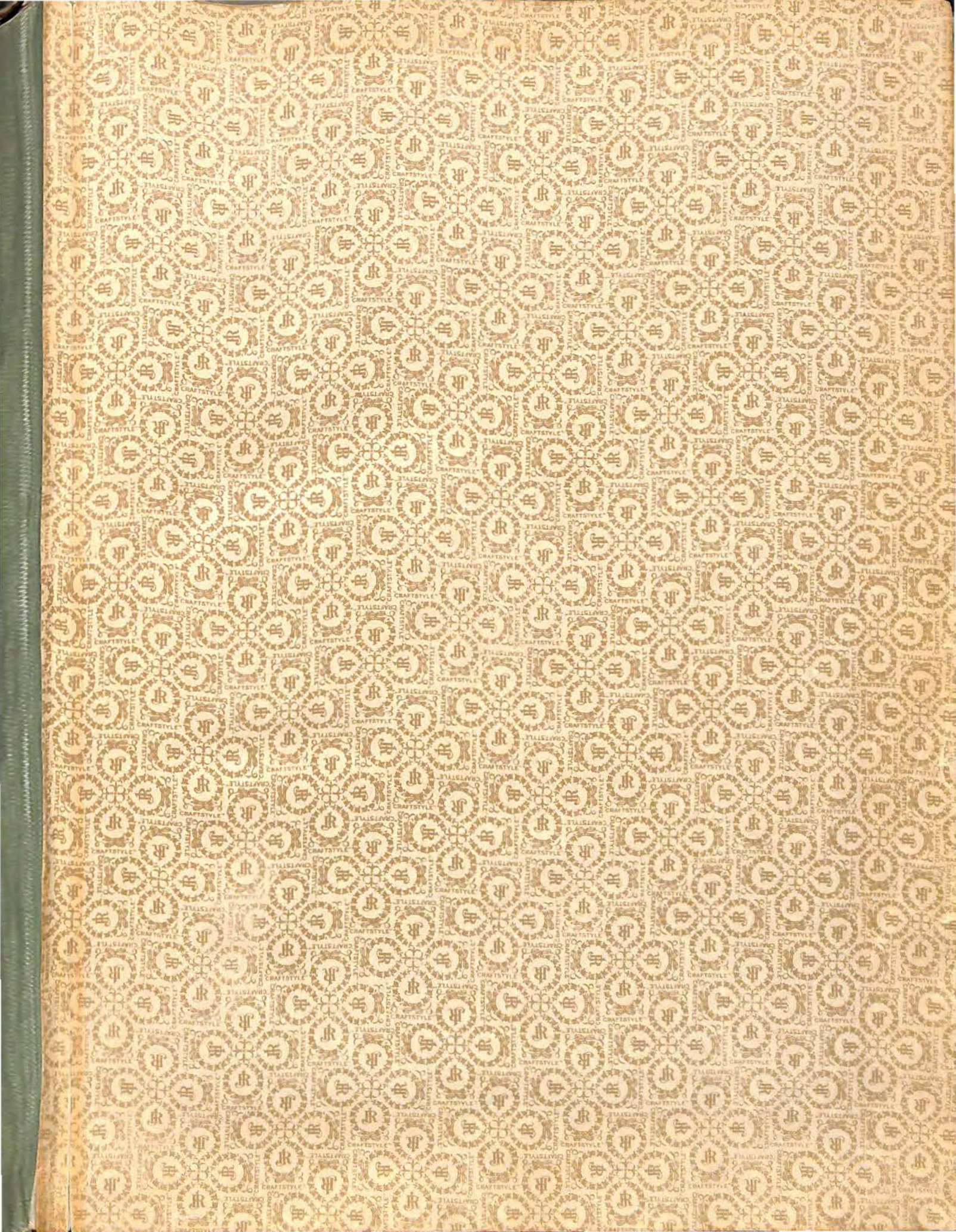


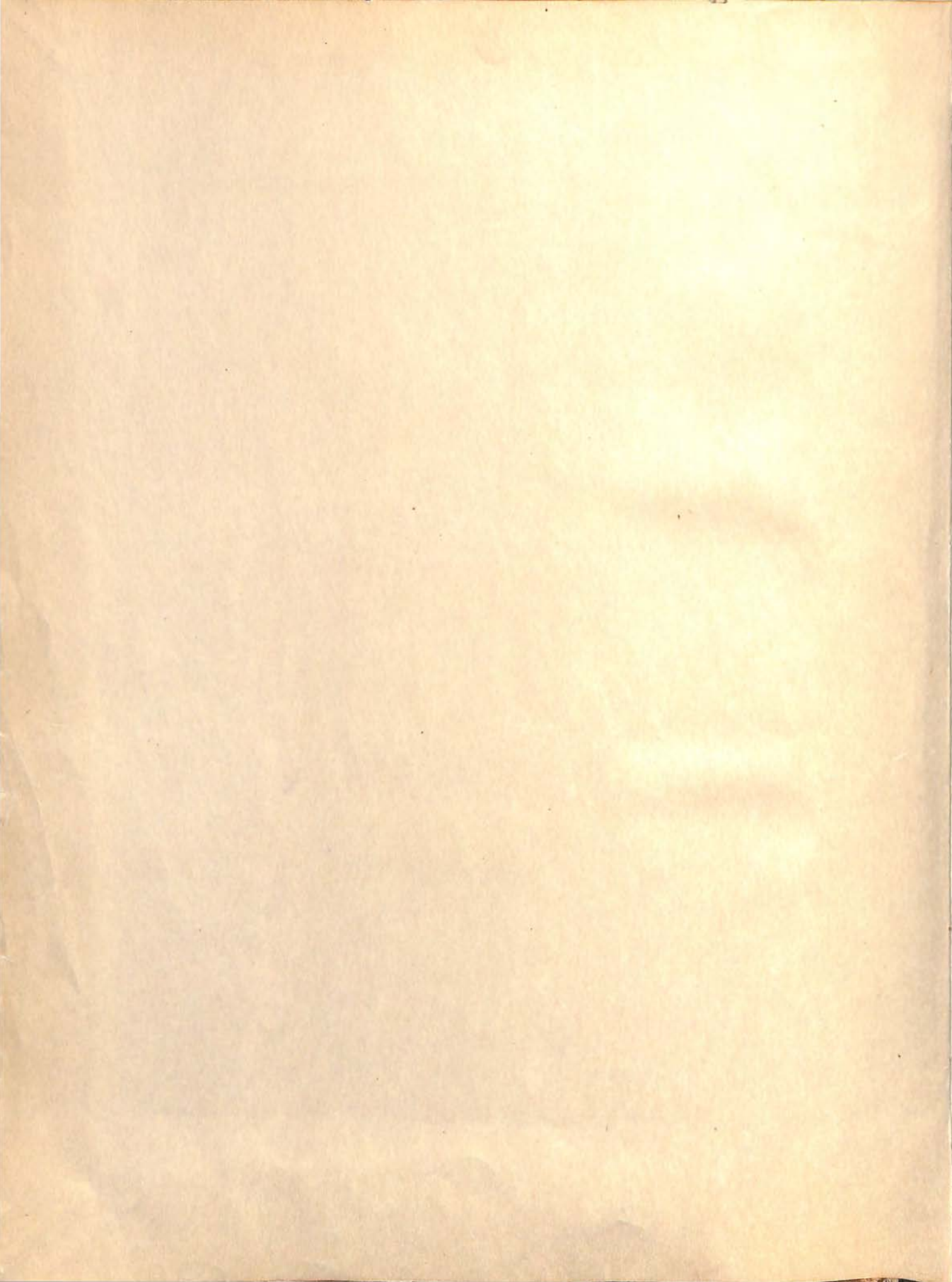
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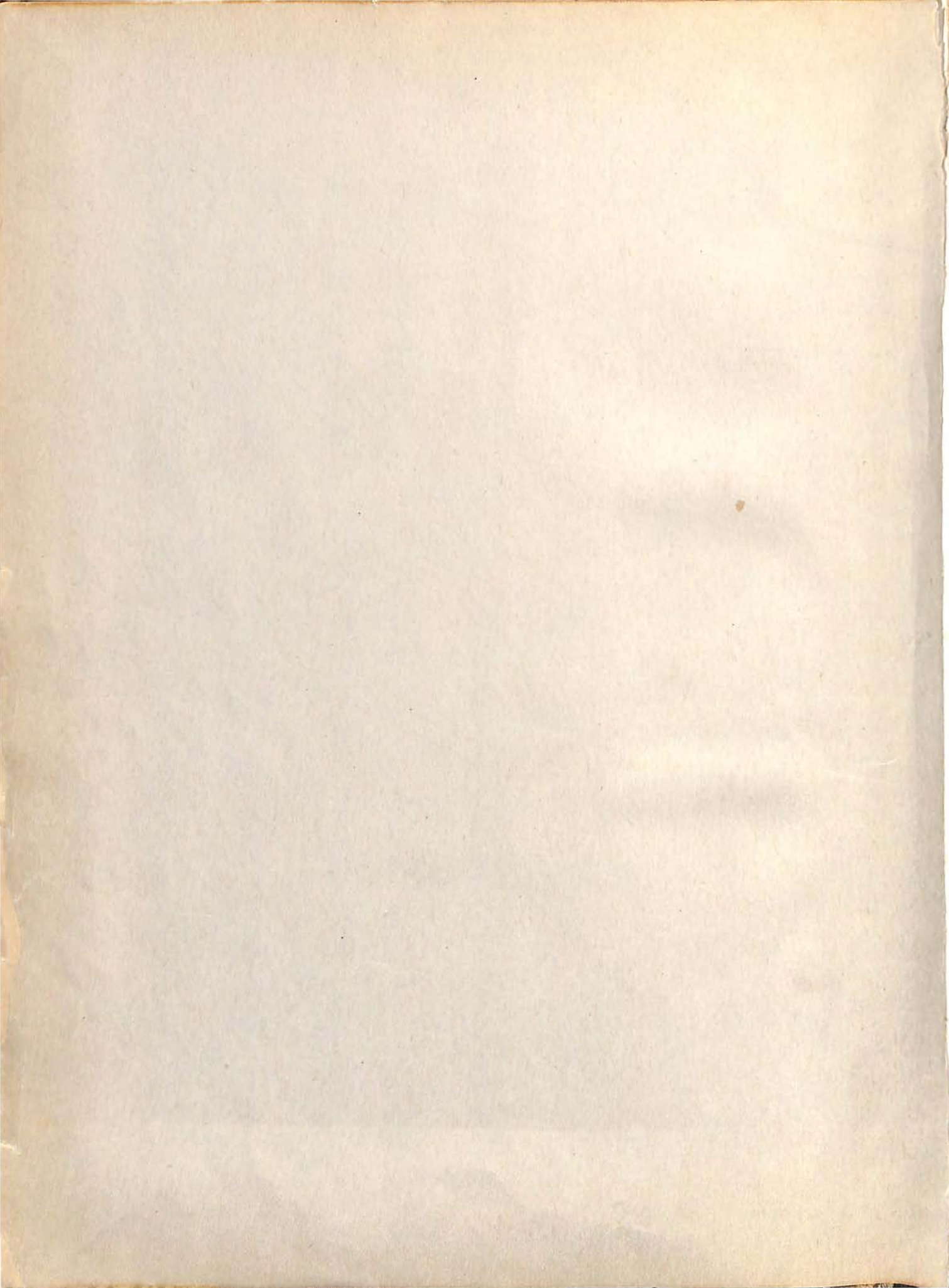
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# REMODELING ROANOKE

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*Report to the Committee on  
Civic Improvement by John  
Nolen, Landscape Architect*  
CAMBRIDGE, MASSACHUSETTS



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JOHN NOLEN  
LANDSCAPE ARCHITECT  
1382 Harvard Square  
CAMBRIDGE, MASS.

August 28, 1907.

MRS. LUCIEN H. COCKE,  
*President of the Civic Betterment Club,*  
Roanoke, Virginia.

*My Dear Madam:*—I have pleasure in sending you today by Adams Express my Report on the Remodeling of Roanoke; two General Plans to the scale of 800' to the inch; two diagrams illustrating proposed Groupings of Public Buildings; a plan of Public Reservations and Thoroughfares to the scale of one mile to the inch, and a sheet of sections illustrating my recommendations as to the character of Main Thoroughfares. Together these form a complete presentation of my views and suggestions for the consideration of your Club. The Report, you will find, is fully illustrated with photographs of Roanoke and other places. In order to present clearly the respective advantages of the two plans for the grouping of public buildings, it appeared desirable to show the influence upon the City Plan; hence the *two* General Plans.

The plan entitled "Public Reservations and Thoroughfares" is an enlargement of the United States Geological Survey Map, somewhat simplified to show more clearly the points of importance for our present purpose. In the absence of other maps, it is of great value. But so far as it attempts to indicate the location of the proposed big Reservations, it should be considered only diagrammatic. The main idea is to present graphically the desirability of large mountain and river reservations, to suggest their approximate location and to show their relation to Roanoke and the surrounding country. Their exact location will, of course, depend upon a much more careful study of the situation, and the consideration of a number of factors that the Improvement Committee will naturally not take up until later on.

After your Advisory Committee, as a body and individually, has had opportunity to consider the Report, I should be glad to have a full and frank expression of opinion, so that I may correct any mistakes or misunderstandings that had crept in and modify the Report as may seem best for publication. Often, I know, there are local conditions that make changes advisable. In arranging to print, I should be pleased to be consulted early as to the form and character of the Report, for I believe I can help you make it serve its purpose more successfully. I can assist you somewhat in deciding upon the best size for reproducing the plans (probably about one-fourth present size), the method to follow with regard to the photographic and other illustrations, etc., etc. Of course, you will appreciate the importance of the illustrative material and the necessity of having it as full, clear, and attractive as possible. The Report itself should be valuable as an influence upon public opinion in Roanoke, and at the same time a creditable handbook to legitimately advertise the city and its plans for the future outside. Before the Report is printed perhaps more definite names could be adopted for the Parks and Playgrounds.

I enclose an expression of opinion upon the street names which may seem to you worthy of consideration. At first I intended to include it in the Report, but it seemed scarcely important enough for that.

I do not know how rapidly you may wish to proceed, nor how important an element time is, but please note that I have a professional engagement that will take me to Southern California about a month from now, and that I shall not return until about the middle of November. Some time in September, however, probably early in the month, I expect to make a trip to Philadelphia, and if you wish, I can arrange to visit Roanoke at the same time.

I have written to the engineers, Messrs. Emerson and Whitman, asking them to prepare their report as early as convenient, but nothing has come from them yet. It seems to me important for you to get their report now as soon as possible. It is also desirable to take steps at once toward the preparation of an accurate topographical survey of Roanoke and the surrounding sections under consideration.

Permit me to thank your Advisory Committee, Mr. Bates, and the

ladies of the Civic Betterment Club—all, indeed, who coöperated so heartily with me in the collection of the information necessary for the preparation of the Plans and Report for Roanoke.

With all good wishes, believe me,

Very truly yours,

JOHN NOLEN.

## Street Names, Roanoke, Virginia

A stranger visiting Roanoke is more or less hopelessly confused by the fact that each street appears to have two or three names, and he soon finds as he asks his way from one place to another that the citizens themselves are scarcely less hopelessly confused. This result is due to changes in street names and, of course, is temporary. The only reason for referring to it is to question whether the present system is a sound one and whether it can be permanently followed with satisfaction. Its three main principles appear to be: (1) To use names like Norfolk, Salem and Elm for streets running approximately east and west and to call them "Avenues," regardless of their width. (2) To use numbers, First, Second, Third, etc., for streets running north and south and call them "Streets." (3) To divide the city into four quarters—Northeast, Northwest, Southeast, Southwest, on the lines of Jefferson Street and the Norfolk & Western Railway, using the same numbers in each section, distinguishing the streets so numbered by adding N. E., N. W., S. E., S. W. as the case may be. The objections to this system are: (1) The best laying out of new sections in an irregular city like Roanoke may change radically the direction of avenues and streets and make it difficult to follow the present principle. (2) The word "Avenue" used accurately means a *wide* street and it is a pity to lose the value of that term by using it indiscriminately for all streets simply because they run approximately east and west. (3) The use of the same number four times in different sections of the city would seem to be inviting unnecessary confusion.

In Europe, and to some extent in this country, a certain amount of interest and distinctiveness is secured by using appropriately a variety of terms for street names. For example, in Germany we have Strasse, Platz, Markt, Ring, Anlagen, etc. In England, Road, Hill, Square, Crescent, Avenue, Place, Circus, Row, Drive, Terrace, etc. It would seem as if many similar terms might be used to advantage in Roanoke.

Respectfully submitted,

JOHN NOLEN,

*Landscape Architect.*

Cambridge, Mass., Twenty-eighth of August, 1907.

*“A great subject truly, for it embraces the consideration of the whole of the external surroundings of the life of man: we can not escape from it if we would, for it means the moulding and altering to human needs of the very face of the earth itself.”*

*“Even in its narrower aspect, in the defacements of our big towns by all that commerce brings with it, who heeds it? Who tries to control their squalor and hideousness? There is nothing but thoughtlessness and recklessness in the matter: the helplessness of people who don't live long enough to do a thing themselves, and have not manliness and foresight enough to begin the work, and pass it on to those that shall come after them.”*

WILLIAM MORRIS.

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JOHN NOLEN  
LANDSCAPE ARCHITECT  
1382 Harvard Square  
CAMBRIDGE, MASS.

August 27, 1907.

*To the Committee on Civic Improvement,  
Roanoke, Virginia.*

*Gentlemen:*—The problem that confronts the people of Roanoke, in the solution of which you have asked my coöperation, is no less than the remodeling of the existing city and the moulding of the larger area around it so that both may better serve present and future generations. The task is not an easy one. It involves an intimate knowledge of the evolution of the present city of Roanoke and as wise as possible a forecasting of its future; a firm hold upon fundamental principles of city making generally; an acquaintance with the experience and actual achievements of other cities, and a capacity to discriminate—to select from a number of possible courses of action the one that is, all things considered, unquestionably best. Moreover, it demands imagination, courage, and public spirit.

Roanoke is one of the first cities of relatively small population to plan for its future in a businesslike, comprehensive manner. In this it shows its progressiveness. Large cities throughout the land, from one end of the country to the other, are actively at work. They are endeavoring to correct the mistakes of the past, to escape the inheritance of their short-sighted predecessors, and to do what is still possible to provide adequately for the imperative needs of large populations. But few of the smaller cities yet realize that their position today is similar to that of the large cities a generation ago; that they are to be the large cities of tomorrow, and that by taking thought they may avoid many of the difficulties and much of the expense that these larger cities must now meet.

Roanoke is awake. Its citizens seem to realize that the city is today in a transition stage, that it has outgrown its plan and its method just as clearly as a healthy child outgrows its clothes. During the next decade or two, not only will its boundaries be vastly extended—as with other

progressive cities—but even the present city will be largely rebuilt. Few really permanent buildings are yet erected; therefore, a peculiar and valuable opportunity is now presented to provide for the future by intelligence and foresight and to escape in a measure from the limitations of a thoughtless plan, ill adapted even to a village. This view of Roanoke's future is not visionary; it is hard-headed common sense. In 1881, Roanoke—then the town of "Big Lick"—had a population of 600; in 1884, when the city was chartered, it had 5,000; today it has nearly 40,000. And this phenomenal growth is not temporary or accidental; it is the inevitable result of permanent advantages of situation, climate and scenery, supplemented by more than usual energy and enterprise.\*

The people of Roanoke have much to take satisfaction in. Charmingly situated on a high plateau a thousand feet above the sea, the city is surrounded at a convenient distance by the glorious peaks of the Blue Ridge and the Allegheny Mountains; the climate is unusually agreeable, the summers cool, the winters mild, the air always invigorating. The center of the city is topographically well adapted for business, and the outskirts are as admirably fitted for beautiful and refreshing homes. Both for manufacturing and recreation the Roanoke River makes its indispensable contribution. The famous Crystal Spring, gushing from solid rock at the base of Mill Mountain, yields five million gallons of pure sparkling water each day—enough to supply double the population of the present city. Standing on the top of Mill Mountain and looking down upon the city and its magnificent surroundings as upon a relief map, one is easily convinced that here is yet an opportunity to build a city that shall be practical, convenient, and appropriately beautiful, with adequate provision for the invigoration and refreshment of its entire population.

But notwithstanding its superior natural advantages, Roanoke is today, in common with most American cities, plain, common-place and, in some localities, distinctly unsightly. It is not as well adapted as it might be for the convenient dispatch of business, and public provision for outdoor pleasure and recreation is scarcely to be found. Its streets are narrow and, in the business section, already congested. It possesses

\*See Chapter II, "Forces Creating Cities," in "Principles of City Land Values," by R. M. Hurd.



no public gardens, parks, or parkways, no playgrounds, no attractive school yards, no monuments, no public library, no open plazas or public squares, no wide avenues with well grown trees, no segregated fine residence sections, free from objectionable features, and no public buildings of distinction. More fundamental even than these serious short-comings, there is no adequate provision for quick, easy and agreeable access to the center of the city, and no skillful, ingenious recognition of the topography in the location of streets and other features of public concern. The city has developed rapidly from its humble beginning, from Big Lick to Bigger Lick. It has not radically changed its character. There are, of course, numerous good single buildings, many well paved, well lighted streets, and other features common to modern commercial cities, even of small population. But there has been no realization yet of the great possibilities of city-making, of the need to ameliorate city conditions, of the full requirements of child life, and of the necessity for the public to own and preserve its most convenient and most beautiful resources in valley, field and mountain.

The problem is to take this nucleus as it is, remodel it so far as possible, and plan for its extension along sound lines, keeping always in mind the limited size, the peculiar situation, and the unique resources of Roanoke. It can be firmly believed that a conservative, wise, and yet vigorous policy of city development, intelligently applied to Roanoke, will justify itself in the same way that a similar policy justifies itself in private business.

*“If the great city to arise here is to be laid out little by little, and chiefly to suit the views of land-owners acting only individually, and thinking only of how what they do is to affect the value in the next week or the next year of the few lots that each may hold at the time, the opportunities of so obeying this inclination (for mild recreation) as at the same time to give the lungs a bath of pure sunny air, to give the mind a suggestion of rest from the devouring eagerness and intellectual strife of town life, will always be few to any, to many, will amount to nothing.”*

*“Remedy for a bad plan, once built upon, being thus impracticable, now that we understand the matter we are surely bound, wherever it is by any means in our power, to prevent mistakes in the construction of towns. Strange to say, however, here in the New World, where great towns by the hundred are springing into existence, no care at all is taken to avoid bad plans. The most brutal pagans to whom we have sent our missionaries have never shown greater indifference to the sufferings of others than is exhibited in the plans of some of our most promising cities, for which men now living in them are responsible.”*

FREDERICK LAW OLMSTED.

# I. The City Plan

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Underlying all suggestions for improvement is the city plan. It determines every large question—the character of the street arrangement, the location of main thoroughfares, the separation and treatment of areas for manufacturing, for retail business, for homes and recreation. It should, of course, be based upon the topography, and while taking into account the present street arrangement, it should be bold to depart from it when necessary. The street plan of Roanoke is irregular, as indeed it should be for a city with a variation of one hundred and eighty feet in its elevation and with the Roanoke River and several creeks running through it. Its irregularity, however, is not based upon these topographical features, but often upon haphazard arrangement and upon the interests of private individuals and real estate companies. The result is an inconvenient, wasteful ground plan, the evils of which are already apparent. A fruitful comparison can be made with the city plans of Washington, D. C., and Williamsburg, Virginia. The former was adopted when the city had a population of less than 3,000, and the latter in 1699, when the population must have been even smaller.

To improve the plan of the city I recommend to your consideration the following changes. (See General Plan for the Remodelling of Roanoke.)

1. The widening of Jefferson Street, south of Tazewell Avenue, to a width of one hundred feet. Jefferson Street is now sixty feet wide, but as it is the main street running north and south, carrying two car tracks, and will be used increasingly as a retail business street, this width is insufficient. At the present time there is scarcely a building on Jefferson Street south of Tazewell Avenue within twenty feet of the street, so that the proposed widening would involve the purchase by the city of no expensive property.

2. The widening of Tazewell Avenue east of Jefferson Street to

a width of one hundred feet, making it a main thoroughfare, from that point connecting directly with the proposed Tinker Creek Parkway. As in the case of Jefferson Street, this widening would not require the purchase of improved property.

3. The extension of Patterson Avenue east from its junction with Campbell Avenue to the intersection of Jefferson Street and Tazewell Avenue. This street has already a width of one hundred feet and, by continuing it to the heart of the city—a distance of but a few blocks—a two-mile thoroughfare of inestimable value would be created, extending from Jefferson Street to the Parkway at the west boundary of the city.

4. Greatly as it is needed, it is probably now too late to widen Jefferson Street north of Tazewell Avenue. Beyond the railroad, however, I urge the most serious consideration of the present almost intolerable situation. All that area, within a mile or more of the railroad station, was originally beautiful rolling country with high hills and deep valleys. Today it is lined and gashed by a system of straight streets, cut out regardless of grades, and the whole section is dotted over with ramshackle negro cabins that hang insecurely on the side hills or rest in the valleys. Here, again, consideration probably comes too late for a complete remedy. It should be possible, however, to revise and improve the location of many of the streets, open up at least one broad avenue to the north, connecting agreeably the heart of the city with the beautiful rural country beyond the Salem Turnpike, and set aside for public parks or other suitable use certain areas that are clearly ill adapted for ordinary building purposes. It would scarcely be possible to make a worse disposition of that section than the existing one, either from the point of view of the public or the present unfortunate occupants. For every reason—economic, sanitary, aesthetic, and humanitarian—active steps should be taken to radically change the character of the city in the Old Lick section.

The widening of Jefferson Street and Tazewell Avenue and the opening of the new thoroughfare, which might appropriately be called Trade Street or Exchange Street, would provide three broad hundred-foot avenues, running from the heart of the city south, east, and west. Aesthetically, these avenues would give accent to the city plan—an indispensable factor—and relieve the monotony of uniformly narrow streets.

They would furnish ample space for transportation, ventilate the city where it most needs it, furnish new facilities for retail business, which is rapidly spreading south and west, and make a distinct contribution to the permanent beauty of the city. They would permit of double car tracks, a twenty-five-foot roadway on either side, a six-foot grass strip and a double row of trees with ample room for full development and a ten-foot sidewalk. (See Section 3, Main Avenue Within the City.)

These changes, and even a partial solution of the complex problem north of the railroad, already referred to, would make a large contribution to the improvement of the plan of Roanoke.

*"But there are certain problems which must be dealt with here by common action, and the earlier they are studied the more successfully and economically can they be met. The success of the factories will be largely dependent upon the economy, convenience, decency and general satisfaction with which their working people are able to live and go to and from their work. And two factors having a very important bearing on these two questions are: First, the arrangement of main highways and street car lines in relation to the factories, to the network of steam railroad tracks, and to conveniently located and agreeable but cheap resident districts; and, second, the distribution of parks and other means of recreation, including occasional shore parks or recreation piers."*

FREDERICK LAW OLNSTED, JR., Detroit Report.

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

MILO ROY MALTBY.

## II. Provisions for Business

It is a grave mistake to look upon civic improvement as concerned mainly, or even primarily, with beauty; at least if by beauty is meant merely an agreeable and pleasing appearance—"What is fair must first be fit." Serviceableness, as well as charm, use as well as beauty, must always be secured. Without one city life is inefficient; without the other sordid and commonplace. Both are essential. Therefore comprehensive and definite provision should be made for the business of Roanoke—its retail stores, its manufacturing and its business as a municipality.

At present, the center of retail business is at or near the intersection of Jefferson Street and Campbell Avenue, spreading gradually south and west. Natural as this general center is, it lacks that emphasis and accessibility that are needed to insure it reasonable permanency. The changes in the City Plan, already recommended, form a triangle of streets—Campbell Avenue, Jefferson Street and the new Trade Street—that would afford ample and agreeable facilities for the retail business of Roanoke for many years to come; and the increased accessibility of this section, due to the thoughtful development of thoroughfares, without as well as within the city, would add elements of value and convenience to both buyer and seller.

The manufacturing and wholesale establishments of Roanoke are situated mainly east and west of the city along the Roanoke River, or in close proximity to the railroad (see General Plan). These are natural and happy situations. They afford wide and admirable facilities for all sorts of manufacturing, which are being rapidly utilized with the growth of the city.\*

\*Care should be taken that Third Street, S. E. (Holiday Street), connecting the manufacturing district along the river with that along the Norfolk & Western Railway, has sufficient width to meet the demands that the heavy traffic of the future will make upon it.

If reasonable care is taken it is believed that these facilities may be perfected and almost indefinitely extended without conflicting with the recreative features of the Roanoke River or the building up of attractive residence sections.

“No matter how small the city, it must have a few public buildings, and their proper arrangement is as necessary to its highest development as in the metropolitan center. Indeed, it is really more important, for a metropolis has other charms by which to retain its prestige, but the small city has few to fall back upon, and these must certainly not be neglected if it is to keep its place and not decline. The most attractive city draws the best class of citizens.” This statement by Milo R. Maltbie, Secretary of the Art Commission of the City of New York, presents a prevailing view with respect to the advantages of grouping public buildings even in smaller cities. The arguments for such action are definite and unanswerable. (1) The arrangement of public buildings around a square or plaza, or in some other well related design as now being planned for so many American cities adds immeasurably to the convenient and agreeable conduct of business between one department and another and between the citizens and the city. (2) If artistically planned, and conceived in proper scale and happy harmony, buildings so related contribute more than any other factor to an impression of dignity and appropriate beauty in a city—an impression which has a daily influence upon citizens and strangers alike. There is no comparison between the noble effect which the group plan makes possible as against the location of each building in different parts of the city or even in the same part if on unrelated lots. (3) This grouping of the city’s buildings forms a rallying place for the city’s life. Here the best impulses may crystalize, inspired by the noble character of the edifices, into devoted action for the public good.

Barring the post-office, which is an illustration of the unfortunate location too often selected for public buildings, Roanoke has ahead of it the problem of finding sites for practically all its public buildings—a new city hall, a federal court-house, a public library, and an assembly hall. The time for the consideration of this matter is, therefore, most opportune.



The conditions controlling the selection of a large site in or near the heart of the city are so complex and the real estate values so high, that I present for your consideration two schemes (see Plans), one having the Terry property at the corner of Jefferson Street and Bullitt Avenue as its nucleus, and the other, Market Square. Each plan has its own merits and limitations.

The first plan is, on the whole, the most logical and satisfactory. It would provide an ideal site in the very heart of the future city at the convergence of its main thoroughfares. It is high and commanding. It would afford fine situations for at least six public buildings and subordinate situations for other important buildings to be constructed under proper restrictions. The open square flanked by these edifices would be three hundred feet by six hundred and sixty feet, and could be developed at reasonable expenditure so as to serve Roanoke's purposes perfectly. It might be as fine in its way as any square in this country or in Europe. The objections to this scheme are: (1) It involves heavy expense for grading and the consequent destruction of the beauty of the Terry property, and the possibility of utilizing that block for a public garden. (2) It requires the purchase of three blocks besides the Terry property for its artistic success. (3) It does nothing to improve the approach to the city from the railroad station—a positive merit possessed by the second plan.

The Market Square proposal appears simpler. It furnishes an ideal site for the City Hall with Mill Mountain as a background and a fine vista in front down a five hundred foot Mall to the Hotel Roanoke on the hill opposite and in the distance the Allegheny Mountains. The view of the City Hall itself, looking south along the Mall, would be enjoyed by every passenger coming into the city by the Norfolk & Western Railway. The Plaza in front of the City Hall would be one hundred and forty feet square, the Mall, two hundred feet wide and five hundred feet long with four rows of American elms. There would be two driveways thirty-five feet wide, grass planting strip ten feet wide, and sidewalks fifteen feet. Fountains on the axis of Salem Street and in City Hall Park, convenient car shelters for use as exchange stations and other minor features could easily be worked to advantage. Facing the Mall there

would be superb sites for four public buildings, which would complete the group. If it seemed that all or some of these buildings were too near the railroad, the Mall could be extended south of the City Hall and the subordinate buildings placed there in quieter situations. The two great merits of this plan not possessed by the other are: (1) It would not only serve as an administrative centre, but would also be a dignified and handsome approach to the city, giving the stranger his first impression. (2) It would redeem much property that is now squalid and unsightly and which is not likely to improve except under the influence of some large public spirited enterprise.

*“From the point of view of future needs—commercial, sanitary, and aesthetic—it is unfortunate that cities grow up by successive additions under the stimulus of private greed and real estate speculation, without any comprehensive or well considered street plan. In some instances—notably Paris, London and Boston—vast sums have been spent to correct what might have been prevented in the original plan of the streets. In most cities transformation—slow and expensive if it come at all—is the only remedy; but a mended article is never as good as one well made at first.”*

*“The width of city streets is important on account of its influence upon the ease with which traffic may be conducted and also because of its effect upon the health and comfort of the people by determining the amount of light and air which may penetrate into thickly built-up districts. The streets of nearly all large cities are too narrow, being crowded and dark. A more liberal policy in planning streets would probably be of pecuniary advantage, since there is usually an enhanced financial value due to wide streets. A lot one hundred feet deep on a street eighty feet wide is usually more valuable than a lot one hundred and ten feet deep on a street sixty feet wide; that is to say, within reasonable limits land is usually more valuable in the street than on the rear of the lot. Wide streets are especially needed where they are bordered by high buildings or are to carry street railway lines.”*

I. O. BAKER,

*Professor of Civil Engineering, University of Illinois.*

### III. Streets, Parkways and Thoroughfares

Streets are the framework of a city. On them and around them the city is built. Therefore, their arrangement, grade, width and character determine as much as anything else the degree of convenience, health, beauty and even splendor that a city may make possible for its citizens. Since cities were first built streets have been important, but with the unprecedented growth of urban population, the development of electric car lines, motor vehicles, and other facilities for transportation, and the increased height of buildings, demands upon streets have been multiplied many times. Moreover, our conception of what a street should do and how it should appear is changed. Today, we look to the opening furnished by the street to provide the light and sunshine indispensable for health and contentment; and at last we have come to believe that a street which does not possess an appropriate beauty of appearance fails in one of its fundamental requirements.

The streets of Roanoke are far from satisfactory. They are generally too narrow, often too steep, and seldom lined with well-grown trees, even in the residence sections. Further, if the General Plan is consulted, it will be seen that with the exception of Jefferson Street, there is no direct provision for through travel, so that street cars and other forms of conveyance for business or pleasure must zigzag their way from one part of the city to another. This is unfortunate and costly. It means the yearly loss of incalculable sums. Therefore, in the consideration of the City Plan I have proposed means of remedying, in part at least, this difficulty, which will become increasingly grave, by providing for four wide avenues radiating from the center of the city. It need scarcely to be said that this principle of city building should be applied in time to the new sections yet to be plotted. But to insure wise action in the future, it is necessary that regulations be adopted governing the width and arrangement of

additions and sub-divisions, as has been done in Washington and other cities.\*

Roanoke has few good street trees and no long avenues of thrifty and majestic elms or maples such as one often finds in New England and other sections of the country. This is due partly to the fact that the city is still young, but partly also to a failure yet to appreciate fully the value of street trees and to provide definitely for their planting and maintenance. Trees in the city have great value for health in improving the quality of the air, for comfort in furnishing welcome shade from the burning heat of the sun, and for beauty in the glory that they often impart when well grown to an otherwise commonplace street. The New York Medical Society adopted some time ago a resolution stating that "one of the most effective means of mitigating the intense heat of the summer months and diminishing the death rate among children is the cultivation of an adequate number of trees in the street." And if trees are worth having they are worth planting properly and they should be placed in the business section, where the streets are most used in the day time, as well as in residence sections, provided space can be had for their healthy development. Paris has over a hundred thousand trees on its streets and boulevards outside of its parks and gardens, and they penetrate to the very heart of the business district.

In his report on Civic Art in Northern Europe, Mr. Maltbie writes, "The beauty of city streets is also greatly affected by the character of the buildings which line them. Public buildings are, of course, very few, comparatively, and if private initiative is to be restrained and directed into proper channels, it must be done largely through statutes and city ordinances. Probably the most common restriction, for it is practically universal, is that limiting the heights of buildings. Generally it varies with the width of the street; the greater width the greater height permitted up to a certain maximum, which may not be exceeded by anyone." There is no need for sky-scrapers in Roanoke, and the people

\*The regulation for the city of Washington is that "No new street can be located less than ninety feet in width and the leading avenues must be at least one hundred and twenty feet wide. Intermediate streets sixty feet wide, called Places, are allowed within blocks: but full width streets must be located not more than six hundred feet apart."

should take the necessary steps to prevent their introduction, especially in the neighborhood of parks and public buildings.

In addition to wide avenues radiating from its center, a growing city needs to provide for a system of Parkways,\* primarily for pleasure driving, but serving also to form sections peculiarly well suited for the construction of high class residences. It is especially fortunate when the city can make an encircling ring of this connecting parkway, so that one may reach it quickly from any part of the city and travel its course without the distraction of every now and then going through ordinary city streets. The General Plan embodied in this report shows the possibility of a continuous Parkway beginning at the proposed Riverside Park, of which the Gish property owned by the city is the nucleus, running southeast to the Crystal Spring, along the base of Mill Mountain; then following the Roanoke River to Tinker Creek; north along Tinker Creek to Salem Boulevard; west to about Twenty-third Street, commanding from time to time fine views of the Alleghany Mountains;\*\* south to the Roanoke River again, widening out into a small neighborhood park where it passes through the ravine, and finally along the high bluff overlooking the Roanoke River with the Blue Ridge in full view in the distance. This Parkway, with a minimum width of say one hundred feet, is about twelve miles in length and passes through practically no improved property. It is easy to believe that it would surpass the parkway system of any city the size of Roanoke.

Improvement work is contagious and it is probable that the city of Roanoke could secure the co-operation of the counties of Roanoke, Botetourt, Bedford and Franklin in the formation of a system of thoroughfares for the great advantage of all concerned. This system should

\* "The experience in every city where an extensive park and boulevard system has been constructed is that the immediate effect is to double or quadruple the valuation of property. Parks and parkways should be classed as an investment to a city. They increase taxable valuations, both in the city and the suburbs; they attract a desirable class of citizens; they encourage the building of fine residences along the driveways; they bring tourists, merchants and excursions; but more than all else they furnish an antidote to the unnatural conditions which must accompany the segregation of large populations in crowded cities. A future test of civic spirit in American cities will be the care which they show for the physical and moral development of their people by supplying them with those elements of nature which city life tends to destroy."—*Report of the Civic League of St. Louis, 1907.*

\*\*It is suggested that the electric car tracks be transferred from Salem Boulevard to Melrose Avenue.

include the development of the following roads. (See Map "Public Reservations and Thoroughfares.") (1) West to Salem; (2) east to Vinton; (3) east again, a new road along the river in the proposed Parkway to the dam and beyond; (4) north to Hollins and around by Carvins' Cove and Mason's Cove to Salem and back to Roanoke; beyond Hollins this would be primarily a pleasure ground; (5) northeast to Coyners; (6) south into Franklin County. The main changes would be to make these roads wider than at present, ranging from fifty to one hundred and ten feet or more according to the demands upon them, and, where necessary, to revise their lines and improve their grades. Some might remain dirt roads; others would be macademized or paved. The treatment naturally would be in accordance with the character of the road and the use that was to be made of it. Those that were likely to have residences built along their borders would provide space for sidewalks and planting strips; those that were to be occupied by electric car lines would have an area set aside for that purpose and be appropriately developed (see Section 4); and those that were to be used primarily for the convenience of agricultural districts or for pleasure driving would each have its proper plan of improvement.

By developing systems of Streets, Parkways and Thoroughfares gradually and persistently along such lines as those here advocated, Roanoke could take a notable step forward in providing for its future.

*"City streets are unsatisfactory play-grounds for children because of the danger, because most good games are against the law, because they are too hot in summer, and because in crowded sections of the city they are apt to be schools of crime. In view of these facts, cities should secure available spaces at once so that they may not need to demolish blocks of buildings in order to make play grounds, as New York has had to do at a cost of nearly a million dollars an acre."*

PRESIDENT ROOSEVELT.

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*"There is a power and freedom in a great aspect of nature that does not belong to a masterpiece of painting or perhaps of any other art. As each expression of the human spirit has its own positive significance unequalled by any other, so each of the various moods of Nature has its own unapproachable grandeur, beauty or mystery. The ministry of Nature to man's spirit is beyond all that we have yet consciously understood; and in so placing ourselves that the fulfillment of that ministry is possible lies one of the subtle secrets of exalted and harmonious living."*

EDWARD HOWARD GRIGGS.



## IV. Recreation Grounds

Under this heading I have included all those public grounds whose primary purpose is to refresh, to recreate the people, whether they be in the form of City Squares, or Triangles, Playgrounds with appropriate apparatus, or Parks in the more popular sense in which that term is used. The Parkways referred to in the preceding section also come into this class. These grounds, although grouped together, are very different in the form of recreation that they are intended to provide.\* Therefore, their areas should be selected discriminately and be developed by the landscape architect with skill and taste. As to the desirability of open spaces in the city, and parks on the outskirts, no argument is needed nowadays. They have taken their places definitely and permanently with other indispensable features of city life; so that today they stand approved on the high grounds of health, pleasure, sound public finance, and morality. And it is worth noting that these grounds become more and more necessary with the form that our civilization is taking and the change in our habits and daily life.\*\* Then, too, they are being designed by landscape architects to fulfill their various functions with increasing success. No longer, therefore, do they call for theoretical justification. But if a city is to secure large areas for parks and playgrounds, action must be taken early, the land must be purchased before the advance of population and im-

\* "A choice of land for parks is often made in a sadly unbusinesslike way because of the great variety of ends which different people have in mind when they think of 'parks' and the vagueness which confuses one park purpose with another, even though their requirements may be quite diverse, leading to the choice of land which may be perfectly fitted to no one purpose. Indeed, the same vagueness not infrequently controls the laying out and improvement of parks as well. It is as though the people of the city were to select a dozen lots and erect on them indiscriminately a dozen buildings not devised to meet any special needs, but just 'public buildings,' and were then to put them to use, housing fire engines in some, police courts in others, the city council and the contagious hospital in another, and mayor's office and street cleaning stables in the next."—*Report by Olmsted Bros. on Greater Baltimore.*

\*\*See "The New Basis of Civilization," by Simon N. Patten.

provement make the cost too great. With no other class of public grounds is foresight so essential.

Roanoke has no recreation grounds. It is true that the city has for a period of years held title to a few acres of property, but this has in no way been made available for use and a public policy with regard to it is so absent that its sale has been contemplated to realize funds for quite other purposes; in fact, part of it has been recently sold for building lots.\* Moreover, the city authorities have within a year or two granted a railroad permission to run through the most valuable part of this one piece of park property as well as to occupy the bank of the Roanoke River.\*\*

Open spaces in the business section of a municipality when it has attained the size of Roanoke are difficult to secure. I have recommended the purchase of but three: (1) the area around which the city buildings are to be grouped—whether they be on Jefferson Street or Market Square; (2) the Triangle at the intersection of Campbell and Patterson Avenues, affording an attractive entrance to Riverside Park and reclaiming a space which is now and likely to remain more or less of an eye-sore; (3) the property on Tazewell Avenue known as Woodland Park. In case the City Hall and other public buildings are not located on Jefferson Street, as recommended in one Group Plan, the Terry property, invaluable as a city square on account of its size, elevation and fine trees, should be secured for a public garden. And when the use of the old City Hall is discontinued, the block on which it stands should, if possible, be opened as a public square. These areas, if secured, would do much to relieve and freshen permanently the center of the city.

Playgrounds and play fields carefully planned for the use of children of all ages and for adults as well, are of inestimable value, and I recom-

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\*The profit of the city on the Gish property is an instructive example of the value of purchasing land for park purposes in advance of settlements around it.

\*\*“Out of the principles there comes a rule that applies so often that it may be laid down almost as a principle: reserve for park development the stream banks of the community. This acquirement is nearly sure to be picturesque, potentially if not in fact, and has certainly the relief of variety; it is quite likely to be distinctive; and it is frequently, until thus taken charge of, a menace to the health of the community, for it is low, often swampy, and probably made a dumping ground, if not an open sewer, for the neighborhood.”—*Modern Civic Art*, by Charles Mulford Robinson.

mend that a vigorous and well directed effort be made to secure about ten acres for each of the four wards of the city. I have indicated on the General Plan the Highland Playground near the West End School,\* the Melrose Playground (the Moorman property), the Kimball Playgrounds (on Patton Avenue and on the Salem Boulevard), and the Jefferson Playground (Tazewell Avenue between Tenth and Twelfth Streets.)\* In case these areas can not be obtained by the city for reasonable sums, others in the same neighborhoods equally well adapted could be substituted. I also recommend that the thirty-acre level field on the south side of the Roanoke River, about opposite Twelfth Street, S. W., be secured as a Parade Ground and Recreation Park for field games requiring a large acreage.

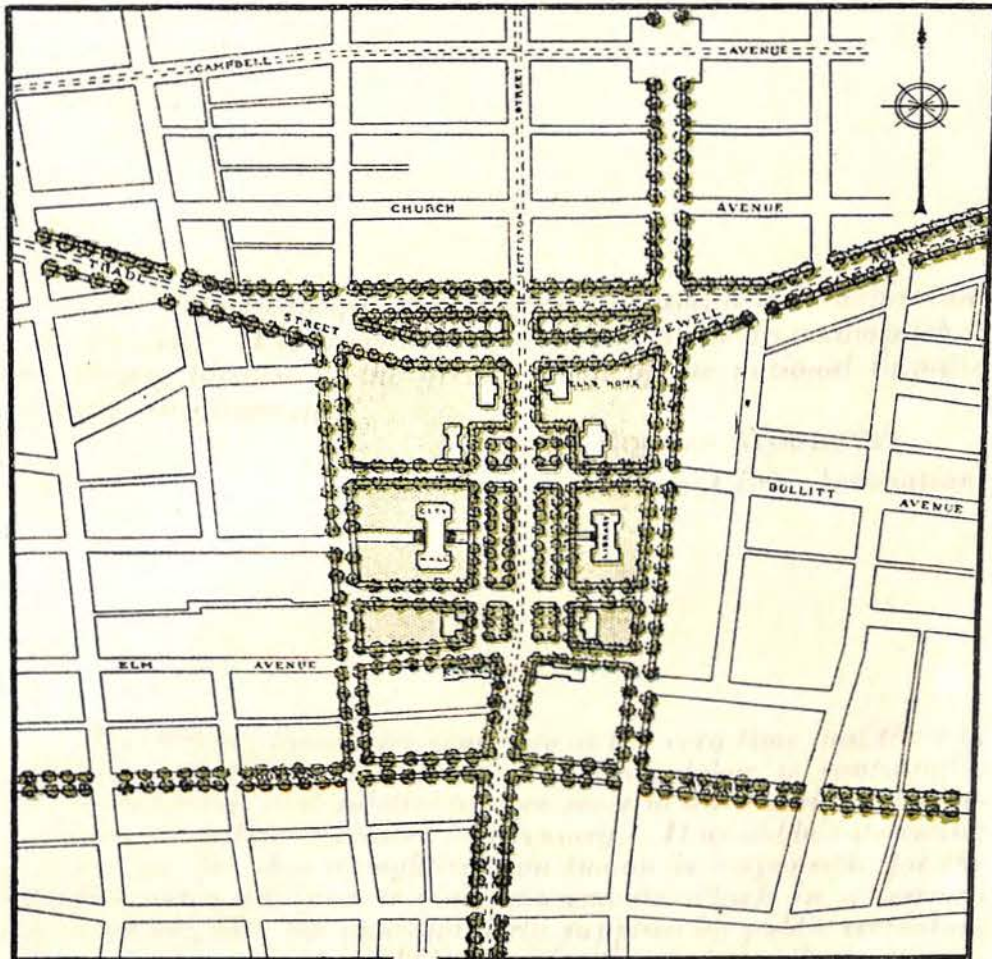
In the selection of Parks and Public Reservations, Roanoke has a golden opportunity, one that any city in the land might envy. Its rivers, hills, and rural country, its creeks and the views of its surrounding mountain ridges, are singularly available and beautiful beyond description. And with the exception of the ravages of the railroads they are as yet almost unspoiled for public use. It would seem as if an obligation rested upon the public spirited members of the present generation to secure a reasonable share of these natural resources of the community before it is too late and set them apart for the public for all time to come. To this end I recommend the following purchases: (1) Both banks of the Roanoke River within the city and of Tinker Creek as indicated in the General Plan; (2) Mill Mountain, the sentinel that overshadows the city. It is imperative that the people possess this mountain, both for recreation purposes and because of its direct relation to the Crystal Spring and the city's water supply. There is an opportunity to make of it a public park that will rival in beauty, charm and value "Mt. Royal" in Montreal, known as one of the best works of Frederick Law Olmsted; (3) an area of three hundred acres or more on the North Side, preferably in the vicinity of the new Country Club. This could be developed as a rural or country park, and although action with regard to it is not so urgent as in the case

\*Playgrounds are especially valuable if connected with public schools. See "Constructive and Preventive Philanthropy," by Joseph Lee.

\*It would be an advantage to the city to secure the removal of the dilapidated and abandoned brick row of houses which the construction of this Playground would require.

of river and mountain, it should be taken before the outlying properly becomes too valuable for public purchase in large tracts. These three parks, representing river, mountain and rolling country, are my main recommendations under this head. In addition, it is desirable for the city to take such steps as may be advisable to possess as a reservation for public use the broad sweep of the Roanoke River above the dam, which is the only section adapted for boating, and to preserve in its integrity and later open for more convenient use some nearby high mountain, Tinker Mountain (3,000 feet), for example, which has an additional attraction in the beautiful Carvins' Cove.

Who can doubt that these parks would give flavor to Roanoke and make it distinctive among American cities, and, in the long run, far more than justify their cost? The town has indeed grown as if by magic. Inevitably it lacks the interest and character that comes with age. But because of the rich gifts of nature it may possess a system of parks and pleasure grounds that will raise it permanently and securely beyond most cities of its class.



THE GROUPING OF PUBLIC BUILDINGS  
 IN CONNECTION WITH THE  
**REMODELING OF ROANOKE**

Scale 600ft. = 1in.  
 300 0 300 600  
 John Nolan Landscape Architect  
 Cambridge Mass  
 1907

*"The City Beautiful is no longer a dream, a mere aspiration of the idealist. It is becoming in many directions an accomplished fact, largely because of the great growth of the national impulse for civic improvement."*

CLINTON ROGERS WOODRUFF,  
*Secretary American Civic Association.*

*"But during these later centuries at the very time that the city has become distinctly industrial and daily labor is continually more monotonous and subdivided, we seem to have decided that no provision for public recreation is necessary. It would be interesting to trace how far this thoughtless conclusion is responsible for the vicious excitements and trivial amusements which in a modern city so largely take the place formerly supplied by public recreation and manly sports. It would be illuminating to know the legitimate connection between lack of public facilities for decent pleasures and our present social immoralities."*

JANE ADDAMS, *Hull House, Chicago.*

## V. Examples and Methods of Achievement

In the preface to the unique and comprehensive volume by Patrick Geddes, entitled "A Study in City Development," appears the following: "This is the age of cities and all the world is city building. In a dim sort of way many persons understand that the time has come when art and skill and foresight should control what so far has been left to chance to work out; that there should be a more orderly conception of civic action; that there is a real art of city making and that it behooves this generation to master and practice it." How well this statement is illustrated by the history of the last fifty years! In all parts of the world old cities have multiplied their population and new cities have sprung up as in the night and taken their places with those for the creation of which centuries had been required. And then often, in a vague way perhaps, but well enough defined to lead to concrete achievements, these cities have endeavored to use art and skill and, to some extent, foresight to provide a suitable and ennobling environment for their inhabitants. In this vast work the incentive has not been chiefly the improvement of property but the betterment of human life.

The achievements of foreign cities have so far been the most notable. Paris and all French cities, Berlin and all Germany, Vienna and Austria, Rome and Italy, St. Petersburg and many English towns—in all these cities and countries the work of city making has proceeded prodigiously during the last half century. Not only in Europe but in Africa, South America, in Japan, in Cuba, the Philippines and Honolulu—throughout the civilized world the transforming hand of enterprise and skill has done its beneficent work. Yet it is a mistake to think of this movement as largely confined to foreign countries or as proceeding but slowly under democratic institutions. In his volume on Paris,\* Henry Haynie writes: "It is altogether too much of a habit among peoples to connect city improve-

\* "Paris: Past and Present," by Henry Haynie, Chevalier in the French Legion of Honour.

ments with some form of autocratic or monarchical government. Nothing could be further from the truth than that idea. In the whole of Europe there is nowhere any country to be found which is doing so much in the way of park and city improvements of almost every kind as in the United States." In support of this opinion witness the comprehensive plans for the improvement of Washington, D. C., under the direction of a distinguished commission of experts; the constant additions to the already great park system of metropolitan Boston; the projected improvements in New York City; the world leadership of Chicago in the building of playgrounds fitted to modern conditions; the elaborate plans for the improvement of St. Louis, estimated to cost \$25,000,000; the building of dignified approaches to the Capitol at St. Paul; the splendid \$15,000,000 group plan for Cleveland, Ohio, now well under way; the elaborate and well-conceived park system for Greater Baltimore; a far-reaching metropolitan scheme at Providence, Rhode Island; the construction of a wide and handsome Parkway through a built-up section of Philadelphia at a cost of \$6,000,000 or more; the transforming work at Kansas City; the rebuilding of San Francisco; the great Union Station at Buffalo; the consideration of radical changes in Detroit; the public spirited movement in Springfield, Massachusetts; the general plan for the improvement of Cincinnati; the development of Denver, San Diego, and Oakland; the sound park work at Wilmington, Delaware; the comprehensive plans for such Southern cities as Columbia and Greenville, South Carolina, Charlotte, North Carolina, and Savannah; the million-dollar awakening of Harrisburg, Pennsylvania; the improvement of smaller cities in New York State—Utica, Watertown, Ogdensburg and Jamestown; and the permanent commission for making and keeping Hartford, Connecticut, beautiful. This is a long and impressive list, and yet it is by no means complete. It grows monthly.

As to methods of achievements there is undoubtedly something to be learned from every city's experience. I propose, however, to speak only of three places representing three somewhat different methods. They are Wilmington, Delaware, Harrisburg, Pennsylvania, and Hartford, Connecticut—each with a population of 100,000 or less,\* the size

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\*Wilmington had a population (1903) of 81,300; Harrisburg, 52,951; Hartford, 87,836.

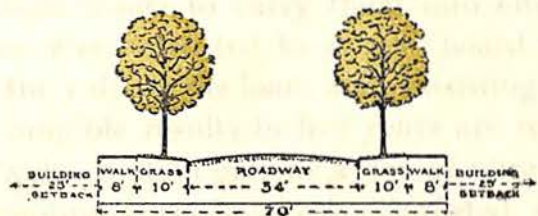


that Roanoke, judging from its past growth, may reasonably expect to be within a short period.

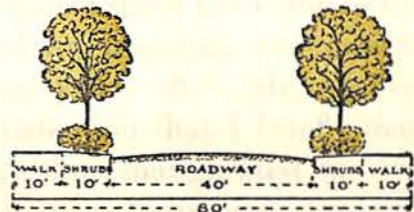
Wilmington, Delaware, is a type of the old method of civic improvement. It consisted of a persistent recognition of the need of parks and later of playgrounds and, as opportunity offered, of securing and improving them. So far as parks go, the result is in many respects gratifying. Wilmington commenced decades ago to acquire the beautiful valley of the Brandywine Creek, an ideal area in its location and character for park purposes. The total cost of acquiring, improving and maintaining this and its other large park lands has been about half a million dollars—a per capita cost of only about six dollars. The estimated value of these parks, exclusive of improvements, exceeds today their total cost including the improvements, and there has been a decided gain to the city in increased taxes from the appreciation of adjacent property. The annual cost of maintaining this system of parks and pleasure grounds is about sixteen thousand dollars, or twenty-two cents per capita. The limitations of this method are obvious. It fails to take into account and provide for many features essential for the city's proper growth, convenience and good appearance. On the one hand there is apt to be an uninteresting commonplace city; on the other, the beginning of an attractive park system. It is good by the old standard, but quite inadequate according to the new.\*

Harrisburg is quite a different story. It has been inspiringly narrated by Mr. J. Horace McFarland, the President of the American Civic Association, in the pamphlet entitled "The Awakening of Harrisburg." Here the story can only be summarized in brief fashion. It began but six years ago. The first step was the raising, by private subscription, of five thousand dollars (which sum was doubled in six months) to secure expert advice and to inform and enlighten the citizens with regard to needed civic improvements. Then came the frank and energetic presentation of the actual issues—the extension and improvement of the water supply and sewerage system, the acquisition of land for parks and play-

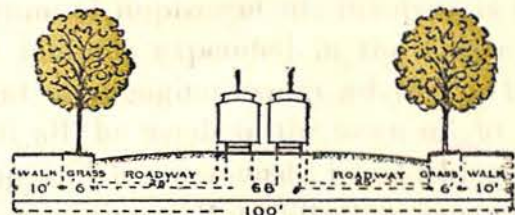
\*Cambridge, Mass., may be taken as another illustration of the same type. It has a longer and more vigorous park history, but other features of city development evidence the same limitations.



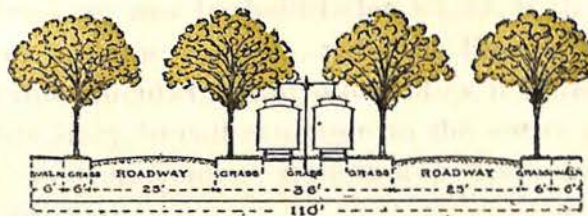
1. IMPORTANT RESIDENCE STREET



2. PARKWAY



3. MAIN AVENUE WITHIN CITY



4. SUBURBAN RIGHT-OF-WAY

SUGGESTIONS FOR MAIN THOROUGHFARES, ROANOKE, VA.

grounds, and the improved paving of the streets—the successful appeal to civic pride, the solution of a difficult political situation, and victory. This victory carries with it an approval of the comprehensive plans of the experts and an increase of the city's indebtedness by the sum of \$1,090,000 (the full legal limit) to carry them into effect. The actual execution of the plans was entrusted to a new board of public works created in advance of the vote on the loan, and consisting of three eminent and able men. The tangible results in five years are remarkable. The city has a supply of twelve million gallons a day of pure, clear, sparkling water, the great intercepting sewer has been completed, streets have been well paved, and a splendid system of parks, parkways and playgrounds created. This is not all—a new spirit has come to life in this little municipality and it has afforded an inspiring example to all the world. In summarizing the result five years after, Mr. McFarland writes: "It is, therefore, with intense satisfaction that I briefly detail the present status of the various movements thus inaugurated in what was probably the first concrete and comprehensive campaign for municipal advancement ever undertaken in America. I do not wish to be misunderstood in this statement, for the volume of improvements involved is not so great compared with the many millions expended in the larger cities. It is the method employed: that of engaging expert advice for the preparation of a concrete plan, so that all the needs of the town might be met through a coincidentally proceeding and harmoniously interlocking plan of improvements, that challenges attention. With filtration incomplete and typhoid murders still proceeding in Philadelphia, after many years of effort, with wealthy Pittsburg drinking raw typhoid-laden water, with the inadequacy of even great Boston in some respects, with the limited success of spasmodic improvement movements in many other cities, it is distinctly the most important part of this story to call attention to the entire and unqualified success of this, the first movement undertaken upon an harmoniously complete and definite plan."

The Hartford plan marks a still further significant advance. It recognizes that the improvement of the city is something requiring constant, not occasional, attention. Thus, it provides under an Act of the

Connecticut legislature for a permanent and powerful commission.\* The Act requires that all questions concerning the location of any public building, esplanade, boulevard, parkway, street, highway, square, or park, shall be referred to the commission by the common council for consideration and report before final action is taken. Other matters may be referred to the commission, the council may delegate to it such powers as it deems necessary and the city, acting through the commission, may condemn and take any amount of property within its boundaries. Such land as is not needed for the improvements, after they have been completed, the city may resell with or without reservations concerning future use and occupation so as to protect public works and improvements and their environs and to preserve the view, appearance, light, air, and usefulness of such public works. Hartford already possesses a fine park system of twelve hundred acres of well designed and well kept parks, and it is easy to believe that under the wise and far-reaching influence of this new commission it will become a better and better city to work and live in.

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\*The commission is composed by the Act creating it of the Mayor, who shall be its presiding officer, the President of the Board of Street Commissioners, President of the Board of Park Commissioners, the City Engineer, two citizens, neither of whom shall hold any other office in said city government, one member of the Board of Aldermen, and one member of the Common Council—the two latter being appointed by their respective Boards, and the two citizens by the Mayor. The commissioners serve without pay, but their expenses are to be paid and they may employ expert advice.

*“The life history of humanity has proved nothing more clearly than that crowded populations, if they would live in health and happiness, must have space for air, for light, for exercise, for rest, and for the enjoyment of that peaceful beauty of nature which, because it is the opposite of the noisy ugliness of towns, is so wonderfully refreshing to the tired souls of townspeople.”*

CHARLES ELIOT, Landscape Architect.

*“I have spoken of the utilization of public reservations as if they were to be expected to yield only health, and enjoyment, and improved powers of perception; but I should deal with the subject very imperfectly if I did not point out that the right utilization of public reservations is a strong agency for promoting public morality, and a high standard of family life. . . . The appropriate pleasures of forest reservations or country parks are all cheering, refining and cleansing; they are soothing and uplifting; they separate city men and women from the squalor, tumult and transitoriness of the human ant-hill, and bring them face to face with things calm, lovely, grand and enduring.”*

CHARLES W. ELIOT,  
President Harvard University.

## Conclusion

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In conclusion, permit me to point out that this Report does not profess to be a complete guide for the improvement of Roanoke. Some points, such as artistic street features, the establishment of public comfort stations, and the abolition of grade crossings, have not been touched upon. Others will be covered in the Report of the Sanitary Engineers. Furthermore, the subjects taken up have of necessity been treated in a general way. At this stage—without topographical surveys to work with nor a crystallized public opinion to interpret, lead or follow, as seems best—that appeared to be the most helpful thing to do. The main recommendations, however, are clear. They are:

(1) The improvement of the City Plan by the widening of Jefferson Street and Tazewell Avenue, the extension of Patterson Avenue, and the opening up of a space of suitable size and agreeable proportions at their conjunction.

(2) The grouping of public and semi-public buildings on Jefferson Street or in the neighborhood of Market Square.

(3) The development of a more rational arrangement of city streets and the establishment of the lines of main thoroughfares within and without the city.

(4) The preservation of the most available and beautiful of the natural landscape features of the neighborhood as a basis for a system of parks, parkways and reservations, and the construction of such playgrounds as are needed.

Granting for a moment that these recommendations are in general approved, a method of realizing them must be adopted and the necessary funds raised. As to method, a local modification of either that used so successfully at Harrisburg or that recently adopted for Hartford, both of which have already been briefly outlined, might be followed.

It is believed that the sum necessary to carry out the proposed improvements is not beyond the means of Roanoke. It could be procured by a special long time loan, a slight increase of the tax rate, and by an enactment that would permit the city to include in its purchases, when necessary, the adjacent property, reselling the same with profit under proper restrictions. The first and obviously right method is by a loan. While the city debt of Roanoke might legally be about \$2,000,000, it is only \$949,000. Thus a loan of \$1,000,000 could very properly be made, as all the proposed improvements are permanent and will benefit future generations even more than the present.\* The city tax is \$1.00 per \$100; the school tax 25 cents and the state tax 35 cents, a total of \$1.60 per \$100, based on a fair, conservative valuation of property. Compared with most other progressive cities, this rate is low, and it is known that many citizens of Roanoke would approve of raising it. The third method—that of securing to the public part of the so-called unearned increment, the increased value of adjacent real estate resulting from its improvements—has been long followed in Europe and is meeting increasing favor in this country. It has been adopted by statute in Massachusetts, Ohio, Pennsylvania, Connecticut, and other states. The Ohio law, passed in 1904, is a typical illustration. It makes provision that all municipal corporations shall have the power to appropriate, enter upon, and hold real estate within their corporate limit for establishing esplanades, boulevards, parkways, park grounds and public reservations in, around and leading to public buildings, and for the purpose of reselling such land with reservations in the deeds of such resale as to the future use of such lands, so as to protect public buildings and their environs and to preserve the view, appearance, light, air and usefulness of public ground occupied by public buildings and esplanades and the parkways leading thereto.\* The purpose of this law is not only to enable the municipality to fairly recoup itself in part for its public spirited expenditure, but also to make that expenditure effective.

\*"For every thousand dollars judiciously invested in a park dividends to the second generation of the citizens possessing it would be much larger than to the first; the dividends to the third generation much larger than to the second."—*Frederick Law Olmsted*.

\*For the text of the Massachusetts law and a full discussion of this whole matter, see House Document No. 288.

There are four stimulating facts to keep in mind in connection with the proposed improvement of Roanoke. (1) The property required will never be so cheap as today. The truth of this statement can be easily tested by comparing the present value of real estate in Roanoke with that of twelve months ago or even of three months ago. (2) Once bought, this property would steadily increase in value, not only as a matter of assessment, but of actual value for park and other recreative purposes. For example, consider simply the gain from the preservation and growth of trees. (3) The whole experience in American cities is that parks and other public grounds far more than pay the cost of their purchase and maintenance. (4) The mere announcement of a sound improvement policy and the appointment of a permanent commission are apt to bring to the city rich gifts of land for public use. Innumerable illustrations could easily be given in support of this statement.

More than upon method and money, success in this public enterprise will depend upon the ardor and spirit with which it is entered upon and prosecuted. "The Roanoke spirit" at its best must be invoked. A conservative, well considered, and whole-hearted course of action must be adopted and consistently followed if the best results are to be secured. Finally, we can take heart in a truth that Andrew Carnegie said had been one of his supports in life and which he commended to the Dunfermline Committee in the execution of their trust: "The gods send thread for a web begun."

Respectfully submitted,

JOHN NOLEN,

*Landscape Architect.*



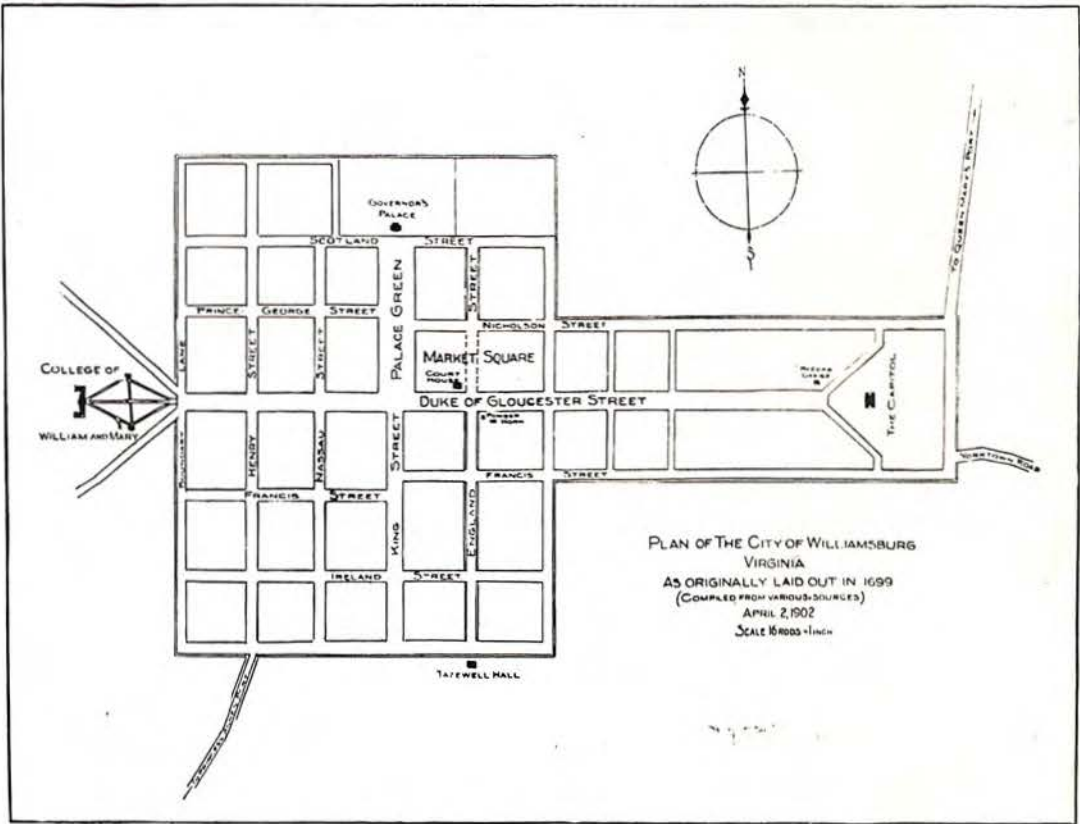


CARVIN'S COVE NEAR HOLLINS.



MOUNT ROYAL, MONTREAL.

A mountain park which would serve as a suggestive model for the improvement of Mill Mountain.



PLAN OF WILLIAMSBURG, VIRGINIA.

Adopted in 1699. Note the thoughtful location of public buildings and the arrangement of streets. City planning is not a new idea, nor is it confined to large places.



EUROPEAN OPEN SPACES.



**BILTMORE, NORTH CAROLINA.**

The Plaza in front of the railroad station and the characteristic arrangement of streets.



The value of a City Square as a noon resting place for busy men.



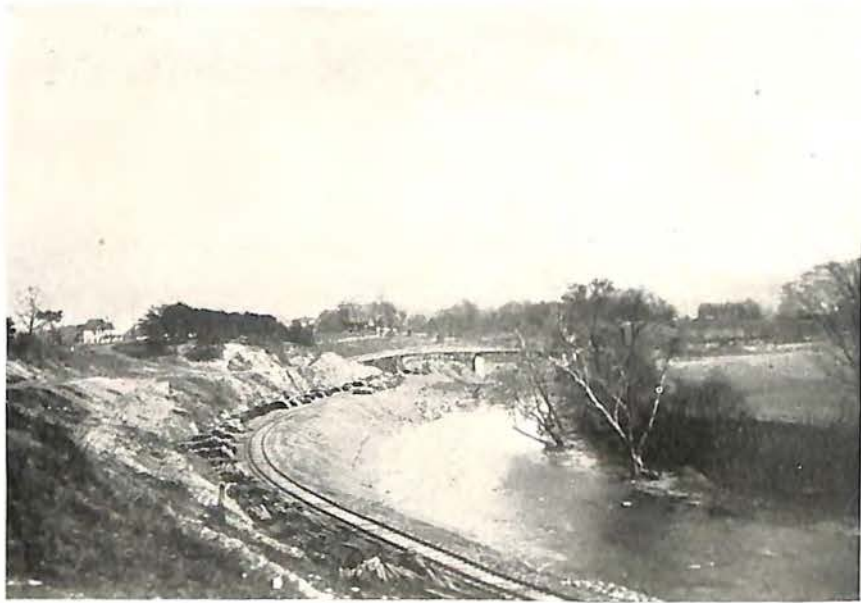
NORFOLK AVENUE.

Opposite the Roanoke Station to the south on the city side. Contrast with the view of the Hotel Roanoke on the north side.



HOTEL ROANOKE.

Immediately north of the railroad station of the Norfolk & Western Railway.  
Contrast with view of Norfolk Avenue, south of station.



ROANOKE RIVER VIEWS.  
Showing the recent ravages of the railroads.





Present treatment of an important street intersection in Roanoke.



A better method employed in Cambridge, Massachusetts, under somewhat similar conditions.



RAILROAD STATION.



OFFICE BUILDING.

Buildings of the Norfolk & Western Railway Company in Roanoke. Types for the future.



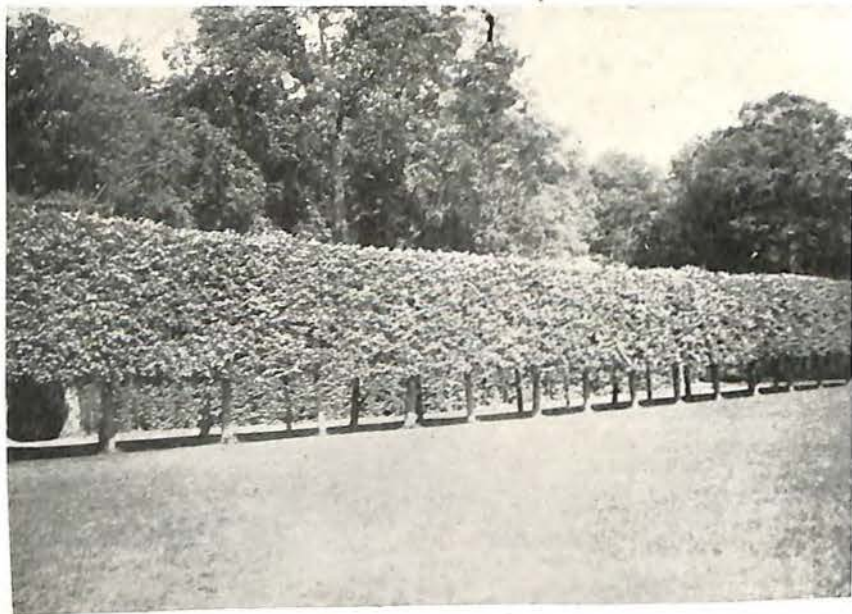
A ROANOKE BUSINESS STREET.



**BUILDINGS NEAR THE BUSINESS CENTER OF ROANOKE.**  
Illustrating the statement that the present structures must soon be replaced by others of a more substantial and modern character.



ARCADED SIDEWALKS IN PHILADELPHIA AND SAVANNAH.  
These could be used to advantage in retail business in all Southern cities, as  
they are extensively used in Europe.



A method of tree planting, well adapted to use in busy city streets. Trees clipped in this manner do not shut off the view, light, and air, and, if well kept, are very agreeable in appearance.



ABANDONED BRICK ROW.  
Occupying part of proposed site for Jefferson Playground.



STREET SCENE ON FRANKLIN ROAD.  
An important thoroughfare, showing the result of ill-considered land sub-division.



GENERAL VIEW, NORTH SIDE.



NORTH JEFFERSON STREET.  
Impossible grade for city street.





STREET VIEWS, NORTH SIDE.



TREATMENT OF HILLS, NORTH SIDE.



CHARACTER OF BUILDINGS, NORTH SIDE.



STREETS, NORTH SIDE.

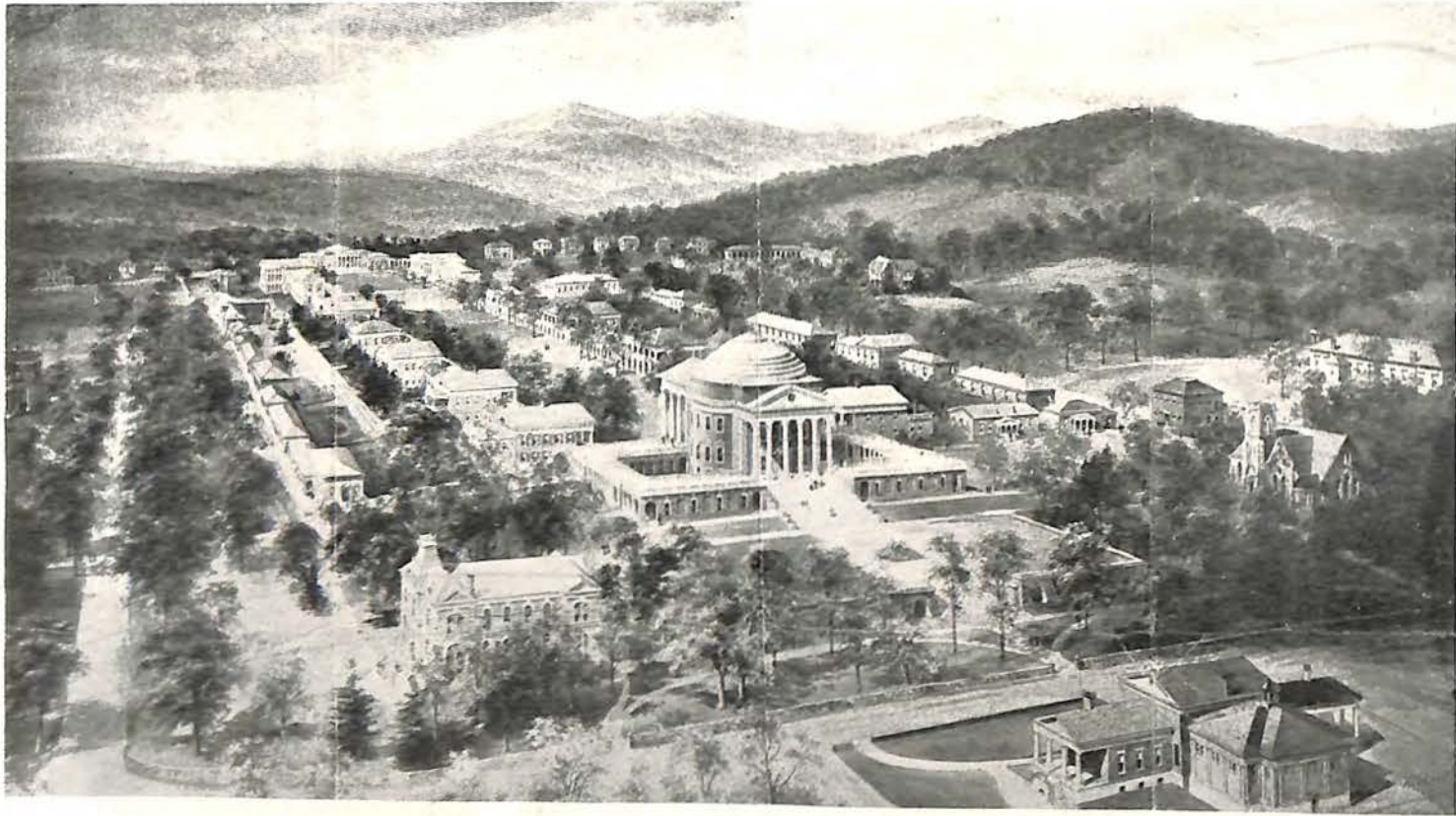


MARKET SQUARE TODAY.  
Proposed site for new City Hall.



MARKET SQUARE.

Showing Mill Mountain as a possible background to the proposed new  
City Hall.



The advantages of the "Group Plan," illustrated in the arrangement of the buildings of the University of Virginia. The arrangement of the buildings at Harvard University is also a useful illustration.



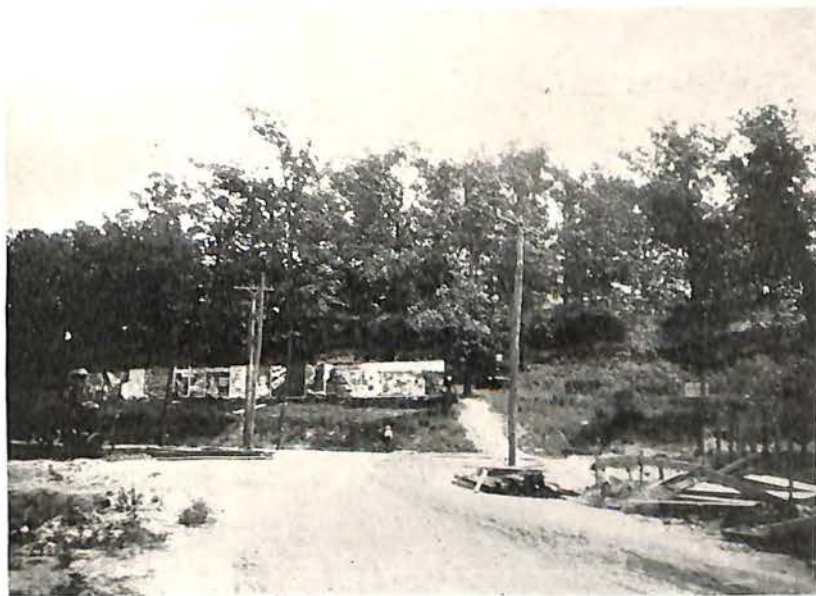
THE CAPITOL AT WASHINGTON.

Showing the value of an appropriate site for a large public building.





NEW RANDOLPH MARKET.



PROPOSED WOODLAND PARK. NOTE BILL BOARDS.

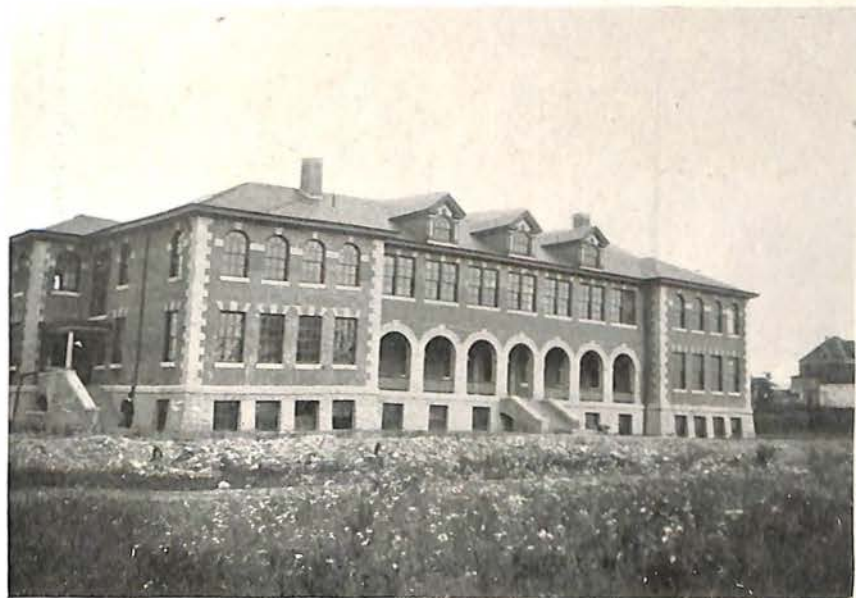


New type of residence in Roanoke which needs to be better protected from nuisances.



OAK GROVE.

Recently purchased by city. Illustrating the opportunities that still exist for securing attractive property within the city suitable for squares and playgrounds.



NEW PARK SCHOOL, ROANOKE.



OGLETHORPE AVENUE, SAVANNAH.

A beautiful street, with two driveways, a wide green Mall in the center and ample shade from well-planted and well-kept trees.



PENNSYLVANIA AVENUE, WASHINGTON, FROM THE CAPITOL.  
(160 Feet Wide.)

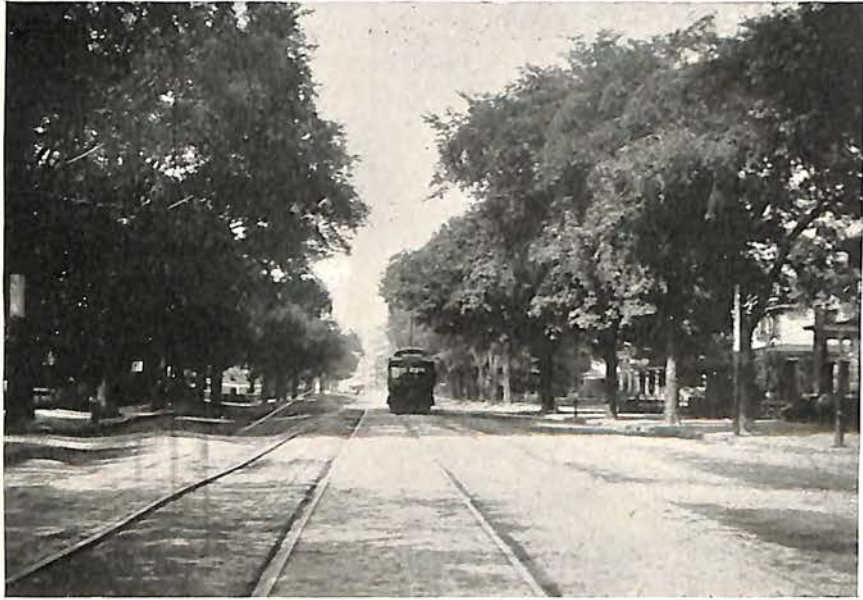


Illustration of method recommended for Suburban Right of Way.



**HALL STREET, SAVANNAH.**

One hundred foot residence street with ten foot planting strip and wide sidewalk on either side.



BRATTLE STREET, CAMBRIDGE.  
Showing the beauty of curved streets.



MASSACHUSETTS AVENUE, CAMBRIDGE.  
Illustration of the treatment recommended for main avenues within the city.





MUDDY RIVER PARKWAY, BOSTON.  
A suggestion for Tinker Creek.



ROANOKE AMUSEMENT PARK.

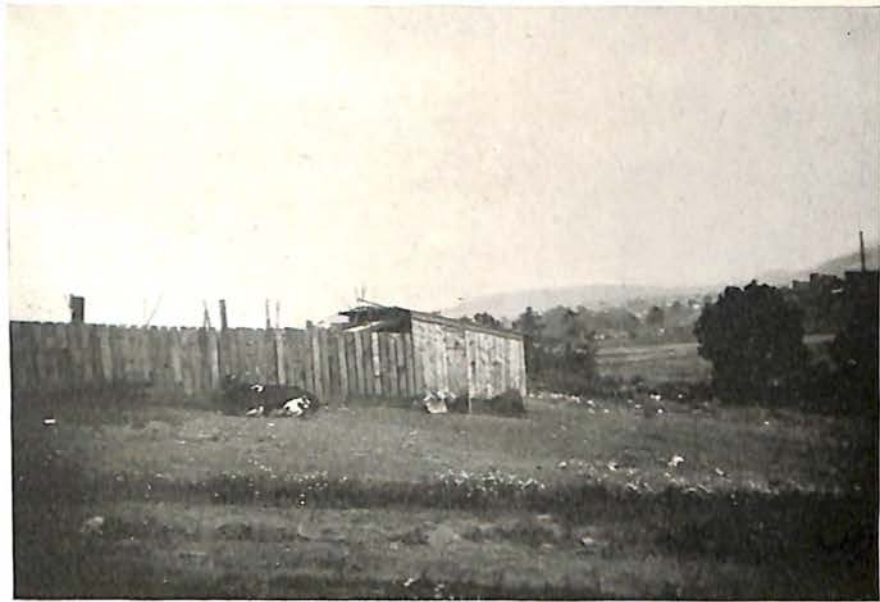
Illustrations to show the popularity of and demand for outdoor recreation.



VIEWS OF THE ROANOKE RIVER WITHIN THE CITY TODAY.  
Showing its natural character and use. It is still possible to preserve all this.



VIEWS OF THE ROANOKE RIVER WITHIN THE CITY TODAY.  
Showing its natural character and use. It is still possible to preserve all this.



CHARACTER OF PRESENT "IMPROVEMENT" ALONG THE RIVERSIDE PARKWAY.



MILL MOUNTAIN.  
(1,800 Feet.)



Sand gardens are the most needed provision for small children.

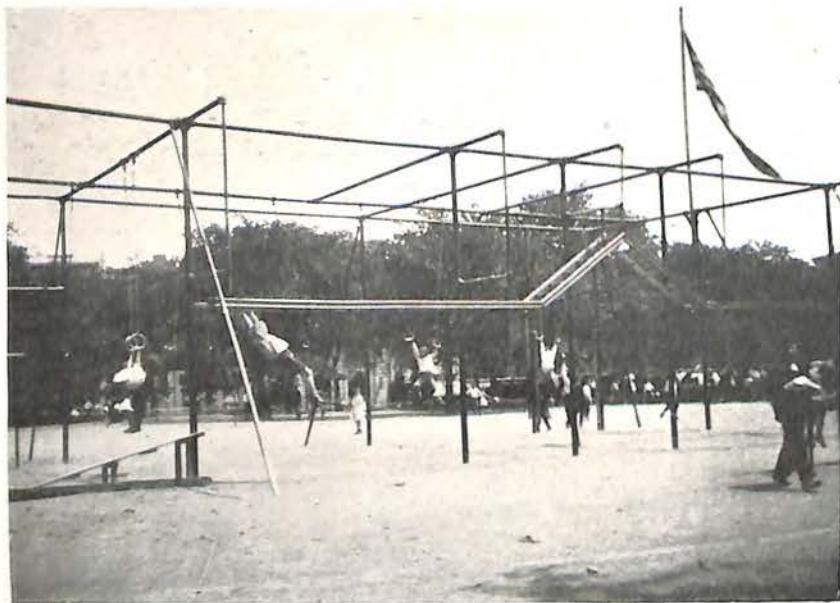


PARKS AND THEIR USE.





PLAYGROUNDS.



MODERN PLAYGROUNDS WITH SWINGS AND APPARATUS.



Illustrating the effective use of a river bank as a promenade.

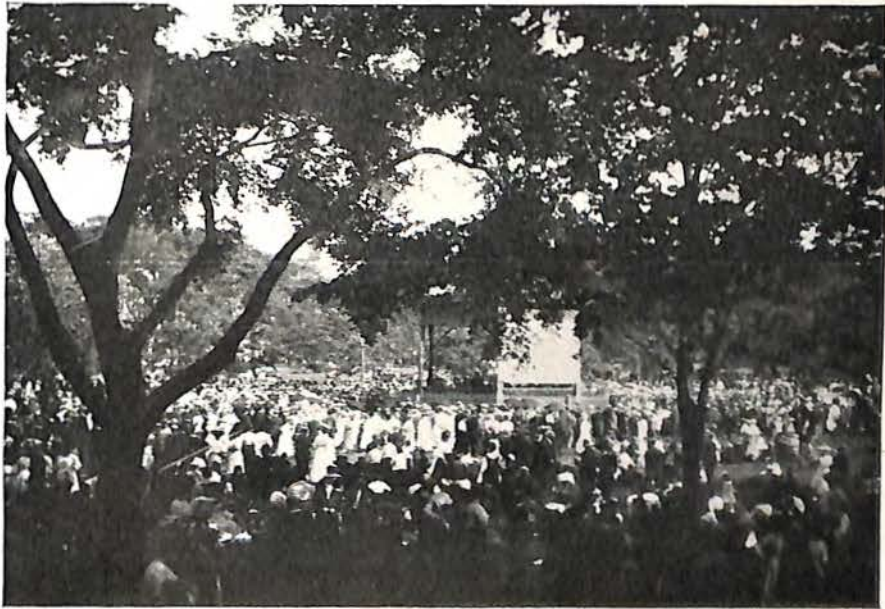


VIEW IN FORSYTH PARK, SAVANNAH.

The parks of Savannah, established through the foresight of Oglethorpe,  
the founder of the city, have today a valuation  
of over five million dollars.



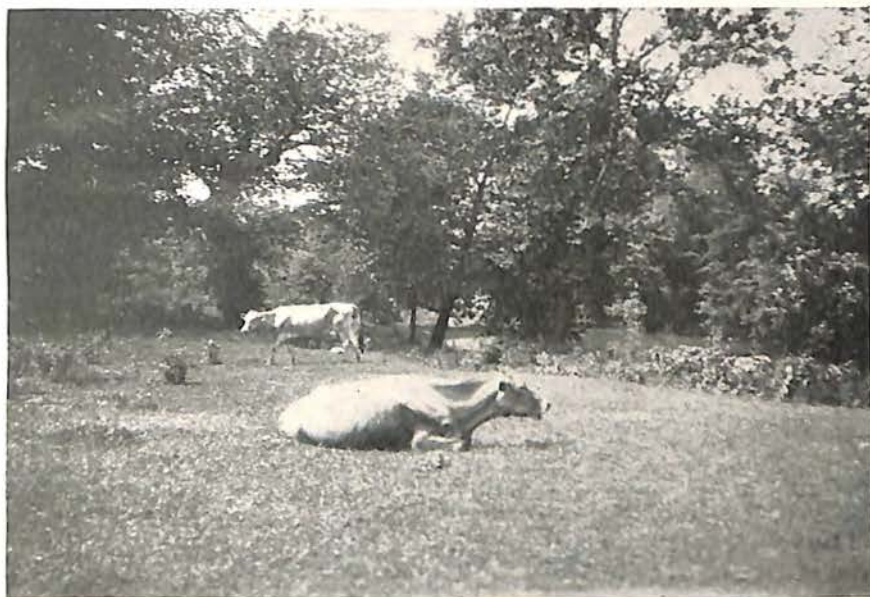
THE BOSTON PUBLIC GARDEN.



BOSTON COMMON. BAND CONCERT.



CHILDREN IN THE PARKS.



PRESENT SCENERY OF TINKER CREEK.



PRESENT SCENERY OF TINKER CREEK.





PRESENT SCENERY OF TINKER CREEK.



A ROANOKE BRIDGE—TINKER CREEK.



A BOSTON BRIDGE—MUDDY RIVER.



THE ROANOKE RIVER BELOW THE CITY.  
An ideal boating and recreation center.



THE ROANOKE RIVER BELOW THE CITY.  
An ideal boating and recreation center.



THE DAM.

Four miles east of Roanoke. An impressive fall of water of great value for recreation purposes.



BOATHOUSE IN NEWARK, NEW JERSEY, PARK.



**THE CHARLES RIVER RESERVATION, BOSTON.**

The natural beauty of the Roanoke River surpasses even that of the Charles River.



SOME "BITS" OF ROANOKE'S MOUNTAIN SCENERY.

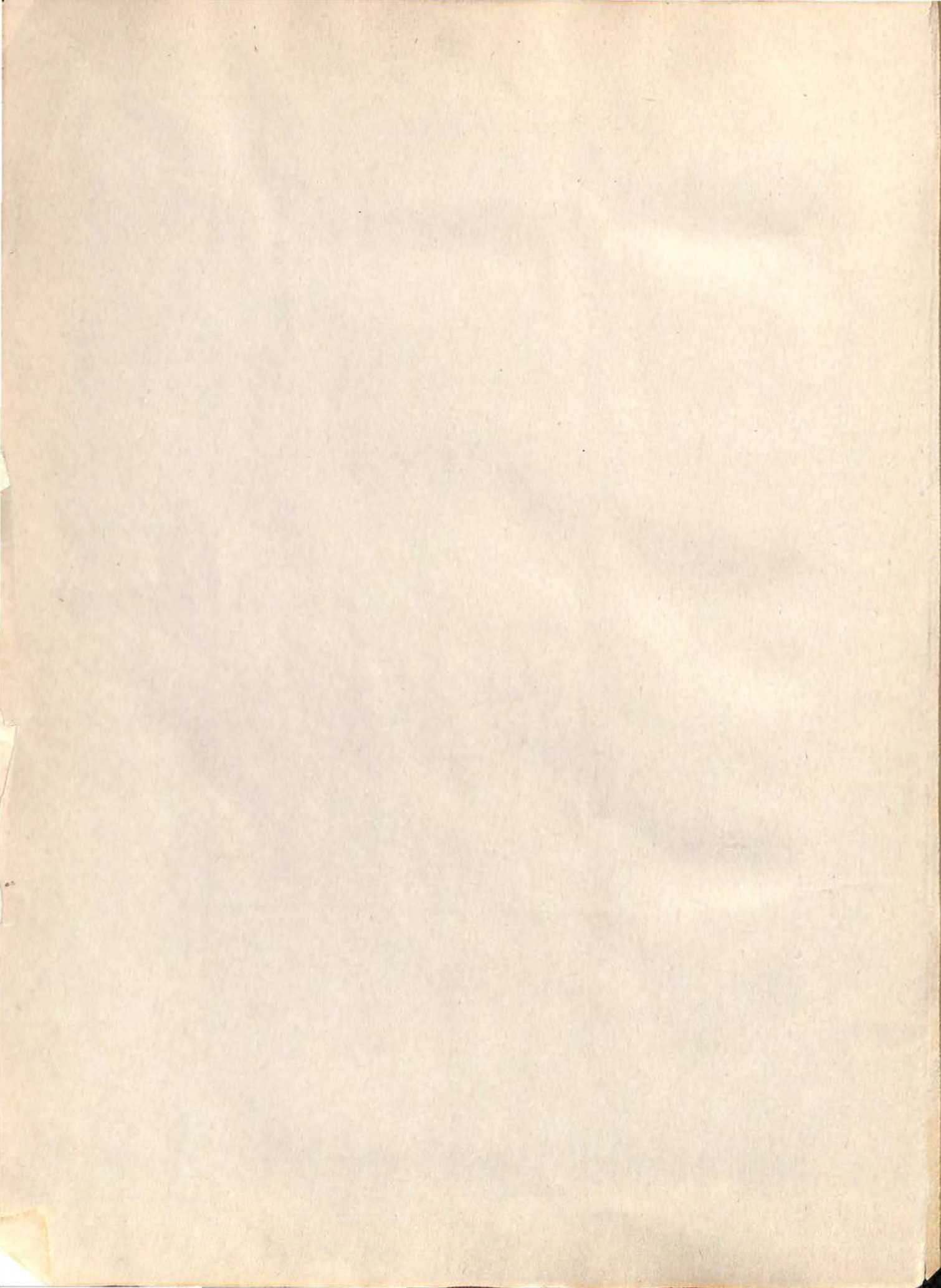




SOME "BITS" OF ROANOKE MOUNTAIN SCENERY.













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