

# Civic Bulletin

Published by the  
*San Diego Civic Association*

402-403 Timken Building

Pacific Phone, Main 4555

OCTOBER 3, 1911

BULLETIN NO. 2

## The Proposed Harbor Improvements

### PART I.

The San Diego Civic Association was organized to **accomplish** certain things. A demand for **action**—deliberate, well-considered, intelligent and unified action along certain lines—prompted the formation of this Association. It was not formed merely to deliberate and consider. It was created to do things—to get results.

Among the things which it was organized to accomplish was **the improvement of our water-front**. This is only one of many things which this Association was organized to accomplish, but it is **one of the most important things**. Some people think that it is the most important; and fully two-thirds of the members of this Association who have indicated their interest in some particular line of work in the Association have mentioned water-front improvement.

Now this Association is not a commercial organization. This does not mean, however, that this Association and its members have no appreciation of the commercial importance of things, or that the things for which it is striving have no commercial importance. This organization stands for the growth and development of this city as thoroughly and as firmly as any other organization here. It stands for a **greater San Diego**. But it does not stand for size alone. It wants to see the city clean as well as big, and **handsome instead of ugly**.

Beauty attracts, and ugliness repels. Beauty of climate and scenery attracts thousands upon thousands of people and

millions upon millions of dollars to Southern California. It is "the playground of America." There is not another place in the United States where more deference and respect should be paid to beauty. It is our greatest commercial asset, and to ignore and disregard it in planning for the commercial growth and development of this city would be the height of folly. And yet a lumber merchant here, who probably sells almost two-thirds of his lumber to build hotels, apartment houses and homes for people who come here principally on account of our beautiful climate and beautiful bay, etc., and the other third of his lumber to build offices, shops, stores and homes for people who come here principally to make a living off the people above mentioned, remarked the other day that "all talk of beautifying our water-front is buncombe"; and in his opinion the entire water-front should be given over to shipping and factories, and any man or group of men who talk of beautifying any part of it is opposing the commercial growth and development of this city. To him the San Diego Civic Association is an organization of impracticable and visionary persons, and the **Nolen plans**—a mid-summer night's fantastic dream.

There are undoubtedly many other men in San Diego besides this lumber merchant who have not taken the **Nolen plans** seriously—but merely as something nice to talk about—and who will now look with anger and disgust upon any mention or explanation of them by this Association. But there are still other persons in this

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city—and many of them too—who are interested in the **improvement of our water-front along the lines of the Nolen plans.** They have joined this Association in the expectation that it would **do something** for the improvement of our water-front along the lines outlined by John Nolen. **And what is it doing? What is it going to do? And finally what should it do?**

Some people say that it should do nothing—absolutely nothing. They say that it should maintain silence—absolute silence—until the Capps' plans for the improvement of our water-front have been carried,—and the Nolen plans dead and buried.

Other people say that it is the duty of the Harbor Improvement Committee of this Association to lay before the membership of this Association and the public at large **ALL FACTS** pertaining to both the Capps and the Nolen plans, and also to let the people know that **IF THEY SO DESIRE** they may yet be able to secure ~~opportunity to vote the million dollars~~ of bonds without adopting the Capps plans.

**PART II. OF THIS BULLETIN**, which will be published and distributed in a few days, will consist of a **statement of the**

**facts**—briefly, plainly, and fairly presented.

If, after being fully advised of the facts (the facts on all sides and from all sides) a large part of the membership of this Association and of the public in general are of the opinion that this City will be making a serious mistake in adopting the Capps plans, then it is earnestly hoped and expected that they will not wait until the last day—the day of the election—to express their opinion; for the Harbor Improvement Committee of this Association does not want to see municipal ownership of our harbor defeated. It is, moreover, not in any way opposed to the entire one million dollars being spent for the accommodation of heavy shipping and commerce and sites for factories. But it is opposed to such improvements being placed at the foot and north of D St., and it wants to know and is going to try to find out in some way or other how the members of this Association and the public in general feel about it. But first it desires the members of this Association and the public in general to be informed of the facts—and not merely the facts on one side—but the facts on both sides.

