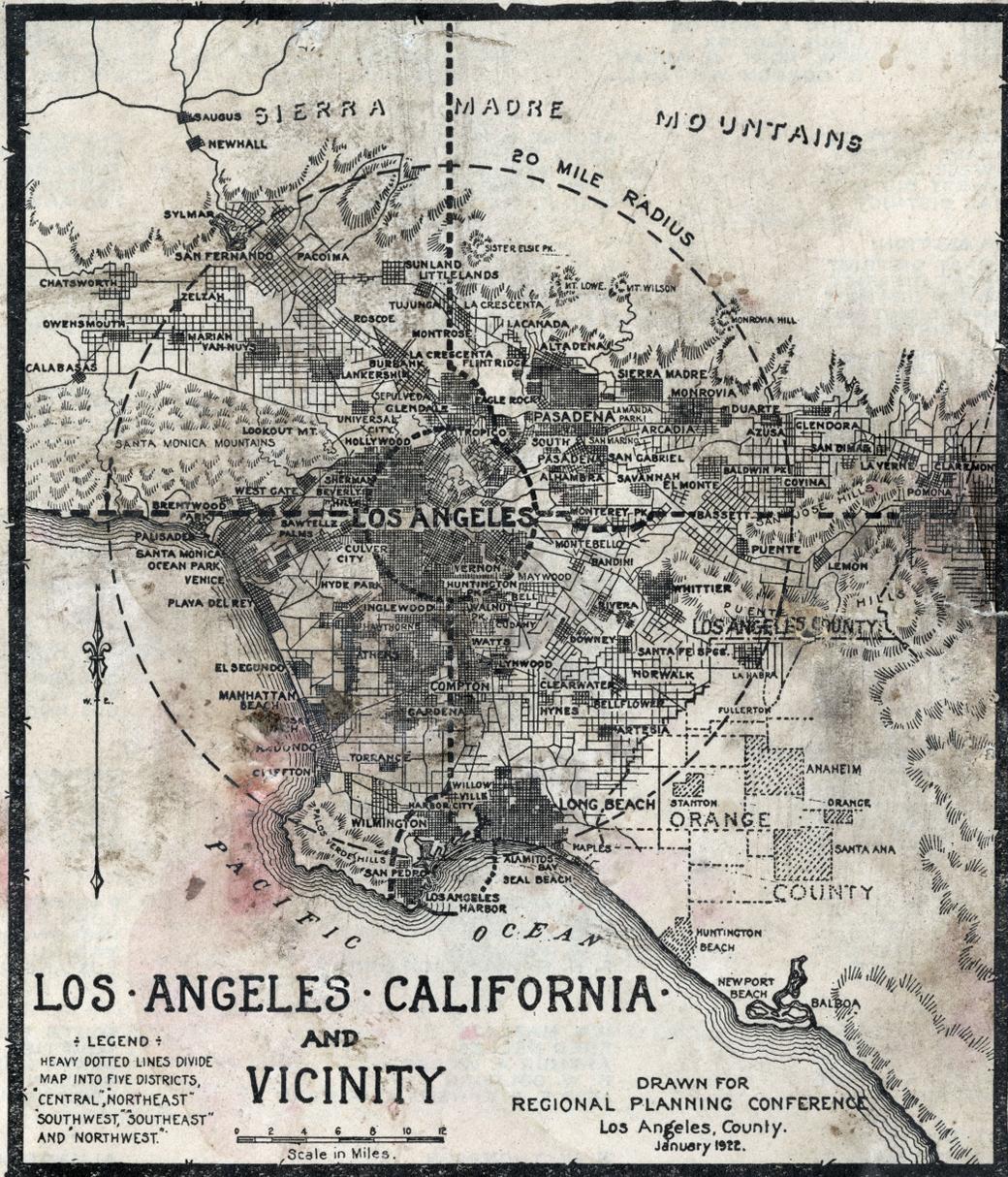


— KEEP FOR REFERENCE —

PROCEEDINGS OF THE FIRST REGIONAL PLANNING CONFERENCE OF LOS ANGELES COUNTY, CALIFORNIA AT PASADENA, JANUARY 21, 1922



ADDITIONAL
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CARE
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HALL OF
RECORDS
LOS ANGELES
CALIFORNIA

THE SECOND REGIONAL PLANNING CONFERENCE
WILL BE HELD AT
LONG BEACH, SATURDAY, APRIL 1, 1922
VIRGINIA HOTEL - 10 A. M. TO 6 P. M.

FOR PROGRAM SEE BACK COVER

REGIONAL PLANNING CONFERENCE
LOS ANGELES COUNTY

OFFICERS AND ORGANIZATION
JANUARY, 1922

EXECUTIVE COMMITTEE

CHAIRMAN VICE-PRESIDENT VICE-PRESIDENT VICE-PRESIDENT VICE-PRESIDENT VICE-PRESIDENT SECRETARY	HON. R. F. McCLELLAN GEORGE A. DAMON A. L. FERVER JOHN A. MORTON CECIL WILCOX HON. ROBT. M. ALLAN G. GORDON WHITNALL	HALL OF RECORDS PASADENA LONG BEACH SANTA MONICA LANKERSHIM LOS ANGELES CITY HALL	COUNTY NORTHEAST DISTRICT SOUTHEAST DISTRICT SOUTHWEST DISTRICT NORTHWEST DISTRICT CENTRAL DISTRICT LOS ANGELES
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HIGHWAY SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

GEORGE D. HALL
LOUIS HANSEN
H. R. POSTLE
L. W. GREGG
C. H. RICHARDS, CHAIRMAN

PASADENA
SAN PEDRO
TORRANCE
LANKERSHIM
LOS ANGELES

SUB-DIVISIONS SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

J. H. DORN
JNO. G. MUNLOLLAND
W. F. CRAWFORD
HAL DAVENPORT
J. R. PRINCE, CHAIRMAN

PASADENA
LONG BEACH
VENICE
GLENDALE
LOS ANGELES

TRANSPORTATION SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

GEORGE A. DAMON
F. S. THOMAS
DONALD H. GRAY
G. H. KING
H. Z. OSBORNE, JR., CHAIRMAN

PASADENA
LONG BEACH
VENICE
GLENDALE
LOS ANGELES

SANITATION SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

R. V. ORBISON, CHAIRMAN
H. D. ANDERSON
S. J. BERKELEY
S. G. CHAMBERLAIN
FLOYD DESSERTY

SOUTH PASADENA
WATTS
SANTA MONICA
SAN FERNANDO
LOS ANGELES

FOOD CONTROL SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

IRA H. STOFFER
MAJOR S. M. KERNS, CHAIRMAN
DEWITT C. BRADY
B. R. HOLLOWAY
A. L. SONDEREGGER

SAN GABRIEL
LONG BEACH
CULVER CITY
VAN NUYS
LOS ANGELES

PARKS AND BOULEVARDS SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

J. M. PAIGE, CHAIRMAN
GEO. M. FLANDERS
WM. H. CARTER
KINGSLEY PEASE
FRANK SHEARER

POMONA
WHITTIER
SANTA MONICA
UNIVERSAL CITY
LOS ANGELES

ZONING SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

S. HAZARD HALSTED
CHAS. H. CHENEY
C. C. GRIFFIN
U. E. McCLARY
F. H. HARBERT, CHAIRMAN

PASADENA
LONG BEACH
INGLEWOOD
VAN NUYS
LOS ANGELES

LEGISLATION SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

WM. HAZLETT
FRED NELLES
ARTHUR A. WEBER
R. W. COLBURN
JESS E. STEPHENS, CHAIRMAN

SOUTH PASADENA
WHITTIER
SANTA MONICA
BURBANK
LOS ANGELES

FINANCE SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

N. W. THOMPSON
W. P. WARBOLD
F. H. HAMILTON
J. W. WILSON
H. S. PAYNE, CHAIRMAN

ALHAMBRA
SAWTELLE
LANKERSHIM
LOS ANGELES

WATER SUPPLY SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

S. B. MORRIS, CHAIRMAN
JAMES F. COLLINS
THOMAS BLAIR
HUGH CARLSON
WM. MULHOLLAND

PASADENA
LONG BEACH
REDONDO
OWENSMOUTH
LOS ANGELES

TOPOGRAPHICAL MAP SECTION:

NORTHEAST DISTRICT
SOUTHEAST DISTRICT
SOUTHWEST DISTRICT
NORTHWEST DISTRICT
CENTRAL DISTRICT

H. S. GIERLACH
J. M. KEMMERER
WILKIE WOODARD
F. C. MILLER
MAJOR J. A. GRIFFIN, CHAIRMAN

MONROVIA
WHITTIER
SANTA MONICA
BURBANK
LOS ANGELES

REGIONAL PLANNING CONFERENCE
LOS ANGELES COUNTY

PROGRAM

FIRST MEETING—PASADENA, CALIFORNIA
ALL DAY SATURDAY, JANUARY 21, 1922

“OUR COMMON COMMUNITY CONCERNS CALL FOR CO-OPERATION.”

MORNING SESSION

Rooms Pasadena Chamber of Commerce and Civic Association,
100 So. Raymond Ave., Pasadena

JAN. 21, 1922

- 10:00 A. M. REGISTRATION OF REPRESENTATIVES, consisting of All City and County Officials in Los Angeles County, Members of Chambers of Commerce, Automobile Club, Joint Technical Societies, Engineers' Society of Pasadena, and all Civic Organizations in the County.
- 10:30 A. M. ROLL CALL.
“For What Should We Plan?”, conducted by Secretary G. Gordon Whitnall.
- 10:30 A. M. A FEW WORDS from Mr. John McWilliams, President Pasadena Chamber of Commerce and Civic Association. Mayor Hiram Wadsworth, Chairman Board of Directors, City of Pasadena. Hon. Henry W. Wright, Los Angeles County Board of Supervisors. Election of Executive Committee. One Vice-President from each section.

MID-DAY SESSION

- 10:30 P. M. LUNCH in Chamber of Commerce Dining Rooms, consisting of “Home products” of Pasadena.
- 1:15 P. M. “ROUND TABLE” DISCUSSION.
“Our Common Water Problem”—Mr. William Mulholland.

AFTERNOON SESSION

Chamber of Commerce Assembly Room
Let us “PLAN OUR WORK” and then “WORK OUR PLAN”

- 2:30 P. M. REPORTS OF COMMITTEES, to be followed by discussion conducted by Vice-President Robt. M. Allan.
- HIGHWAYS—More good roads for our automobiles.
SUB-DIVISIONS—To fit a consistent regional plan.
PARKS AND BOULEVARDS—For pleasure and recreation.
TRANSPORTATION—Transcontinental and interurban rapid transit.
TOPOGRAPHICAL MAP—The basis of all plans.
SANITATION—Garbage and sewage disposal.
FLOOD CONTROL—For land protection and water conservation.
ZONING—To provide order and beauty.
FINANCES—Where shall we get the money?
LEGISLATION—To “get what we want when we want it.”

EVENING SESSION

- 6:30 P. M. DINNER—Hotel Green—South Raymond Ave.
Special Guests:
City Manager C. W. Koiner, Pasadena.
City Manager R. V. Orbison, South Pasadena.
City Manager Grant Lorraine, Alhambra.
City Manager Chas. A. Hewes, Long Beach.
City Manager Wm. H. Reeves, Glendale.
- 8:00 P. M. Greetings from Southern California's Poet and Philosopher, James W. Foley.
- 8:30 P. M. “Twenty Years of Civic Progress,” by Graham Taylor, Member Chicago City Planning Commission, Contributing Editor Chicago Daily News.

A DECLARATION OF INTERDEPENDENCE

The Origin of the Planning Conference. A Brief Outline of the Organization and Development of the Movement up to Date

G. Gordon Whitnall, Secretary

In the large metropolitan centers throughout the country there has been a growing consciousness of the interdependence of communities that together constitute the metropolitan district. In different localities this condition has resulted in different evidences of its existence. Frequently it is evidenced in agitation for city and county consolidation. At other times it takes different forms, but the incentive has seemed always to be the same. The Los Angeles Metropolitan District is not an exception.

In the City Planning work of Los Angeles city, and presumably in surrounding cities, it was early recognized that large though the city was the efficacy of its planning work was largely interfered with through limitations imposed by the existence of arbitrary municipal boundaries. Consideration of City Planning problems at once evidenced the fact that the origin of some problems was to be found largely in communities or areas beyond the corporate limits of the city and outside of the municipality's jurisdiction. It was obvious that the solution of problems thus arising was dependent largely to the degree that co-operation could be effected between the communities jointly contributing to our suffering from the problems. Prominent among the subjects thus considered was that of transportation, with reference both to rapid transit by rail and the ever increasing utilization of the motor vehicle over the boulevards. Another subject of primary importance was the supervision of new subdivisions through the means of which not only Los Angeles, but the whole metropolitan area is rapidly being converted from raw country land into city property. The need for a unification in standardized requirements and standardized procedure in this subject was early manifested. A third subject of the many, and of primary importance, was the matter of sanitation as applied especially to sewage disposal. The interdependence of municipalities in this respect has been, and is increasingly becoming, especially apparent.

With such subjects presenting themselves for consideration by the city, and through many conferences with representatives of other municipalities, the conscious need for a co-operative movement between all units constituting the metropolitan area was soon recognized. The county government being the only administrative unit having jurisdiction over all of the metropolitan territory presented itself as the most logical medium through which to effect, if possible, some organization between the component units that would result in a co-ordinative effort along the lines mentioned. From several sources, it now appears, the suggestion was made to the county authorities that finally resulted in the issuance of a call by the County Board of Supervisors addressed to all of the municipalities in the county. As most of the

thirty odd municipalities in the county are grouped compactly in that corner of the county surrounding Los Angeles City they form naturally the metropolitan district. This call was generally responded to by the municipalities at a session in October in the County Hall of Records. At this meeting a committee on organization was appointed, which committee met and rendered their report at a second general meeting on November 9, 1921, at the same place. In view of the importance of the move, and the very evident interest in its purpose and its methods, the following report is given verbatim:

Report of Organization Committee, Regional Planning Conference

At the second meeting of the Regional Planning Conference on November 9, 1921, the Conference adopted the committee report providing for the organization of a Regional Planning Conference through the naming of officers and stipulating representatives from cities and Chambers of Commerce, etc., and adding thereto the declaration that it was the sense of the gathering that a Regional Planning Commission be appointed by the Board of Supervisors.

The original Committee on Organization was continued as a nominating committee and to report on details of organization. A second committee of three members was appointed to report on a proposal for the creation of a Regional Planning Commission.

The Committee on Nomination and Organization having met immediately following the general session, submits this summarized report:

The Committee recommends the division of the metropolitan district into five districts to be designated as Northeast, Southeast, Northwest, Southwest and Central, with a Vice-President elected from each.

The following nominations are submitted for consideration of the Conference:

President: Hon. R. F. McClellan.

Vice-Presidents:

Northeast Section—George A. Damon, of Pasadena.

Southeast Section—A. L. Ferver, of Long Beach.

Northwest Section—Cecil Wilcox, Lankershim.

Southwest Section—John A. Morton, Santa Monica.

Central Section—Hon. R. N. Allan, Los Angeles.
Secretary: G. Gordon Whitnall.

The suggestion is made that a request be made of the County Board of Supervisors to furnish necessary clerical help for the keeping of records.

The Committee suggests the following sections of the Conference for the conduct of its various activities:

1. Highways
2. Subdivisions
3. Transportation
4. Sanitation
5. Flood Control
6. Parks and Boulevards
7. Zoning
8. Legislation
9. Finance
10. Water Supply
11. Topography

It is further recommended that each Vice-President nominate from his district one member for each of the sections and that each section organize within itself by the election of a chairman.

ZONING

A County Planning Commission to Supervise the Zoning of Areas Outside the Incorporated Cities Is Strongly Urged

By Chas. H. Cheney, City Planning Consultant
City of Long Beach

In approaching a subject involving the degree of detail and technique such as zoning, your Committee is appreciative of the fact that several difficulties may present themselves. We are mindful of the fact that the purpose of this first conference is to define as briefly and comprehensively as possible the problem awaiting the attention of the Regional Planning Conference.

Approaching the subject of Zoning from that standpoint, we feel that a statement of fact would be both of interest and of benefit to the consideration of the subject. It is of historical interest to us to realize that zoning is indigenous to Los Angeles. Here in the Southwest in the case of zoning, as in so many other branches of civic endeavor, we find the pioneers. Though the greatest advantage, up to the recent past, has not been taken of the precedent that was locally established, the last year or so has seen a general awakening in this respect, as evidenced by the activities not only of the cities of Los Angeles and Long Beach, but other cities as well within the confines of our regional territory.

Of the 38 municipalities in the County, we find Glendale, Pasadena, Whittier, Huntington Park, Long Beach, Redondo and Los Angeles among those which have or are giving attention to the subject of zoning.

Zoning assumes a very peculiar relationship to the development of the region by reason of the proximity of many municipalities to each other, which makes them immediately affected by the zoning regulations of their neighbors. The rapidity of development of the whole regional district offers an added problem that should receive earnest and immediate attention.

Your Committee further recommends that the Executive Committee of the Conference consist of the officers.

Nov. 9, 1922. G. GORDON WHITNALL,
Acting Secretary.

Following this session the Executive Committee created at that time completed the organization of the various sections, the personnel of which is shown elsewhere in this document. These sections, with a surprisingly complete attendance, met at a dinner meeting at the Los Angeles City Club late in November and proceeded at once to organize within themselves and launch upon the work assigned them. This effort took the form of the reports which were rendered at the first formal conference held January 21, 1922, at Pasadena. At this session the organization of the Regional Planning Conference, which had theretofore been largely informal, was formally perpetuated with the temporary officers made permanent for the year. The subject matter presented at this conference is the purpose of this general report.

The condition resulting from proximity of municipalities, such as evidenced in Glendale and Los Angeles, or Pasadena, South Pasadena and Alhambra, or Santa Monica and Venice, should bring about a close co-operation between these municipalities so as to treat of the conditions on their common boundaries in a way best suited to their mutual interest.

The factor of transportation with its inevitable influence upon zoning is, with us, a rather peculiar factor in that our metropolitan district, by reason of climatic conditions, and the resultant excellent highway system, is dependent very largely upon the motor vehicle as a means of inter-communication. These three major factors, the proximity of existing municipalities, the rapidity of development in all of the region, and the character of our transportation, make the following zoning problems most urgent:

1. The zoning of the areas outside and immediately adjoining our incorporated cities is one of this Conference's most pressing problems.

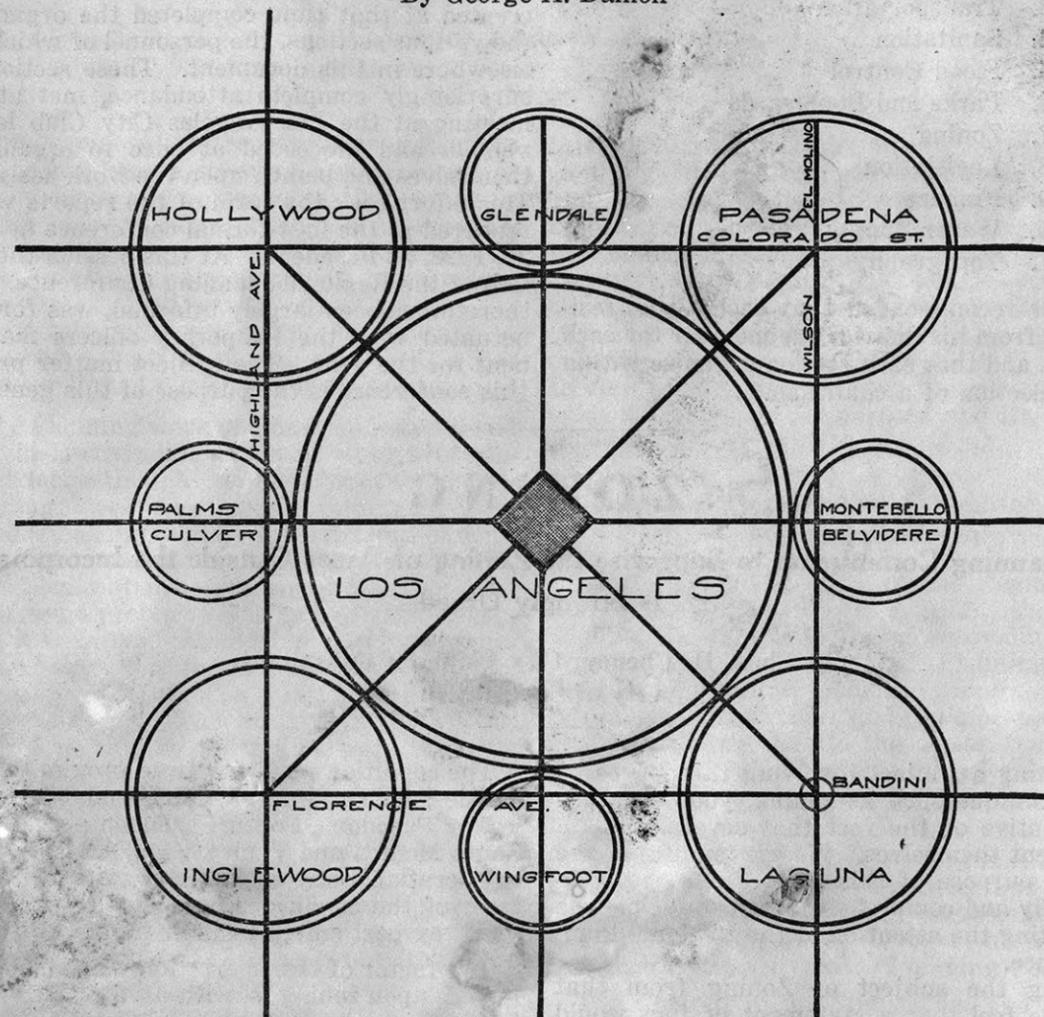
2. We are agreed that the essential step necessary is the establishment by the Board of County Supervisors of an official County Planning Commission, by ordinance, to handle this problem.

3. Just outside Long Beach, on the borders of Los Angeles and other cities of the County, very rapid but uncontrolled and badly mixed up development is taking place. There should be no delay in establishing this Commission. We recommend that this Conference now formally request the immediate establishment of the County Planning Commission by the Supervisors.

DIAGRAM OF COMMUNITY DEVELOPMENT

A Metropolitan City Center Surrounded by Satellite Suburban Sub-Centers, Inter-connected by Adequate Transportation

By George A. Damon



HERE WE HAVE THE INTERCOMMUNICATING FUNDAMENTALS OF THE REGIONAL PLAN

By a process of expansion and contraction the whole District is crystallizing about natural centers and sub-centers.

The nucleus is the business center of the City of Los Angeles.

