FULL TITLE
Our City of Tomorrow
A 12-part series from the Philadelphia *Public Ledger* newspaper, by Victor Henderson, discussing "the proposed development of the metropolitan area of Philadelphia and its effect on every taxpayer and property owner in the district." Each article is accompanied by a map.

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Our City of Tomorrow

By Victor Henderson

Huge Phila. Area to Grow In Orderly Way by Planning

Parklike Development of Wealthy Metropolitan District Aim of Engineers; Three States Represented in Effort

This is the first of a series of informative articles on the proposed development of the metropolitan area of Philadelphia and its effect on every taxpayer and property owner in the district.

Article No. 1

NOW the great and wealthy region that centers about Philadelphia is going to grow instead of merely happen.

The engineers and public officials of 360 political units in the 4000 square miles hereabouts have taken off their coats and pitched in to help one another in a great task of city and regional planning.

"All for one and one for all" is the spirit in which they have set to work to perfect and realize a Regional Plan. This plan is for harmonious, convenient and efficient development of the populous and rapidly growing region which stretches from east of Trenton and Princeton to west of Wilmington, from Berks County to the eastern limits of Burlington County and the pine lands of New Jersey, on both sides of the Delaware River and in the three States of Pennsylvania, New Jersey and Delaware.

Will Develop Like Park

Their co-operative undertaking is to make this widespread community —that really is all one—develop like a park instead of like a tract of cut-over land.

On a piece of cut-over land trees spring up where they will and crowd one another for light, air, soil and moisture, to the stunting or harm of all. Streams blocked by caving banks back up into mosquito ponds and swamps. Paths run where the cows happen to wander. Unchecked erosion washes the soil away from the hillsides. Forest fires blight.

But in a park trees are so planted as to grow strong and comely. Watercourses are protected against flood or drought. Drives and footpaths are laid out where people want to go. Harmony and beauty are created by skilled planning for the future.

That's the spirit of what the engineers and public officials of this region now have set to work to accomplish through co-operation with the expert staff, the officials and the Technical Advisory Committee of the Regional Planning Federation of the Philadelphia Tristate District of which Colonel Samuel Price Wetherill, Jr., is president and William H. Connell executive director.

Represent Three States

The officials and engineers combined in this new co-operation represent three States, sixteen counties, more than 200 townships and 130 incorporated cities and boroughs. Their resolve is that, hereafter, when any one of these 360 political units opens a new street or road, it shall connect logically and conveniently with highways of the region all about; that when sewers are built precautions shall be taken not to poison the sources of water supply for communities downstream; that when new areas are developed for industry there shall be forethought to prevent such developments from ruining home regions already existing, and forethought that residences for workers in these new industrial areas shall be in new home regions that are accessible, agreeable and livable.

Such regional planning is an old story in Europe.

In the region of the Ruhr, Germany's great industrial center, and including some 2000 separate communities, not a road is opened nor a new industrial establishment built without harmonious co-operation with the regional planning authorities for the entire region.

Used in Many Cities

The Russell Sage Foundation has subsidized and the Regional Plan of New York and Its Environs has completed a regional plan for the 5000 square miles centering about New York. Los Angeles County, Calif., has a planning commission with supervision over the entire 4000 square miles of that county—an area equal in size to that now being dealt with by the Regional Planning Federation here. There are today 30,000,000 Americans living in areas where regional planning definitely is going on.

Studies for such a regional plan for Philadelphia and its neighbor communities began here in 1923, with the forming of an informal committee. Two years ago the Regional Planning Federation had a campaign and obtained pledges of $600,000 to cover three years of detailed work elaborating a plan.

Experienced experts who had done such work for other communities were called in to co-operate with men already familiar with the Philadelphia region and its problems. Some of the foremost planning authorities in this country were brought here as consultants.

Elaborate studies were made—and are continuing—of the entire region and of its problems of safeguarding harmony, convenience, beauty and efficiency in future growth. As one part of the work, a large sum was spent in making airplane photographs of the entire region and assembling these as a vast mosaic showing every detail of the region.

Deal With All Problems

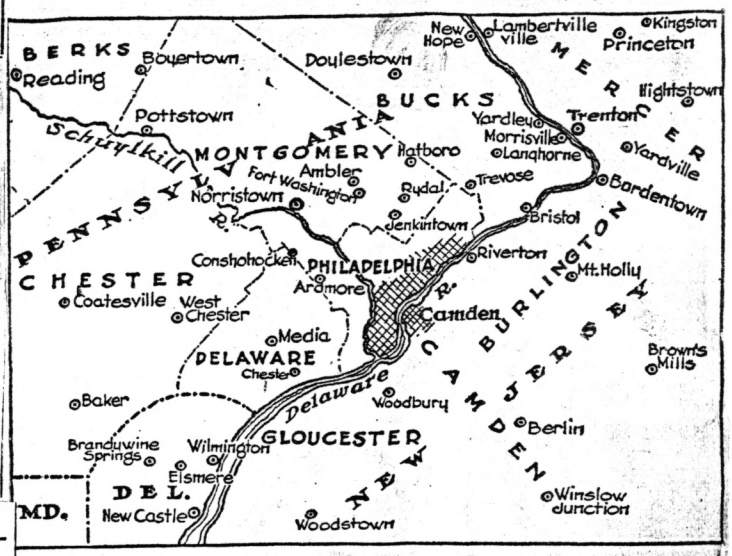
The studies carried on have dealt with highways, boulevards, parkways and bridges—keynote of any adequate regional plan; with parks and other recreational facilities, including proposal of far-stretching reservations of woodlands and hilltop country; with the development of suggestions for future provisions for railway passenger and freight transportation; with waterways and ports; with the needs of the region in the way of airways and landing fields; with sanitation, drainage and water supply, and with probable trends in the distribution of population during the next forty years—and it is estimated that the present population of 3,500,000 in the region will increase by 1970 to approximately 5,700,000 or more.

During the coming week the Regional Planning Federation will complete distribution to the engineers of all the 360 political units in this region of a reproduction of a map in which tentative suggestions regarding these matters are set forth.

And now begins the most important task of all. Now all these engineers and officials have set to work to consider the needs of their own communities in relation to the needs of the region as a whole. The suggestions each offers will be distributed to all the others. There will be innumerable conferences of small and of large groups. The plan will change and grow apace.

By the end of the current year these co-operative labors will make possible publication of a regional plan, to be followed by issuance of reports explaining in detail various aspects of unified planning for the future development of this region of 4000 square miles.

Plan Region's Vast Future



This map shows the 4000 square miles, centering about Philadelphia, which 360 political units are co-operating to develop harmoniously and efficiently, through wise planning of highways, parks and parkways, sanitation, transportation facilities and other developments envisaged for the next forty years

Public Ledger

3-17-1929

Our City of Tomorrow

By Victor Henderson

By-Pass Highways to Solve Phila. Area Traffic Problem

Regional Planners Co-operate With Three States in Mapping Routes in Metropolitan District Skirting City Proper

This is the second of a series of informative articles on the proposed development of the metropolitan area of Philadelphia and its effect on every taxpayer and property owner in the district.

Article No. 2

Twice as many automobiles as seven years ago now are contending for space on the highways of Pennsylvania.

Seven per cent more passenger automobiles and 8 per cent more commercial motor vehicles were licensed in Pennsylvania in 1929 than in 1928. The passenger automobiles last year totaled 1,524,799; other motor vehicles, 241,422, or a total of 1,766,221—one for every six inhabitants of Pennsylvania.

That's one reason why wise planning for more and better-located highways is one of the most urgent responsibilities resting upon the public authorities of the populous region centering about Philadelphia.

Plan Highway System

Governor Fisher has recognized that emergency of overcrowding of present highways exists. He has set the Pennsylvania Department of Highways to work to help meet that emergency. The Departments of Highways of New Jersey, Delaware and Maryland have consulted with the Pennsylvania authorities.

And now the engineers of the four States have approved in principle the remedy for present ills of traffic congestion agreed upon by them in conference with the Regional Planning Federation of the Philadelphia Tristate District.

That remedy is construction of new by-pass major highways of generous capacity and modern construction, running from the region east of Trenton on southwest into the region west of Wilmington.

Half the automobile traffic that crosses the Delaware River from Trenton to Morrisville has no desire to reach the central portions of Philadelphia. One-fourth of it has no errand in Philadelphia at all. Yet at present all of it is dumped into central Philadelphia, to add to local traffic congestion as well as itself to suffer delay.

The proposed by-pass routes will reduce such needless congestion and expedite automobile movement by skirting about Philadelphia, running north of Jenkintown and staying west of Haverford and Ardmore, and by skirting north of Wilmington, instead of adding to the congestion of downtown Wilmington.

For eight months now the engineers of the Pennsylvania State Highway Department have been making office and field studies of the first, or inner, of the proposed by-pass routes. Later will come detailed study of the outer by-pass highway route, several miles north of the inner by-pass route.

A third major highway on the Pennsylvania side of the Delaware is planned. This will be developed parallel to and near the river, as an industrial highway, to serve the needs of industrial establishments all the way from Morrisville to Wilmington. Similar by-pass routes are being also will be developed on the New Jersey-side of the Delaware River.

Will Be Developed by States

These east-and-west highways will provide for the heaviest flows of traffic in this region. But the federation planners have indicated on their maps ample provision of highways running north and south. These will be developed by the State Governments and by local communities for interconnection of the major east-and-west highways and for north-and-south and local movements of traffic.

Driving for pleasure demands additional and different provision. And for this the federation maps present proposals of the development of a marvelous web of parkways, following along the valleys of the fifty watercourses in the 4000 square miles of the region or mounting now and again to the crests of hill ranges, for far outlook over valley, hill and plain.

These parkways are so planned that any resident of the entire region could enter upon one of the parkways of the system within three or four miles of his home, journey for 150 miles or more along uninterrupted parkways, protected by grade separation from obstruction by intersecting traffic, and circle home again with memories of a whole day of driving through park and woodland.

Will Begin at Yardley

The inner bypass highway scheduled for earliest development by the Pennsylvania Department of Highways now is thought of as beginning at Yardley, on the Delaware River several miles above Trenton. Automobile traffic from New York would enter this highway there after having skirted north of Trenton without being obliged to enter it.

The route contemplated for this inner bypass highway is by way of Langhorne, Parkland, Trevose, Rydal, Wyncote, across the Schuylkill below Conshohocken, through the region where Radnor and Haverford Townships meet, west of Media and of Glen Riddle, on southwest, keeping north of Wilmington, and then southward, west of New Castle, to connect with the great du Pont Highway of Delaware.

The outer bypass highway, also agreed to in principle by the four State Departments of Highways, also starts from Yardley, on the Delaware. The route runs southwestward through the regions of Hatboro and Fort Washington, crosses the Schuylkill northward from Conshohocken, turns southward for a course midway between Devon and Wayne, keeps well northward from Kennett Square, and in London Grove Township passes out of the area of the tristate regional plan, connecting with a highway to Baltimore.

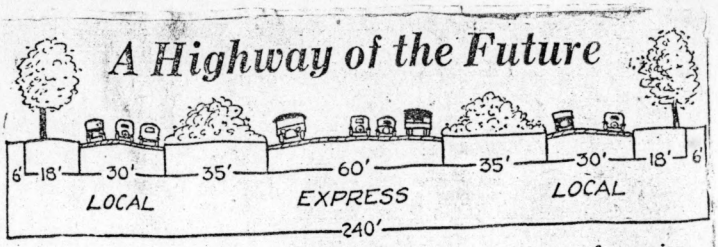
Rapid movement will be possible on these major highways. This is because it is proposed to have all intersecting highways pass over or under—with eventual complete grade separation.

It is proposed to have a central avenue wide enough for three lines of traffic in each direction; a planted strip on either side, with trees and shrubs, to protect bordering property from the noise, dust and fumes of heavy motor traffic; then, on each side, a local roadway, with sidewalks and then another planted strip on which habitation would face. At intervals of a quarter of a mile or so there would be interconnection between the express and the parallel local highways.

Acquirement of rights of way 250 feet wide is regarded as the ideal that should be aimed for.

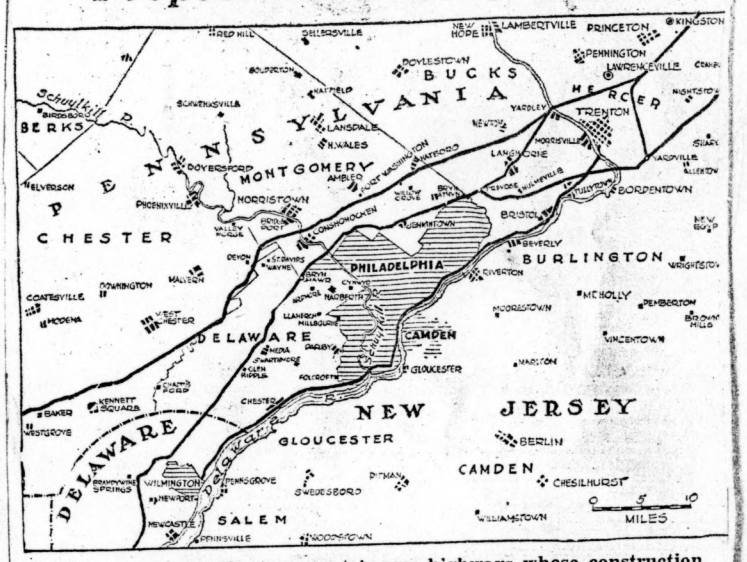
The development of these highway plans has meant long and active cooperation between James L. Stuart, secretary of the Department of Highways of Pennsylvania; Samuel Eckels, its chief engineer, and Wayne D. Meyers, in charge of its Philadelphia division; Major W. G. Sloan, chief engineer of the New Jersey State Highway Department until recently, and his successor, J. L. Bauer; C. Douglass Buck, formerly head of the Department of Highways of Delaware and now Governor, and his successor, W. W. Mack, now highway engineer of Delaware, and representatives of the Regional Planning Federation, including its executive director, William H. Connell, formerly head of the Pennsylvania Highway Department; George S. Webster, chairman of the federation's Highway Committee, and Joseph T. Woodruff, chief planning engineer of the federation.