## **HARBOR IMPROVEMENT COMMITTEE SAN DIEGO CIVIC ASSOCIATION**

# Civic Bulletin

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San Diego Civic Association

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Pacific Phone, Main 4555; Home, 4505

OCTOBER 12, 1911

BULLETIN NO. 2

## The Proposed Harbor Improvements

### PART II.

In December, 1906, the Chamber of Commerce of San Diego County appointed a Committee on Civic Improvement, consisting of Julius Wangenheim, (chairman), George Cooke, Dr. Edward Grove, A. Haines, Melville Klauber, George W. Marston, E. E. White, and L. A. Wright.

These men were all interested in civic improvement, and some of them had devoted considerable time and study to the subject, and to the formulation of some plan or plans for making this city more attractive. But they realized that their knowledge of city planning was really very limited, and that their experience was still more limited, and they accordingly decided to employ an expert or, in other words, a person experienced in city planning. And they employed John Nolen of Cambridge, Mass.—a man who had made city planning his specialty, and who by dint of years of special study and successful work along this line had attained to a position of eminence and authority.

John Nolen came to San Diego in October, 1907. He spent about three weeks here, making a careful, thorough and comprehensive study of this city's wonderful opportunities to make of itself a city without a rival in Southern California or elsewhere in the United States. His plan for the improvement of San Diego was published in book form in 1908. It is well worth reading—and copies of it may be seen either at the San Diego Public Library or at the offices of this Association.

Mr. Nolen's services, including the publication of his plan, cost about three thousand dollars. This was paid by the men above mentioned.

The three most important features of Mr. Nolen's comprehensive plan for the improvement of San Diego are (1) the grouping of public buildings on D St., which is the widest, shortest and most im-

pressive thoroughfare connecting the retail-business centre of our city with the waterfront. (2) The improvement of the waterfront from D Street to Date Street, and (3) the widening of Date Street into a broad boulevard connecting the bayfront with the city park.

The improvement of the waterfront is the only one of these features of Mr. Nolen's plan to be considered in this Bulletin. Before considering it, attention should be called to the fact that this is by no means the first time that the Nolen plan for the improvement of the waterfront has been threatened, and those interested in the Nolen plan have found themselves in conflict with other interests. ~~The freedom of the waterfront at the foot and north of D Street from private franchises is not an accident.~~ It is due to two causes: (1) the activities of those interested in the Nolen plan in keeping private interests from getting franchises there. In this the advocates of the Nolen plan had at all times the hearty support and co-operation of the Board of State Harbor Commissioners for the Bay of San Diego and were thus enabled to successfully oppose the applications of Bartlett Webster and others for franchises along this section of our waterfront; and (2) the natural inadaptability of this part of the waterfront for large freight or passenger boats.

The advocates of the Nolen plan have not merely tried to keep private interests off this particular part of our waterfront, but they have worked for its improvement along the lines of the Nolen plan. Two years ago a bill, providing for its improvement, was prepared and presented by them to the State Legislature, and it passed the Senate but was shelved by a committee in the House. And when the question of raising by subscription one million dollars for the Exposition was under consideration they got the directors of the Exposition to agree to devote a certain portion

of the subscriptions to the improvement of this part of the waterfront.

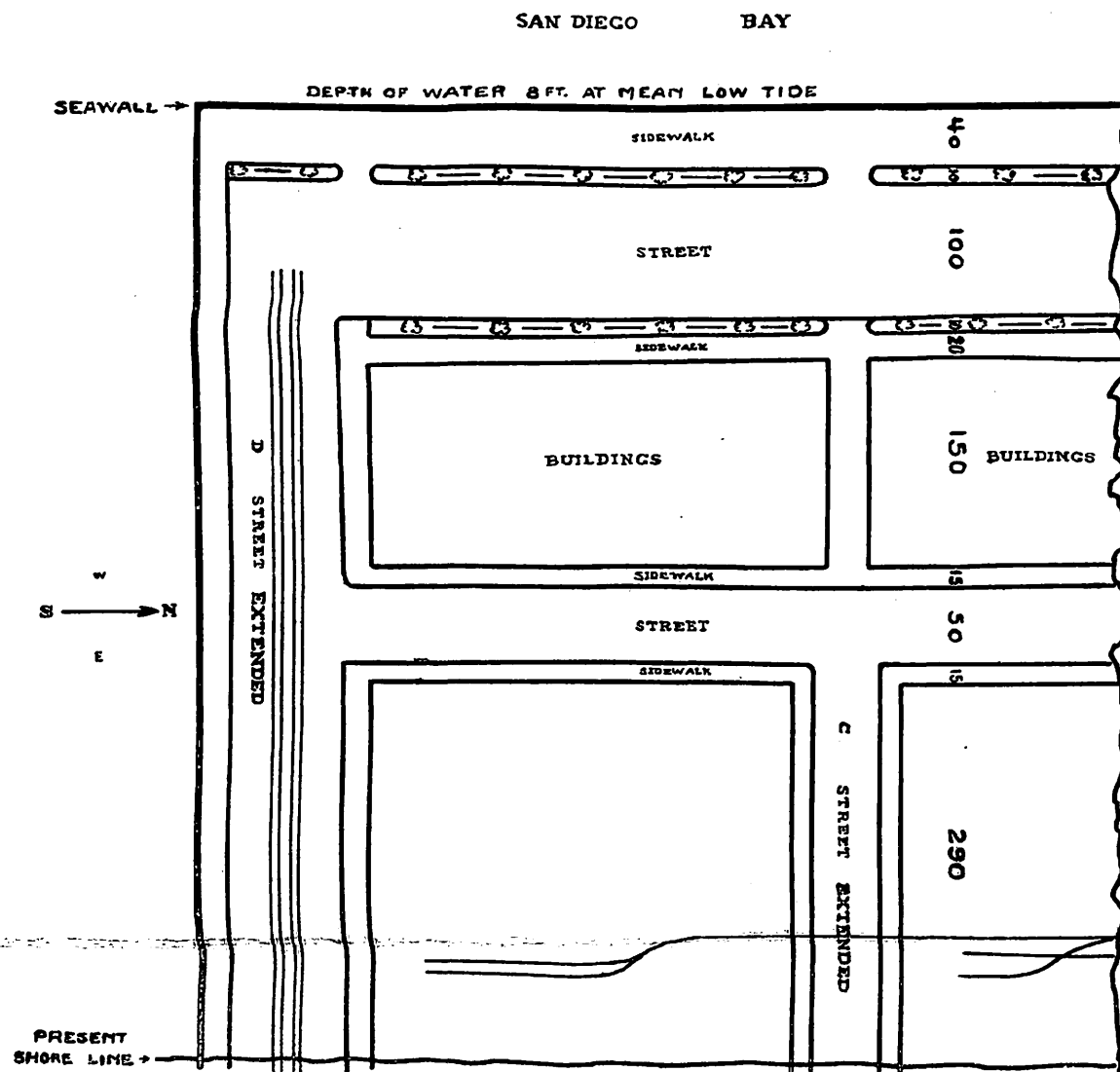
Having devoted so much time, money and labor to the improvement of this particular small section of our waterfront for the benefit of the people, and having been largely instrumental in keeping it free from private franchises, these men naturally feel that they should be shown as much consideration as is being shown those men and corporations who for purely selfish ends have taken over so much of the most valuable waterfront of our city.

Municipal ownership of our waterfront would afford the greatest opportunity ever presented for the realization of the Nolen plan, IF it were not for the fact that this identical section of the waterfront (D to

Date Streets) has been seized upon by the City Council and the City Engineer for improvements which seem to be in direct conflict with the Nolen plan. Some people don't care, because they think that the Nolen plan for the improvement of our waterfront means a park. Other people don't care, because they think that no part of our waterfront can legally be improved according to the Nolen plan. Still other people don't care, because they think that the Nolen plan for the improvement of the waterfront is such an expensive proposition that it will be several years before this city can afford to indulge in it.

If the reader of this Bulletin finds himself to be one of these people he ought to examine closely the following plan and to read carefully the remainder of this Bulletin.

## THE NOLEN PLAN



## EXPLANATION OF PLAN

The foregoing plan shows only a section—about a block and a half in length—of the waterfront as improved according to the Nolen plan. It shows, however, the kind of improvement contemplated for the entire distance from D Street to Date Street.

When the above improvement of our waterfront was outlined by Mr. Nolen in 1907 no bulkhead or seawall could have been built more than 350 feet from the shore line, but now it is expected that the United States government will soon allow a bulkhead or seawall to be built 700 feet out from shore, and the Nolen plan has accordingly been widened to meet this contemplated change in the bulkhead line.

The total area and boundaries of the lands reclaimed under the above plan would be exactly the same as the lands reclaimed between the South line of D St. and the North line of Date Street under the Capps plan.

Of the 40 foot strip next to the bulkhead or seawall the outer 20 feet could be paved, still leaving 20 feet for a cement sidewalk.

(.)—(.)—(.)—denotes trees and seats. These seats or benches could be made double, facing both the walk and the street. Please note that this is all the park there is to the Nolen plan for the improvement of the waterfront.

The street along the waterfront is planned to be wide, so as to accommodate the hundreds and thousands of people who on Sundays and holidays and other special occasions would flock to this waterfront. The street must also be wide enough to accommodate all kinds of automobiles and other conveyances, including probably street cars.

At least two-thirds of the lots fronting on this street would be leased by the city to private individuals and corporations and improved by such lessees with hotels, apartment buildings, restaurants, stores and offices, boat club houses, buildings with swimming pools, etc., etc. In leasing these lots the city would have the power to regulate not only the height of the buildings to be erected thereon, but also the kind of construction and the style of architecture, and thus be able to secure uniformity in height, construction and design of the buildings along this street.

Some lots on this street should undoubtedly be reserved for public buildings; and in the meantime these lots could be well used for playgrounds.

The above plan shows the depth of these lots to be 150 feet, with a frontage also on a parallel street which is 80 ft. in width. These figures, however, are merely tentative.

The remaining 290 feet (or more) of the reclaimed lands could be leased for warehouses and certain kinds of factories with suitable railroad connections, without being in any way objectionable to the Nolen plan.

ESTIMATED COST OF THE IMPROVEMENT of the waterfront from D Street to Date Street, according to the Nolen plan: \$150,000 to \$200,000.

(Note) For data regarding cost, see Secretary of this Association.

ESTIMATED ANNUAL REVENUE from such improvement: At least one and one-half times the annual interest (and sinking fund) on the investment.

Estimated value of the fifty-foot lots facing the waterfront street and extending thru block (150 feet) to street 80 feet wide: \$7500 to \$10,000 per lot.

There would be 42 such lots (7 blocks) between D Street and Date Street. Suppose that the city were to reserve 12 of these 50-foot lots (2 blocks) for public buildings. The value of the remaining 30 lots, at an average value each of only \$7500, would equal \$225,000. If the city were to lease these 30 lots on a basis of only 4½ per cent. of their said estimated value today, the annual income therefrom would pay the interest (and sinking fund) on the cost of the improvement figured at \$200,000.

These lots, with the growth and development of the city and waterfront, would increase in value very rapidly; and the city in leasing them for any considerable number of years would undoubtedly make provision for increased rentals at stated periods.

These lots would always be worth very much more and yield much greater rentals than the larger blocks of warehouse or factory lands back of them, because the amount of money which a warehouse or factory can afford to pay for land is very limited. This fact should not be lost sight of in estimating the revenue to be derived from land set aside for warehouses and factories.

## LEGALITY OF SUCH IMPROVEMENT.

The bill passed by our State Legislature last spring is: "An Act conveying certain tide lands\*\*\*\*\* to the city of San Diego in furtherance of navigation, commerce and fishing," etc.

Now it is claimed by some opponents of the Nolen plan—men who, if you asked them what the Nolen plan for the improvement of the waterfront is, would probably say "parking"—that no part of the waterfront can ever be improved according to the Nolen plan, because such improvement would not be in furtherance of "navigation, commerce, and fishing."

But inasmuch as the Nolen plan is not

a plan for a park along the waterfront it is not necessary to waste any time and space here considering whether a park along the waterfront would be illegal. And inasmuch as the Nolen plan is not a million dollar proposition with "a depth of water at the piers of not less than thirty-five feet" there is no use wasting any time or space considering whether it fulfills the requirements of the Act of the State Legislature in regard to the expenditure of said One Million Dollars. The only question to be considered here is whether after the special requirements in regard to said million dollar expenditure have been fulfilled the city could legally devote any part of said one million dollars or the whole or any part of any other bond issue to the improvement of any part of the waterfront in accordance with the Nolen plan above outlined. In other words, would such improvement be in furtherance of navigation, commerce and fishing on our bay?

A ship, filled with passengers and merchandise, comes into our harbor and docks. Its merchandise goes to a warehouse, and its passengers go to a hotel. Which building—the warehouse or the hotel—is an improvement in furtherance of "navigation, commerce, and fishing?"

Two ships come into our harbor and dock. One is laden with freight; the other with passengers. Which ship is engaged in "navigation, commerce and fishing?"

Two passenger boats come into our harbor and dock. One is a large boat from a distance of 200 miles carrying 400 passengers at \$5.00 each. The other is a small boat from a distance of 20 miles carrying 40 passengers at 50 cents each. Which boat is engaged in "navigation, commerce, and fishing?"

Two fishing boats land on the waterfront. One carries 10 fishermen, and the other only three. Which one is engaged in "commerce, navigation and fishing?"

These are questions which can be answered without consulting a lawyer. The common sense of the reader will tell him that the answer to all these questions is the same—that the hotel stands on the same footing as the warehouse—the passenger boat on the same footing as the freight boat—the small passenger boat on the same footing as the big passenger boat—the fishing boat with three fishermen on the same footing as the fishing boat with ten fishermen—so far as the application of the words "navigation, commerce and fishing" is concerned. And that is all that concerns us right now.

The improvement contemplated by the Nolen plan would be almost an ideal im-

provement for passenger boats running to and from Roseville, Fort Rosecrans and Point Loma, North Island and Coronado, South San Diego and Imperial Beach, Coronado Islands, etc., and also for launches to and from warships lying at anchor in the harbor, and for all kinds of fishing boats. And no one can seriously contend that such an improvement would not be in furtherance of navigation, commerce and fishing on our bay.

Another objection to the Nolen plan has recently been advanced by its opponents, viz: the inconvenience and danger attendant upon crossing railroad tracks on D Street in going to and from this waterfront. This objection applies with equal force to the Capps plan.

When the railway traffic across D Street becomes so great that it is serious menace to the safety of people passing on foot and in busses, automobiles and street cars, to and from the waterfront, then the subject of constructing a way over or under the car tracks will undoubtedly be taken up and solved by this city with the same intelligence and ability displayed in other large cities throughout the country.

The question will be asked: Why not put the Nolen improvement north of Date Street?

The answer to this question is that the farther away from the people this improvement is placed the less it will be used by them, and less valuable it will be to them and to the city. It should be convenient. It should be within easy walking distance of the "down town" part of our city—where the clerk in the store or office, the stranger at the hotel, the shopper, the laboring man, and the poor man, can get to this waterfront with the least possible expenditure of time, energy and money. And to place this improvement seven blocks farther away would make considerable difference.

PART III. OF THIS BULLETIN, which will be published and distributed in a few days, will contain a brief history of the Capps plans, and a consideration of them from the point of view of the Nolen plans.

John Nolen is expected in San Diego this week, and a large public meeting is being planned to be held in Germania Hall, corner 9th and G Streets, Saturday evening of this week, at which many fine views of civic improvements, particularly waterfronts and civic centres, will be shown.

**HARBOR IMPROVEMENT COMMITTEE  
SAN DIEGO CIVIC ASSOCIATION.**

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OCTOBER 19, 1911

BULLETIN NO. 2

## The Proposed Harbor Improvements

### PART III.

#### ACT OF THE STATE LEGISLATURE.

On May 1, 1911, Act of State Legislature, conveying tide lands to the City of San Diego, was approved and became effective. This city now owns its tide lands, but the conveyance of them to it was made subject to the following conditions: (a) "That the City of San Diego shall, within twelve months (i. e. by May 1, 1912) exclusive of such time as said city may be restrained from so doing by injunction . . . issue its bonds for harbor improvement purposes in an amount of not less than \$1,000,000; and (b) shall, within 18 months (i. e. by November 1, 1912) exclusive of the time hereinbefore mentioned, commence the work of such harbor improvement;" and (c) shall expend not less than \$1,000,000 thereon within three years (i. e. by May 1, 1914) exclusive of the time above mentioned; and (d) "said harbor improvement work shall be so done and performed that accommodation will be furnished and maintained for ocean going vessels of the largest class, and a depth of water shall be obtained and maintained at the piers of not less than 35 feet."

#### THE WORDS "ISSUE" AND "PIERS" IN THIS ACT.

Some of the leading advocates of the Capps plans have been loudly declaring that the entire million dollars of bonds must be sold and the money in the treasury by May 1, 1912.

John Dillon, of New York City, is recognized as the greatest authority in this country on the law of Municipal Corporations and Municipal Bonds. In his five-volume work on this subject just published, under a paragraph entitled "when bonds are deemed to be 'issued,'" he says: "It is always a question of the intention of the legislature to be derived from a consideration of the entire statute in which it (the word 'issued') is used. It is true that no obligation is created upon a bond until it has been sold and delivered, but 'issued' as used in an Act concerning municipal bonds is a relative term. It may

mean executed (i. e., signed and sealed), under some circumstances, and delivered under others. Hence, municipal bonds legally signed, certified and registered, but not yet sold, have been held to be 'issued' for some purposes."

This Act of our State Legislature is a grant to this city and the statutes of this state expressly declare that "a grant is to be interpreted in favor of the grantee,"—in this case the City of San Diego.

Please consider, moreover, what a hardship and financial loss to this city would be involved in forcing it to have deposited in the city treasury six months before the work is scheduled to commence and two years before it is scheduled to be completed, the entire \$1,000,000 upon which the people of this city would be paying for interest alone (sinking fund not included) the sum of \$45,000 per year or \$124.00 per day, Sundays included. It is not to be presumed and cannot successfully be argued that our present Governor and State Legislature intended that the word "issue" should be given any such forced, narrow and oppressive meaning; nor is it to be feared that they will attempt to deprive this city of this grant of tide lands if the bonds having been executed by May 1, 1912, are not sold until afterwards. If the reader of this Bulletin is still in doubt on this important point, let him examine Chapter 751 of the 1911 Statutes of this State (An Act also approved May 1, 1911) in which the words "issue and sell bonds" are used.

From November 1, 1911 to May 1, 1912 is 6 months. Six weeks is about all that is required for calling an election and voting bonds, and a half a month for obtaining and executing the bonds. It would, therefore, seem that if the Common Council can be convinced that a little more time should be spent in making sure that the waterfront at the foot and north of D Street is the best available site for the expenditure of our million dollars they could take the time without endangering municipal ownership.

Some of the opponents of the Capps plans are pointing out that the Act of the State Legislature contemplates that more

than one pier shall be constructed with the million dollars, for it expressly says that "a depth of water shall be obtained and maintained at the piers of not less than 35 feet." And the Capps plans provide for the construction of only one pier. But

firmly believing that the language of this Act is to be and will be liberally interpreted, we think that no valid objection can be raised to the Capps plans on this ground.