Surrounding this central commercial district we have a great city extending to about the limits of the local street car lines—with the slogan, "one city, one fare and a universal transfer."

Beyond the five or six-mile circle we find the sub-centers developing—each with its own individual character and identity—which must be encouraged and maintained.

Radial Highways and direct Rapid Transit lines must furnish the best possible facilities for inter-communication.

A system of Circuit Boulevards and Pleasure Parkways should connect a park system throughout the District.

Highways, which will furnish convenient "by-pass" routes around the congested centers, must be provided.

Much of this inter-communicating traffic system is now in place. Regional Planning will fill in the gaps and complete the design.

HIGHWAYS

A Great System of "Radial Highways" and "Circuit Highways" is Being Planned for This District—to be Distinct from the Pleasure Boulevards and Parkways

By C. H. Richards, Chairman
Consulting Engineer Staff, Automobile Club of Southern California

Our report at this time can only be one of progress; our understanding being that at the Pasadena Conference our Committee would be expected to present only the larger aspects of the problem of Regional Highways.

We first lay before the Conference data showing the rapidly increasing volume of traffic on our highways—a volume that has already caused congestion at many points, with the attendant economic loss in time to our community interests. With this volume of travel increasing almost daily throughout the region an intolerable congestion will soon result, and the only solution is to provide more adequate highway capacity, with by-passes about the most congested sections.

The extreme needs for a comprehensive highway system throughout Southern California, and particularly in that portion of Los Angeles County south of the Sierra Madre Range, might best be realized by presentation of the growth of automobile traffic in and adjacent to Los Angeles.

The total registration of automobiles and trucks in California in 1913 was 100,000, and on January 1, 1922, it was 594,410, while the total for Southern California was 60,000 in 1913 and 260,000 January 1, 1922. Of this number of machines Los Angeles City and County had 172,313 machines, 94,813 being registered from Los Angeles. In addition to the 260,000 automobiles south of the Tehachapi and directly contributing to the enormous traffic in the vicinity of Los Angeles, there are 650 automobiles entering and leaving Los Angeles daily each way from other California points. During nine months of the year there is an additional 350 automobiles daily each way from points outside of the state, all ultimately reaching Los Angeles County.

As an index to the relative proportions of traffic to and from the large valley subdivisions of Los Angeles County there enters and leaves Los Angeles daily during the daylight hours as follows:

	In	Out
From San Fernando Valley points north	6,947	6,578
From San Gabriel Valley and points east	6,181	6,234
From Santa Ana Valley and points south	2,641	2,785
From Beach points	10,228	10,472
	25,997	26,069

These figures apply exclusively to motor vehicles and do not take into consideration horse-drawn vehicles.

Interesting statistics of the movement of vehicles outside of the city are shown in the Los Angeles

County Census and State Highway Report Census, the latter made by the Automobile Club. In Los Angeles County we have the following records for 24 hours:

Slauson Avenue at Santa Fe Avenue	6,292
Washington Blvd. at City Limits	8,737
Slauson Avenue at Compton Avenue	4,269
Valley Blvd. at Downey	1,791
Monterey Pass at Brick Co. yard	2,407
El Monte Road at El Monte Bridge	4,444
Long Beach Blvd. at City Limits	8,945
Harbor Blvd. at City Limits	5,728

A total of 42,613

The traffic census on the state highways for 24 hours as counted by the Automobile Club is as follows:

Ridge Route	776
Mint Canyon	521
Los Angeles to Ventura—Universal City	1,079
Los Angeles to Ventura—Camarillo	591
Foothill Blvd.	1,626
Cajon Pass	316
Los Angeles to Whittier	3,761
Los Angeles to San Pedro	3,001

A. total of 11,671

This census was taken in 1920. It is estimated vehicular traffic has increased 20% and the total at present would be 14,003 vehicles.

The impressiveness of these figures is realized when attention is directed to the planning of our street and highway system. The highways were planned during the comparative infancy of motor vehicle traffic and the extraordinary growth of this traffic could not have been foreseen by the planners of the various street and highway systems. The result is that we have extreme congestion at certain peak hours of travel during week days, while on holidays and Sundays the congestion is enormous. It is these facts that demonstrate the need for systematic highway planning by the Regional Planning Conference.

In considering the problem of regional planning a diagram prepared by Mr. George A. Damon, to be shown at the meeting, illustrates the close relationship between Los Angeles and her surrounding cities, and this diagram is a suggested ideal of what should be done in planning for a comprehensive highway circulation in and between these several cities.

The scientific planning and construction of an adequate system of regional highways is absolutely essential to the economic and social welfare of the region in which all our cities have a very real com-

mon interest. The opportunity to acquire locations for an adequate highway system throughout the region is here today, but this opportunity may be lost unless steps are taken in the near future. Certainly the cost of acquiring rights-of-way will never be less than at the present time.

The statistics on travel prove conclusively that our existing highways are entirely inadequate for our future needs. Let us now consider the fundamental principles that should guide us in planning for a logical scheme of regional highways so located as to relieve the present shortcomings and provide for the future growth in population and business activity.

We should recognize that the main business streets of our cities, which may be subject to present or future congestion, are not suitable links for regional highways whose prime object is to relieve congestion now becoming serious in the business sections of our cities. Widening the existing main business streets would temporarily relieve congestion, but such widening could never take the place of a scientifically planned highway circulation throughout the region.

Stated in a few words the scheme of regional highways should be planned to provide (1) Reasonably direct and adequate access into Los Angeles from each of the surrounding cities; (2) Reasonably direct and adequate communication between the outlying cities, one to another; (3) Adequate by-passes for travel on the outskirts of Los Angeles, so that for example, travel originating in the northeast district may reach the southwest district without passing through the congested section of Los Angeles or any other city until reaching its approximate destination; and (4) To differentiate between purely traffic streets and the development of recreational drives or boulevards whose object would be to make accessible the scenic beauty of Los Angeles County,

PARKS AND PLEASURE BOULEVARDS

A Complete Interconnecting System of Parks and Pleasure Boulevards and Public Camping Picnic Parks Are Needed

By J. M. Paige, Chairman Secretary, Chamber of Commerce, Pomona

The Parks and Boulevards Committee recommends that:

First: All Parkways and Pleasure Boulevards be established as separate features from traffic and transportation boulevards.

Second: All Parkways and Pleasure Boulevards, when located along river channels, arroyos, canyons and the sea coast, be established so as to pass UNDER all other lines of traffic. When located on ridges or mountain crests, they be established so as to pass OVER all other lines of traffic, by bridges or viaduct. Briefly, no grade crossings should be permitted to exist.

Third: Parkways and Pleasure Boulevards, when established along channel embankments, can be beautified economically, artistically and with great scenic effect at low cost. As a utility, they provide easy means of constructing trunk sewers and storm drains, and a rapid means of transportation in case of flood control work.

Fourth: Parkways and Pleasure Boulevards, when established along ridges and mountain crests, should be located so as to reach the most advantageous view points and, as a utility, they will prove ex-

whose mountains, ocean, orange groves and residential sections are an asset second only to our California climate.

For the present our committee is acting as a "clearing house" for any and all ideas relating to highway locations that may come from city officials, chambers of commerce, civic improvement societies, Automobile Club or interested citizens, and we propose to investigate every highway suggestion that has promise of fitting into this great plan for a regional highway system.

Your committee on highways wish to make the following report of progress:

Between the date of their appointment and the date of the submission of this report they have held three conferences. Personal inspection of suggested streets and highways have been gone over by the committee as a whole, transportation being furnished through the courtesy of the Automobile Club of Southern California. Requests were sent by mail to sixty Chambers of Commerce or Boards of Trade located within the area under the jurisdiction of the Regional Planning Conference asking that this committee be informed as to the requirements of streets and highways in their immediate vicinity. The suggestions from these various bodies are incorporated in this report and generally shown on the wall map which is an exhibit of this committee. Suggested streets and highways on file in the Los Angeles City Engineer's office and Los Angeles County Road Commissioner's office are also shown on this map.

We wish to emphasize here that with the short time at our disposal that we have not been able to include or show a great many meritorious suggestions for highways and this committee will appreciate suggestions from any quarter, and particularly from those sections that do not appear to be represented in this report and on the accompanying map.

tremely valuable in providing rapid means of transportation in case of forest fires.

Fifth: As a further consideration, these Parkways and Pleasure Boulevards serve to link up all beach reservations, picnic parks and groves now existing, and we recommend that a beach reservation be established in the vicinity of Seal Beach, one on the tide flats between Long Beach and Wilmington; one between Point Firmin and Redondo, and one between Santa Monica and the west boundary of Los Angeles County. These reservations should be for the free use of the public and not be controlled by private parties.

Sixth: We recommend that picnic parks and groves be established in the vicinities of Triunfo, Calabasas, Encino and Chatsworth.

Seventh: We recommend that where the rivers spread out and form a gravel "wash," these areas be included in the parkways and beautified, but that no camping or picnic park be established in any "wash," as these areas provide the percolating system of domestic water supply, viz.: the "wash" of the Tejungas, San Gabriel, San Antonio, etc.

SANITATION

All Districts Must Combine to Secure the Beneficial Use of Sewage Waters and to Avoid the Nuisances Encountered in the Past

By R. V. Orbison, Chairman, City Manager,
South Pasadena

The subject of sanitation is of such importance to the county at large that this Committee believes it would be best to treat the subject in a broad sense, and not attempt to make any recommendations at this time as to specific cases and their remedies.

It has been the custom in the past for municipalities to handle their sanitation problems in any manner they chose, disregarding the effect it might have on others. Few of them gave any thought to the future, and the consequence of this plan of following the line of least resistance has been litigation and bitter feeling.

Realizing the necessity of immediate action in outlining some plan which will give immediate relief to our present conditions, we recommend the following:

First: That the necessary legislation be enacted by the County with power to create sanitary districts, together with the necessary regulation of them, eliminating political boundaries where desirable.

Second: That the effluent from sewage disposal plants should be used for all beneficial purposes of whatever nature where possible, and conserving for future use domestic waters that are now being used for irrigation which can be replaced by sewage waters.

Third: That a strict enforcement of the laws be made in the regulation, operation and maintenance of outfall sewers, sewage disposal plants and sewage farms, in order that the nuisances encountered in the past may be avoided.

EXTRACTS FROM REPORT OF THE SPECIAL SEWAGE DISPOSAL COMMISSION

Mr. George W. Fuller, New York City; George C. Whipple, Cambridge, Massachusetts and
Wm. Mulholland, Los Angeles, California

Los Angeles, California, April 16, 1921.

To the Honorable Council of the
City of Los Angeles.
Gentlemen:

Our conclusions and recommendations are hereby summarized in brief.

SUMMARY OF FINDINGS AND CONCLUSIONS

We find that

1. The discharge of the Los Angeles sewage into the ocean at Hyperion is now causing a nuisance along the beach for more than a mile in either direction from the outlet.

2. Other cities along the coast also discharge into the ocean the flow from their sewer outlets under such conditions, in some instances, as to cause objectionable results, thus pointing to a general need for improving the conditions along the coast in the interests of health and cleanliness.

3. The present dispersion facilities at Hyperion for mixing the sewage with an adequate portion of ocean water are much inferior to modern arrangements at other large cities.

4. The sewage flow averages about 35 million gallons daily but at intervals approximates the rate of 55 million gallons daily, which approaches the safe capacity of the present outfall sewer. This is shown by the fact that in some portions of the outfall sewer there is at times an overflow from the man-holes.

5. The analysis of Los Angeles sewage which averages about 55 gallons daily per person connected with the sewers shows it to be stronger than that

found at most cities where the waste water is removed in sewers separate from storm drains. Its content in grease, mineral oil and dissolved mineral matter coming from the ground water is particularly high. In each day's sewage there are 198 pounds of suspended matter, 24 pounds of nitrogen, 70 pounds of grease, and 6.5 pounds of mineral oils for each thousand of the population. Of the total suspended matter 3% is organic nitrogen and 3% is mineral oil.

6. Bacterial action in the sewage as it flows through the long outfall sewer forms decomposition gases which are injuring the existing masonry above the flow line.

7. The demand for irrigation water in the Los Angeles district is such that the amount used during the three summer months approximates the capacity of the Owens River Aqueduct (400 second feet) but during the three winter months the demand falls to less than 20 second feet. During the spring and fall months the demand ranges from 20 to 150 second feet depending upon rainfall. The water is available for distribution through existing pipes from an elevation of 1450 feet above sea level.

8. For half the year water from the hydro-electric plants on the Owens River Aqueduct to the extent of about 200 second feet is wasted into the Los Angeles River because of lack of irrigation demand.

9. Although the ground water levels are said to be falling there is as yet no serious depletion of the ground water level in the Los Angeles district, where individual ranchers, in many instances, secure irrigation water by means of their own pumping plants.

10. There is some demand for an additional supply of irrigation water outside of the immediate

Los Angeles district, but the City would require further legislation to deliver purified sewage to such localities and would have to develop a system of pumping and distribution works.

11. In the event that purified sewage is used for irrigation it would be necessary to get rid of it by some other method than land disposal for more than half of the year.

12. Suitable locations for building reservoirs in which to store the purified sewage during the rainy periods for use during dry weather do not exist in this locality.

13. The discharge of surplus water from Owens River into the Los Angeles River is causing complaints from property owners in the lower valley on account of drainage conditions. A depletion of the ground water level in the future, should it occur, would, of course, lead to a lessening of this complication and the discharge of purified sewage into the river gravels might be a benefit.

14. The fertilizer demand in the Los Angeles market might provide a market for the sewage sludge produced by treating the sewage, but, according to available analyses, the sewage contains so much grease and mineral oil that the commercial success of a sludge utilization project would be uncertain.

CONCLUSIONS

We conclude that

15. The Los Angeles sewage, after it has been fine-screened, can be dispersed in the ocean without nuisance for many years to come through a modern arrangement of deep multiple outlets designed to bring about a thorough mixing of the sewage with the sea water. With the growth of the City and larger volumes of sewage and with an increased use of the beach for bathing and recreation purposes, the dispersion arrangements will require extension from time to time. Chlorination of the screened sewage may be required at intervals in later years.

16. It is essential that a new ocean outfall be constructed as soon as possible.

17. Even if the sewage of the city should be used for irrigation, the new outfall sewer would be required, for reasons above mentioned.

18. The new outfall should be of sufficient capacity to serve, in conjunction with the existing outfall, the area tributary to it when this area is completely built up, namely for a population of about 2,500,000. A total capacity of 270 million gallons a day will afford reasonable provisions for future commercial and industrial developments.

19. A systematic program should be adopted for preventing the entrance into the sewers of substances which will injure the structures or which will needlessly complicate the treatment of the sewage for irrigation or fertilizer purposes.

20. The activated sludge method of sewage treatment is the most advantageous one to consider in preparing the Los Angeles sewage for irrigation and the sewage solids for use as a fertilizer.

21. There are no precedents either in this country or Europe to show definitely just what would be the best detailed arrangements or Los Angeles to adopt for utilizing the irrigation and fertilizing properties of its sewage. Milwaukee has conducted investigations for over seven years and has developed

many advances in the art, but has not yet begun to install its permanent treatment plant. Houston is now installing presses and driers for preparing as a fertilizer the sludge from a plant which was built four years ago.

22. Los Angeles should adopt a systematic and orderly program for demonstrating the best arrangements for treating the local sewage and utilizing its irrigating and fertilizing properties. (See report on this subject made by us.)

23. In designing the new outfall sewer and its principal branches, due regard should be given to facilities for delivering the sewage to suitable locations where treatment plants can be built for operation during a part or all of the year, depending upon experiences to be developed later.

24. From the best available information the activated sludge process at Los Angeles would involve.

- a. An investment of about \$60,000 per each million gallons of daily capacity, exclusive of the cost of land and arrangements for delivering sewage to and from the plant.
- b. Operating costs (exclusive of preparing the sludge for use as a fertilizer) amounting to \$6.00 to \$14.00 per million gallons, depending upon the size of plant and cost of power—a probable figure for a large plant being about \$10.00.
- c. Operating costs for pressing and drying the sludge, ranging from \$10.00 to \$20.00 per ton of fertilizer—a probable average figure being about \$15.00.
- d. Possible operating cost for degreasing.

25. From the best information now available the activated sludge process at Los Angeles would produce about 1.5 tons of fertilizer (dry basis) for each million gallons of sewage treated. This would contain about 4% (units) of organic nitrogen, as compared with 3% in the untreated sludge.

26. On the assumption that purified sewage has the same market value for irrigating purposes as the present charge for Owens River water (\$6.00 per acre-foot) this would be \$18.50 per million gallons. If used at considerable distances from and at elevations above the treatment plant, its value might be more than this, but the cost of delivering it would have to be taken into account. The sales would be limited to the irrigating season as before mentioned. The purified sewage would contain some nitrate, and this would have a fertilizer value, but there is no adequate basis for estimating what this would be.

27. The value of the dry fertilizer in sacks at the plant would be about \$4.50 per unit, or \$18.00 per ton, provided the quantity of grease and mineral oil is not too high for successful use. If too high, the cost of degreasing would become an operating expense.

28. In view of the foregoing evidence it is doubtful whether net proceeds would result from the activated sludge process at Los Angeles at the present time; but future conditions may make its application much more favorable than now.

Very respectfully,
GEORGE W. FULLER,
GEORGE C. WHIPPLE,
WM. MULHOLLAND,
Special Sewage Disposal Commission,
City of Los Angeles.

TOPOGRAPHICAL MAP

This Great Map to be Used as a Basis for All City Planning and Regional Planning
An Opportunity for Government and County Co-operation

By Major John A. Griffin, Chairman, City Engineer,
Los Angeles

Your Committee, to which has been entrusted the securing of a new and completely up-to-date topographic map of the southwestern coastal plain, and the foothills adjoining this to approximately the two thousand foot contour, embracing portions of Los Angeles and Orange Counties, to supplement the maps of these now in existence, and which were made in the year 1891 to 1894 inclusive, has met on several occasions since its creation, and while it was not authorized by you to do so, I, as its chairman, have seen fit to invite the members of the Metropolitan Association of Southern California, which has been working on this same project for some little time, to join with us, in order to make the success of this movement more certain of accomplishment, and it is with pleasure that I inform you that we have reached the following unanimous conclusion regarding the method of attacking this problem intrusted to us:

- 1st. That all work of surveying and mapping be done by and under the supervision of the U. S. Geological Survey, who have signified their willingness to co-operate to the extent of furnishing all topographical engineers, materials and instruments, providing the local districts will contribute toward the expense thereof.
- 2nd. That the offer of the Government to engrave and print all maps at Government expense be accepted.
- 3rd. That the scale of said maps be one inch equal to two thousand feet, with five foot contour intervals for the plain and twenty foot intervals for the hills.
- 4th. That the map show—
 - (a) all roads by double lines,
 - (b) all paved highways by the addition of color,
 - (c) all culture.
- 5th. That the control used shall be the U. S. G. S. control, the co-ordinates to be the latitude and longitude lines calculated on the polyconic projection and two or three triangulation points located on each sheet and permanently marked on the ground by a standard four-inch pipe with bronze cap and a list of co-ordinates of these triangulation points available. That permanent bench marks referring to the U. S. G. S. datum be established at frequent intervals, at least one per township.
- 6th. That the maps be printed in folio sections and that as soon as the work in any one section is finished, advanced copies of that will be struck off and furnished to all parties participating.

7th. That immediately after the completion of any section of the map, all maps of subdivisions offered for record within the area shall be made to show ties to this control.

8th. That all municipalities, big and small, within the total area to be mapped, pass the necessary ordinance or resolution to change or establish their datum plane as that of the U. S. G. S., and in the future all elevations shall refer to this common datum.

The method to accomplish the above recommendations, economically and harmoniously, has also received the serious consideration of your committee, and while this matter may be more within the province of your Ways and Means Committee or your Finance Committee, we trust that our recommendations that follow will be taken in that spirit of hearty co-operation in which they are offered.

It has been ascertained from the Government that the total cost of all field work and surveys for that portion of Los Angeles County that lies within the area to be mapped will be \$90,000, and that if the local communities will bear this expense the Government will bear the additional expense of some \$30,000 to engrave and print the maps. This \$90,000 will not be required all at once, but is payable in three equal annual installments, and is to be used to pay the salaries of the engineers, both of the Government and such local engineers as they may see fit to employ.

It is the belief of your Committee that the Board of Supervisors of Los Angeles County should be empowered by resolutions from the administrative bodies of the various cities in the County to assess this cost proportionately over the entire County in order that all may bear their just expense of this work. It will readily be seen that by so doing an immense amount of trouble in raising the various proportionate parts individually will be eliminated and the expenditures taken care of by one central body. While the cost above outlined refers to just Los Angeles County it is hoped that that portion of the cost falling on Orange County will be handled in approximately the same manner.

Realizing that definite action in this matter is necessary in order to accomplish our object, we recommend that your Finance Committee draw up a standard form of resolution setting forth therein that the City of desires the Board of Supervisors of Los Angeles County to proceed in this manner and include in the tax rate the necessary pro-rata of this cost, and that your Committee forward these resolutions to the various cities for adoption by their administrative bodies and ultimate filing with the Board of Supervisors.

FOR FULL WATER CONSERVATION -- A REGIONAL PLAN FOR FLOOD CONTROL

Los Angeles County

If the plans of the flood control office are carried through, there ultimately will be a series of huge dams located in the mouths of the canyons for a distance of forty miles through the richest agricultural county in the United States.

Spends Five Millions

Since the flood of 1913 Los Angeles County has spent in the neighborhood of \$5,000,000 for stream control. It has devoted its attention simultaneously to river channel rectification, check-dam building and dam-construction.

The Devil's Gate Dam, first link in this chain of impounding dams which may one day reach from San Fernando to Claremont, has been finished and is in service. San Dimas Dam will be finished soon. Liveoak Canyon Dam will be completed early in the year.

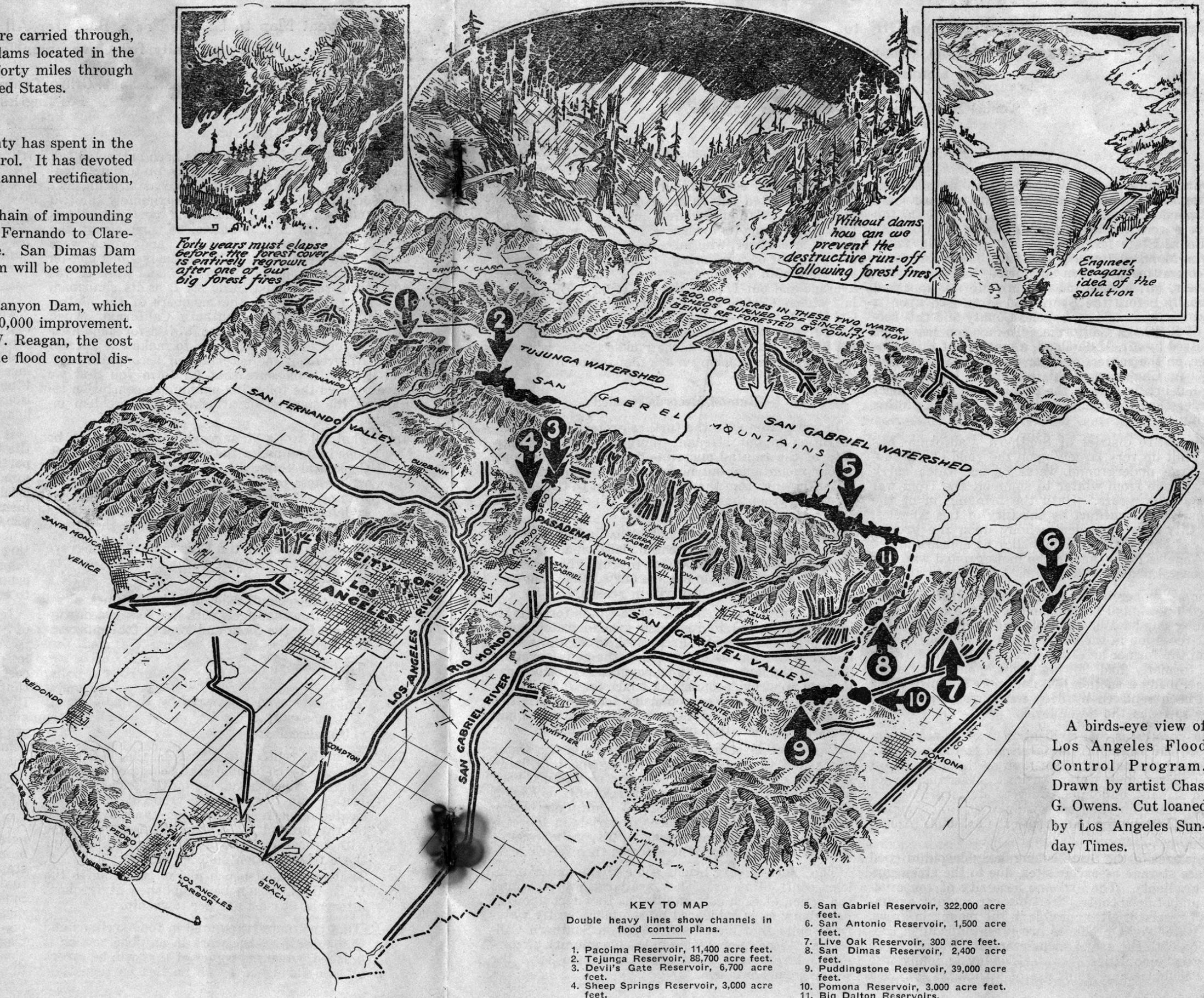
Next on the program is the Pacoima Canyon Dam, which the flood control office estimates as a \$1,500,000 improvement. According to Flood Control Engineer J. W. Reagan, the cost of this dam will be handled as follows: the flood control district has \$1,000,000 of bond money ready for beginning the work, and a district in the vicinity of Van Nuys, which it is expected will be directly benefited by the dam, is to vote on the question of selling \$500,000 worth of bonds in order to provide the remainder.

Dams Necessary

Los Angeles County will never be reasonably safe from storm-water damage until great impounding dams have been built to control the Big Tejuanga Wash and the run-off from San Gabriel Canyon.

Chief Engineer Reagan of the Los Angeles Flood Control District estimates that the San Gabriel Dam would handle at least two major floods and hold practically all the run-off from an enormous area in the Sierra Madre Mountains. In his opinion, after the completion of the dam, there would be only a thread of water coursing down the San Gabriel River, and vast quantities of storm water could be held back for agricultural purposes.

Likewise, in his opinion, the Big Tejuanga Dam would fortify the San Fernando Valley against possible flood-water damages. It would change the Los Angeles River from a roaring torrent in flood time to a babbling brook from year end to year end, and the great body of water held back by the huge concrete structure, which he hopes to see erected there, would be available for irrigation in that great farming district.



- KEY TO MAP**
Double heavy lines show channels in flood control plans.
1. Pacoima Reservoir, 11,400 acre feet.
 2. Tejuanga Reservoir, 88,700 acre feet.
 3. Devil's Gate Reservoir, 6,700 acre feet.
 4. Sheep Springs Reservoir, 3,000 acre feet.

5. San Gabriel Reservoir, 322,000 acre feet.
6. San Antonio Reservoir, 1,500 acre feet.
7. Live Oak Reservoir, 300 acre feet.
8. San Dimas Reservoir, 2,400 acre feet.
9. Puddingstone Reservoir, 39,000 acre feet.
10. Pomona Reservoir, 3,000 acre feet.
11. Big Dalton Reservoirs.

WATER SUPPLY

To Record the Amount of Annual "Run Off" to the Sea of Our Rainfall and to Conserve a Large Part of This Waste Calls for Close Co-operation and Community Joint Action

By Samuel B. Morris, Chairman, Water Engineer,
City of Pasadena

Your Committee on Water Supply has held one meeting in Mr. Mulholland's office, and has had some correspondence between its members. All of the members were notified of the hearing of the Consulting Board State Irrigation Investigations in Pasadena on Monday, January 16, 1922. No report from this committee was then submitted, but two of our members, Mr. Mulholland and Mr. Morris, appeared personally before the Board and impressed upon it the water needs of Los Angeles County and this section of Southern California. To-day you are to be addressed by Mr. Mulholland, a member of this committee, on the subject of "Our Common Water Problem." As Chairman of this committee I will, therefore, but briefly outline the problems of this district in order that they may go into the records of this meeting.

This entire district of Southern California has been built up very largely upon the yield of the several large underground water basins which carry over storage from winter to summer, and from wet years to dry years. Until the bringing in of the Owens River Aqueduct by the City of Los Angeles, that City was dependent wholly upon the ground water of the San Fernando Valley as appears in the Los Angeles River, and in the underground water of the coastal plane.

For a number of years the annual draft has exceeded the annual replenishment in the larger part of our ground water supplies, and there has been a great recession in the water levels and much shrinkage in the former artesian areas. In much territory that formerly had flowing wells, pumps were installed, using a suction lift, and more recently these have been replaced by deep well turbine pumps in order to reach the lower levels.

The processes of civilization have greatly increased the run-off from developed lands, and have decreased the natural absorption of the lands above the underground water basins. Construction of paved streets, buildings, concrete storm drains and the straightening and narrowing of stream channels have all contributed to decrease the available ground water.

This area of the State is singularly devoid of good surface storage reservoir sites, due to the steep canyon gradients. The extreme necessity of conservation and of flood control are, however, making a number of reservoir sites possible in the mountain areas. The water right problems are often difficult in connection with the use of such reservoirs, though there are great quantities of water flowing annually into the Pacific Ocean. Joint use of structures for flood

control and for conservation is a great problem and must be worked out on an economic basis in order that the large funds required may be raised. Need for large storage is evidenced by the records of the San Gabriel River, where frequently 50% of the season's run-off occurs during one calendar month, and the minimum recorded season is but 1/13 of the average and but 1/36 of the maximum. During the last storm 150,000 acre feet passed out of the San Gabriel at Azusa,—enough water to supply Pasadena for 19 years at its present rate of consumption, and yet largely wasted,—into the Pacific Ocean, washing out bridges and causing much damage on its way to the sea.

Run-off Records Needed

In connection with the further protection and conservation in our streams, there is quite adequate data of the rainfall and run-off of the Pacific slope of our mountains, but no record of the quantity of water flowing from the foothill belt on to the coastal plane and from there into the sea. Such records are sorely needed.

The quantity of water available is the full measure of the final growth of Southern California, and it is, therefore, necessary that we procure the greatest quantity of water from outside our confines and conserve every drop we can within reason.

Use of properly treated sewage water for irrigating purposes and to replenish ground water is an item of huge moment. From 40% to 50% of all domestic water passes out through the sewer system. Some of the large centers of population are too near the sea to provide sufficient lands for such irrigation, but wherever economically feasible the cities should be encouraged to assist the water supply problem through this method of conservation.

Construction of mountain highways in the water sheds and the consequent encouragement of large numbers of people to frequent the mountains, both as vacationists and as permanent residents, is adding greatly to the seriousness of the sanitary problem, as there is usually insufficient materials in the canyon floors to afford safe means of disposal of wastes without contaminating the streams themselves.

The above is very briefly some of the major problems confronting us. They are large problems and the action of each community has its effect upon its neighbors, as is evidenced by the many costly water right suits that have been waged in Southern California. Close co-operation in the community of common interest with joint action will help solve the water supply problem.

TRANSPORTATION

Elimination of Grade Crossings;—Unification of Terminals;—Electrification of Steam Lines and Rapid Transit Requires a Broad Comprehension Plan

By H. Z. Osborne, Jr., Chairman, Chief Engineer,
Board of Public Utilities, City Hall, Los Angeles

The importance of the Transportation Problem of the Los Angeles District is shown by the record that the three trans-continental railroads handle approximately 3,000,000 passengers annually, and the Pacific Electric, or interurban lines, serve approximately 105,000,000 passengers every year in this district, which latter figure is divided 55,000,000 interurban and 50,000,000 local passengers.

The transcontinental railroad problem in this district includes the elimination of grade crossings, the unification of terminals, and (as soon as practicable) the electrification of the steam trunk lines. Any one of these three great undertakings can be made less costly by combination with the other two enterprises, so that we suggest a triangle of effort,—grade elimination, terminal unification and trunk line electrification.

We wish to advance the proposal that all improvements should fit into a step-by-step progress toward an ultimate plan. We must make our plans on the principle that our demands for service will increase at a rate greater than our growth in population, and for this very reason we cannot wait until the present facilities are overcrowded before we begin to provide relief. On account of this "increasing rate of increase," our future program should be large and almost without limit; but our first steps for immediate improvement need not be burdensome. The one big idea is to have each step in the right direction and large enough for the purposes of the day.

Union Terminal

We subscribe to the findings of the State Railroad Commission that there should be a union terminal in the City of Los Angeles—both for the convenience of the public and to expedite the elimination of grade crossings. We desire, however, to suggest that the same considerations dictate union terminals in the satellite communities, such as Pasadena, Long Beach, Venice, Santa Monica, etc., and the transcontinental railroad terminal problem, from a regional standpoint, will not be solved until a consistent design has been developed for all the railroads serving all the community centres in the Los Angeles District.

Electrified trunk lines, jointly using the Tehachepi tunnels at the north and extending through the City of Los Angeles and along the best located valley routes to San Bernardino, thence over the mountain grades to the east, should be provided with classification yards at strategic points connecting with the collecting and distributing system of interurban electric lines.

Rapid Transit

The working out of "rapid transit" for the district is also a matter of arranging for satisfactory terminals at all community centres—inter-connected by

the most direct, high-speed and safety routes. High speed and safety mean the elimination of local stops and the removal of grade crossings. Wherever possible, local business should be handled by local street cars, transferring at convenient points to the interurban rapid transit lines. Express trains without local stops should run from the center of Los Angeles to each of the surrounding satellite communities in the shortest possible time, and, at the same time, these interurban trains should conveniently transfer their passengers to the proposed trans-continental union depot in Los Angeles.

We recognize a "downtown" retail and office building center of the great metropolitan district as extending from Sunset Boulevard on the north to Jefferson Street on the South, from Los Angeles Street on the east to Figueroa Street on the west. A rapid transit terminal in this district should consist of a longitudinal subway extending centrally through the length of this center, with a cross-town subway at right angles intersecting with a double-deck sub-surface transfer station in the vicinity of Sixth Street. Such a terminal would allow through traffic and provide for one convenient central transfer from north and south suburban routes to east and west suburban routes. The "north" transcontinental union depot will be on one arm of this rapid transit terminal,—thus tying together our transcontinental and our interurban passenger systems.

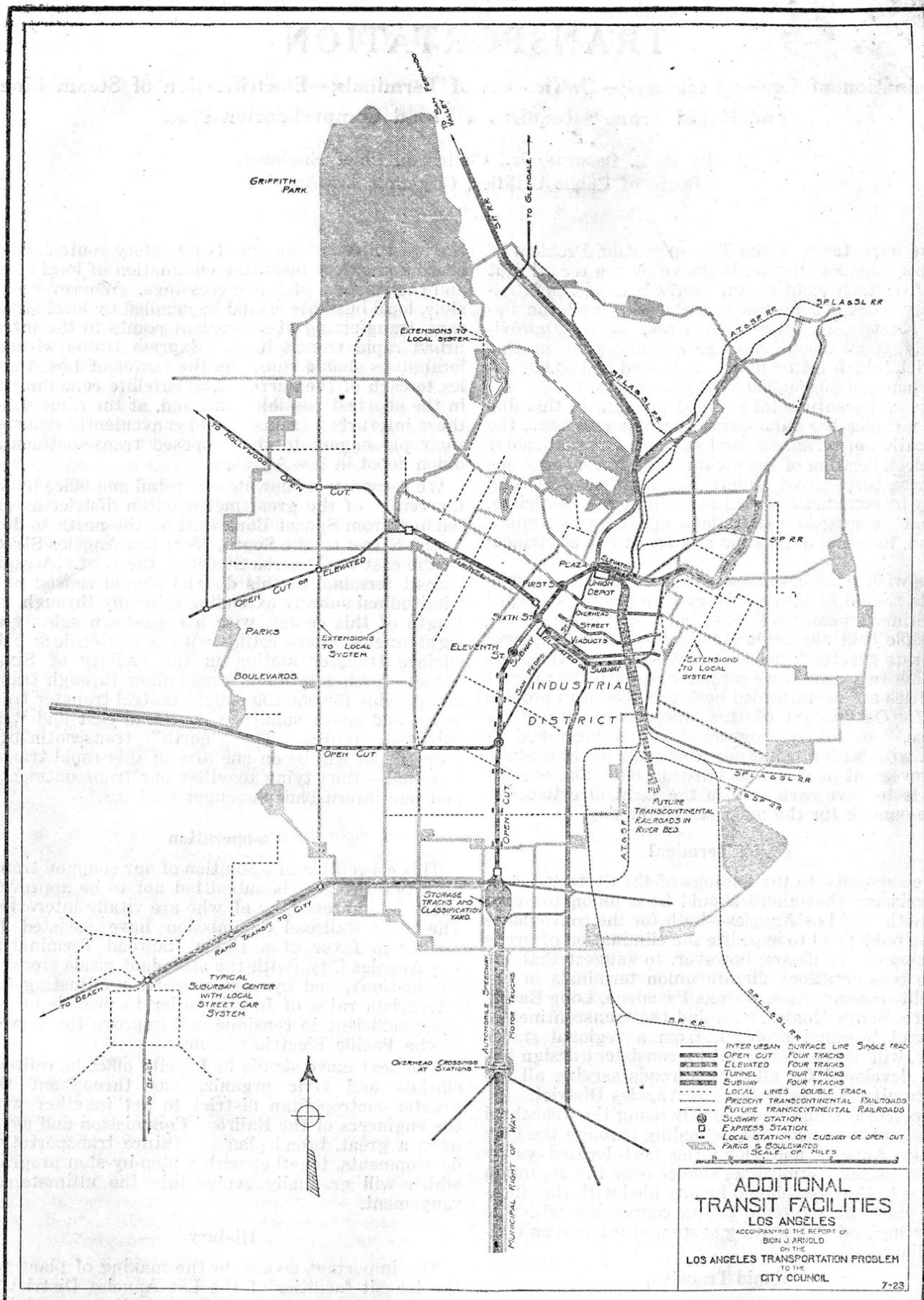
Co-operation

This conception of a solution of our common transportation problem is submitted not to be approved, but to be improved, by all who are vitally interested. The State Railroad Commission have assisted by finding in favor of a Union Railroad Terminal in Los Angeles City (with the attendant grade crossing elimination), and by very recently readjusting the interurban rates of fare in order to provide an income sufficient to continue and improve the service of the Pacific Electric system.

The next move should be for city officials, railroad officials and civic organizations throughout the greater metropolitan district to get together with the engineers of the Railroad Commission and agree upon a great, broad plan for future transportation developments, together with a step-by-step program which will gradually evolve into the ultimate arrangement.

History

The important epochs in the making of plans for the transit facilities of the Los Angeles District to date are shown on the following diagrams, taken from the report of Richard Sachse, Chief Engineer of the California Railroad Commission.



From Bion J. Arnold Report of 1911.

FIG. 18. ADDITIONAL TRANSIT FACILITIES

This plan is reproduced from the Arnold report issued in 1911 and is the most important exhibit in it. It shows Mr. Arnold's suggestions for improvement in transportation and should be compared with Fig. 134. This plan and the plan on the opposite page are reprinted from the report of the California Railroad Commission Engineering Department upon RAILROAD GRADE CROSSING AND TERMINAL INVESTIGATION, LOS ANGELES, 1920.

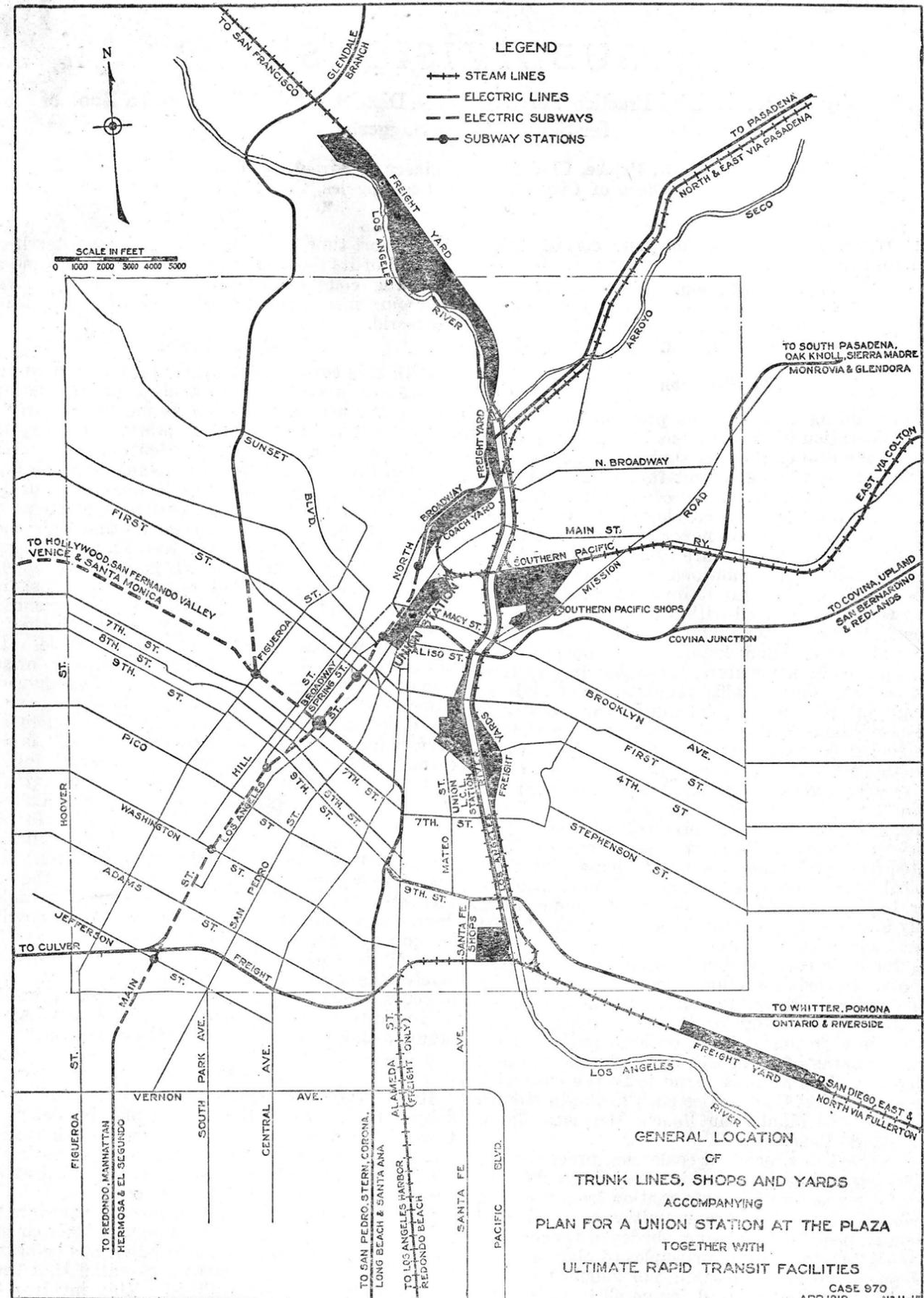


FIG. 134. GENERAL STUDY SHOWING RELATION OF UNION STATION AT THE PLAZA TO SHOPS, YARDS, TRUNK LINES, AND PRESENT AND POSSIBLE FUTURE RAPID TRANSIT FACILITIES

Note the proximity of the station to coach yard and shops, and its relation to the principal rail entrances. Distribution by the rapid transit lines and radiating streets are important factors in the location. This study shows existing and non-existing main steam and electric lines and is intended especially to convey an idea of the possibilities of electric interurban transit and its relation to the recommendations made in this report. The assignment of certain steam lines to electric interurban service, as shown in the study, is a possibility of the future. This plan should be compared with Fig. 18.

SUBDIVISIONS

The Necessity of Standardized Practice Throughout the District Is Pointed Out and a Book of Rules for Subdivision Is Suggested

By J. R. Prince, Chairman, Engineer of Street Opening,
Office of City Engineer, Los Angeles, Cal.

Our report is presented for your consideration under four headings:

1. The Situation.
2. The Problem.
3. The Program.
4. The Conclusion.

The Situation

In attempting to define the problem involved in the consideration of subdivisions of land your Committee is mindful of the fact that in the subdivision we find the most tangible unit that enters into the building up and expansion of a community. It must receive the most careful consideration, for errors made at the beginning can never be wholly corrected and may result in the failure of the community to reach the goal of its ambitions. The subdivision is a composite unit, in that it involves practically all of the elements included within the scope of city or regional planning, among which we mention, the elements of streets and boulevards, transportation lines, lots, recreation centers, parks, building restrictions, setback lines, traffic regulations, etc. It is through the process of subdividing that the raw semi-desert land of the recent past is being rapidly converted into intensely developed urban areas. Throughout the metropolitan district being considered by our regional planning conference there are certain centers, most of which are municipalities, where this process is accentuated. Through this means these communities, at present more or less isolated from each other, are rapidly expanding their physical boundaries so as to encroach one upon the other, to such an extent that no one of them can live wholly unto itself, but must co-operate to the fullest extent each with the other upon all contemplated plans for civic construction in order to insure permanence. In certain sections such as represented by Glendale, Eagle Rock, Pasadena, South Pasadena, Alhambra, and Los Angeles, this process has already resulted in a fusion of the physical boundary lines of each, making of them all practically one physical community. The same is found to be the case with some of the West Coast cities such as Santa Monica and Venice, or Manhattan Beach, Hermosa Beach and Redondo Beach.

And while this process of coalescing proceeds, the intervening county territory is also being subjected to the same process of transformation from raw land to urban property. Our communities are no longer "the quiet, peaceful and happy abodes of rancheros," and small "western town" principles of planning and development no longer pertain, nor should be tolerated. The time has arrived for us all to reason together, as one harmonious family, forgetting our rivalry to the end that there may be a complete unification of our ideas. With the present rate of development it is a foregone conclusion that in a rela-

tively short time the whole of our regional territory, with all of its present separate communities and intervening county territory, will become one vast throbbing metropolis, probably without an equal in the world.

The Problem

With this conception of the situation confronting us, we are in a position to analyze the problem resulting therefrom. It is our belief that insofar as our subject is involved in the work of the regional conference, the problem incident thereto arises through the fact that the various municipalities and the County in giving attention to the control of new subdivisions, where such attention is given at all, are not uniform in the requirements that they make and are in no sense working towards a common goal. Though the present units of government having jurisdiction over such matters are for the most part at present separate entities, the very experience of the past gives confidence to our prediction of the fact that they will soon be parts of a larger whole. It is therefore not sufficient that each municipality or section of the County control the layout of subdivisions from a purely local viewpoint. The local program, if there be such, might conceivably be complete and perfect insofar as the local community itself is concerned, and yet without conscious effort being directed to the making of the community a correlated unit of the larger unit, such a community will almost inevitably be a misfit in the future, and will to a certain extent become isolated and fall far behind the growth and development of its neighbors. It is therefore highly essential that we approach the subject with the object in view of effecting as high a degree of co-operation and co-ordination as possible in the whole treatment of subdivisions as one of the most efficient means of consistently and comprehensively building the community of the future. It is, of course, impossible to foretell all the requirements of generations yet to come, but we can, by careful study, avoid many of the mistakes of the past.

The Program

It is at once apparent to all who have studied the subject that, through the medium of subdivisions, as through no other single means, we have a method of controlling the development of an adequate major highway system as well as guiding to a great extent the most natural application of zoning.

That all of these various features entering into the development of the community may in their connection with the consideration of subdivisions be always borne in mind, it is, of course, essential that there be a definite program outlined. This involves the major highway system, transportation lines, the park and boulevard system, recreation centers, sanitation and drainage, zoning plans, etc., all of which come within the scope of the regional planning work.

PRESENCE		NOTARIAL		TORRENS		DATE LATE ENOUGH		WIDTHS		BY		MONUMENTS							
DESCRIPTION	TIES	CITY OF LOS ANGELES	CITY OF PASADENA	NOTARIAL	SURVEYOR'S	OWNERSHIP	EXECUTOR'S	SHAPE	NAMES	SPelled OUT	INTERSECTIONS	DEAD ENDS	TURNING BASINS	NO CLOSED AREAS OUTSIDE OF TRACT	PREVIOUS ACTION	ARROW OVER-ALLS	INSPECTION OF FIGURES	NO DITTO MARKS	
CONDEMNATIONS	SEALS	CORPORATION	LICENSED SURVEYOR	COLORED BORDER	CITY ENGINEER'S CERTIFICATE	STREET ACCEPTANCE	COUNCIL APPROVAL	CITY PLANNING COMMISSION	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.					
COMPARED WITH RECORD	STAMPS	COLORED BORDER	LICENSED SURVEYOR	COLORED BORDER	CITY ENGINEER'S CERTIFICATE	STREET ACCEPTANCE	COUNCIL APPROVAL	CITY PLANNING COMMISSION	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.					
CITY ENGINEER'S FIELD WORK	STAMPS	COLORED BORDER	LICENSED SURVEYOR	COLORED BORDER	CITY ENGINEER'S CERTIFICATE	STREET ACCEPTANCE	COUNCIL APPROVAL	CITY PLANNING COMMISSION	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.					
EXTERIOR TRAVERSE	STAMPS	COLORED BORDER	LICENSED SURVEYOR	COLORED BORDER	CITY ENGINEER'S CERTIFICATE	STREET ACCEPTANCE	COUNCIL APPROVAL	CITY PLANNING COMMISSION	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.					
TRAVERSE OF STREET LINES	STAMPS	COLORED BORDER	LICENSED SURVEYOR	COLORED BORDER	CITY ENGINEER'S CERTIFICATE	STREET ACCEPTANCE	COUNCIL APPROVAL	CITY PLANNING COMMISSION	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.	STREETS, ALLEYS, ETC.					
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The major highway system is all important in determining and guiding the subdivision, for it is an integral part thereof, and the authorities should see to it by every lawful means that nothing is allowed to interfere with their proper alignment and proper width. They must also be of safe gradient and easy curvature to accommodate all future traffic requirements. The system of streets within the subdivision should also connect with sufficient approaches to insure good circulation therein, and be of sufficient capacity to provide for other subdivisions which would logically connect and be tributary thereto. If the subdivision is in foothill or mountainous territory the streets should follow the contour of the land, and the shape of the lots should be laid out to take full advantage of the landscape and have broad frontage rather than great depth. Pending the time that such plan shall have been developed, it is equally essential also that the procedure incidental to the expense of subdivisions receive attention.

To this end your committee is of the opinion that probably the most feasible method of approaching the subject would be for the regional planning conference to prepare for circulation a booklet on the subject of subdividing, based upon the general law governing subdivisions. Such a booklet, it is suggested, should be further based upon a definitely determined procedure and requirement that should in turn be the result of the Regional Conference activities. This subject matter might well be divided into three headings:

First;—a recitation of the various steps required to change raw land into subdivided areas.

Second;—a complete and authentic list made of the technical requirements for all subdivisions in conformity with the statute including the procedure for the perfecting of the maps to entitle them for record.

Third;—practical suggestions as to length of blocks, width and depth of lots, which of course will be governed whether for residential, commercial, or

industrial purposes, width of boulevards, roads, streets and alleys, setback lines for buildings as well as restrictions as to their height, all of which can probably best be illustrated with maps and sketches showing the most advantageous methods as influenced by geographical location, topograph, existing highways, parks, railroads, industries and zoning.

It is our belief that a carefully prepared pamphlet would offer the means whereby all future subdivisions, regardless of the municipality or the section of the county in which they may be located, would be governed to a high degree by both standardized requirements and standardized methods of handling. This should inevitably result in a more expeditious and economical process to the subdivider as well as to the community at large and tend to hold and stabilize values, and in a high degree further tend to co-ordinate all subdivision work into a consistent program of development.

THE CONCLUSION

With this general statement of the problem confronting us, your Committee believes that its work henceforth should be directed mainly to the preparation of such a subdividers' guide, and also the preparation of certain much needed legislation that will give to the community a higher degree of control over certain vital elements connected with subdividing in which we find ourselves at present with inadequate jurisdiction. The subdivision law (approved March 9, 1893, Statutes 1893, page 96) has been amended and re-amended to such an extent that it is almost incapable of interpretation. With the consent and direction of the Conference in these matters, your committee on subdivision will henceforth direct its efforts towards the preparation of such a pamphlet and in co-operation with the legislative section of the conference prepare and propose such measures of legislation as our combined experiences indicate the need for.

REPORT OF FINANCE COMMITTEE

A County Unit Plan School System and One Hundred Per Cent Valuation for Assessment

By H. A. Payne, County Auditor

The subject allotted to your Finance Committee, "Where Shall We Get the Money?", is an eternal question, ages old, and one that is at all times confronting all of us.

It appears to your Committee that rather than attempt to find or devise new ways of raising revenues to meet the growing requirements of our community, your Committee might well devote their time and energies toward awakening public interest in our citizenship. Looking towards the inauguration of possible savings in present governmental expenditures, without in any way curtailing any of our governmental activities, is it not possible by the introduction of more efficient methods in the transaction of public business to effect quite substantial savings, and in this manner provide, without increasing the tax levy, a portion at least of the monies required for carrying out the plans proposed by the

various other Committees?

Governmental administration must necessarily be intricate and complex, and consequently more expensive than efficiently managed private business. Private business is built on a foundation of confidence, whereas public business apparently has been built on a foundation of suspicion. The public, as well as their spokesmen, the legislators, have surrounded, through our statutes, public business with endless red tape and all sorts of checks and balances, assuming, no doubt, that a public official is dishonest rather than honest.

It would not be possible for private corporations to succeed if they were compelled to wade through the mass of intricate details that are required from public officials. In other words, are the citizens of Los Angeles County receiving a dollar's worth of service for every dollar expended?

FINANCE

Your Committee can only suggest a few possible savings that might be effected through changes of legislation provided the citizens of Los Angeles County are sufficiently aroused to the waste of public monies and insistently demand a change.

The governmental costs of Los Angeles city, and county schools during the last fiscal year were approximately fifty millions of dollars, and in our humble opinion we believe that at least three per cent or one and a half millions of dollars may be saved annually by the introduction of more business-like methods.

Your Committee desires to specifically call your attention to the following suggestions.

County Unit Plan School System

At the last session of the legislature a bill was introduced by Assemblyman Graves which provided that any county may be organized into a single school district, and the several elementary, high and other school districts previously organized and existing, may be abolished whenever at a general or special election a majority of the votes cast by the electors of the county upon the question of so changing the organization, shall be in favor thereof.

Unfortunately this bill, because of lack of interest, was never reported out of committee. The principal opposition to this bill was from the various boards of trustees and boards of education who would lose a certain amount of questionable political prestige if such a bill carried.

It is a well recognized fact that Los Angeles County maintains one of the foremost educational systems in the entire United States, and it is not the desire of any individual to in any way lower this standard of efficiency, but it behooves all of us to take stock during this period of reconstruction and endeavor to obtain for every dollar spent a dollar's worth of value.

The burden on the tax payer of Los Angeles for federal, state, county and city taxes is an extremely heavy load,—therefore we should take up seriously and with determination the problem of increasing the efficiency and at the same time decreasing the per capita cost by adopting a plan which has been demonstrated in state after state.

Why continue to administer the schools of California under a system adapted to the conditions of a century ago? According to statistics of the Bureau of Census, 1918, the per capita cost of education in Los Angeles was \$10.81 as compared with an average per capita of \$6.29 in all the cities in the United States over thirty thousand population. There is no city in the United States having a population of thirty thousand or more that expends as much per capita for schools as Los Angeles City. This same report of the Bureau of Census shows that 42.7%, or approximately 43c of every dollar of the tax payer's money that is collected in Los Angeles County is spent for education, while the average throughout the United States, in cities over thirty thousand, is 31.3%.

Under the school system of California as at present organized, there exist in Los Angeles County

one hundred fifty-three elementary school districts and twenty-six high school districts, each managed by a board of trustees or a board of education, consisting of from three to seven members, without salary, who spend in the administration of school matters only a few hours per week, and to these various non-salaried bodies, who are devoting only a small part of their time to school problems, the tax payers of Los Angeles County are entrusting the expenditure of twenty-eight millions of dollars. How long could a private corporation of similar size exist with the same kind of management?

Quoting from the report on Education of the Legislative Committee, which was appointed by the Governor of California at the last session of the legislature: "This general form of combined district-county educational organization has ever since continued, though with a slow growing tendency, as the defects of the district system have become more and more evident, to transfer powers and duties from the district trustees to the county and state educational authorities, that increased efficiency and better educational organizations may be secured. As a means of providing for the establishment of schools, the district system has rendered its service, and there is today little call for the continuation in any large number of the kind of schools which this system brought into existence and nourished through the critical period through the infancy of our state educational system; to have a fully organized board of school trustees for every little school in the county. A board endowed by law with corporate rights and important financial, legal and educational powers is now generally recognized as no more necessary, either from a business or an educational point of view, than it would be to have a special school board to employ teachers and janitors and to manage the financial affairs of every individual school house in our cities. In fact, it may be stated as generally recognized among educational authorities today, that it is just such minute organizations, with the scattering of authority and responsibility, that increases the expenses of our schools, makes them ineffective as rural institutions, and stands in the way of proper educational organizations and much needed educational progress.

Details and Advantages of a County Unit Farm

1. The concentration and consolidation of administration for the entire county school system in one legislative board of education consisting of five members, to be paid the same salary as the various boards of supervisors in each county;

2. This plan would unify the educational resources of the county by consolidating into one central well administered school the many small scattering feeble schools, whose taxing powers are too weak and too small to properly support a good school;

3. It would provide equal educational facilities for all children of school age within the county by extending to the children in the rural districts the same advantages afforded the children in the cities;

4. Would standardize administrative policies, provide larger classes and more specialized instruction, at the same time reduce the unit cost;

5. Would reduce bonded indebtedness because it would not be necessary to construct or maintain the same number of school buildings;

6. Supervision of expenditures would be placed in the hands of competent men and women, devoting all their time to school matters, with the result of savings conservatively estimated at a million dollars per annum in Los Angeles County;

7. Would provide for longer terms of school in the rural districts and better educational facilities, which would tend to keep the farmers on the farms and thereby increase the production of food stuff;

8. Would equalize the tax burden for educational purposes throughout the county.

This plan has long been endorsed and advocated by the Tax Payers' Association of California; was recommended to the Governor in the report of the Special Legislative Committee on Education; authorized by Senate Concurrent Resolution No. 21 at the 43rd Session of the Legislature; was urged by State Superintendent of Public Instruction, Will C. Wood, in his biennial report to the Governor for the period ending June 3, 1920; was endorsed at the Annual Convention of the County Superintendents of Schools of the State of California at their last annual convention; was endorsed at the Annual Convention of the Boards of Supervisors of the State of California at their last annual convention; has been adopted by more than one-half the States in the Union; and has been advocated by the foremost educators in the United States.

Your Committee believes that no enlightened person will say that education is a matter of local interest, and believes that every child in the county should be given equal educational advantages with every other in training and instruction.

A study of the cost of maintaining schools under our present plan discloses the fact that there is a variation of cost per pupil in our elementary schools varying from \$46.00 per pupil per year to \$530.00 per pupil in Los Angeles County; and the cost in the high schools ranging from \$134.00 per pupil per annum to \$549.00 per pupil per annum.

If the limit of school taxes allowed by law was levied in Watts School District, they could raise only \$13.61 per pupil; whereas if the limit was levied in La Puente School District the amount raised would be \$1,216.00 per pupil, and in Beverly Hills \$705.00 per pupil. Can any one consistently say that the school children in Watts are not entitled to the same educational advantages as those afforded the school children in La Puente and Beverly Hills?

One Hundred Percent Valuation for Assessment Purposes

Your Committee would urge that steps be taken to assess property for taxation purposes in Los Angeles County at its full cash value or 100% value.

At the time the County took over the assessing and collecting of taxes for the City of Los Angeles a saving was effected of \$100,000.00 per annum. The County is now collecting for twenty-one municipali-

ties and there are nineteen cities that are making their own collections and maintaining a duplicate office of Assessor and Tax Collector, owing to the low assessed valuation, approximately 50%, placed on county property by the County Assessor.

Your Committee believes that the following advantages would attain by assessing property at its full cash value:

1. The false impression that taxes are extremely high in Los Angeles City, which is prevalent, would be obviated. As a matter of fact, the Los Angeles City and County tax rate last year was \$4.11, based approximately on 50% valuation; if reduced to 100% would have been \$2.05½ as compared with \$2.29, New York City; \$2.85, Philadelphia; \$2.41, Boston; \$2.61, Detroit; \$2.97, Baltimore, and \$2.21 in Cleveland, all of which assessed property at its full cash value. We have no doubt that this false impression frequently militates against the sale of property to prospective purchasers coming from our eastern cities;

2. If the property in Los Angeles City had been assessed at its full cash value during the last fiscal year, the 65c tax rate would have produced \$8,260,923.00, or \$316,882.00 more revenue than was produced from the \$1.00 tax rate for general purposes plus the total collections from business license taxes. This would enable the city authorities to wipe out the unjust and inequitable business license or occupational tax;

3. If Los Angeles County assessed property at its full cash value, the assessment and collection of taxes for all municipalities within the boundaries of the county could be made by county officials with a conservative saving to the tax payers of this county of approximately \$150,000.00 a year by the abolition of double offices.

While your Committee has elaborated to a certain degree on the County Unit Plan of Schools and One Hundred Percent Valuation for Assessments, we believe there are many other matters which should be given attention and which will result in corresponding savings to the tax payers, which we hope to report on more fully at a later date.

For instance, we believe that changing the fiscal year, which now is from July to June, to January to December, will release for circulation many millions of dollars that are now lying idle in the vaults of the various county treasurers for eight months of the year, and at the same time save thousands of dollars of monies spent for interest on registered warrants.

Likewise a quite substantial saving could be made by enacting a new Banking Act covering the deposit of municipal and county funds, enabling the various governmental bodies to receive higher rates of interest.

Consolidation of various governmental activities could be made without in any way curtailing the service, and at the same time effect material savings. As a specific instance we point out the overlapping work of city and county health departments, and undoubtedly a close study will develop many other duplications that may be eliminated, and which we hope to discuss more fully at a future conference.

CITY-COUNTY CHALLENGE WEST AND EAST

Extracts from an Editorial in the Chicago Daily News of February 4, 1922

By Graham Taylor
Member City Planning Commission of Chicago

A new challenge in American public affairs has arisen within very recent years and is spreading all over the land. It challenges the past and present relations between the larger cities and their surrounding counties as outgrown, wasteful and increasingly untenable.

This challenge has received new emphasis in the United States census, which now gives statistics of the population not only within the city limits of the larger cities, but also for "metropolitan districts" contiguous to them. * * *

Out here in Los Angeles county within 3,880 square miles of territory there are no fewer than thirty-eight separate and independent municipalities, besides the county government, functioning or trying to do so, independently of each other. The large proportion of their citizens and taxpayers have moved into this county from metropolitan districts in other states. Their memories of the confused and wasteful administration of public affairs where city and county governments have duplicated many of their function and expenditures warn them against allowing the same wasteful complications to continue and increase in these rapidly growing California urban areas.

Four years ago the California Taxpayers' association made a thorough study of the situation in Los Angeles county, to show the necessity and practicability of consolidating city and county governments. Facts and figures for its argument were drawn freely not only from reports of the Chicago Bureau of Public Efficiency but also from personal counsel with such municipal experts as Bion J. Arnold and George C. Sikes of Chicago. This taxpayers' study and report laid the basis for the intelligent action which it prompted and which has begun to be taken in various localities on the coast.

A Regional County-City Conference

Here at Pasadena has just been held one of the most significant county conferences that has ever taken preliminary initiative toward co-operative ends. To the call for this regional plan conference more than 180 official and semi-official representatives of twenty-five cities and lesser urban communities responded. They included county supervisors, city mayors, councilmen, commissioners and managers, and finance, engineering, highway, health, school, park, sanitary and water board officials and those of the "annexation and consolidation commission." From voluntary organizations there were representatives of chambers of commerce, automobile clubs, members of men's and women's city clubs, electric railways, and other commercial and civic organizations.

Among the representatives were C. A. Dykstra, recently transferred from the secretaryship of the Chicago City club to that of the strong and progressive City club of Los Angeles; also Willis J. Abbot, well-known Chicago journalist, now prominent in public affairs here.

The claim that this was the first conference of its kind, comprehending as it did representatives of all interests demanding co-operation and consolidation, is well founded, since no other such comprehensive and representative gathering can be recalled elsewhere. It is the more significant, especially to Chicago and Cook county, because deadlocking issues had divided the people of these different communities as they do in Illinois. * * *

Co-Operation Is Imperative

This conference was far from being a mere social gathering for the exchange of personal amenities, ending with mere discussion. Committees reported and were continued in order to plan for such practical purposes as these: "The preparation of topographical maps, to be the basis for all plans"; "flood control for land protection and water conservation"; "parks and boulevards for pleasure and recreation"; "transportation, interurban and transcontinental"; "zoning to provide order and beauty"; "subdivisions to fit a consistent regional plan"; "public finance, where shall we get the money?"; "legislation to get what we want, when we want it."

There were marked differences of opinion and sharp controversies at points of discussion, yet it was all in the best of good fellowship and with an eye single to the interests of each and all these interdependent communities. This was the more possible because among the official and other representatives were some of the most intelligent, influential and far-visioned citizens of these cities, big and little, and of the rural parts of the county. All seem to agree that "the time for isolation had passed and that co-operation is imperative in the interests of these interdependent and closely contiguous communities."

The challenge presented to these citizens to solve the untenable situation existing here and everywhere, between county and city government, was met by the ideas and policies advanced under the term "regional plan," so new to the discussion and administration of public affairs. It has come to stay, however, and may well be taken up and applied by other metropolitan districts, in conferences just like this one.

Should not the official and voluntary agencies of Chicago and Cook county be the next to get together in just such a regional-plan conference as promises so much progress for the city and county of Los Angeles?

PROGRAM

REGIONAL PLANNING CONFERENCE

OF LOS ANGELES COUNTY

HOTEL VIRGINIA

LONG BEACH, CALIFORNIA, APRIL 1, 1922

MORNING SESSION—10 A. M.

Mr. Chas. S. Henderson, President Chamber of Commerce, presiding.

WELCOME TO DELEGATES—Mayor C. A. Buffum.

HIGHWAYS—Presentation of Committee Report by Mr. C. H. Richards, Consulting Engineers' Staff Automobile Club of Southern California, and Chairman Highways Committee.

DISCUSSION—Led by Mr. Richards.

LUNCHEON—12:30 P. M.

Honorable R. F. McClennan, Fourth District Supervisor, presiding.

HOW CAN A PLANNING BOARD LEGALLY FUNCTION?—Mr. Jess E. Stephens, City Attorney of Los Angeles, and Chairman Legislative Committee.

DISCUSSION—Led by Mr. McClellan.

REPORT ON PROGRESS OF TOPOGRAPHICAL MAP of Los Angeles County, by Major John A. Griffin, City Engineer of Los Angeles, and Chairman Topographic Map Committee.

AFTERNOON SESSION—3:00 P. M.

Mr. Chas. E. Hewes, City Manager Long Beach, presiding.

SANITATION—Presentation of Committee Report on Sewage Disposal by Mr. R. V. Orbison, City Manager of South Pasadena and Chairman of Sanitation Committee.

DISCUSSION—Led by Mr. Orbison.

ADJOURNMENT

Both morning and afternoon sessions, as well as the luncheon, will be held at the Hotel Virginia. Price of the luncheon will be \$1.50 per plate.

This is the second meeting of the Regional Planning Conference. Future meetings are being planned for Santa Monica in June, 1922; Glendale in September, 1922; Los Angeles in November, 1922.