A Highway of the Future



This picture shows what the engineers plan for highways for major use. The express section in the middle will accommodate three lines of traffic in each direction; the flanking local roads, a total of three lines of traffic each. Plantings protect the environs from noise, smoke and fumes

Proposed Relief Highways



This map shows the two great bypass highways whose construction has been agreed to in principle by three neighbor States, to prevent congestion of motor traffic and increase quickness and convenience. Along the Delaware is shown a third proposed new highway—for industrial needs

Public Ledger — 3-18-1930.

Our City of Tomorrow

By Victor Henderson

Regional Maps Safeguard Beauty Spots in Phila. Area

Natural Blessings of 50 Creek Valleys Will Be Rescued From Ruin; Chain of Parkways Embraced in Plans

ARTICLE NO. 3

Every one ought to have access to a place where he can ramble in the woods lie on his back under a tree and look at white clouds floating in the sky, wade in a creek and play at building dams and waterways, and eat a picnic lunch on the bank of the stream, with the sound in his ears of running water and of wind through the trees.

Definite effort to safeguard those blessings for all the 3,500,000 persons now dwelling in the 4000 square miles of which this city is the center now has been launched by the Regional Planning Federation of the Philadelphia Tri-State District.

There are fifty beautiful creek-valleys in this region which ought to be rescued from ruin, like the many buried streams which once adorned Philadelphia and now are hidden out of sight as costly storm-sewers.

Present Great Marvels

Those fifty watercourses, with a total length of some 1500 miles, represent a marvelous opportunity for development of a great series of parkways. Those parkways would preserve natural beauty forever, in close proximity to the homes of the 5,700,000 persons who will be dwelling in the Philadelphia region within another forty years or less.

Now the Executive Committee of the federation is suggesting to the local representatives of each section in the 4000 square miles the immediate organization of local committees on parkways. These committees will take in hand preservation of individual creek-valleys and development of local parkways, constituting together one great system.

Once completed, that web of parkways will mean that one will be able to journey for 150 miles or more along a chain of parkways, and circle home again over a new route, and go forth Sunday after Sunday for months and still find new parkways to explore and delight in.

Creation of eight of these local parkways committees now are about to begin this work.

Eight Committees to Work

These eight committees will set to work, respectively, on development of parkway projects for Cobbs, Darby, Pennypack and Neshaminy Creeks, in Pennsylvania; the Brandywine, in Delaware and Pennsylvania; Rancocas and Big Timber Creeks, in New Jersey, not far from Camden, and Assanpink Creek, in the region north of Trenton.

These committees will be only a beginning. It is planned to organize similar committees to arouse community zeal for development of parkways along each of the many other watercourses of the region.

What makes these undertakings especially appealing is that this is a plain chance to eat your cake and have it too!

Such parkways cost millions—and don't cost a cent. That's because of the enormous increase in values that is invariable result of the construction of such parkways.

For example: Westchester County, just north of New York City, has spent $60,000,000 in the last six years on the development of parks and parkways. During those six years assessments in that county have risen from $743,000,000 to $1,512,000,000. Jay Downer, chief engineer of the Westchester County Park Commission, states that all the real estate men agree in asserting that 75 per cent of that increase in value has been due to the construction of these new parks and parkways.

"Put Parkway on Map"

The way for a local community to assure its own parkway project, says the federation, is to "put the parkway on the map." Once that has been done, there will be an end to the making of any further improvements on areas needed for the parkway which would increase the cost of eventually acquiring the land.

Experience has shown, say the federation officials, that owners of lands contiguous to a proposed parkway often are glad to dedicate strips bordering their own holdings in order to encourage successful completion of the undertaking. Such owners realize that when the time comes when they want to sell their holdings as a whole or to subdivide and sell, the prices they can obtain will be vastly improved by the presence of a parkway.

Land developers know from sad experience that it is exceedingly costly to put a stream under ground, or to provide the drainage and flood protection needed along a watercourse. Moreover, the land along a stream is likely to be too marshy, rocky, or uneven in topography to be suitable for building developments. But such qualities of diversity of surface make the land all the more attractive and appropriate for parkway purposes.

Many Beauty Spots Envisaged

Some of the watercourses in the Philadelphia region follow valleys which are natural arteries of traffic. Most of them, however, are best fitted for development, primarily, for beauty and for pleasure. Some portions will be best left as places just for pedestrians to roam along trails.

Usually, however, a driveway advantageously can be provided, back from the stream, and with natural growth of trees, shrubs and wildflowers on either hand. And as adjoining areas are developed as residence regions, the dwellings will front not toward the parkway but toward paralleling streets, and with their back windows looking out over their own gardens toward the gardened or forested parkway lands.

A great parkway along the upper Delaware, stretching on to Riegelsville, is an important part of the parkway projects envisaged. Another is extension of the present Wissahickon Park areas to the headwaters of that stream. Another is extension of a parkway from Fairmount Park to the Schuylkill to Valley Forge State Park. And the growing system of parks and parkways centering about Camden is another important element.

Interconnection of all parkways is part of the plan.

The pine lands of New Jersey represent opportunity to create a great forest reservation of not less than 150,000 acres, easy of access for the vast population of neighbor cities in three States. The State Forestry Commission of New Jersey vigorously is endeavoring to further that idea.

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3-19-
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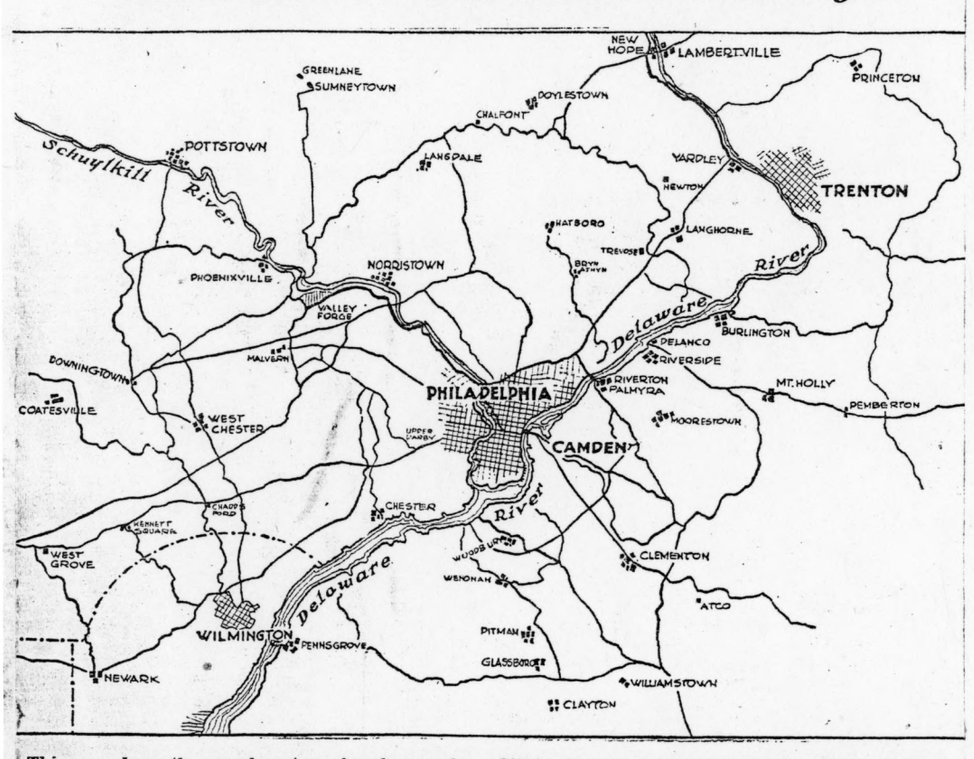
Forest Reserve Urged

Acquisition of thousands of acres in Berks, Chester and Lancaster Counties, on heights back from the Schuylkill and in the region drained by Allegheny and French Creeks, as a beautiful forest reservation is being advocated by Philip M. Sharples, of West Chester, a vice president of the federation. Such a forest reservation well might be left almost wholly without roads—but be provided with plenty of trails and opportunities for tramping and camping in the wilds.

A community ought to have at least ten acres of parks and parkways for every 100 inhabitants, declare the best authorities on modern regional planning. The region of Philadelphia hasn't even one-third as much as that!

But now the community has awakened to the need. The co-operation of the 360 political units which make up the 4000 square miles of this region will seize the precious opportunity of creating adequate parks and parkways before the time is too late.

Plan Chain of 1500 Miles of Parkways



This map shows the superb system of parkways, along fifty watercourses, proposed by the Regional Planning Federation. These parkways would aggregate 1500 miles. They would be interconnected, so that any resident of the region could enter upon a parkway within convenient distance of his home, drive for 150 miles or more, and circle home again—on beautiful parkways all the way. Grade separation is proposed, so that traffic would not be impeded at junctions of these parkways with other highways

Our City of Tomorrow

By Victor Henderson

Airports Dotting Phila. Area Envisioned in Regional Plan

Federation Appeals to Communities in 4000-Mile District to Appoint Committees to Consider Needs

Article No. 4

The flying era has come.

Villages and country regions must join hands with the cities to help solve the common problem of what to do about the growing swarms of planes in the air.

Local communities throughout the 4000 square miles of which Philadelphia is the center are being appealed to by the Regional Planning Federation of the Tristate District to organize local committees to deal with their own aviation problems of today and to co-operate in sound planning for the aviation future of the region.

There must be a multitude of new auxiliary landing fields. Safety demands that passenger-transport airplanes should always be within a few minutes of a safe place to land. Presence of emergency landing fields at ten-mile intervals means previous opportunity to make urgent repairs or adjustments or to seek safety from threatening storms.

Many Delay Action

A large number of communities in this region which ought to be providing themselves with auxiliary landing-fields have done nothing about it as yet. Further delay means increase of difficulty in finding an adequate location as yet unimpeded, and means increase in cost.

In some instances what's needed is that a group of neighbor communities should unite their efforts to provide jointly a proper auxiliary landing field in convenient nearness to all the group.

And many communities that regard establishment of an auxiliary landing field as beyond their present resources can make valuable contributions in other ways to the advancement of American aviation.

For one thing, they can see to it the name of their own town is painted in block letters ten to thirty feet high on the roof of a railroad station or a factory so that bewildered flyers can read it from the air and find out where they are. Or they can see that helpful hints of place, direction and distance are kept painted on main highways, where no shade will fall from building or tree, in letters huge enough to be read from flying planes. And they can see to it warning lights are placed on high-tension wires or other structures menacing safety to night fliers.

Hog Island Major Project

Not every community can hope for a Hog Island air terminal. That important project, with its bringing together of air, rail and marine transportation to serve the needs of a vast city, is regarded by the federation experts as offering opportunity for development of one of the great airports of the world.

That Hog Island terminal will provide accommodations for heavy aerial traffic of the future. It will be a major airport for lines making scheduled trips paralleling the Atlantic coast from Boston to Atlanta and beyond, starting across the continent by way of Chicago, or linking the North and the South.

But Philadelphia will need no end of other flying fields in addition to Hog Island, points out the federation Even for heavy-scheduled traffic there will be continued use for the Central Airport at Camden and need for still another airport in Northeast Philadelphia—where already four flying fields exist.

But there are still other needs to be met, by diverse types of flying fields.

Training should be given at fields intended for that special purpose. Eventually it is not unlikely airplanes will be stored or given overhauling and major repairs not at a passenger airport, but at fields developed expressly for such purposes. Accommodations are needed for flyers, whose special work is photography, surveying or advertising. Manufacturers will want fields for test and experimental work where they will not be interfered with either by student or by scheduled passenger flights. There will be fields for the special use of members of flying clubs.

Need Increases

And there will be the large demand for service fields, where airplanes can land to refuel or for minor repairs. where one will go if he wants a sightseeing trip, or where one will take off when he hires a plane—like a taxi—to take him on a journey all his own.

All these developing activities are increasing the need for auxiliary landing fields scattered at ten-mile intervals all over the 4000 square mlies of the Tristate District.

It is manifestly for the local communities to decide for themselves where to develop their own auxiliary landing fields. But it is important that they should make their decisions in conference with the federation planners, so that co-operation of the region as a whole shall be brought about.

So while the federation will not suggest exact positions for creation of auxiliary landing fields, it will point out probable needs. For example, the passenger air service from Boston to Florida will pass near Trenton, within five miles of which is the good Mercer Airport. Between there and Philadelphia auxiliary landing fields ought to be developed near Langhorne and north of Bristol. Wilmington ought to have a major airport—it relies at present on Bellanca Field, near New Castle. And auxiliary fields ought to be developed in the region, say, of Bridgeton and of Mullica Hill.

New Jersey Field Needed

On the Camden side of the Delaware there ought to be good auxiliary landing fields near Bordentown, Burlington, Medford and Woodbury. Airplanes flying to Atlantic City can land at the present Pine Valley Air port, between Clementon and Berlin, but they should have another accessible field some ten miles further on—as, for example, near Hammonton. A group of communities such as Bridgeton, Millville and Vineland well might unite to provide an auxiliary landing field thereabouts.

If the proposed air route to the West by way of Pittsburgh is worked out, then Media, Chester and Coatesville all would need to offer safe auxiliary landing fields. And on a route past Bethlehem and Syracuse to Buffalo, Ambler and Hatfield would be appropriate places to look for auxiliary landing fields.

As centers of population, Chester Kennett Square, Phoenixville and Pottstown all ought to be provided with auxiliary flying fields. So, too as regards Norristown, West Chester Coatesville and many other places.

Public ownership of airports and auxiliary landing fields is deemed by the federation advisers safer than to leave the matter to private initiative—because it assures permanency, is more likely to result in acquisition of sites adequate in size, and because such an investment pays a community, even if it doesn't pay money profit direct, just as is true with investments in parks or highways. But public ownership can, if desired, be accompanied by operation by lessees.

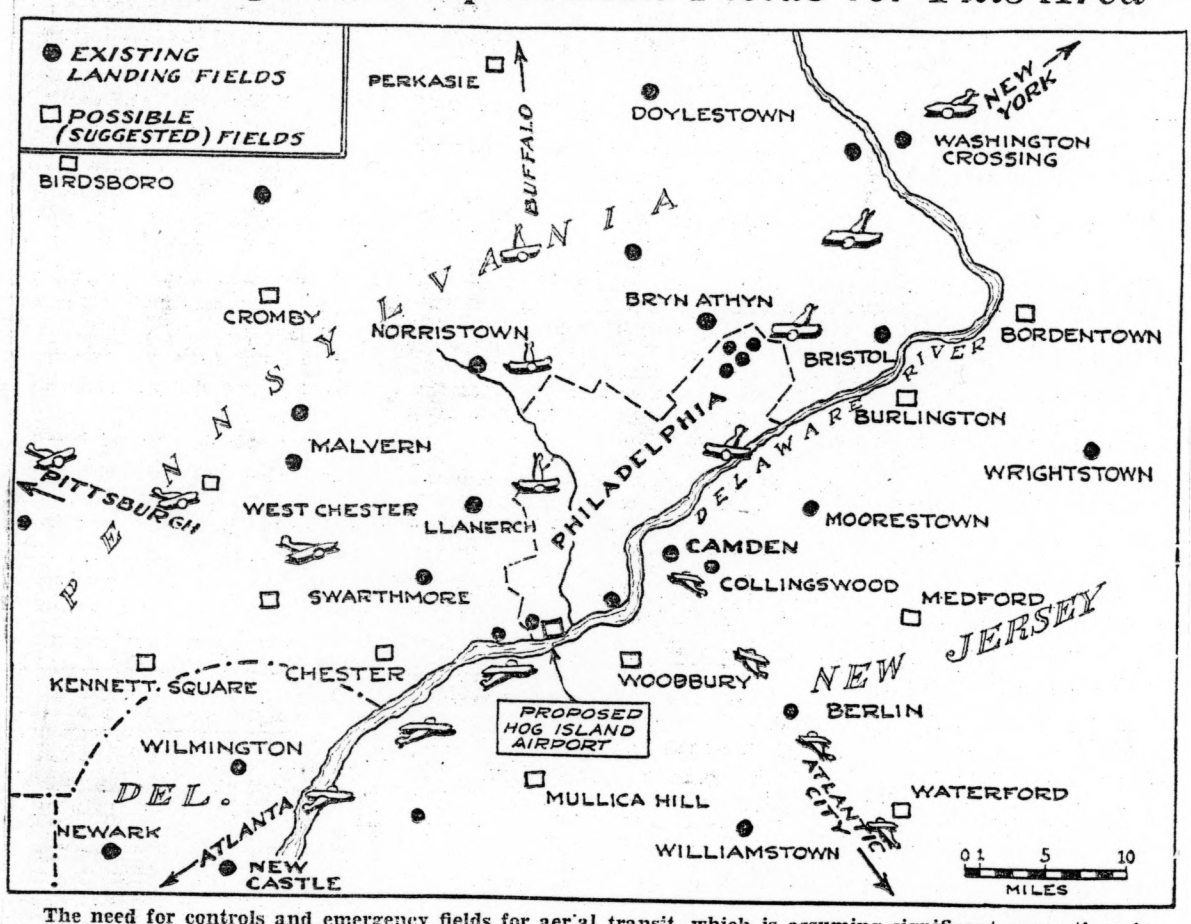
Consultation with the Aviation Division of the United States Department of Commerce is of the greatest value in planning right for aviation developments—so the federation advises, grateful for the great aid it itself has received from that source.

While you're getting, get a-plenty—and be sure your land's all level and well drained. That's the federation's advice about areas for auxiliary landing fields and for airports.

On a big airport there should be a mile of landing distance in all directions. A training field should have at least a half mile in all directions. A service field should be at least that large. Auxiliary landing fields should provide not less than 1500 feet.

Airplanes are growing larger and heavier—and the helicopter, which requires comparatively little space to land, has not yet made its rivals extinct birds.

Existing and Proposed Air Fields for This Area



The need for controls and emergency fields for aerial transit, which is assuming significant proportions in and about the Philadelphia district

Our City of Tomorrow

By Victor Henderson

Regional Plans to Foster Development of Industry

Equally Important Task Is to Make Living Conditions for Army of Workers Attractive and Wholesome

Article No. 5

Manufacturing provides livelihood for the majority of the 3,500,000 people who dwell in 4000 square miles of the wealthy region of which Philadelphia is the center.

One of the most important duties of regional planning for the Philadelphia Tri-State District, therefore, is so to plan for the future growth of the region as to foster the development and prosperity of industry.

And another equally important responsibility is to make the surroundings of daily life so convenient, agreeable and wholesome this region will attract and hold a great army of workers. The skill and the availability of that great multitude of workers constitute one of the foremost inducements for industries to locate and to remain hereabouts.

Cities Dwelling Places

Great American metropolitan areas like that about Philadelphia are going to increase vastly in population, and not dwindle. The cities and not the country are where America's rapid additions to population will dwell. The country regions of the United States already have enough population to till the lands it is economically worth while to till.

The rapid progress that is being achieved in developing the use of labor-saving machinery on farms will decrease the number of workers needed for American agriculture. The great improvements that are going on in applying science to agriculture so as to increase the yield of farms and man-per-day production in agriculture tend in the same direction. The resultant advance in agricultural prosperity will mean increased consumptive power and increased demand for goods produced in city regions.

With growth certain in industry and in industrial population, obligation rests on the authorities of all the 360 political units which make up the Tri-State District to co-operate to the fullest to help in the industries, to be good neighbors and to aid the individual communities to be good neighbors to the industries.

This an Electric Era

One great change has been brought about by the rapid increase in use of electric power. When power comes over a wire, location immediately alongside a river or a railroad no olnger is as vitally essential for an industry as in the days when power was derived from coal burned at the individual plant.

This means that industries can scatter more widely through the region than in former times.

This implies that there is urgent need for wise planning of the zoning and development of individual communities throughout the region in such a way that industries will be given ample opportunity to locate and develop.

Equally important—it implies that there is pressing need to plan and to zone in such a way that industrial slums will be prevented from arising, but that well-planned and agreeable residence areas shall be developed in convenient proximity to the industrial areas. Thus, workers can be housed in advantageous surroundings and yet within convenient reach of the plants where they will do their daily work.

This is as important for the industries as for the employes. Health and contentment, satisfaction with home surroundings, and adequate access to recreational and social facilities mean sense of well-being. And that helps prevent costly wastes of industrial labor turnover.

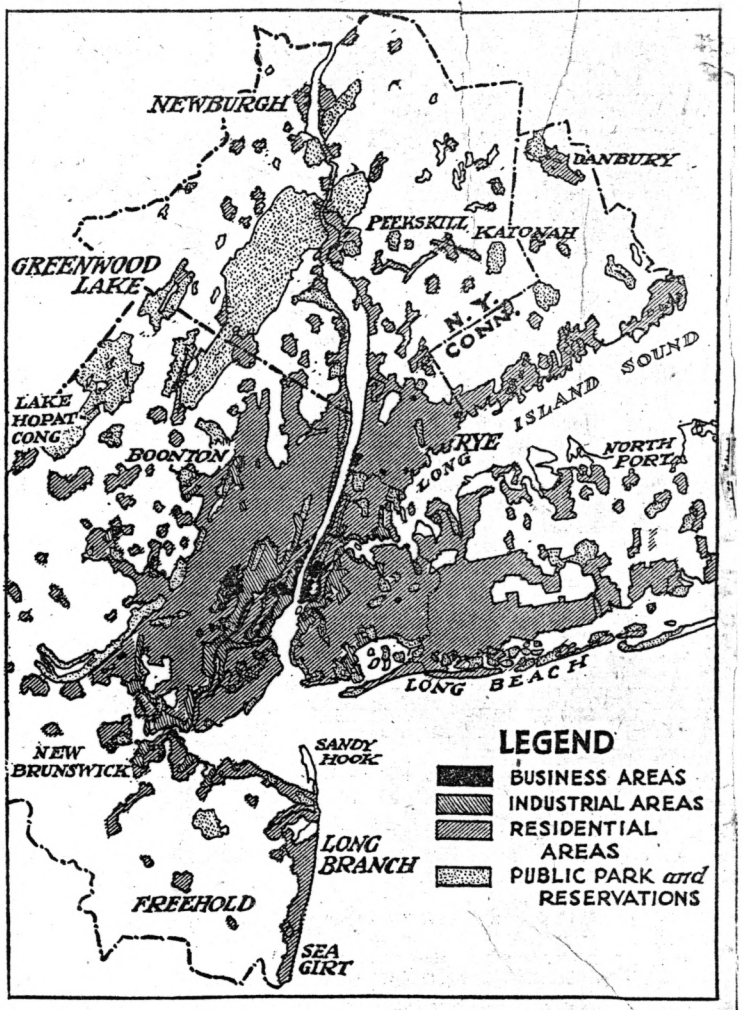
Left to Communities

These matters of their own zoning and town planning must be dealt with by the individual communities of the region. But the Regional Planning Federation experts will play an important part in all this by awakening the local authorities of individual political units to the urgency of the matter, by counseling and advising, and by bringing into harmonious co-operation the efforts of neighbor communities.

As the federation planners envisage the future, the areas along the Lower Delaware and the Lower Schuylkill are likely to continue to be the place for the industries such as heavy metal, chemicals and oils—industries which consume large quantities of fuels or ores and which are likely to produce large quantities, relatively, of smoke and fumes. Automobile assembling and aircraft manufacturing are likely to be in such regions, too—though the latter has less need to be near a navigable river.

Many industries which require relatively small space per worker and which profit by convenient access for buyers, such as clothing, printing, electrical goods, small tools and equipment, radio, food products, tobacco, fine furniture and rubber goods, are likely, as at present, to occupy loft buildings in the larger cities of the region.

New York Plans for Industry



This map illustrates how vastly greater is the area needed for residence than for industry. It is a map prepared by the Regional Plan of New York and Its Environs, to show how that region plans to put business, industry, homes and parks in their right and profitable places for convenience and livability

Sites for Big Industries

Industries, however, which require a large area per worker or highly specialized buildings are likely to occupy sites where land is lower in cost, where taxes may be expected to be lower and where highway movement is less likely to be impeded by costly traffic delays.

There are today some 478,220 employes of industries in this region—not including employes of transportation or utility companies. Since 1909, industrial employes have decreased in number in Philadelphia itself by 1.8 per cent, but increases elsewhere have been as follows: Trenton, 20.4 per cent; Chester, 33.2 per cent, and Camden, 37.4 per cent.

In that twenty-year period, horsepower per worker has doubled, and the value of products per worker per day has more than doubled.

Our City of Tomorrow

By Victor Henderson

Forty-Foot Channel to Sea On Program for Phila. Area

Extension of Shipway to Trenton and Canal From the Delaware to the Raritan Developments for Near Future

Article No. 6

A forty-foot channel to the sea!

New Jersey and Delaware are as keenly interested as Pennsylvania in such adequate development of the Delaware River. A forty-foot channel is the standard already sanctioned for New York, Boston, Baltimore and Norfolk. This region will not rest content with any allotment of inferiority in port facilities.

Thirty-five feet is the present official depth of channel for the Delaware River up to Allegheny avenue. Not until a forty-foot channel has been obtained will this region be ready to receive the largest ships of modern commerce.

Jersey Aids Program

New Jersey has created a South Jersey Port Commission to further developments along the Delaware. Pennsylvania has its Commissioners of Navigation, including the Director of Wharves, Docks and Ferries of Philadelphia, two other representatives of Philadelphia and one representative each of Chester and of Bristol.

New Jersey has had much experience with interstate co-operation, as in the case of the Port Authority, in which New York and New Jersey join efforts, and in the case of other interstate commissions dealing with bridges and tunnels.

It has been often suggested that it would be well for similar interstate co-operation to be brought about by creation of an interstate body to exercise authority over the Delaware River.

Development of a twenty-foot channel up the Delaware from Allegheny avenue to Trenton now seems likely of early realization. The Government some time ago approved this project.

That approval was contingent on construction by Trenton of an adequate terminal. Enemies of this development at last have been overcome, after long struggle, through the voting by the citizens of Trenton of bonds to defray the cost of such a terminal.

Canal Vital Need

Another requirement of the army engineers was the consent must be obtained of various property-owners along the Delaware for placing on their lands what is to be dredged out of the river to deepen the channel. The necessary agreements now have been obtained from riparian owners.

A twelve-foot canal across New Jersey, leaving the Delaware near Bordentown and connecting with the Raritan and so with the Port of New York, is another need for the encouragement of water-borne commerce. The Atlantic Deeper Waterways Association for years has been working to arouse public sentiment to demand this improvement. This is a part of the great project of providing such inland waterways all along the coast, with small craft protected from any need of going out to sea.

Thus far Pennsylvania has much exceeded New Jersey in industrial developments along the Delaware. But the future will see development of industrial areas, with river-wharves bordering a long stretch of the Delaware south of Camden.

Hog Island Development

The greatest new development of the near future, however, will be at Hog Island. Already three lines of railroads have tracks or rights of way to Hog Island. The United States Shipping Board will agree to sale of Hog Island to Philadelphia, for creation of a great air-rail-marine terminal, only under assurances that Philadelphia will develop adequate facilities for marine use of the river frontage. Only a small fraction of the frontage there will be required for the basin for hydroplanes which is a part of the city's plans for the aviation part of the Hog Island undertaking.

Further development of the Schuylkill is another important aspect of the future of port growth hereabouts.

Wilmington has set an example which is full of suggestion for wise planning of future Schuylkill development.

The Wilmington Harbor Commissioners, in creating the new marine terminal there, negotiated leases with various industries granting the privilege of sharing in the use of public wharves.

Suggestion for Schuylkill

John Meigs, who was engineer for that Wilmington development, has suggested to the Regional Planning Federation of the Philadelphia Tri-state District that avluable opportunity presents itself to develop that same idea along the Schuylkill.

It is a costly undertaking for an individual industry to construct its own wharves and maintain its own waterfront facilities—often to be used thereafter up to only a small fraction of their capacity.

The city itself well might construct such waterfront facilities along the Schuylkill and acquire also rights-of-way at intervals reaching for say half a mile back from the river. Then individual industries could contract with the city to share in the use of these facilities.

Because of the provision of such city-owned rights-of-way, industries established back from the river could have access to these facilities, at a fraction of the cost of maintaining them for themselves. Another advantage of this plan is that land back from the river often would not cost an industry more than one-fifth as much as river-frontage land.

Railroad Development

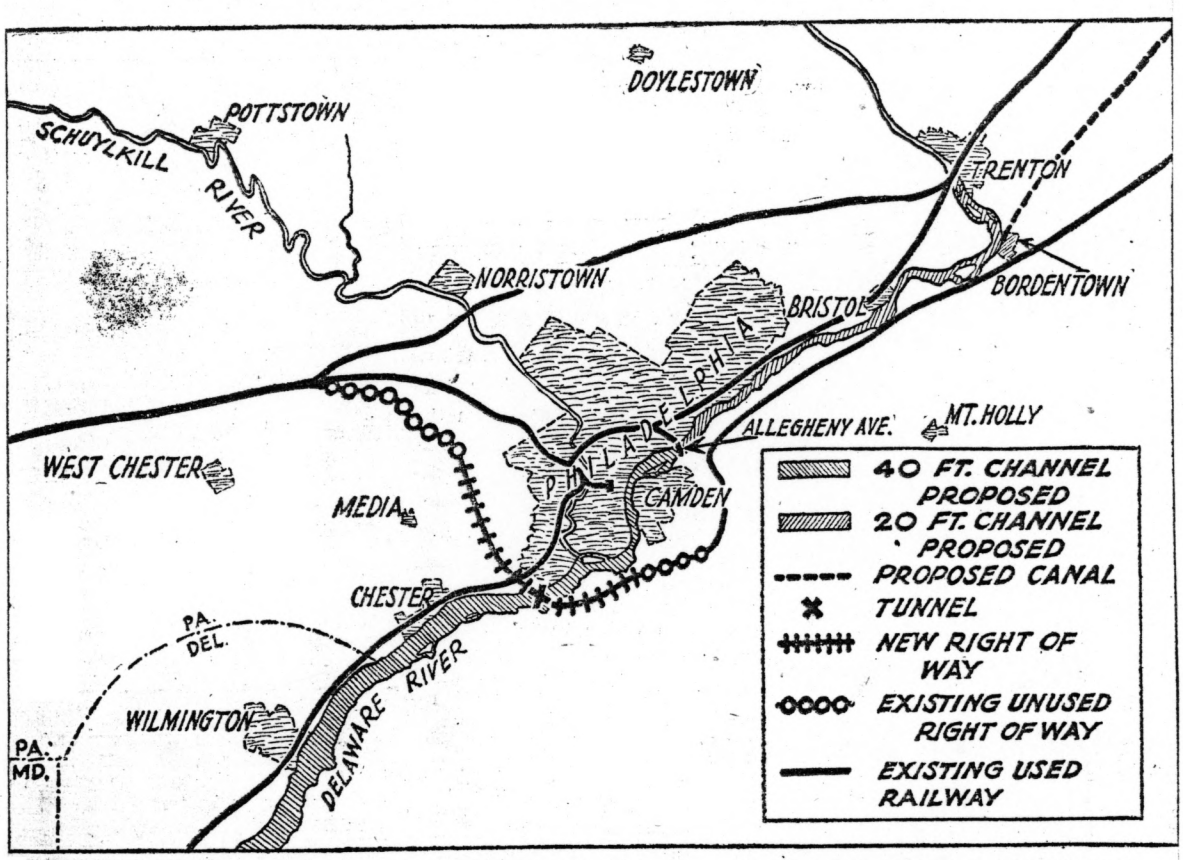
Two pieces of railroad development have been proposed which are of great interest and concern to the region.

One is the proposal that a belt line be provided which would own and operate its own locomotives, over tracks which it owned or fully controlled, along the full length of the city's waterfront, and that this belt line should provide interconnection between wharves and railroads not subject to the delays and difficulties, which seem inseparable from the present methods of operation of such belt-line facilities as now exist. The present methods of handling seem to involve jockeying for position in the handling of freight by the Reading and the Pennsylvania with consequent delays.

Another proposal for railroad construction is that a tunnel be constructed under the Delaware, just downstream from Hog Island. Such a tunnel would make it possible for freight coming northeastward to be routed under the Delaware and then on toward New York by the Amboy Division. That would obviate the present necessity of sending such freight through crowded West Philadelphia.

Otherwise, this region seems well supplied with railroad facilities. It is thought likely that future construction will be in the nature of additional spur tracks to industrial plants and increase of trackage of present lines, rather than in the form of constructing lines along new routes. This is made all the more probable because of the great and growing use of highways for the hauling of freight by trucks.

Plan Added Port and Rail Facilities



This map shows various needs of this region for better handling of its vast and rapidly growing commerce, including deepening of the Delaware River Channel to forty feet to Allegheny avenue and to twenty feet from there to Trenton, a twelve-foot canal from the Delaware River to the Raritan and a tunnel under the Delaware River, downstream from Hog Island, so that freight can be routed toward New York over the Amboy Division instead of through West Philadelphia

Our City of Tomorrow

By Victor Henderson

Sewage and Water Supply Problems for Phila. Area

Regional Planning Federation Faces Obstacles in Ending Pollution of Streams; Studies Systems of Foreign Countries

ARTICLE NO. 7

This long-suffering community meekly has submitted to letting industrialists pour trade wastes into the river from which it takes its drinking water when such nuisance is preventable and unnecessary.

It meekly has submitted to letting other communities upstream dump raw sewage into the rivers when proper sewage treatment and disposal methods would obviate such nuisance.

But there is another side of the story. This is the fact that Philadelphia has been treating communities downstream as badly as upstream industries and communities have been treating Philadelphia.

Sewage Still a Problem

Beginnings have been made by Philadelphia in cleaning up its own filth. But these are as yet only beginnings. Vast expenditures still remain to be made before all the city's sewage will receive even the most elementary care. And even the beginnings which have been made with sewage from Northeast Philadelphia merely use sedimentation and apply neither oxidation nor chemical treatment, both needed to make the effluent unobjectionable.

To keep a street clean, let every neighbor keep his own sidewalks neat!

Keeping rivers clean is much like that. It's a job that needs co-operation, with every municipality and every industry resolved—or compelled, if need be—to be a good neighbor and to do a fair and honest share in preventing river pollution.

The problem of cleaning up the Schuylkill and the Delaware is one which affects virtually all the great area for which the Regional Planning Federation of the Philadelphia Tri-state District is carrying on regional planning work. The vast majority of the inhabitants of that region drink water derived from the Delaware or its tributaries. Three-fourths of the inhabitants from the neighborhoods of Trenton and of Pottstown down to the region about Wilmington drink surface water and not water from wells.

Pollution Continues

The Pennsylvania State Board of Health from time to time issues warnings that pollution must stop. The Sanitary Water Board, an instrumentality of the State and a part of the Pennsylvania Department of Health, makes faces at the naughty municipalities and industries which continue to pollute the rivers. But the pollution goes on!

Recently the Schuylkill Valley Board has been organized by good citizens of the lower part of that watershed in the endeavor to arouse public sentiment to demand more rapid progress toward cleaning up. Also the city's law department has been at work on the problem.

But one great obstacle in the way is that individual communities are slow in fulfilling their obvious duty of making the great expenditures necessary to provide adequately for proper sewage disposal.

And another great obstacle is that individual industries often exhaust every resource of procrastination in the endeavor to escape from spending the money necessary to prevent the pouring of their own objectionable trade-wastes into the river.

Meanwhile, costly damages continue which would be prevented by insistence on cleaning up. And one manufacturer suffers damage which he inflicts on others in turn.

These manufacturers suffer damage to their mechanical equipment and processes by the fact that the water they use has been polluted by industries up-stream. Vessels plying in the Schuylkill and the Delaware have to be painted oftener and suffer more deterioration than if they could navigate in cleaner water. Buildings along the rivers are rendered less tenantable by river smells. Perishables suffer deterioration from odors from polluted streams. And proper enjoyment of the rivers and their banks for recreational purposes is impaired by the filthy condition of the streams.

Worse Along Schuylkill

Conditions are much worse along the Schuylkill than along the Delaware—bad as is the condition of the latter. One reason is that the Schuylkill is a smaller stream and provides less dilution. Another is that trade-wastes are especially abundant there. And another is the fact that even if the communities along the Schuylkill all provided proper sewage treatment, and even if all the industries did what they ought to do in the handling of trade-wastes, the waters of the Schuylkill still, for a long time to come, would be blackened by wastes washed into the river from the enormous culm-banks in the coal regions up-stream.

The ingenuity of the modern chemist is one factor that eventually will help existing conditions. Industries elsewhere that have been compelled to prevent pollution of rivers by trade-wastes sometimes have derived a handsome profit from treatment methods developed under compulsion from sanitary authorities. For instance, the Eastman Kodak Company, at Rochester, N. Y., was compelled to abate a nuisance caused by its trade-wastes. New processes were installed—and from the chemicals recovered, good interest was netted on the investment.

Germany's Good Example

Germany has set a good example in these matters. In the thickly populated region along the Rhine and its tributaries it is required that all sewage shall receive highly developed modern forms of treatment before being emptied into watercourses. This does not stop with sedimentation for removal of solids and bacterial action for breaking up of suspended solids—which is as far as Philadelphia goes, in its best efforts, as yet. In addition, in Germany, oxidation is applied—the effluent from the settling-tanks is sprayed. And in addition there is chemical treatment, so that the effluent is not only clear, but bacteriologically harmless.

Moreover, Germany is rigorous in protecting its Rhine tributaries against wastes from banks or boats.

What Others Do

Possibly at some time in the future there will be developed hereabouts interstate political organisms to handle the region's common problems of water supply and of sewage disposal.

A precedent is the interstate commissions which have handled bridge construction between Pennsylvania and New Jersey and New Jersey and New York, park developments affecting New Jersey and New York and port development about New York. There is a metropolitan water and sewerage board for Boston and its environs. The Cleveland Water Department supplies water not only to Cleveland, but to neighboring municipalities.

The Ohio laws provide that a sewer district can be organized for a county as a whole and costs assessed proportionally on the municipalities of the region affected.

The Chicago sanitary district and the north shore sanitary district are working out a program for great sewage-treatment plants to take care of the needs of Chicago and its neighbors.

One example of unified handling of the water problems of neighbor communities is that the Philadelphia Suburban Water Company, built up by various mergers, supplies water to communities all along the Main Line as far as Malvern, out through Jenkintown and Willow Grove and west to Swarthmore, Media and on toward Chester.

Hopeful Signs

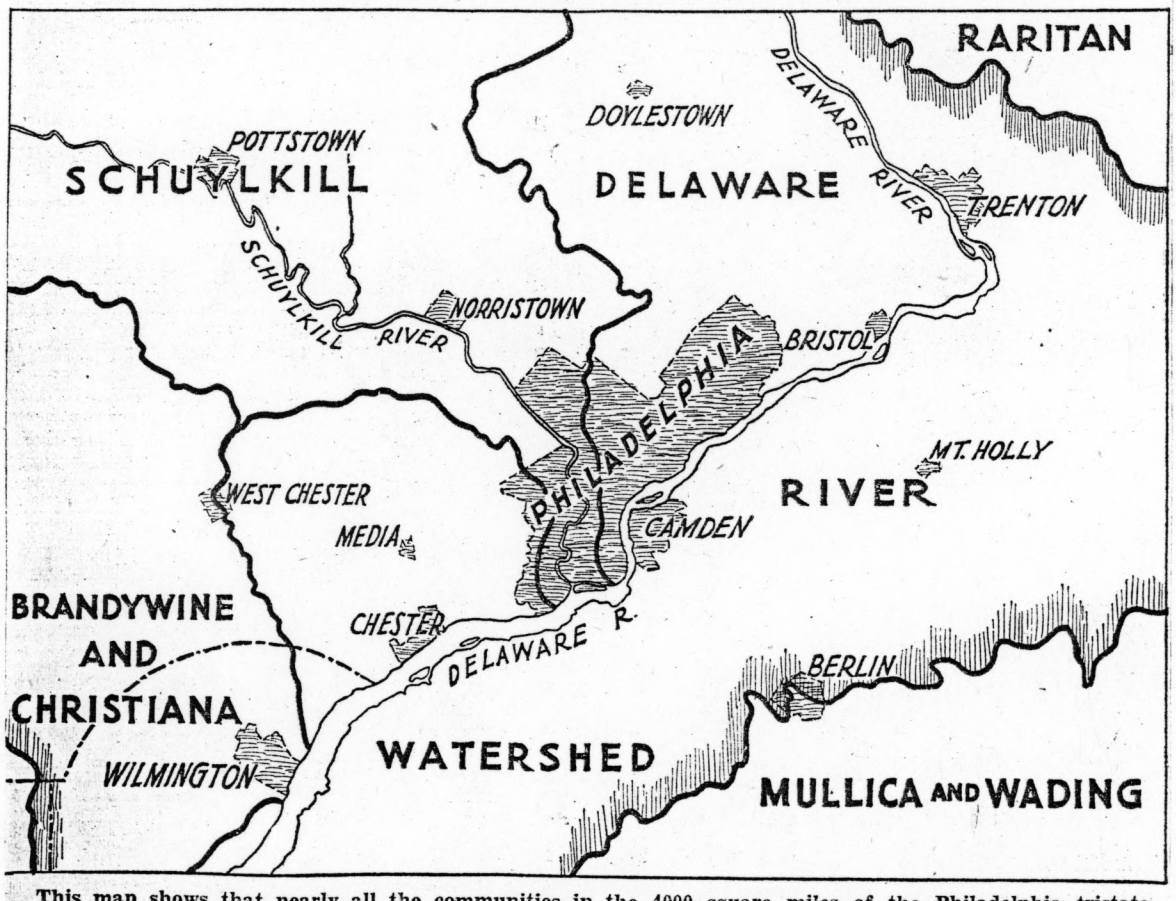
The Chester Water Service Company supplies many communities in that region. The Norristown Water Company serves several political units about Norristown.

And a hopeful sign is that an unofficial committee is at work preparing plans for a co-operative scheme of sewage disposal for Delaware County. It includes A. F. Damon, Jr., of Damon & Foster; W. E. Stevenson, chief engineer of the State Board of Health, and Herbert F. Snow, chief engineer of the Pennsylvania Public Service Commission.

Radnor Township two years ago voted $500,000 for a comprehensive sewage-treatment plant. Construction has been delayed by the fact agreement has not yet been perfected with the authorities of Haverford Township, which is geographically involved in the undertaking.

Because the Schuylkill is so unfit at present as a source for drinking water, no matter how good the filtration and treatment methods applied, Philadelphia has been forced to contemplate earlier development than otherwise would be necessary of new sources of supply. The Perkiomen-Tohickon-Neshaminy project seemed the probable next supplement for water from Delaware river.

Where This Region Gets Its Water



This map shows that nearly all the communities in the 4000 square miles of the Philadelphia tristate district obtain their drinking water from the Delaware River or its tributaries. The regions supplied from the Schuylkill or its tributaries and from the watershed of the Brandywine and the Christiana Rivers are indicated separately. The Delaware County region obtains water from still other tributaries of the Delaware River

Our City of Tomorrow

By Victor Henderson

Zoning of Phila. District Now Task of City-Planners

Four Types of Commercial Areas to Be Provided; Industry Will Be Barred From Residential Sections

Article No. 8

A Zoning Commission, allotted $40,000 for its work by the 1930 budget, now is preparing a zoning ordinance and zoning plans for Philadelphia.

Zoning means more for the well-being of every family and for the general good of the entire community than any other phase of modern city-planning.

Zoning means the home-owner is protected against being robbed of light and air, against having a store, garage, apartment house or factory built next-door to his own house, against having his pleasant home neighborhood suddenly changed in character and the value of his investment seriously depreciated.

Zoning stabilizes values. It protects owners, building and loan associations, banks and other holders of mortgages against sudden and serious impairment of the market worth of real estate.

Safeguards Health

Zoning safeguards health. It encourages and protects beauty in cities. It helps prevent increase in congestion in city streets. It makes for prosperity by encouraging the proper location of commerce and industries and by lessening costly labor turnover, through making living conditions more wholesome and agreeable.

Zoning has made modern American architecture the marvel of the world by creating the set-back-type of architecture—an era in the history of architecture. Replacement of the cheesebox type of building by vast towers and pinnacles means endless possibilities of majesty and picturesqueness and glamour.

Philadelphia and Detroit are the only American cities of more than 500,000 population that still remain deprived of the immense advantages of zoning.

More than 37,000,000 Americans live today in the 755 cities and towns that are protected by zoning codes. That is more than three-fifths of the urban population of the United States. By the end of 1928 only twelve of the sixty-eight American cities with a population of more than 100,000 had failed to adopt zoning. Many have zoned since.

New York adopted zoning fourteen years ago. Philadelphia that same year created a zoning commission. Three years later an ordinance was presented to Council whose adoption would have established a complete zoning system.

All Came to Naught

But Council turned down the ordinance.

Two other Zoning Commissions since then have attempted to bring about zoning in Philadelphia. Elaborate studies were made and complete zoning plans and codes drafted. And again all came to naught. Selfish and mistaken opposition deprived the city of the blessings of zoning, which almost every other considerable American city by that time had obtained.

But now, at last, there seems hope that Philadelphia is to win the protection and advantages of zoning of which it so long has been deprived.

That long delay has meant great damages that now, unfortunately, are irremediable.

But it is not too late to protect the future.

At last all barriers have been broken down, such as lack of adequate State legislative provision. At the last session of the Pennsylvania Legislature all needed enabling legislation was obtained.

The Zoning Commission now at work—Philadelphia's fourth—is preparing a proposed zoning ordinance and maps for the districting of the city. The commission's engineering staff is working out all needed details regarding the proportion of area that may be built upon in residential regions or business districts, heights of buildings in different types of districts and the uses to which land may be put in the various parts of the city.

J. Willison Smith, president of the Real Estate-Land Title and Trust Company, heads the Zoning Commission appointed June 24 last by Mayor Mackey. Mr. Smith expects that the commission will be ready to present to Council very early in 1931 a zoning ordinance and maps setting forth a complete zoning system for Philadelphia.

Final action for adoption will be preceded by the holding of public hearings in various parts of the city.

And after Council has adopted the zoning regulations, a Board of Appeals will function to pass on problems that may arise of apparent conflict between private interest and the general good, as regards individuals and districts.

Engineers Are Busy

The Zoning Commission has a suite of offices at 936 Commercial Trust Building. There George R. Mackenzie is in charge as engineering secretary. Under his direction engineers and draftsmen are busily at work. Every part of Philadelphia is being visited and studied. And maps are growing apace on which are set down the engineers' proposals regarding zones. For a city so vast as Philadelphia that means an immense amount of detail.

Residential areas will be zoned as of four types. According to present plans, the highest grade—A—will be areas in which only 35 per cent of the lot can be built upon and where all dwellings must be set back at least forty feet. In B areas the front yard must be thirty feet or more deep and 50 per cent of the lot must be left unbuilt on. In C 70 per cent of the lot may be built on and the house may be built up to the property line, but open spaces must be left at the sides and back. All these districts will be restricted to one-family or two-family dwellings.

Next come apartment-house districts, to be scattered here and there, far and wide, over the city. In D-1, such apartment houses must be set back from the sidewalk at least thirty feet, half the lot must be left unbuilt on and height must not exceed 125 feet. In D-2, 80 per cent of the lot may be built on and the building may extend to the front of the property line.

Four Commercial Types

From all exclusively residential districts commerce and industry will be barred to protect home dwellers from seeing their neighborhood depreciated by the sudden appearance of shops or factories.

Four types of commercial districts will be provided for. In type A, commercial structures must not exceed in height one and a quarter times the width of the street and must not cover more than 75 per cent of the lot; in type B, these limits are one and a half times the width of the street and 90 per cent of the lot; and in type C, twice the width of the street and 95 per cent of the lot, while in type D commercial structures may be three times as high as the width of the street and may cover 95 per cent of the lot.

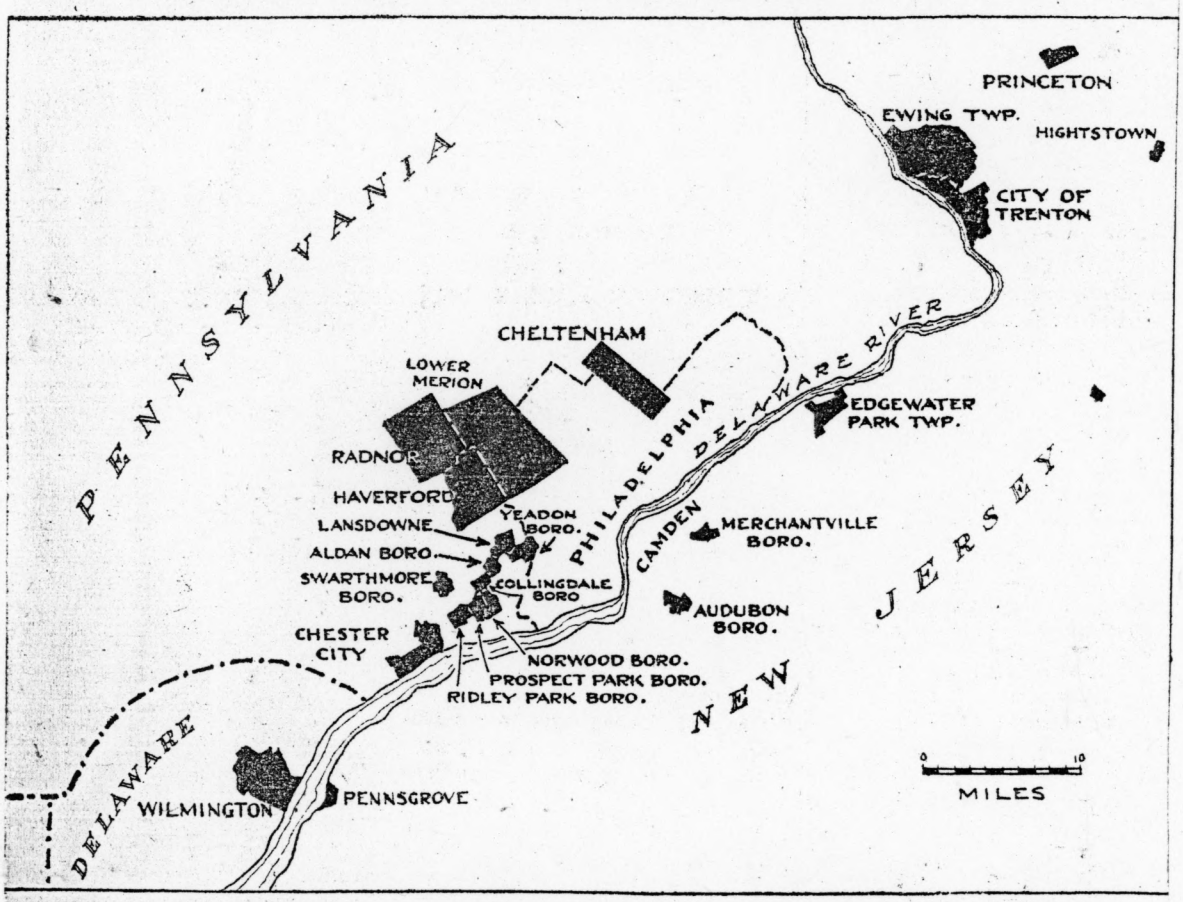
Next of the proposed zones is the industrial. So far as the laws permit, construction of residences will be barred in industrial districts. And finally come the "least restricted" industrial districts. There and there only may seminuisance industries, such as slaughter houses, fume-producing chemical plants or glue works be located.

Rule for Heights Provided

Set-back rules for heights of buildings will be provided. That is, if a building is to be reared higher than the height regulations permit for its main mass, the upper portions must be set back one foot for every one and one-quarter foot of increase in height.

The Zoning Commission now at work includes, in addition to its chairman, J. Willison Smith, the following: W. Edwin Blair, real estate; Frank Burch, secretary of the Central Labor Union; Nicola D'Ascenzo, maker of stained-glass windows and painter; Daniel C. Donoghue, lawyer; David N. Fell, Jr., president of the Board of Revision of Taxes; Samuel S. Fleisher, manufacturer, founder of the Graphic Sketch Club; Philip H. Gadsden, president of the Chamber of Commerce and vice president of the U. G. I.; A. H. Geuting, merchant, president of the Market Street Merchants Association; David Kirschbaum, manufacturer; Albert H. Ladner, Jr., lawyer; Jerome H. Louchheim, president of the Keystone State Construction Company; John A. McCarthy, banker; John N. McGarvey, builder; John H. Neeson, chief of the city's Bureau of Engineering and Surveys; Frank G. Stewart, president of the Carpenters Company; Clement B. Webster, former district surveyor; John G. Williams, former president of the Philadelphia Real Estate Board; Dr. George Woodward, who as State Senator sponsored the zoning bill; Arthur G. Dickson, banker; John P. B. Sinkler, architect, and Clarence L. Harper, investment banker.

Zoning Is Begun in Philadelphia Region



The map shows the communities in the Philadelphia tristate district which have adopted zoning regulations to prevent home regions from being damaged by unfortunate intrusions of industry, commerce or apartment-house construction, and also to encourage advantageous location of industries and business

Our City of Tomorrow

By Victor Henderson

Hog Island Terminal Stirs Interest in Regional Plans

Increased Population Must Be Housed and Highways and Parks Will Require Development; Zoning Will Be Urgently Needed

Article No. 9

A great air-rail-marine terminal now at last seems about to be developed at Hog Island.

So widespreading will be the effects of this undertaking that it is fortunate indeed a new spirit of cooperation now animates the multifarious communities of the region affected.

Only by the joining of effort of many independent political units can the problems be dealt with of proper development of the region whose future will be profoundly influenced by creation of the Hog Island airport and terminal.

Already Delaware County is growing faster than any other county in this region. Only Philadelphia exceeds it in density of population. From 1910 to 1920 its population increased 47 per cent. The census about to be taken will tell a similar story. Delaware County now has a population of 900 to the square mile. The total is near 300,000. By 1970 it will be 500,000 or more.

Now, the creation of the great new air-rail-marine terminal at Hog Island will mean a rapid development of industrial and transportation activities.

A large increase in population will need to be housed properly and in agreeable surroundings. Highways, parks and water-supply and sewage-disposal facilities will require development by co-operation between neighbor communities.

Zoning Needed

Zoning will be urgently needed to safeguard wholesome relation between new industrial and residential areas.

And creation of auxiliary landing fields all through the region will be rendered all the more necesssary by the rapid increase of air traffic centering about Hog Island.

Most of the main highways hereabouts run out from Philadelphia on radial lines. These need to be supplemented by concentric highways.

Southward through Delaware County flow a number of creek valleys. These creek valleys offer admirable opportunity to create parks or parkways along the streams.

Such parkways will serve a double purpose. They will interpose strips of unspoiled natural beauty, rich in value for health and recreation, between the built-up residential areas that are developing and that now will grow even more rapidly than in the past.

Also, parkways along some of these water courses will provide cut-across routes. Thus those whose daily work is in industries along the Delaware River can journey quickly through scenes of refreshing natural beauty to pleasant home regions inland.

Highway Stimulated

Another great highway development which will be stimulated by the creation of the Hog Island air-rail-marine terminal and its adjacent new industrial region is the projected industrial highway along the Delaware River.

The proposal for such an industrial highway from Wilmington to Philadelphia originated with municipal engineers of the region, Charles E. Grubb, city engineer of Wilmington; George J. Boutelle, city engineer of Chester, and John H. Neeson, chief of the Philadelphia Bureau of Engineering and Surveys.

In accordance with their recommendations, this industrial highway has been placed on the great preliminary plan. This is a map on which the Regional Planning Federation of the Philadelphia Tristate District shows its suggestions for unified development of the 4000 square miles of the region from east of Trenton to west and south of Wilmington. That map proposes continuation of this industrial highway along the north bank of the Delaware River to reach Trenton.

The construction of this industrial highway has been agreed to in principle by the State Highway Departments of Pennsylvania, Delaware, New Jersey and Maryland as part of a unified highway system affecting all those States.

Parkways Already Begun

Movement toward construction of parkways along some of the streams of Delaware County in Pennsylvania and of New Castle County in Delaware already has begun.

Haverford Township last month created a Haverford Township Park Board. Its members are W. S. Davis, Manoa; Benjamin R. Hoffman, Overbrook; John K. Lee, Bryn Mawr, and Jonathan M. Steere and Emmett R. Tatnall, both of Haverford.

The work to which this new board has set its hand is creation of a parkway along Cobbs Creek from Philadelphia City Line to the upper limit of Haverford Township. Already Philadelphia has developed a Cobbs Creek Parkway along a portion of the stream within Philadelphia.

Thanks to the initiative and leadership of Miss Frances A. Wister while president of the Civic Club, a fund was raised, through private gift, to buy eight or nine acres for extension of the Cobbs Creek Parkway. The land so acquired now is in the hands of three trustees, Major Alfred M. Collins, of Bryn Mawr; J. C. Taylor, of Chester, and Miss Wister, who lives in Philadelphia.

Trusteeship Planned

That trusteeship is an important landmark. It is planned that similar Boards of Trustees shall be organized in various parts of the Philadelphia region to receive gifts of similar lands and hold them in trust for eventual conveyance to public ownership as park and parkway systems are worked out.

Darby Creek is the next westward from Cobbs Creek of the picturesque and beautiful series of Delaware County water courses. There also a beginning is being made toward creating a creek parkway. The Borough of Lansdowne has taken this matter in hand for its own portion of the stream. That borough is aroused, too, to the importance of stopping present pollution of Darby Creek with trade wastes from mills.

Norman Foster, of Damon & Foster, engineers, of Sharon Hill, has presented to the Regional Planning Federation a plan for a parkway the full length of Darby Creek. Various owners of land along the stream are co-operating with the movement, realizing that a parkway would greatly enhance the value of their holdings. The need for co-operation of many political units in such an undertaking is shown by the fact that only a mile and a half of the course of Darby Creek is within the limits of the Borough of Lansdowne, while the full length of the stream is some fourteen miles.

Wilmington Seizes Chance

Next beyond Darby Creek runs Crum Creek, three or four miles west of Darby Creek. The proposed park or parkway along Crum Creek would extend for some fifteen miles, from the industrial region along the Delaware to the neighborhood of Paoli.

Next beyond Crum Creek is Ridley Creek, then Chester Creek and then the Brandywine.

Wilmington already has seized the opportunity to create attractive park areas along the Brandywine. The municipal engineers of the region are urging the importance of going ahead to develop a park or parkway all along that stream.

New Castle County, Delaware, in which lie both New Castle and Wilmington, now includes in its borders 750 acres of park areas publicly owned. That is only 4.3 acres per 1000 present inhabitants. All authorities agree that ten acres per 1000 inhabitants is a minimum need in the way of parks, parkways and recreational areas. And New Castle County's present population of 175,000 will exceed 300,000 before 1970.

Delaware County, in spite of the opportunities offered by the extraordinary beauty of the creek valleys with which it is so richly endowed, possesses today only 1.4 acres per 1000 present inhabitants. In view of the rapid rate at which its population is expanding and the impending great increase in real estate values, Delaware County ought to lose no time in acquiring much more than ten acres per 1000 inhabitants, so as to be prepared for its prosperous future growth and consequent increased need for recreation areas.

All creek-valley parkways developed will be interconnected when present plans are realized. Following along parkways up the valleys of various streams, one may approach the region of proposed forest reserves, of large area, in Chester and Berks counties. Or one may follow a scenic highway which will run from near Coatesville to tie in with the Valley Forge Park and the Perkiomen Parkway. Thence a parkway along the Neshaminy will lead down to the Delaware River.

Web of Parkways

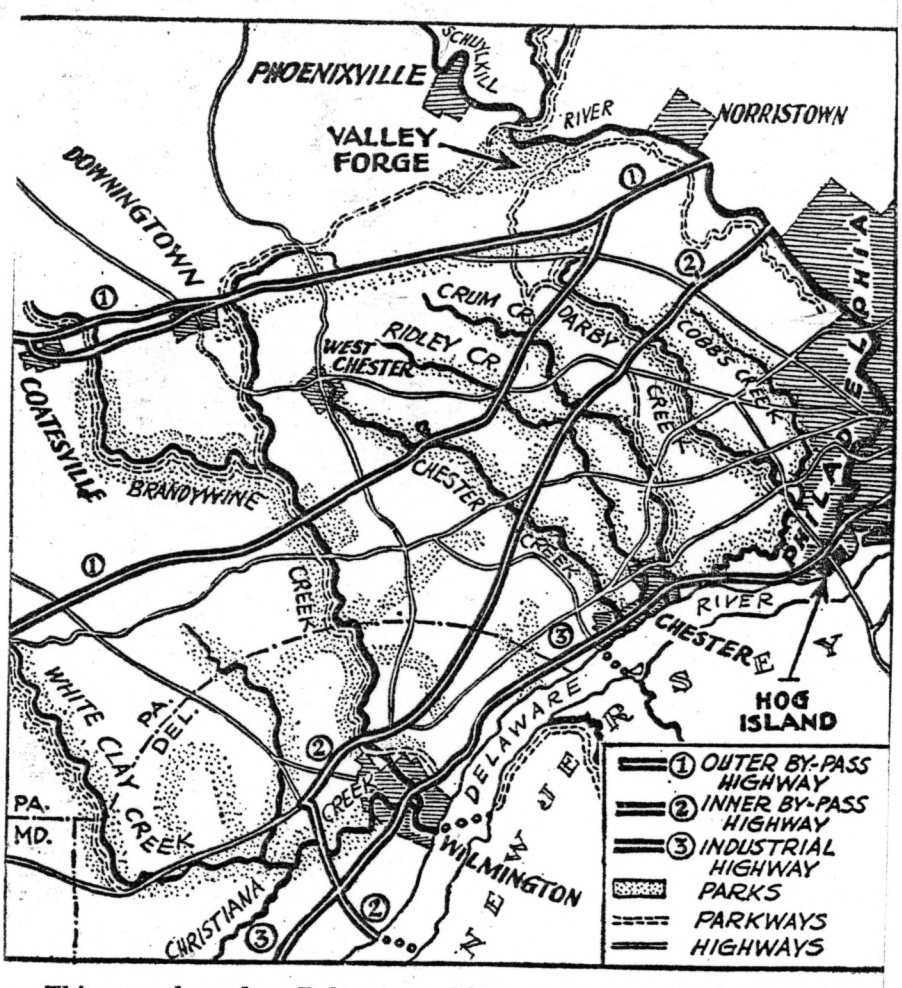
Crossing the river from Bristol to Burlington, one can return along future parkways in New Jersey—by the proposed Rancocas system, the Great Egg Harbor River Parkway and the Old Mans Creek Parkway. And then one can cross the Delaware River again to Wilmington and enter into what some day will be a web of parkways.

Counties or townships hereabouts which feel they cannot as yet undertake the cost of developing completed parkways will be well advised to take the first step of obtaining ownership of land along their creeks. This should be for a minimum width, when possible, of 400 feet, and when possible reaching up to the crest of bordering bluffs.

Lands so acquired can be held as they are, in their natural beauty, with no immediate development save the opening of paths following the course of the streams. Thus, at comparatively small cost, the future can be protected—and development of parkway drives can be left until the time is ripe.

But public acquisition of such creek-areas at once would increase the value of all lands in the vicinity and advance general prosperity.

Delaware County Plans Growth



This map shows how Delaware and New Castle Counties will benefit when a web of parks and parkways is developed along their creek valleys and the inner and outer bypass highways and the industrial highway constructed, to provide greater comfort, swiftness and convenience for vehicular traffic

Our City of Tomorrow

By Victor Henderson

Forest Preserve Is Possible Within Phila. Tri-State Area

Ideal Site Seen in French Creek Region; Will Serve Recreation Needs of Rapidly Growing Population

Article No. 10

City dwellers need a chance to camp out, to sleep on the ground under a tree, to smell bacon and coffee cooking over a fire built between stones, to wander for miles through woodlands as uninhabited as when the Indians were lords of the land; to scramble up steep slopes and from hilltop or crest look afar over forested ridges, ravines and valleys toward the gleam of rivers and the haze of towns in the dim distance.

It is still possible, by creating forest reservations, to rescue and preserve opportunities like that for the Philadelphia Tri-State District and within twenty-five or thirty miles of the populous cities strung along the Delaware River.

To seize that chance before it is too late is one of the great responsibilities resting upon wise planning for the future of the 4000 square miles which make up the area being considered by the Regional Planning Federation of the Philadelphia Tri-State District.

Fortunately, ideal opportunities are at hand for development of such forest reservations within easy access of the city dwellers. But there is need for prompt action, before inevitable rise in land values puts barrriers in the way.

Site for Forest Reserve

A high hill country, well watered and with much native growth of trees lies in the region of the headwaters of French Creek, in Berks, Chester and Lancaster Counties, southwest from Pottstown and southward from the Schuylkill Valley.

That locality has been pointed out by P. M. Sharples, of West Chester, as admirably suited for creation of a great forest reservation to serve the recreational needs of the rapidly growing population of the Tri-State district.

Acquisition of land into public ownership is virtually all that is needed. Roads should be built only to reach the outer borders of the reservation or to penetrate it only sufficiently for convenient access to good camping places.

Save for that, the more the future reservation is left as wild hill country, woods, ravines and stream courses, the richer will it be in delight for those who go there to refresh their souls with unspoiled nature.

14,000 Acres Needed

At least 14,000 acres ought to be acquired, as an unbroken expanse in Chester, Berks and Lancaster Counties.

How can public ownership of such a forest reservation be brought about?

Perhaps those three counties might unite in creating a joint forest reservation.

Or perhaps the Commonwealth of Pennsylvania might acquire the lands, as a State park. If the State park idea is to attain adequate development in Pennsylvania, public opinion must be built up to support a generous policy in that field. One-third of the population of Pennsylvania and a great share of its wealth are concentrated in the Pennsylvania portion of the Philadelphia Tri-State District. Hence, the greatest possible contribution toward arousing appreciation of the value of a generous development of State parks would be by providing such a great State park within easy reach of that vast population.

May Create Park Board

Or perhaps it might be possible to create a metropolitan park board, representing all the political entities which make up the region, for development not only of this forest reservation but of other parks, parkways and forest reservations throughout the region.

New York and New Jersey have joined forces in the development of the great Bear Mountain Park on the heights above the Hudson River. Boston has a metropolitan park board which has developed a superb system of parks and parkways. Chicago has created great areas of forest reserve within easy reach of its huge population.

And California is spending many millions on development of a system of State parks. These will be scattered from end to end of the 700-mile expanse of that State. They will rescue and preserve long stretches of the redwood forests, in the northern portion of the California coast region.

The region along French Creek and thereabouts suggested for one very important forest reservation for the Philadelphia Tri-State District is ill suited for agriculture. While much fine growth of trees remains, the area as a whole has been cut over and so has small stumpage value today. Such farms as exist are mostly poor and unproductive.

But in the region proposed for the reservation are old stone farm-houses dating back to Revolutionary times, and forges in which iron was smelted for the needs of Washington's soldiers. Those memorials of the past add historic association and picturesqueness to the natural charm of the region.

Chief avenue of access to the suggested forest reservation, from Philadelphia, would be the proposed parkway along the Schuylkill to Valley Forge State Park.

Construction of that Schuylkill parkway is being urged by William J. Serrill, president of the Community and Health Council of Ardmore. He has walked often along the sixteen-mile course, working out suggestion for the best location for the parkway.

His recommendation is that the parkway should begin in Fairmount Park and follow the hilltops overlooking the Schuylkill River, so as to command wide views over the countryside. Thus the railroad tracks which follow along the river would be kept out of sight.

Parkway Another Access

The parkway which Wilmington looks forward to seeing developed up the Brandywine would furnish another means of access toward the proposed forest reservation along French Creek. Future parkways up Ridley, Crum and Darby Creeks and along other creek valleys would provide still other attractive means of access. Some routes would serve one community best and some another—but the site proposed for this forest reservation is as accessible for the residents of Wilmington, Chester and the towns of Delaware County and of the Main Line region as it is for Philadelphia.

What's more, the northern portions of the forest reservation would be within fifteen miles of Reading, which itself is at work on the problem of regional planning for its own district.

By-passes Quick Route

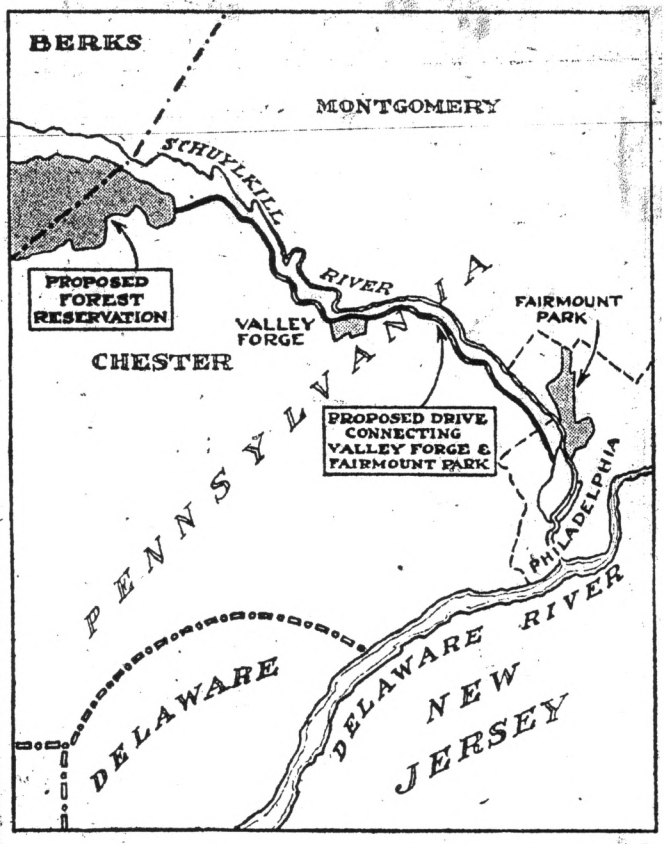
The inner and outer by-pass highways which have been accepted in principle by the Highway Departments of Pennsylvania, Delaware, Maryland and New Jersey, will provide quick, convenient and unimpeded access from eastern and western portions of the Tri-State District to parkways or roads leading toward the proposed forest reservation.

Those by-pass highways, too, will make it convenient and quick for residents of communities along the Main Line to drive eastward, turn south along the future Neshaminy Parkway, cross over the Deleware River, and enter on parkways in New Jersey leading into the huge forest reservation which some day will be created in the pine lands of New Jersey.

The day when that pine land forest reservation becomes an actuality is certain not to be far distant, for New Jersey is keenly awake to the importance of developing parks and parkways and providing for the recreational needs of its people of today and of tomorrow.

(Continued Tomorrow)

Proposed Forest Reservation



This map shows the location suggested for a forest reservation of 14,000 acres, about the headwaters of French Creek, in Berks, Chester and Lancaster Counties, within less than thirty miles of Philadelphia, Chester and Wilmington. It shows, too, the proposed parkway, from Fairmount Park along the crest of the hills above the Schuylkill to Valley Forge State Park and on up the Schuylkill, which would be one chief avenue of access to the forest reservation

Our City of Tomorrow

By Victor Henderson

Beautifying Rivers of Area On Phila. Regional Program

Opportunities for Scenic Highways Along Delaware and Schuylkill Visioned; Lessons Learned From Foreign Cities

Article No. 11

The Delaware River some day will change from Cinderella blackened with grime and drudging away at nothing but workaday tasks to Cinderella gowned in velvet and riding in a golden coach.

Paris and the cities of the Rhine have shown the world how to keep their rivers beautiful and yet make them tremendously useful for industry and commerce. That will come, too, for the Delaware.

The grime will be removed from the Cinderella river's face when the waters of the Delaware at last are protected from objectionable industrial wastes and when proper sewage-treatment and sewage-disposal methods are developed.

Need to Learn Lesson

And Cinderella's velvet gown and golden coach will come when the European lesson is learned of how to create esplanades and boulevards along the banks without interfering with use of rivers for the needs of manufacture and trade. Already Philadelphia has set its hand to the task of beginning such redemption of the Schuylkill shores and sooner or later the Delaware will have its turn.

When the waters of the Delaware have been cleaned up public sentiment is likely to demand building of recreation piers and creation of riverside parks, where dwellers in congested regions may go of a summer evening to enjoy breezes from off the water and the sight of ships plying in the river.

And parked driveways will invite to follow the curving course of the Delaware up stream. Long stretches of the river banks between Bristol and Trenton still offer unobstructed opportunity for development of such pleasure highways close to the river, with the industrial highway for trucks and commerce farther back from the riverfront.

Already the undertaking has been begun of creating along the Pennsylvania side of the Delaware, from above Morrisville to Riegelsville and beyond, a scenic highway whose like for beauty of outlook could not be rivaled anywhere else within a hundred miles of Philadelphia.

Opportunities Visioned

The opportunities for such a scenic highway presented by the Delaware River valley above Morrisville were visioned years ago by William H. Connell, now executive director of the Regional Planning Federation of the Philadelphia Tri-State District. In 1923, while engineering executive of the Pennsylvania Highway Department—of which later he became the head—he began planning a right-of-way for development of such a scenic highway along the Delaware from Morrisville to Riegelsville. Such right-of-way plans now have been filed for this highway as far as New Hope.

A scenic highway and not a main artery for heavy traffic is the plan Mr. Connell always has held in view. His idea is that the highway ultimately should be of a width of 120 feet and that park spaces should adjoin.

The old canal that follows close alongside the Delaware from Morrisville to Easton is one of the picturesque and charming aspects of the region. A tramp along that old canal towpath from Bristol to Easton is one of the most delightful opportunities for the hiker at hand anywhere in this region.

German Swimming Floats

One use Germany makes of its rivers, for public recreation, is to moor great swimming-floats alongside the bank. Dressing-rooms are built on four sides of a large open space. This central opening is floored, well below the water-level. The river flows through. And thus swimmers can disport themselves in constantly changing water without being bothered by riverbank mud, and with no danger of being swept away by the current nor of unexpectedly getting beyond their depth.

That is a cheap and convenient form of providing public swimming-baths — but advisable only when rivers are kept cleaner than is the Lower Delaware today!

There is neglected opportunity, too, to provide, as public recreational features, swimming places along many of the smaller streams of the region. Such swimming places along the Wissahickon, for instance, in the present park would give delight to great numbers.

Opportunities Vast

In the broad region between the Schuylkill and the Delaware Valleys flow a number of streams whose creek-valleys offer wonderful opportunity for creation of parks and parkways. A beginning has been made with park areas along the Wissahickon Pennypack and Tacony. Land values along Tacony Creek have trebled since park acquirements there began. The fact that park creation had been undertaken has been responsible for a large share of that appreciation in value.

Preliminary steps already have been taken toward extending northward the park which now borders the Lower Wissahickon. This has been tentatively undertaken as far as Ambler. But the stream should be parked to its headwaters, past Fort Washington, Lansdale and the Gwynedd Valley.

Other streams between the Schuylkill and the Delaware that present inviting opportunity for creation of parks and parkways are the Perkiomen, Skippack, the upper portions of the Tacony and the Pennypack, Byberry, Poquessing, Neshaminy, the northeast branch of the Perkiomen and Ridge Valley—the latter in Bucks County. Both Montgomery and Bucks Counties are concerned.

County Commissioners already have power to acquire lands for park purposes. However, it would be a great help toward proper development of parks and parkways if every Pennsylvania county in the region would create its own County Park Commission, charged with special responsibility for such developments. New Jersey already has many such county park commissions.

The great thing is to begin to protect the creek valleys from being wasted and ruined. Once a future park or parkway has been officially put on the map the owners have received warning not to make expenditures for purposes which would interfere with future development as parks of the areas concerned.

Park Development

Acquisition of lands along creek valleys for future parking can be undertaken as a first step toward the future developing of parks. The cost of developing parks or parkways can be deferred for years if desired—but the natural beauty of the creek valleys thus acquired will remain unimpaired and the values of neighboring lands at once will be enhanced.

Owners of land well can afford to give large gifts of land toward such undertakings because of the benefit at once derived by increase in value of their remaining holdings.

When planning a parkway it is the advice of Jay Downer, chief engineer of the Westchester County Park Commission, that 300 feet be regarded as the minimum right of way to be acquired. But that minimum applies only to "tight" places. The cost of additional width is small as compared with the great value of extra screening after the parkways are built.

Moreover, in following creek valleys, it is Mr. Downer's advice that land be acquired to the tops of the slopes on both sides, so that the "frame of the picture" can be controlled.

Also, it is part of the Westchester County parkway plan to creat widenings of each parkway every few miles, in picturesque regions, to provide for picnicking and general recreation. Thus the Bronx River Parkway at times is broadened out to 1200 feet. Along all the newer parkways of Westchester County are strung at intervals parks varying in size from ten to 200 acres.

Natural Park Planned

In running a new parkway through expensive subdivisions Westchester County at times has been obliged to content itself with a width of 200 feet. However, in these cases there is a marginal street on each side, which means a total of 300 feet between private frontages.

One interesting park proposal now being agitated is creation, north of Hatboro, of a national or State park, of 500 acres or more, on the site of the Battle of Crooked Billet, fought in May, 1778. Among those active in this proposal are Dr. J. B. Carroll, Ezra Carroll, S. Carl Karner, Burgess of Hatboro, and Charles F. Memus, of Glenside, president of the First Class Townships Association of Pennsylvania and chairman of the Parks Committee of the Regional Planning Federation.

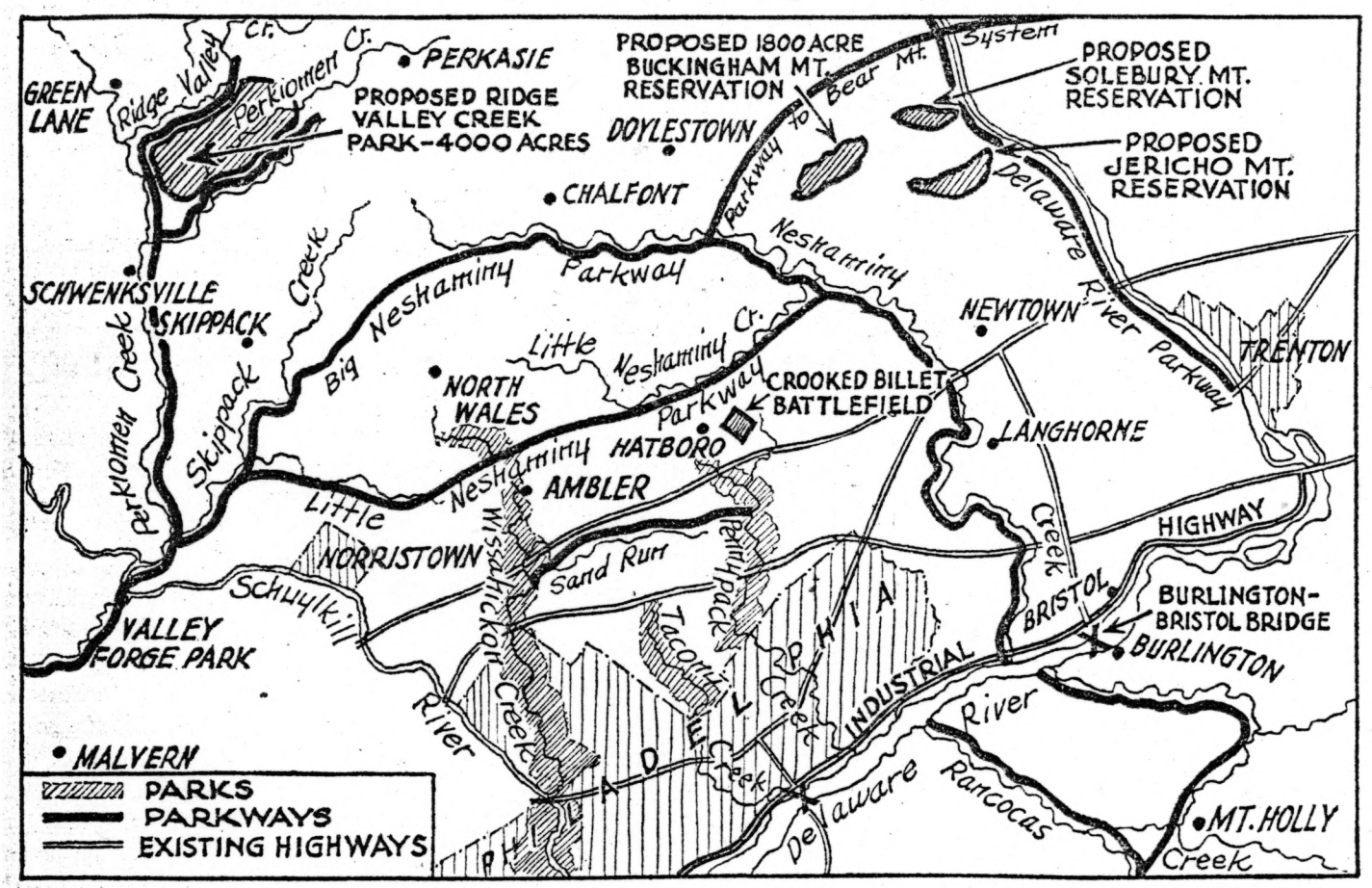
Four other large park areas are proposed for this region between the Delaware and the Schuylkill.

One is a proposed forest reservation of, say, 4000 acres along Ridge Valley Creek. That stream runs into the Perkiomen east of Perkiomenville. The proposed reservation would be approached by the Perkiomen Parkway from opposite Valley Forge.

The three others are a Jericho Mountain reservation of, say, 1200 acres; a Solebury Mountain reservation of 900 acres and a Buckingham Mountain reservation of 1200 acres. All are in the region west of the Delaware River not far from Washington's Crossing.

Each offers rich possibilities of delight because of fine woods, steep or graceful hillslopes, and far outlook from summits that command a broad expanse of beautiful countryside.

Web of Parkways for Montgomery and Bucks



This map shows proposals for developing parkways along the beautiful watercourses in the region north and east of Philadelphia, a scenic highway along the Delaware River from Morrisville toward Riegelsville, forest and mountain reservations in picturesque regions, and a patriotic place of pilgrimage in the form of a park at the site of the Revolutionary Battle of Crooked Billet

Our City of Tomorrow

By Victor Henderson

N. J. Plans Forest Reserve Within 40 Minutes of Bridge

Authority for 100,000-Acre Project Sought From Legislature; State's Experts Co-operate With Regional Planning

Article No. 12 (Final)

A forest reservation of 100,000 acres, beginning within a forty-minute drive of the Camden end of Delaware River Bridge!

That is the plan C. B. Wilbur, State Forester of New Jersey, is working to bring to realization.

The State of New Jersey couldn't invest money more wisely than in such a forest reservation, declares Mr. Wilbur. Within ten to fifteen years it would be earning good interest on its investment; within a few years more there would be ample clear income to provide, too, for amortization.

Such an investment would pay for itself merely as a forestry enterprise—and the community would get for nothing the added values of use of the 100,000 acres for recreation, as a shelter for animals and birds and as protection for sources of water supply.

Has 100,000 Acres

This 100,000-acre project is part of a much larger undertaking for which legislative authorization now is being sought from the New Jersey Legislature. Mr. Wilbur has asked the Legislature either to levy a tax of a quarter of a mill for five years to buy forest lands or else to provide $6,000 000 for the purpose as part of a bond issue now contemplated.

The money thus provided would be devoted to buying 50,000 to 100,000 acres along the Kitatinny Ridge, east of the Delaware Water Gap; about 100,000 acres in South Jersey, as one big reservation; several other tracts of about 5000 acres each in North Jersey, and four or five others of some 5000 acres in South Jersey.

There are 2,000,000 acres in New Jersey suited only to forest use. By proper modern forestry in those 2,000 000 acres, says Mr. Wilbur, New Jersey within fifty years could be producing as large a yearly crop of timber as it today consumes as common lumber. And the costly waste of hauling such freight a thousand miles or more would be prevented.

State Looking Ahead

New Jersey has the habit of looking ahead. That's one reason why this proposed 100,000-acre forest reservation beginning within twenty miles of Camden is likely soon to become a reality—and a marvelous resource for recreation for the millions of dwellers in the 4000 square miles of the Philadelphia Tri-State District, as well as a future chief source of water supply for resort cities along the New Jersey shore in both directions from Atlantic City.

One example of New Jersey's habit of planning wisely for the future is its State highway system—one of the most admired in the United States. New Jersey does not leave the locating and constructing of State highways to political scramble, but proceeds along the lines of a thoroughly planned, far-visioned highway system.

Another example is New Jersey participation in the regional planning movement. The engineers and officials of New Jersey communities from Trenton all along the Delaware River to Salem County are co-operating with similar forces in Pennsylvania and Delaware in working out the program for the future being developed by the Regional Planning Federation of the Philadelphia Tri-State district, so also the New Jersey communities in the densely peopled region west of the Hudson are co-operating toward carrying out the great regional plan for New York and its environs.

County Park Groups

Still another example is that every New Jersey county on a line drawn from the Hudson River to Camden has a County Park Commission or County Planning Commission — with the single exception of Burlington County. And Burlington now is discussing establishing a park commission.

One of the important undertakings toward which such County Park Commissions in New Jersey can address themselves is development of the great system of parkways along creek valleys, for which the topography of Southern New Jersey offers rich opportunity.

The important thing is to begin. The way to begin is to put such parkways on the official map. The next step is to acquire rights of way, with a minimum width of 300 feet, along all the watercourses—such rights of way to broaden out so as to reach the tops of bluffs and here and there to expand into parks of ten to several hundred acres or more.

Experience has shown that owners of contiguous lands often gladly contribute frontages on streams, so as to obtain the great enhancement in value of their other holdings which will come from official establishment of such parkways.

Development Waits Growth

It is quite enough if such a parkway for years to come remains merely a dirt road or even merely a footpath by which trampers may follow along the stream. Development of more elaborate parkways can await the time when increase in population and in assessed values makes the financing of such elaboration an easier matter.

South Jersey is developing apace! The population of Camden, Gloucester, Burlington and Mercer Counties, in 1920 only 480,383, today is estimated at 675,000. The Regional Planning Federation believes it will aggregate 1,376,000 by 1970. Such growth and such prospective growth will make public financing of parks and parkways for those four counties increasingly easy.

In the immediate region of Camden creek valleys which especially invite to such developments are the Cooper River, whose parking already has been begun; Newton Creek, which the Camden County Park Commission already has decided to develop, and Big Timber Creek—the dividing line between Camden and Gloucester Counties.

Other creeks flowing into the Delaware upstream from Camden especially suited for parkway development are Pensauken Creek, dividing line between Camden and Burlington Counties; Pompeston Creek, up which Riverton now is considering extending its existing park; Swede Run; the Rancocas, whose four chief branches constitute the most extensive and attractive opportunity for a parkway system offered anywhere on the New Jersey side of the Delaware River; and Assinpink, Crafts, Blacks, Crosswicks and Assiscunk Creeks, all in the region about Trenton.

Mercer Has Planning Group

Mercer County, in which Trenton is situated, has just appointed a County Planning Commission. It is headed by Dr. H. W. Dodds, professor of Government in Princeton University and editor of the National Municipal Review. This commission expects to co-ordinate the efforts of all departments of government in Mercer County in working out wise plans for the future of the region. Creation of a Mercer County Park Commission, with power to acquire and develop park and parkway lands and to administer them, is expected to follow.

Downstream from Camden are many other inviting opportunities for acquirement of rights of way along streams as preliminary to creation of future parkways. Among these watercourses are Woodbury River; Mantua Creek, which flows past Mount Royal, Mantua and Paulsboro; Repaupo Creek; Raccoon Creek, near Swedesboro and Mullica Hill; Oldmans Creek, line between Gloucester and Salem Counties, and the Salem River, at the mouth of which is Salem.

Another great opportunity is for creation of an important pleasure drive along the New Jersey side of the Delaware River. Already there is a good industrial highway, which in future, however, will need broadening to accommodate increasing commercial traffic.

The lands along the Delaware advantageously can be developed for industrial purposes along lines suggested by John Meigs for the banks of the Schuylkill—that is, with co-operative use of portions of the river-front by groups of industries, with rights-of-way back, here and there, so as to make feasible industrial use of cheaper lands back from the river-front, thus given river access. Such a type of development of industry would make all the more feasible development at the same time of a great pleasure drive along the river. Most of the New Jersey shore of the Delaware toward Trenton offers unimpeded opportunity for immediate development of such a driveway.

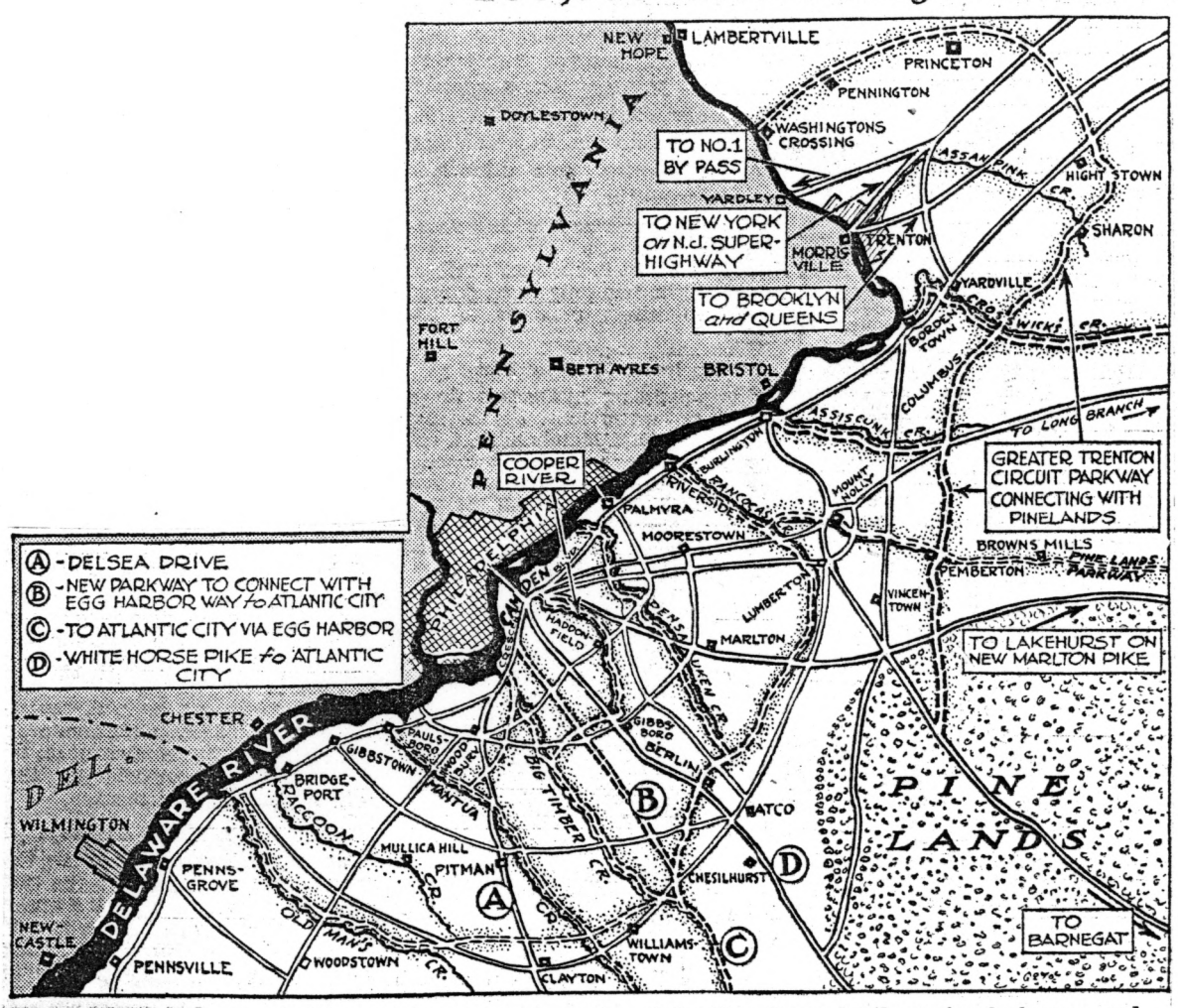
New Jersey's admirable highway system will need to develop additional routes to accommodate the enormous holiday and Sunday motor traffic between Philadelphia, Camden and other crowded areas and the New Jersey seacoast and also additional concentric highways to interconnect these shore routes.

One good example which has been set by New Jersey is its provision, in its 1930 budget, of $30,000 for planting lines of trees along highways.

One important result of the regional planning movement is that it is awakening neighbor States, counties, townships and municipalities to the importance of exchanging ideas and experiences and of co-operating for the common good—and New Jersey has much to teach its neighbors!

All for one and one for all is of the very essence of successful regional planning.

100,000-Acre Jersey Forest



This map shows some of the great improvements envisaged for New Jersey by the regional planners and the co-operating engineers and officials. Southeast is shown a proposed 100,000-acre forest reservation in the Jersey pine lands. Indication is given of creek valleys which offer inviting opportunity for a chain of parkways. New Jersey's highway system—one of the best planned in America—looks ahead toward new routes to the shore, with concentric interconnections, and toward a great pleasure drive as well as industrial development along the Delaware River