#### Leases of Tide Lands Under This Act.

This Act of the State Legislature provides that "the City of San Diego may lease . . . lands conveyed to it by this Act for a term not to exceed 25 years . . . and all such leases so executed shall re-

serve to the Common Council of the City of San Diego the right and privilege by ordinance to annul, change or modify such leases as in its judgment may seem proper."

#### Leases of Tide Lands Already Made by the Common Council Under This Act of Our State Legislature.

25-year lease of certain tide lands to Charles R. McCormick & Co., a corporation. Ordinance No. 4463.	Application filed.....May 10, 1911 Passed first reading.....June 26, 1911 Adopted by Common Council.....June 26, 1911 Approved by Mayor.....July 7, 1911 Went into effect.....August 8, 1911
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Quantity of tide lands leased: 700x200 feet, or 140,000 square feet, or over 3 1/4 acres. 700 feet represents the frontage along the bulk-head line and 200 feet the distance from the bulk-head line to the line of mean high tide.

Location of these leased lands: Foot of Dewey street.

Rental: \$300 per year, or less than \$100 an acre per year. This rental amounts to 5 per cent. upon a valuation of \$2000 per acre.

Uses for which these lands were leased: Site for lumber yards and sash, door and box factories.

Cost of filling in and reclaiming these lands would not be great; and permission, of course, was given said lessee to do so.

15-year Wharf Franchise to same corporation. Ordinance No. 4498.	Application filed.....June 12, 1911 Passed first reading.....June 26, 1911 Adopted by Common Council.....July 31, 1911 Approved by Mayor.....August 4, 1911 Went into effect.....September 4, 1911
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25-year lease of certain tide lands to the California Iron Works, a corporation. Ordinance No. 4534.	Application filed.....May 31, 1911 Recommendation from City Engineer that application be granted, filed.....July 10, 1911 Amended application filed.....July 18, 1911 Passed first reading.....August 28, 1911 Adopted by Common Council.....August 31, 1911 Approved by Mayor.....September 9, 1911 Went into effect.....October 10, 1911
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Quantity of tide lands leased: 240x300 feet, or 72,000 square feet, or over 1 1/2 acres.

Location of leased lands: Foot of Seventh street.

Rental: \$300 per year, or \$200 an acre per year. This rental amounts to 5 per cent. upon a valuation of \$4000 per acre.

Uses for which these lands were leased: Iron works.

Cost of filling in and reclaiming these lands would not be great; and permission, of course, was given said lessee so to do.

#### Estimated Annual Revenue From Factory and Warehouse Lands North of D Street.

It is estimated that 60 acres of tide

lands will be reclaimed under the Capps plans, and that "the annual revenue from this 60 acres will be immense."

Assuming that 60 acres are reclaimed, and that the entire 60 acres (making no allowance for streets, railroad rights of way, vacancies, etc.) are leased for factories and warehouses, the annual revenue from this 60 acres, computed on the basis of the recent McCormick lease would be \$6000; and computed on the basis of the recent California Iron Works lease it would be \$12,000.

The tide lands leased to the McCormick Company and to the California Iron Works can be filled in and reclaimed at small expense, and when so filled in and reclaimed will be more valuable than tide lands re-

claimed north of D street, because the former lands (particularly the lands leased to the California Iron Works) are now, and will without question continue to be, in the midst of the big shipping, freight and heavy commercial business center of our city. It is down there now; and there is no reasonable ground for believing that the Capps plans will change it. The railroads, particularly the San Diego and Arizona Ry., which plans great improvements in that section, will hold the business there. Twenty ships will probably dock along that part of our waterfront to one at the foot of D street. In that section will be the best shipping facilities both by rail and by water for factories and warehouses—and there they will naturally and inevitably seek locations.

The leases to the McCormick Company and to the California Iron Works provide "That the said City reserves the right to readjust and increase the rentals provided

for herein, at any time whenever the said city shall adopt any general plan or rule for readjustment of rents along the water front of said Bay; provided, however, that said City shall never charge for the use of said premises any unreasonable rate or toll, nor make nor suffer to be made any unreasonable charge, burden or discrimination upon or against said lessee." The existing wharf franchises to the Santa Fe Railroad, the Pacific Coast Steamship Company and other corporations, contain paragraphs which read as well and seem as favorable toward protecting the interests of the people as the paragraph above quoted. But the City Council has so far been able to see in these paragraphs only long, bitter and expensive litigation—and the paragraph above quoted is certainly not deserving of any better consideration in this respect than the paragraphs referred to in existing franchises.

### Brief History of Capps Plan

#### July, 1911.

City Council directs City Engineer to make surveys and to prepare plans for million dollar harbor improvements. Location for such improvements along waterfront not designated.

#### August 5.

Union: "City Engineer expects to complete map of bay soundings coming week."

#### August 12.

Tribune: "Plans for City Docks being drawn"—but article does not give any idea as to where they are to be located.

#### August 15.

Tribune: "Action by Council on Harbor Bonds expected within next thirty days"—but article does not disclose whether any location has been selected for the improvements.

#### August 19 and 20.

Tribune and Union: "Docks second to none are planned by Capps." This article states that "The general plan of Engineer Capps provides for one of the piers to be located between the bunkers wharf and Hawthorne Street, and one between the Santa Fe Wharf and 22nd Street."

#### August 30.

Tribune: "Will call Harbor Bond Election after Sept. 9." This article states that "The work of the City Engineer is in such shape now that the special election can be called as soon as the conference with Col. Rees (U. S. Engineer) has been held \* \* \* Only one pier is contemplated now and Engineer Capps has decided this pier shall be built at the foot of D Street."

#### September 5.

Tribune: "Dodson wants Council to order Woods' return to aid in contemplated action regarding harbor bonds."

#### September 8.

Tribune: "Council to Act on Harbor Bonds Monday." This article states that "Councilman P. E. Woods is expected to arrive in San Diego Monday morning (Sept. 11, 1911), and the resolution (calling bond election) will be immediately introduced and passed by the Council."

#### September 9.

Tribune: "Fixing Harbor lines develops opposition—well-known citizens engage in earnest debate over location of the proposed docks."

#### September 11.

Tribune: "Woods not back; action on harbor bonds delayed. Council obliged to postpone adoption of resolution until Wednesday. (Sept. 13.)"

#### September 11-12.

Men's Club of Congregational Church, Executive Board of San Diego Civic Association, and Golden Hill Club—pass resolutions petitioning City Council to grant the public an opportunity to be heard in regard to the location of the proposed harbor improvements. Executive Board of San Diego Civic Association also petitions City Council to allow its Secretary to take photographic copy of Capps plans and map of waterfront south and east of "H" street showing location of private franchises.—Denied.

#### September 14-15.

Public hearing before Councilmen Dodson, Sehon and Fay.

It would seem that the City Council had not intended to give the public an opportunity to be heard in regard to the location of the million dollar harbor improvements. The three Councilmen above mentioned after having politely listened to the arguments of many prominent citizens in opposition to the adoption of the Capps plans as part of the bond issue, proceeded at once upon the return of Councilman Woods to adopt the Capps plans and make them part and parcel of the proposition to vote the one million dollar municipal ownership bonds. And the City Council did this in spite of the following facts:

1. That the City Engineer and the advocates for the adoption of the Capps plans all admitted that the waterfront south and east of "H" street was a much better location for the improvements than at the foot and north of "D" street.

2. That no attempt had been made by the City Council to obtain a suitable location south and east of "H" street.

3. That the million dollars of bonds

could legally be voted without attaching the Capps plans, and that there was no legal objection to defining the location along the waterfront as between the south line (extended) of Hawthorn street and the National City boundary line (extended into the bay). