible should be done to bring about a revision of it.

What can still be done? One thing relatively easy can certainly be done without delay. Park Street can be cut through, with a width of at least sixty feet, from Bloomfield Avenue to

Seymour W. Ford

Church Street, coming out at or near Bradford Place. Fortunately this extension would destroy no property of great worth: on the contrary, it would open up valuable frontages for business use and incidentally give the Y. M. C. A. building a corner situation more fitting for a public edifice of such size. The relief that this short street would afford (it is only 280 feet in length) is immeasurable.

But the extension of Park Street would by no means be enough. Something must be done at the Six Corners themselves. Direct relief there is already more or less imperative. Above all, more open paved space must somehow be secured. The plans submitted for what is called a Business Plaza propose to secure such space by the following changes in existing property lines:

- (1) To cut back the corner of Bloomfield Avenue and Church Street as indicated.
- (2) To round off the corner of Bloomfield and Glenridge Avenues.
- (3) To rearrange, as shown in the plan, the lines of the property at the corner of Fullerton and Glenridge Avenues so to make the whole area shapely and relatively somewhat spacious.

These changes can now be made with comparative ease and would probably justify themselves on financial grounds alone. All the properties would gain in frontage on the newly formed Plaza, and the one most affected, the corner of Fullerton and Glenridge Avenues, would actually have about 220 feet of frontage in place of 170, a gain of over twenty-five per cent. As a result, a large, open, well-arranged Plaza, 160 by 300 feet, would be established, affording some of the space indispensable for increasing traffic and an

the program which we recommend should not exceed at the very outside \$1,500,000.

Assuming that the cost is the maximum sum, this could be raised by selling thirty year bonds for this amount to draw interest at 4%, with 3 1-3% annually for sinking fund. This would make the annual charge for sinking fund \$50,000. The interest the first year would be \$60,000, which the payment in the sinking fund ~~should~~ ^{will} reduce by \$2,000 each year thereafter. Thus the ~~high~~ cost of interest and sinking fund the first year would be \$110,000. The entire sum would be expended however during a period of five years and during the first two years ~~but a~~ ^{probably} ~~comparatively small percentage of~~ ^{not more than half} the entire amount would have been expended. We estimate that, at the expiration of five years, the increase in the rateables of the town, largely ~~made up of~~ ^{new} composed of new property, will yield an amount of taxes ~~xxx~~ fully equal to the maximum charge for interest and sinking fund on ~~these~~ ^{the} ~~improvement~~ ^{1,500,000} bonds. We think it safe to ~~assume~~ ^{assume} that the increase in rateables in the next five years will not be less than \$7,000,000 which will yield annually in taxes, on the present basis of 1.67%, \$112,900 - \$2900 in excess of the maximum cost

(71)

for interest and sinking fund in any one year. These expenditures would not be made pro rata however considerably during the five years, but a larger amount would be expended ~~during each of the first two years~~ in acquiring property, during the first two years, than there would be expended in improvements per year during the next three years. This would undoubtedly cause an increase in the tax rate of from five to ten mills for the year ending 1910, and probably a like increase for the year ending in 1911. At no time during the first five years should the increase in taxes on account of these improvements exceed two mills and by the end of the five years, the increase in rates, we confidently predict, will alone yield enough ^{total} tax to meet the ~~annual~~ charge of interest and sinking fund on these bonds.

Assuming the maximum increase of two mills per year (it will certainly be less than that for the first year and for the fourth and fifth years) what will it cost me for the greater satisfaction and pleasure I will get out of this BETTER MONTCLAIR [#] ? That is what each one of us will want to know.

If your property is assessed at \$100 , the extra annual cost to you for the better and more beautiful Montclair will be just twenty cents . Is there any citizen of

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Montclair so poor that he would not gladly pay twenty cents a year for the pleasure the better Montclair would bring him?

If your property is assessed at \$1000 it will cost you \$2 per year extra for the *B*etter Montclair.

If your property is assessed at \$100,000 it wist cost you \$200 per year extra. Can there be any ~~person in our midst worth \$100,000~~ one in our town assessed at \$100,000 who is so "poor" that he *cheerfully* would not ~~gladly~~ give \$200 extra per year for the comfort and convenience and pleasure of the better Mont - clair ~~to say nothing of the annual increase it is~~ sure to bring in the value of his property?

We put the case in this definite way in order that each voter may, if he chooses, weigh what he gets against what it costs him. But that is not the way it will be decided- it is not the "Montclair way." ~~The ci-~~ ~~tizens of Montclair, as in the past,~~ As in the past the Montclair spirit will prevail, the better favored will considere the needs of the less favored, and the vote of our citizens will be determined, not by individual interests alone, but by the interests of the WHOLE TOWN.

The better and more beautiful Montclair will pay ample returns for its cost in the happiness and health

of its people - and that alone is worth the investment - but long before the last bonds have been redeemed, it will pay the cost over and over again in the enhanced value of Montclair property ; for when these things are done, Montclair will be known far and wide as the choicest suburb of this country, and one of the most beautiful towns of the world . Desirable as it is now for a residence , it will become much more so and the ~~max~~ greatly increased demand for homes in this town cannot fail to steadily, and during the next twenty years, very greatly increase property values.

After all the best of the ~~Better~~ Montclair will be the fulfillment of ~~Mr. Nolen's~~ the closing prophecy in Mr .Nolen's report: "The banding of the townspeople together to achieve these results will do even more- it will nourish a better town spirit ."

altogether more worthy setting for the business of the Town. While not ideal by any means, the proposed changes would unquestionably more than justify themselves.

IV. A TOWN CENTRE

Notwithstanding the fact that Montclair has a population of 20,000 or more and an assessed valuation of nearly twenty-seven millions, it has no Town Centre, no town buildings. The local public business is transacted in rented quarters, as is also that of the Post Office. Here is a lost opportunity. Many a town of Montclair's population or less, with not one half its wealth, has been rendered interesting primarily through the possession of a group of well-designed public or quasi-public buildings, arranged around or near a village green or common. The people of Montclair have erected some substantial schoolhouses and several dozen church buildings, many of them of a size, material and design to justify pride. But there is no Town Hall, no suitable Post Office.

The nearest approach to what might be called a Civic or Town Centre is the neighborhood of the High School, where a number of school buildings, the Public Library and several churches stand. This location has been fixed upon by a process of natural selection and its further development would seem to be equally natural. Many residents of the Town are agreed that it is preëminently adapted for more general public use. It appears to be not only well suited but available, for as yet no buildings of importance have been erected upon the property affected. Indeed, some parts of the section - along Myrtle Avenue, for example - have developed in such an unfavorable way as to make a radical transformation highly desir-

the corner end of

able. Following these natural tendencies, this general public opinion, and with a view to embracing this peculiar opportunity, one that cannot be expected to last indefinitely, I have prepared a suggestive plan - it is only that - for a Town Centre. It proposes to transform the irregular block from Church Street to Myrtle Avenue and Orange Road to Trinity Street, containing about 400 ~~square~~ ^{square} feet, into a green square or Town Common, avoiding formality in its development and retaining and enhancing a certain picturesque quality that that neighborhood possesses at present. This block once secured, there would be easy and admirable opportunity - all that the Town needed - to group around it in a simple, harmonious fashion, all the buildings required for public business, for art and recreation, for central schools. Here would be the High School, the central Grammar School, the Library and churches already located; also the new Town Hall, the Post Office, public baths and gymnasium, and such semi-public enterprises, much needed in Montclair, as an Inn or small Hotel and a Casino* and Garden for music, theatrical performances and art exhibitions. Such a development would unquestionably soon justify its cost many times over, and if the Town received the necessary power, which will be

*The Municipal Theatre of Red Wing, Minn., a town of 10,000 population, has been a success from every point of view. It was founded through the bequest of \$80,000 from a citizen of Red Wing.

referred to more fully later in connection with the Town Plan, this enterprise might be successfully carried out with little, if any, cost except for the buildings themselves.

See \$100 San Diego report - "Air Center"

Take Junior School & Business Bldg -
also H School & Phelps Ave

V. STREETS AND ROADS

In the street, town improvement centers. The street ramifies everywhere from the heart of the town to the remotest corner and nothing can atone for its inadequate or inappropriate development. Every decision with regard to the street is important, - its location, its width, its subdivision, its grade, its planting, its fixtures; and with but few exceptions these decisions concern the general public even more than the individual or group of individuals who happen to live on the particular street under consideration. Therefore the settlement of these matters, it would seem, should rest in public hands and the decisions made primarily with regard to public interests. But in order that the public may be well served in street making some official or commission must have large knowledge and large authority.

Different streets have different functions and every street is related, or should be, to some other street. Even in Montclair there is reason for considerable variety. Some streets are for modest residences; some for large estates; some are primarily business streets; some, by virtue of their location and grade, are thoroughfares; some, for other reasons, are the natural arteries for electric car lines; while still others are, or might be, adapted for pleasure drives. These varying functions require varying treatment, and varying treatment is not likely to be dis-

criminating and effective unless executed and controlled by public authority.

The streets of Montclair are not what they should be. Most of them have been located by the owners of adjacent real estate, primarily with regard to private interests, and afterwards accepted by the Town. The result is far from satisfactory. While there is an irregularity which is not inappropriate in a residence town, there is little grace in the lines of the streets and less real charm. The need for continuity and for thoroughfares has been largely neglected. The general width of fifty or sixty feet is good, but the method of utilizing it is less so. As a rule the roadway is proportionally wider than necessary, being about thirty-six feet. Of this width, however, only sixteen feet is macadamized. The planting strip between the roadway and sidewalk is invariably too narrow, rarely exceeding three feet. Owing to the lack of storm sewers the gutters are ^{frequently (this is hardly the rule)} deep gulches, making their contribution to the general unattractiveness of the street development. Street trees are numerous and generally sugar maples, elms or other suitable species, but they need more attention in setting out and in maintenance. The street fixtures, - lamp posts, signs, etc., - are of the customary commonplace variety.

These unfavorable results are not the fault of public officials but are due, I believe, to a wrong system and in part to inadequate funds. The Town should have full authority to locate streets. It should also see to the complete development of the streets. The drawings and other illustrations submitted are

intended to be suggestive only. In general, however, I recommend for a normal residence street with no special demands upon it, that the roadway be narrowed to twenty-four feet, that all this roadway be macadamized, that the planting strip for trees be at least five feet wide (it should often be more), and that where necessary storm sewers be provided. Some details like the easier rounding of corners-and the improvement of sidewalks need attention also. To raise the standard of street improvement to this point will require a larger appropriation, but a comparison with other communities will show that Montclair is spending less than other towns of its class, and it can ill afford to continue the inferior street conditions that prevail at present.

A special street problem is Bloomfield Avenue. It is a traffic street and most of it is given over already to business purposes. The less said about its appearance the better. Much of it is unsightly and parts little short of disgraceful. This avenue is now eighty feet wide and carries two lines of electric cars. By reason of its central location and easy grade up and over the Mountain, it is also much used by vehicles of all sorts. There can be little doubt that the first and greatest need is to widen this avenue to one hundred feet. If values on some parts of it are already too high, it should at least be widened west of Orange Road, where improvements have not yet fixed the width. The aspect of Bloomfield Avenue should also be radically changed. It should be, first of all, better paved* and curbed throughout its entire length. Space should certainly be reserved for trees, which might,

however, be kept low by proper pruning so as to afford some shade and a neat appearance without in any way being objectionable or interfering with business. Proper restrictions should be placed on buildings, - their set-back, height and material; and steps should be taken to encourage the construction of stores that would serve their purpose, but at the same time have an appearance more in keeping with what Montclair at its best stands for. (The section and perspective sketch are offered as illustrations of these recommendations.) At present Bloomfield Avenue is an eye-sore, but under proper improvement and regulation it might become one of the attractive features of the Town.

~~* The consideration of bitulithic pavement for Bloomfield Avenue is recommended.~~

all think this reference inadvisable for publication

acc. Par. planting - widening?

VI. THE TOWN PLAN

Some of the street questions in Montclair are so far-reaching that they may more properly be considered under the heading of the Town Plan. Montclair, as has already been stated, has grown in a very haphazard way, largely as a result of private or, at least, local needs. The limitations of this method are already too apparent. Many of them are beyond change. Some, however, can still be remedied and are worthy of the most careful attention at this time. I mention three that appear to me from such study as I have been able to give to the subject as of more than usual importance. They are: (1) The continuation and extension of certain streets which are in a sense thoroughfares; (2) The selection without delay of the streets that are best fitted for electric car lines, and the widening of them where necessary; (3) The improvement of circulation around the Town by the establishment of a circuit or pleasure drive.

An examination of the map of Montclair shows one very quickly how few streets there are that go on for any distance. I do not mean straight, but simply continuing through. Some of the most important connections and continuations needed are outlined below and attention to them is invited. (They are also shown on the General Plan.) The extensions recommended are as follows:

Highland Avenue north to the boundaries of the Town.

North Mountain Avenue from Bellevue Avenue north to Upper Mountain Avenue.

St. Luke's place to Clinton Avenue.

Trinity Street to South Orange Road.

Fullerton and Montclair Avenues north to a junction point and then to boundary of Town.

A new street between Grove Street and Ridgewood Avenue, in continuation of Pine Street or Walnut Crescent.

Holmes Avenue from North Mountain to Upper Mountain Avenue.

Chestnut Street, east and perhaps west.

Lable Street from Montclair Avenue to Christopher Street.

Linden Street from Park Street to Brunswick Road.

Park Street from Bloomfield Avenue to Church Street.

Orange Road
1st Street

At the present time electric cars run only on Orange Road from the south boundary of the Town to Llewellyn Road and then on Elm Street to Bloomfield Avenue; Bloomfield Avenue (double tracks) to Valley Road; and Valley Road to the north boundary of the Town. This arrangement is hardly sufficient even now and will certainly not be so in the future. In the Town there are extensive unoccupied areas, north and south, adapted only for small suburban places, that will sooner or later need, demand and get trolley service. Is it not to the advantage of all concerned to select as early as possible the streets on which these cars shall run, thus avoiding

uncertainty, dissatisfaction and instability? If this is the right view, provision should be made for car service on the west side of the Town, continuing the Valley Road line across Bloomfield Avenue, through the proposed Town Centre and probably along Harrison Avenue to the West Orange car line. For the east side of the Town the Elm Street line should be extended on Grove Street as far north as the population justifies, providing for a possible connection along Mt. Hebron Road with Valley Road. These car streets will ultimately have a double track and should therefore be widened to at least 75 feet.

One of the greatest needs of Montclair, and also one of its greatest opportunities, is a Circuit Drive. The main part of such a drive exists already; it needs only to be completed at the two ends and connected. On the west there is Upper Mountain Avenue and South Mountain Avenue; on the east Ridgewood Avenue in Glenridge, which for this purpose should be included. By making connections at the north and south ends a continuous parkway or drive twelve miles in length would be established. The parts already constructed are of marked beauty, seldom surpassed in our best suburbs. The new sections should be made of even greater attractiveness; they might be more like parks than streets, with ample space for planting, some of them perhaps evergreen for an all year round effect. This Montclair-Glenridge Drive, as blocked out in a rough way on the General Plan, should be perfected in paving, planting, street fixtures, and maintenance, with provision

throughout for bridle paths as well as drives and foot-walks.*

In order to make large improvements in the Town Plan possible and to insure a better method of procedure for the future, it is recommended that the Town endeavor to secure authority to act in the way that is common in Europe, and that has been followed already in a number of places in this country. This method is best represented perhaps by the City Plan Commission of Hartford, Conn., which may condemn and take for public purposes any amount of land within its boundaries, and after improvements are completed, it may resell with or without reservations as to future use such land as is not needed, thus securing for the general public some return from the increase in values, "the collectively earned increment" which the public improvements have brought about. There is no town or city in the United States which has not need for such a law, and we can hope for but slow progress and small achievement until legislation along these lines is secured. We require it imperatively, not only for town and civic centres, but also for streets, parkways, water and rail approaches, parks and playgrounds. The present appearance of many of our communities and the supremacy of private interests over those of the public are largely due to this lack of proper legislation and authority.

*The link at the south end might be continued east beyond Ridgewood Avenue to Watsessing Park in Bloomfield, forming a connection somewhat similar to the parkway recommended by Olmsted Bros. to the Essex County Park Commission.

VII. PARKS, PLAYGROUNDS AND OPEN SPACES

The people of Montclair should make sure of open spaces, playgrounds and parks sufficient in number and extent, and so located as to guarantee to every citizen of the Town all the fresh air, sunlight and out-door beauty that health and pleasure could reasonably demand. For is not this the peculiar function of a community that attempts to provide permanent, away-from-the-city homes? And if it fails here, does it not fail to meet its most fundamental requirement?

In some respects Montclair can make a very good park showing. It is one of the communities that coöperated in the establishment of the Essex County Parks and Reservations, a system of about 3500 acres, including a great range of the finest landscape features to be found anywhere, and all carefully developed under expert advice and liberal expenditure. These parks are all more or less accessible from Montclair, and one of the best, the Eagle Rock Reservation (over 400 acres) is located but one mile from the centre of the Town. The Essex County Park Commission has accepted Anderson Park (~~60 acres~~) in Upper Montclair, from a generous citizen of the Town, and constructed a very pretty neighborhood park.

The Town has also received by gift Rand Park (1-1/3 acres) and ~~part of~~ Porter Park (1-3/4 acres), and it has ~~recently~~ purchased tracts on Cedar Street (13 acres), Valley Road (17 acres), Maple Avenue (18 acres), Essex Avenue (20 acres), and Spring Street (1/2

Leave area to be filled in
END
?

not reviewed

acre). The opportunity to make a park feature of Toney's Brook appears to have been lost except for the little piece that passes through Rand Park. These so-called parks (they can hardly be parks in the accurate sense) may be made very useful for public recreation, and as soon as possible they should be developed under carefully considered plans prepared by a landscape architect. The tracts on Cedar Street, Valley Road and Maple Avenue appear to be better adapted and more needed for playgrounds or recreation centres than parks, and I recommend that their use for that purpose be considered. There are over 3000 school children in Montclair and the only public playground is that on Maple Avenue just back of the school, which has been fixed up with apparatus and conducted as a play place for several years with great success.

The most serious lack in Montclair parks is water. There is no pond, lake or river. Verona Lake is an opportunity. It is very convenient, large, and beautifully situated in a valley with fine views of the hills and mountains round about. For years its wooded shores have been used in summer for picnic purposes and boating, and in winter for skating, people coming from long distances and paying a fee to enjoy its advantages. Although farther away from the Town than Verona Lake, certain sections of the Passaic River and Little Falls are also worthy of consideration. And should not some steps be taken now, before population advances with improvements, to secure one or more tracts in outlying districts for small neighborhood parks or playgrounds, tracts of from 25 to 50 acres situated, for example, at the north end of the Town on Grove Street?

Closely related to the subject of parks and play areas is the housing of people of small means. The problem at bottom is to furnish fresh air, sunshine, and something of out-door beauty with opportunity for its convenient enjoyment, especially to the poor. Montclair is not homogeneous. While its population consists mainly of New York business and professional men (75% of the 4000 families going regularly to New York), there is also a considerable local population of Italians and negroes, attracted by the opportunity that the Town offers for work. It is pleasant to think of these people employed in the country; but when one sees their homes, they appear little better off than in the slums of a great city. This condition is a standing reproach. Montclair can easily have model tenements for its working population, not only in the sections in which they now live, but especially in more open situations on the outskirts of the Town where cheaper land would make small gardens and market gardening possible. It should be easy to obtain funds for such a purpose, and, as experience has demonstrated, the enterprise can be placed on a good business basis.* This improvement, in my opinion, is as much needed as any heretofore referred to, not only for the sake of the people directly affected, but because of its intimate relation to the health and appearance of the whole Town.

With the Essex County parks and reservations close at hand, a suitable system of local parks and playgrounds carefully

*See article on "Mutual Town Building in England," by Wilhelm Miller, *World's Work*, November, 1908.

constructed and maintained, a decidedly better housing of the poor, and the open spaces that would come incidentally through the improvement of railroad approaches, the creation of a Town Centre, and the establishment of the Circuit Drive, Montclair would be provided with appropriate pleasure grounds, contributing in no small measure to its health and welfare.

VIII. METHODS OF SECURING RESULTS

The definite recommendations for the improvement of Montclair may be summarized as follows:

(1) That the officials of the Lackawanna Railroad be asked to consider the establishment of a new station with due regard to the other large public improvements of the Town, to connections with existing and future car lines, and to the demands of a steadily increasing population.

(2) That in case the new Lackawanna station is moved from its present site, that the entire block bounded by Bloomfield and Glenridge Avenues, Spring and Grove Streets be acquired by the Town and improved as a public open space. Some of the frontages of this block might also profitably be secured and used for public purposes.

(3) That efforts be made to obtain from the Erie Railroad a more appropriate and adequate building for the main station at Greenwood Avenue and Walnut Street and the improvement of the station surroundings.

(4) That the Town purchase the block in Upper Montclair near the Erie Station, from Valley Road to the Railroad and from Bellevue Avenue to Lorraine Avenue, developing it as a setting for the little business centre that is already naturally establishing itself on Bellevue Avenue and nearby.

yes
 (5) That the steadily increasing congestion of traffic at the Six Corners be relieved by cutting through Park Street from Bloomfield Avenue to Church Street and by creating a business plaza 160 by 300 feet, as heretofore described.

(6) That a Town Centre be formed in the neighborhood of the Public Library and High School by making a town "common" or "green" of the block from Church Street to Myrtle Avenue and from Trinity Street to Orange Road, grouping around it public or semi-public buildings.

yes
 (7) That the school system be rendered more complete by establishing in the neighborhood of the proposed Town Centre special buildings for manual training, physical education and public baths.

where
 (8) That Bloomfield Avenue be widened to 100 feet throughout the Town ^{where} ~~is~~ possible, certainly west of Orange Road, and that some such steps as those recommended be taken to make it an attractive and appropriate business street.

yes
 (9) That Orange Road and Elm Street (on both of which electric cars now run), and Grove Street and Harrison Avenue (on which it would appear cars must later be provided), be widened to at least 75 feet. It might be advisable to include Mt. Hebron Road as a possible car connection in the same treatment.

yes
 (10) That the widening of Gates, Glenridge and Claremont Avenues (three streets with unusual demands upon them), be investigated with a view to action.

(11) That the street extensions recommended be considered,

and ^{it} found desirable, carried through.

(12) That a twelve-mile Circuit Drive be established, which might be called the Montclair or the Montclair-Glenridge ^{appropriate name} Drive, to follow the general lines already described.

(13) That the whole method of locating public streets and roads and improving the same be taken up with a view to preserving the natural beauty of Montclair and improving the Town for residence purposes.

(14) That ~~the~~ Park on Valley Road, the Cedar Street Park and Maple Avenue Park be developed as playgrounds or recreation parks under carefully prepared plans.

(15) That an area for a small park, from 25 to 50 acres, be purchased at the north end of the Town, preferably on Grove Street.

(16) That ~~Verona Lake and its surroundings be acquired~~ ^{serious consideration be given to acquiring} ~~for public park purposes and the advantages of the Passaic River~~ ^{a section} ~~considered for recreation grounds~~

(17) That the necessary steps be taken to secure the construction of model tenements with suitable open spaces in one or more of the sections in which the poorer people live at present; also in a selected area on the outskirts of the Town where land is cheaper ^{and} where provision might therefore be made to encourage market gardening.

In considering this program of action a number of things should be kept steadily in mind: (1) Montclair is a growing town.

Mr. Philip Doremus writes in his "Reminiscences of Montclair," "In my memory Montclair has advanced from the tallow candle through the periods of sperm oil, kerosene and gas to electric light; from two stages a day between here and Newark to thirty well-filled trains from New York on the D. L. & W. R. R. and twenty-one on the Erie Railroad, besides the trolley and the automobile." In 1890 Montclair had a population of only 8500; in 1900 of 14,000; and to-day it has over 20,000. And this very growth will positively destroy what is most worth preserving unless steps are taken to provide for it. (2) No one expects that the recommendations embodied in this Report will all be carried out at once. They merely form a goal towards which to work, and while some of them are of pressing importance, others can wait. It is believed in general, however, that everything proposed must in some form or other be ultimately provided for in Montclair. The only choice is between doing these things now while they are easy and relatively inexpensive, or later when they will be difficult and costly. (3) A comparison of Montclair with other places in its class will show that it lacks many of the improvements which they possess. In general it will pay to keep up with the best and in some matters to lead. (4) Many of the results most difficult of achievement now, if indeed not impossible, would be comparatively easy under the new legislation proposed. (5) With a broader public policy it could confidently be expected that the Town would be more largely enriched by private gifts of land and money for municipal and educational purposes.

So, summed up in its most compact form, the methods for carrying this program into effect would be:

- (1) A Town Plan Commission, like Hartford, Conn., for example. *Yes*
- (2) A permanent, non-political Park and Tree Commission. — *Yes*
- (3) A new building ordinance and new street regulations. — *Yes*
- (4) A voluntary organization:

- I. To provide a casino and other art and pleasure features.
- II. For model tenements.

(5) Funds:

- I. Through the "collectively earned increment."
- II. From bond issues.
- III. From an increased Tax Rate.
- IV. From private gifts.

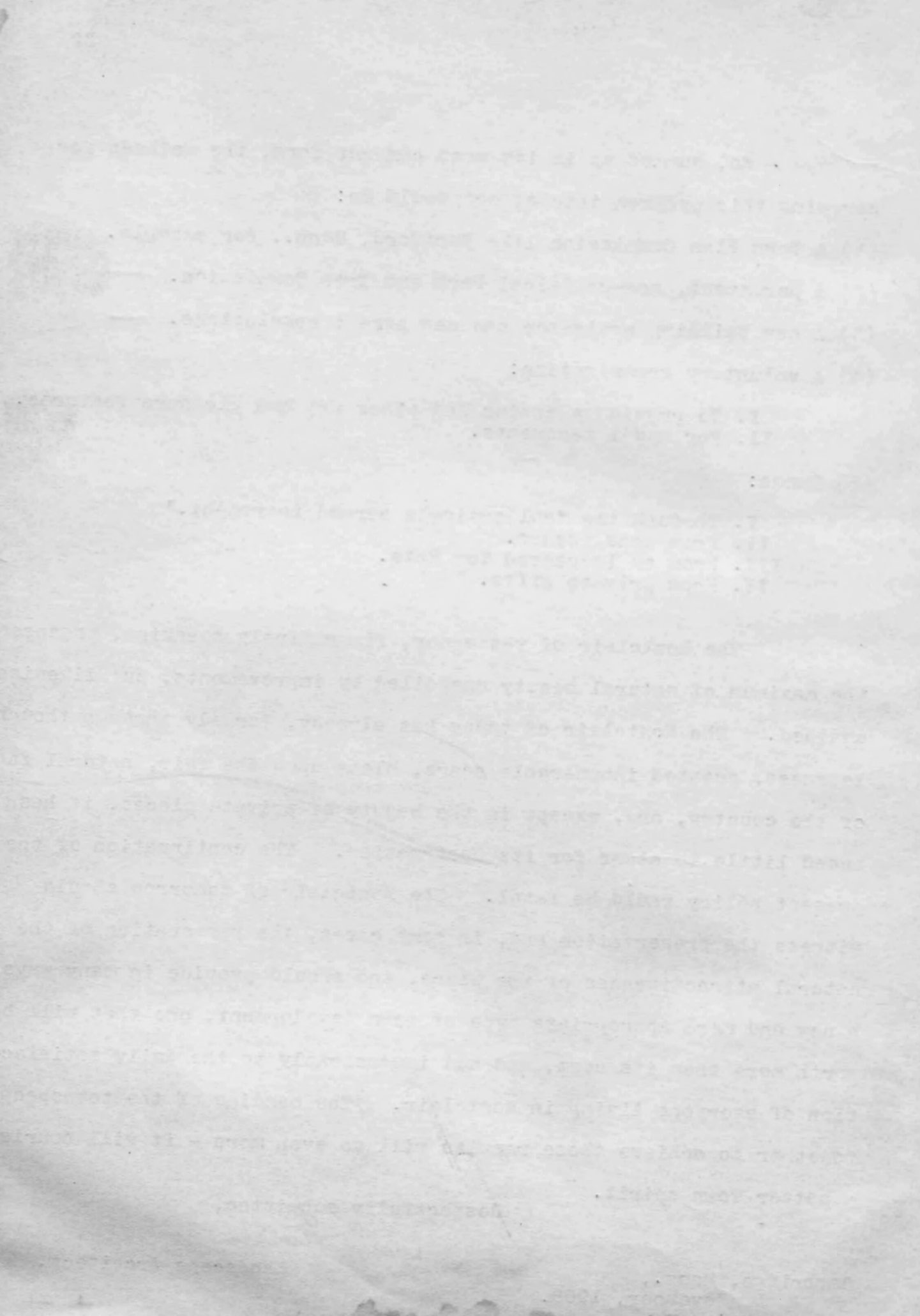
The Montclair of yesterday, figuratively speaking, possessed the maximum of natural beauty unspoiled by improvements, but likewise unaided. The Montclair of today has already, largely through thoughtlessness, created innumerable scars, blots upon the fair, natural face of the country, and, except in the beauty of private places, it has added little to atone for its destruction. The continuation of the present policy would be fatal. The Montclair of tomorrow should witness the preservation and, in some cases, the restoration of the natural attractiveness of the place, and should provide in many ways a new and more appropriate type of town development, one that will be worth more than its cost, and add immeasurably to the daily satisfaction of everyone living in Montclair. The banding of the townspeople together to achieve these results will do even more - it will nourish a better Town spirit.

Respectfully submitted,

John Hoken

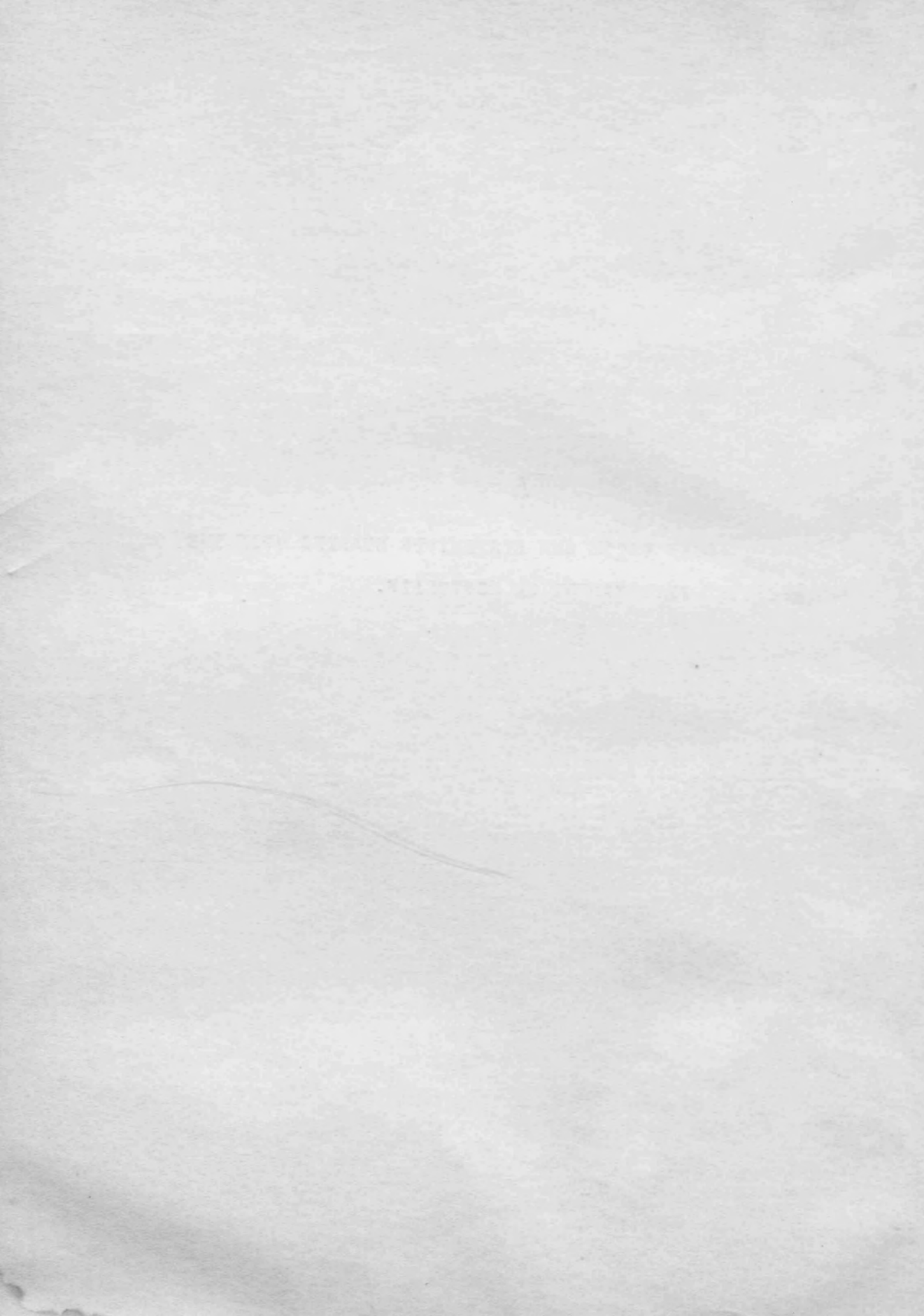
Cambridge, Mass.,
November, 1908.

Landscape Architect.



A

SOME FACTS AND STATEMENTS BEARING UPON THE
PROPOSED IMPROVEMENT OF MONTCLAIR.



STATISTICS, MONTCLAIR, N. J.

- (1) Population, 20,000 to 21,000.
- (2) Assessed value ratables, \$28,915,100.00.
- (3) Tax Rate (1908), \$1.67.
- (4) Town Debt; total bonded indebtedness, \$372,800.00. (This does not include a school bond issue of \$104,250.00)
- (5) The legal limit of city indebtedness, 25% of the assessed valuation.
- (6) Montclair has but one playground at present.
- (7) Montclair Parks:

Cedar Avenue Tract	13	Acres
Valley Road "	17	"
Maple Avenue "	18	"
Essex Avenue "	20	"
Crane Park, Spring Street,	1/2	"
Porter Park, Harrison Avenue,	1-3/4	"
Sunset Park, Norwood Avenue,	1	"
Rand Park, Park Street,	1-1/3	"
Anderson Park, Upper Montclair,	60	"

Montclair has paid thus far for Parks, \$127,539.24.

- (8) There is no Park Commission.
- (9) There is no fixed method for determining the extension of the streets.
- (10) There is no regular appropriation for maintenance of parks or public grounds.

SECRETARY OF THE ARMY

(1) Population of 10,000 or more.

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MONTCLAIR TAX RATE, 1908.

Rate on One Hundred Dollars (\$100.00)

County Tax	.56	
Public School Tax	<u>.24</u>	
Total		.80

Town Tax:

Street lighting	.06	
Police department	.09	
Fire department	.08	
Road repairs	.13	
Poor	.02	
Water	.05	
Interest upon Town Debt	.10-1/2	
Sinking Fund	.06	
Incidentals	.15	
Public Library	.03	
Hard roads	.03	
Garbage	.06	
Police Pension Fund	<u>.00-1/2</u>	
Total		<u>.87</u>

1.67

W. Orange -

224

COMPARATIVE STATEMENT OF EXPENDITURES, 1907,
OF MONTCLAIR, N. J., AND BROOKLINE, MASS.

	<u>Montclair</u>	<u>Brookline</u>
Population	About 20,000	(1903) 22,035
Public Schools	\$116,825.66	\$212,462.79
Public Baths		5,015.61*
Construction of Streets	10,667.75	175,587.06
Care of Streets	41,274.44	118,628.75
Parks and Public Grounds	6,384.88	20,851.72

*Total baths in Natatorium, 45,071
 Total rain and tub baths, 9,148
 Average daily attendance, 170
 Average weekly attendance, 1,043
 Average monthly attendance, 4,518

"It can hardly be surprising that the whole face of the city of Harrisburg has been changed by this movement for improvement. When the cost of it is inquired into, a marvel appears; for while the most favorable construction placed upon the cost proposed, in 1906, an increase in the city taxes of two mills, the effect of the improvement feeling in increasing enterprise, the further effect of a better adjusted valuation, and the city's advances along all lines, enabled the city authorities to keep house properly with an increase of but one-half mill in the tax rate for 1906. That is, the increased cost has been barely one-fourth that proposed under the most favorable conditions at the time the movement was projected. For 1907 the tax rate has been fixed at a rate one-half mill less than the 1902 premise."

The Awakening of Harrisburg,

J. Horace McFarland.

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COMMUNITY vs. THE INDIVIDUAL

"Nature is teaching us that collectivism must sometimes override individualism. We have had repeated instances in the government of our cities of the same thing. For instance, when Boston had a large part of its area burned over in 1872, the individual rights of the owner of each lot of land were so insisted upon that Boston gained no new layout whatever for its streets, no new vista into the harbor, no improvements whatever in its public highways or its prospect - its outlook on the harbor and the world. It was the individual right which stood in the way of perfectly obvious public improvements. It was an exaggeration of individualism against collectivism. And these illustrations abound at every turn."

Public Address, October 1908,

President Charles W. Eliot.

RESIDENTIAL DISTRICTS

"The distinct need of residential districts are being more and more recognized, and are obtaining a standing in law. Restrictions such as that a house shall not cost less than a given sum, nor be nearer than a given distance to the street line, that no business whatever shall be conducted on streets, nor tenement houses erected; restrictions similar to these add directly to the money value of the land. Here is a case where restrictions, which are, technically, encumbrances upon the land, increase its value, and not decrease it, as is usually the case. Then, again, the law recognizes special ordinances and grants special charters for such streets and districts. The city which has gone the farthest in this way allows its park commissioners to have the same jurisdiction over the furnishing of the roads that they have over the parks. It also allows them, upon the petition of a majority of the residents of a street, to establish a standard of maintenance of the private grounds upon such streets, and to demand of those who do not keep their grounds up to that standard that they shall do so. If after being notified, they fail to put their grounds in proper condition, the park commissioners may enter upon such premises and take care of them, charging the cost of such work to the place, and collecting the same as taxes."

George A. Parker.

A SUGGESTION FOR BLOOMFIELD AVENUE, MONTCLAIR

"Among the many ways of indirectly improving the beauty of the streets, there is one more which deserves more than mere mention, viz., the award of prizes to the owners of the more artistic facades upon the streets. More has been done in Brussels and Paris in this direction, I believe, than elsewhere. When a new street is opened, the city authorities announce prizes for the most artistic facades, the competition not to be completed until the whole street has been lined with buildings. The prizes are usually so considerable (often \$4,000, \$2,500 and \$1,500 in Brussels, and one-half of the street tax and medals in Paris) that they arouse a lively competition among house-owners and architects. The general opinion is that the expenditure is fully warranted by the results obtained.

"Similar competitions have been held for artistic advertising signs. The immediate results of this experiment have not been so encouraging but attention has been called to the value and importance of beautiful store signs, and in Brussels particularly, on Rue de la Madeleine, a number of artistic signs may be seen."

Civic Art in Northern Europe,

Milo Roy Maltbie.

SHADE TREE COMMISSIONS

"The City of Newark, New Jersey, is doing model work in the care and cultivation of shade trees and in encouraging interest in forestry. * * * Newark's systematic scheme of tree planting may be commended to other cities. It is a means of raising property values that is without a rival. Work of this kind carried on for twenty-five years would transform some of our cities. Springfield is a good Massachusetts example of similar thoughtfulness and wise taste, but the Newark plan presents some novelties in the method which may interest other urban workers along these lines. A map of the city issued by the commission shows the streets along which planting has already been done and the kinds of trees. These cover a not inconsiderable part of the city."

The work of the Shade Tree Commission of East Orange, New Jersey, which has just issued its fourth annual report, is equally worthy of praise and investigation.

PARK STATISTICS

An examination of park statistics in the United States shows the following figures:

An average of one acre to 200 of population.

A cost of \$2,000 per acre for acquisition and construction.

A cost of \$120 per annum for the maintenance of each acre of park land.

These figures indicate a charge of \$10 per capita for the acquisition and construction of parks and \$.60 per capita per annum for maintenance.

THE APPLICATION TO MONTCLAIR

On the basis of the above average Montclair should have at least 100 acres in parks, at a cost of \$200,000 for acquisition and construction, and \$12,000 per annum for maintenance.

MUTUAL TOWN-PLANNING IN ENGLAND

Extracts from an Article by Wilhelm Miller

"Letchworth, 'the perfect city,' less than five years old but with 6,000 inhabitants, is thirty-four miles north of London and is reached by the best trains in fifty minutes. It has 3,818 acres and its population is limited to 35,000 inhabitants, so there will never be any crowding. . . . Nearly one-sixth of the town site, or two hundred acres, is perpetually reserved for open spaces, including parks, playgrounds, and a golf course.

.

"These are far healthier and more beautiful than cities that have grown up normally; healthier because crowding is prevented by a limit to the population and because more and better provision is made for outdoor sports - to say nothing of architecture in which health is the first thought. The average town death-rate in England is 15 per 1,000. Letchworth has cut this down to 2.75. . .

"The greater beauty of these garden cities lies chiefly in the architecture and gardening. The houses and stores all conform to one general style of architecture, but are never monotonous. Every building must be approved by the city's architect. The houses are all of brick and built to last. There are no long rows of houses just alike.

.

"I am almost afraid to tell how much a tenant gets for his money at one of these garden cities. The cheapest houses at Bourneville rent for only \$7.80 a month, which includes taxes and water rates. Such a house contains five rooms. Clerks and artisans, however, generally pay about \$12.30 a month for seven rooms and an eighth^L of an acre."

GARDEN CITY ESTATE, LETCHWORTH, ENGLAND.

Purchase price of estate, 1903, . . .	\$ 775,000	
Expended on estate,	<u>460,000</u>	\$1,235,000
Valuation in 1907,		<u>1,900,000</u>
Increase in value of estate,		665,000

TOWN PLANNING ACT

"For every town there shall be prepared a plan for the regulation of its general arrangement and of the building within it. The plan shall regulate not only the buildings, but the streets, markets, and other public places."

Section from the Swedish Town Plan Act of 1874.

The English Government has promised to bring in at the next session of Parliament a Town Plan Bill, and it is believed that it will correspond with the Swedish Town Planning Act.

MUNICIPAL LAND OWNERSHIP IN GERMAN CITIES

PROPORTION OF AREA OWNED.

	Total area of City	Total Amount of land owned by City	Proportion of total area owned by City	
	Acres	Acres	Within City Boundary	Without City Boundary
Berlin	15689.54	39151.28	9.2	240.8
Munich	21290.24	13597.02	23.7	37.8
Leipzig	14095.25	8406.84	32.3	27.4
Strassburg	19345.45	11866.98	33.2	28.1
Hannover	9677.25	5674.90	37.7	20.4
Schoneberg	2338.60	1633.33	4.2	65.1
Spandau	10470.37	4480.79	3.15	42.9
Zurich	10894.64	5621.52	26.0	25.9
Vienna	67477.57	32062.48	13.4	54.8

ILLUSTRATIONS OF GERMAN CITY BUILDING REGULATIONS

I. ZURICH

Summary of the Building Code of Zurich

A Building Line is determined for various parts of the City and is usually some distance back of the Street Line.

There must be regularly in the detached or open building sections a distance of $3\frac{1}{2}$ metres* between a building and a lot boundary, this distance to be increased proportionally if the building is over 12 metres high.

Closed or Group Building is permitted in certain sections of the City.

Special permission has to be secured to build upon the rear of a lot.

The height of Buildings may not exceed

20 metres in Public Squares and Streets
with a minimum distance of 18 metres between building lines

16 metres in Streets
with a minimum distance " 15 " " " "

13 metres in Streets
with a minimum " " 12 " " " "

10 metres in Streets
with a minimum " " 10 " " " "

9 metres in Streets
with a minimum " " 9 " " " "

In the sections colored with dark red lines only detached building is permitted.

*A metre is 39.37 inches.

ILLUSTRATIONS OF GERMAN CITY BUILDING REGULATIONS

II. FRANKFORT

Frankfort will soon add nearly twice its present area to ensure ample open space and opportunity for two-family houses at reasonable rent.

A large number of exceptions and special rules exist, but the following are the main regulations:

IN THE INNER CITY.

Buildings may cover from $1/2$ to $5/6$ of the lot and have a maximum height of 20 metres. Usually they may not exceed the width of the street upon which they front by more than two metres.

IN THE OUTER CITY.

(a) IN THE INNER ZONE.

1. The Residence Section -

Buildings must have a minimum intervening space of 3 metres. Maximum height 18 metres.

Maximum number of stories 3, above the ground floor.

May be 9 metres high on streets up to 9 metres wide, otherwise may not exceed the width of the street.

Building in groups is permitted under certain regulations.

Buildings to be used for factories, etc., that are noisy or produce smoke or soot, must be erected at least 20 metres from the lot boundaries and from the street.

2. The Mixed Sections -

The above regulations as to buildings are in force on streets suited for residences, but factories for any ordinary purposes may be erected at a distance of only 10 metres from the lot boundaries and the street.

3. The Factory Section -

Buildings that contain more than one dwelling may not have more than two stories above the ground story.

(b) IN THE OUTER ZONE.

1. The Residence Section -

Buildings must have a minimum intervening space of 6 metres.

Maximum height 18 metres.

Maximum number of stories 3, above the ground floor.

May be 9 metres high on streets up to 9 metres wide, otherwise may not exceed the width of the street.

On certain streets only one or two stories above the ground is permitted.

Building in groups is permitted with restrictions.

Buildings to be used for factories, etc., which are noisy or produce smoke or soot must be erected at least 40 metres from the lot boundaries and from the street.

Rear buildings may not have more than one story above the ground floor.

2. The Mixed Section -

The number of stories of rear buildings is not restricted if they are not used for dwelling purposes, but they may not exceed 15 metres in height.

The same regulations in the main as for the Inner Zone of the Outer City.

3. The Factory Section -

Buildings that contain more than one dwelling may not exceed more than two stories above the ground floor.

Act Creating the City Plan Commission
of Hartford, Ct.

Section 1. That there shall be in the city of Hartford a commission on the city plan, which shall consist of the mayor, who shall be its presiding officer, the president of the board of street commissioners, the president of the board of park commissioners, the city engineer, two citizens, neither of whom shall hold any other office in said city government, one member of the board of aldermen, and one member of the common council board, to be appointed as hereinafter provided.

Sec. 2. The necessary expenses of said commission shall be paid by the city, but no member thereof shall be paid for his services as such member.

Sec. 3. During the month of April, 1907, the mayor shall appoint one citizen member of said commission to hold office for two years, and one citizen member to hold office for three years from the first of May then next ensuing, and in the month of April, 1909, and in April in the years thereafter when the terms of such citizen members respectively expire, the mayor shall appoint one citizen member of said commission for the term of three years from the first day of May then next ensuing. During the month of April, 1907, and in each April thereafter, the board of aldermen and the common council board of said city shall each appoint from its own number a

member of said commission to hold office for the term of one year from and after the first day of May then next ensuing. The members of said commission shall hold office until their respective successors are elected and qualified.

Sec. 4. All questions concerning the location of any public building, esplanade, boulevard, parkway, street, highway, square or park shall be referred to said commission by the court of common council for its consideration and report before final action is taken on such location.

Sec. 5. The court of common council may refer to said commission the construction or carrying out of any public work not expressly within the province of other boards or commissions of said city, and may delegate to said commission all powers which the said council deems necessary to complete such work in all details.

Sec. 6. Said commission may make or cause to be made a map or maps of said city, or any portion thereof, showing locations proposed by it for any new public building, esplanade, boulevard, parkway, or street, and grades thereof, and street, building, and veranda lines thereon, or for any new square or park, or any changes by it deemed advisable in the present location of any public building, street, grades and lines, square or park, and may employ expert advice in the making of such map or maps.

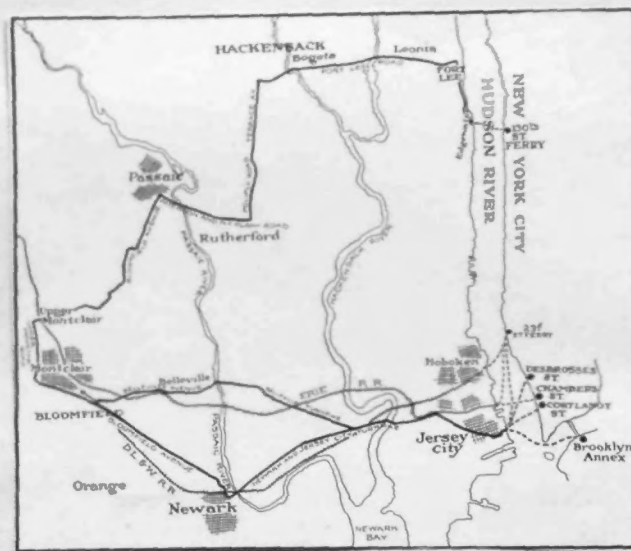
Sec. 7. Said city of Hartford, acting through said commission or otherwise, shall have power to appropriate, enter upon, and hold in fee real estate within its corporate limits for establishing esplanades, boulevards, parkways, park grounds, streets, highways, squares, sites for public buildings, and reservations in and about and along and leading to any or all of the same; and, after the establishment, layout, and completion of such improvements, may convey any real estate thus acquired and not necessary for such improvements, with or without reservations, concerning the future use and occupation of such real estate so as to protect such public works and improvements and their environs, and to preserve the view, appearance, light, air, and usefulness of such public works.

"As it is the last span of the bridge that makes the whole bridge available, so Municipal Art is the crowning glory of a city. It costs a great deal to pay for the necessities of a city, but after they are provided for it costs but a little more to provide for the beautiful. The Goddess Beauty easily finds a resting place among the necessities of life. She asks no costly jewels, no expensive decorations, no extravagant habitation: she asks only to be sought for, to be desired, to be loved, and she will come and live and bless and make happy any community; but if she is sought for merely for show, to enable us to boast abroad of what we have at home, to make ourselves feel big, while we have no love for herself for her own sake, she will become a most expensive luxury, and will lead us a most sorry chase, and in the end will escape from us after all our trouble. ... She will, if we desire it, bless municipalities as a whole, and Municipal Art Leagues are only an association of people to receive that blessing in trust for the people."

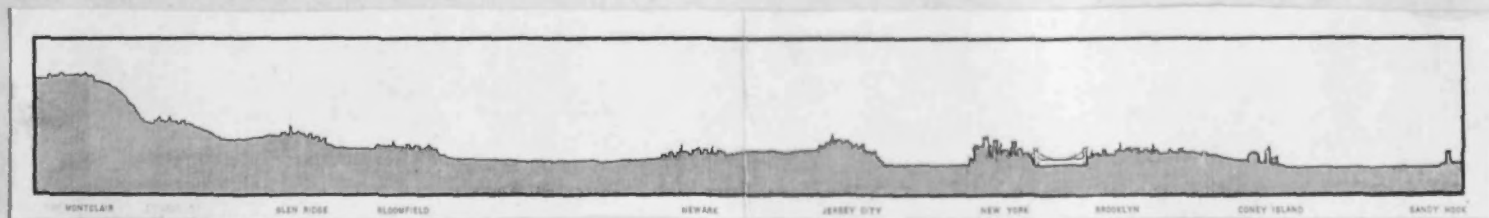
George A. Parker.

B

PHOTOGRAPHIC ILLUSTRATIONS



*Map showing general location
of Montclair*



Relative altitude of Montclair

New York —————

Montclair —————



much



much

Present Day Montclair



Shirley B. B. B.

170-530



Shirley

Present Day Montclair

Billmore

Pittmore



Out



Out



Get
better
photo.

State Normal School, Montclair



Good
out

Residence, Montclair



Handwritten signature or initials.

Send this page



New York City is congested
even in its best parts.

61



Montclair



Lackawanna Railroad Station, Montclair



omit page



Part of Lockawanna Railroad
approach, Montclair.



Railroad Station, Baltimore, N. C.



*Railroad Station, Caldwell,
N. J. Modern building, but
no careful treatment of
surroundings.*

omit



Erie Station, Montclair



omit

Station, Brookline Hills, Mass.

Upper Montclair Station on Erie R.R. - attractive.

Scene ^{directly} opposite the above Station

100
100



Get new
Photo
back

6 Corners - Re-photo



Business Centre, Montreal

1 Page of
Church Records



*Central Public Schools,
Montclair*

Ed



Central Public Schools,
Montclair

picture
Consider new offer Montclair School

Ed

omit
the
picture



A Casino and Outdoor Theatre



A Pleasure Garden



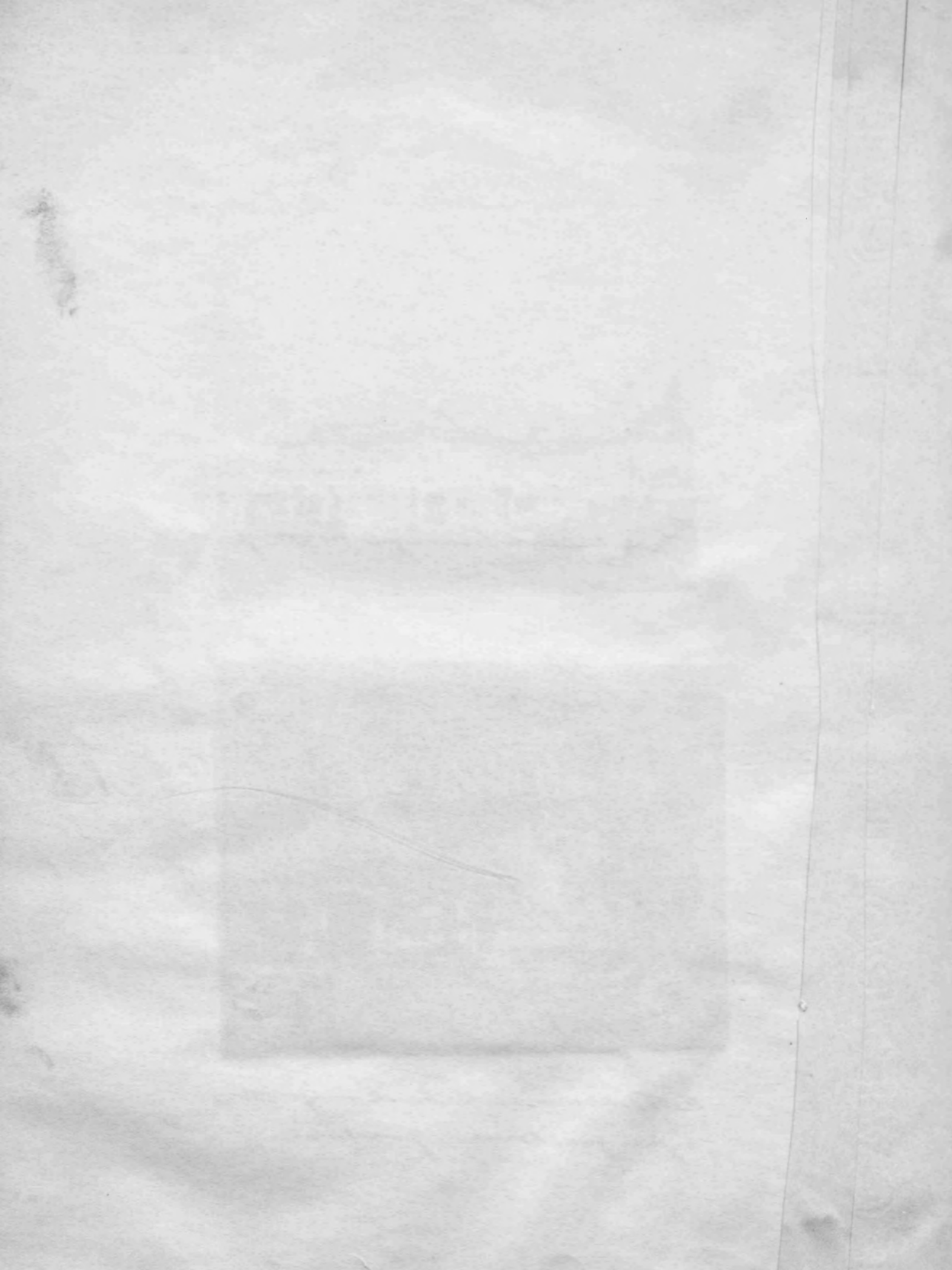


Montclair Carnegie Library



*a Biltmore School - good
type for lower grades.*

*can see -
school
better picture
for this*





A Good Best business block in
Montclair





*Try to get
better
pictures
for
these*

A Montclair Street



A Montclair Sidewalk





omit
page
1



Bloomfield Ave, Montclair



*The beginning of Apartment
Houses in Montclair*



*omit
this
picture*

Bloomfield Ave., Montclair



omit
this
picture

Drattle Street, Cambridge.
Note beauty of curve.





*Eagle Rock Reservation
Montclair*

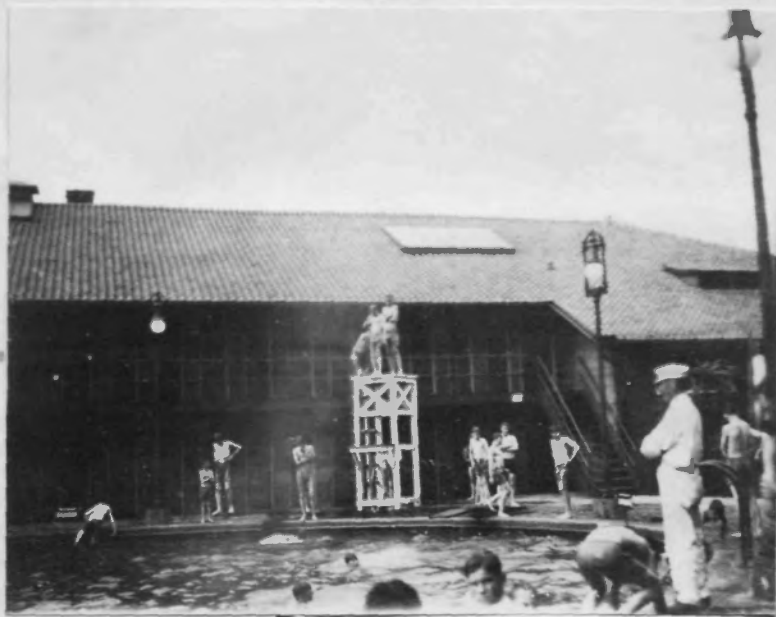
*Omit
Get something
of Eagle
Rock
Journals*



*Kople Avenue Playground,
Montclair*



Cont



Cont





Ornt



Ornt



Oral

Forms of recreation suitable
for Montclair





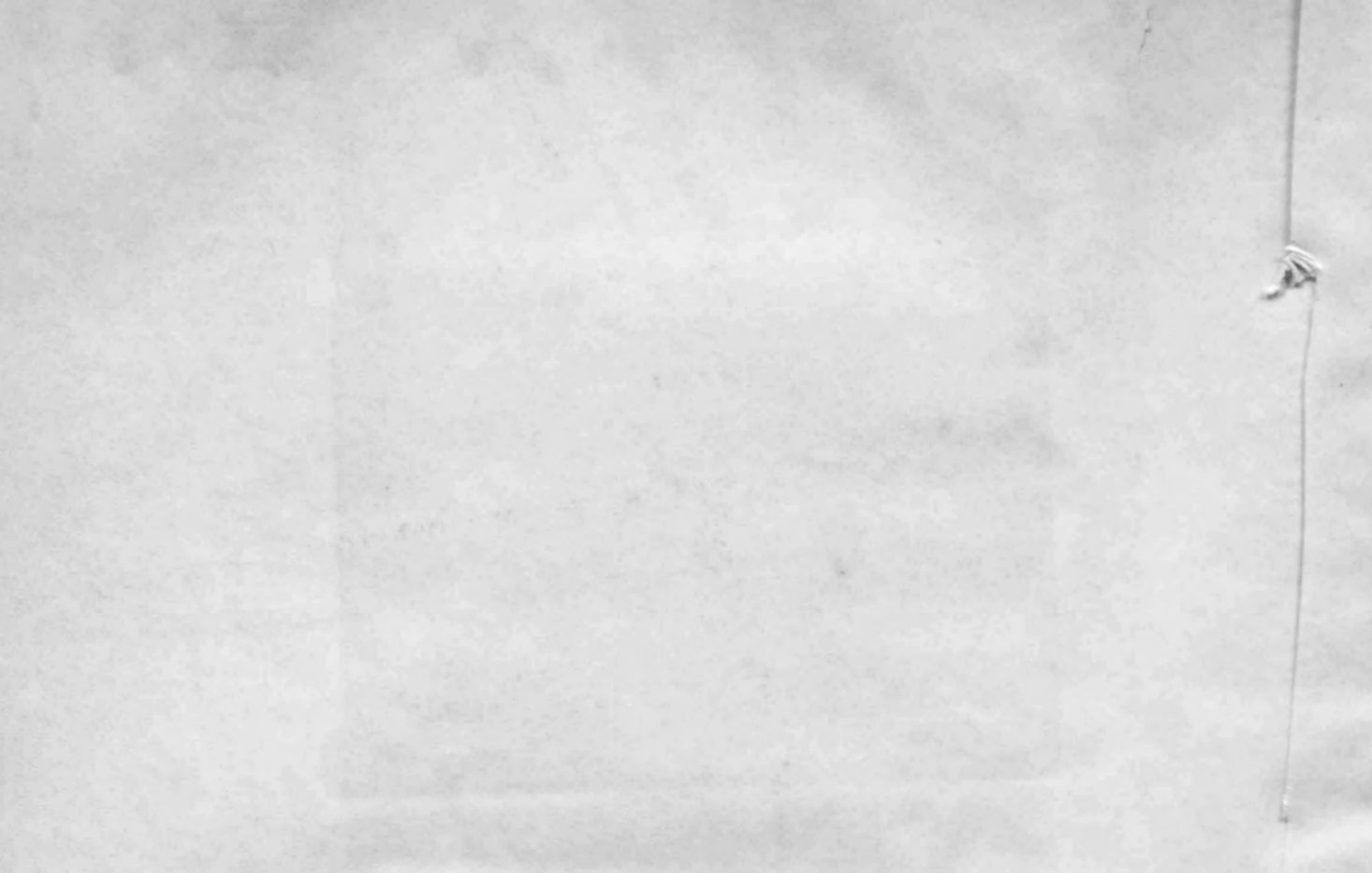
Orin

Well-equipped Playgrounds





Ornit





Carol



AN ORDINANCE
REGULATING THE PLANTING AND CARE OF TREES IN
THE CITY OF MADISON

The Common Council of the City of Madison do ordain as follows:

Section 1. The trees and other vegetation in the streets and public grounds, other than public parks, shall be under the control of a Board with the title of Board of Shade Tree Commissioners. Said Board shall consist of the Mayor, the City Engineer, the President of the Madison Park and Pleasure Drive Association, and two other citizens of Madison to be chosen by the Common Council, one of such persons to be chosen to be selected by the Council from the name or names submitted to such Council by the officers of the Madison Park and Pleasure Drive Association.

Section 2. The said Board of Shade Tree Commissioners shall have the authority to direct and regulate the planting, trimming and preservation of shade and ornamental trees and shrubbery in the streets and public grounds of said city, other than the public parks; and to appoint a tree warden to superintend and regulate the planting and culture of such trees and shrubbery in said streets and public grounds, and to perform such other and similar duties as said Board by its rules and regulations may prescribe. Said Board is also authorized to enact such rules and regulations as it may deem proper to carry out the purposes of this sort. It shall have general care of all shade and ornamental trees, and th

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Section 2. The said Board of Shade Tree Commissioners shall have the authority to direct and regulate the planting, cultivating and preservation of shade and ornamental trees and shrubbery in the streets and public grounds of said city, other than the public parks; and to appoint a tree warden to superintend and regulate the planting and culture of such trees and shrubbery in said streets and public grounds, and to perform such other and similar duties as said Board by its rules and regulations may prescribe. Said Board is also authorized to enact such rules and regulations as it may deem proper to carry out the purposes of this act. It shall have general care of all shade and ornamental trees, and

shrubby growing in the streets and public grounds of said city, other than the public parks, and by a majority vote may direct the removal of any that it may deem detrimental or undesirable. No shade or ornamental trees growing in the streets and public grounds of said city, other than the public parks, shall be destroyed or removed except by leave in writing, first obtained from said tree warden and countersigned either by the President of said Board of Shade Tree Commissioners, or by some member thereof, to whom such power shall have been specially given by said Board.

Section 3. The said Board of Shade Tree Commissioners may, in its discretion, cause suitable shade trees to be planted upon or along any street, or any portion thereof, and upon any public grounds in said city, other than the public parks, and may cause to be assessed upon the piece or parcel of land abutting or upon such street or public ground and benefited by such improvement, the cost of purchasing and planting such trees. The sum so assessed shall not be greater than the amount actually expended for the purchase of such trees and the expense of planting, and any tree that may die within three years after having been so planted shall be replaced by said Board without additional assessment. The said Board shall by resolution direct the amount to be assessed against each piece or parcel of land; and such assessment shall be collected and the payment thereof enforced with, and in like manner as other taxes, and such assessments, when collected by the City Treasurer, shall be placed by him in the shade tree fund.

Section 4. For the purpose of providing funds for the planting and maintenance of shade trees and to meet the expenses of the Board of Shade Tree Commissioners, the Town Council of said City shall in each year appropriate a reasonable amount of money to be expended by said Board.

Section 5. Any person violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined in any sum not to exceed one hundred dollars.

Section 6. This ordinance shall take effect and be in force from and after its passage and publication.

Before this report is printed additional photographs or plans should, if possible, be secured, as follows:

A general view of Montclair.

View from the Mountain.

Some of the best streets.

Some of the best private houses.

The Montclair Hotel.

Diagram to show collision points at Six Corners.

Town Plan of Brookline, Mass.

Town Plans of one or more foreign cities.

Chicago Playground Plans.

A Plan of Anderson Park.

Kansas City pictures.

Osborne School Plan.



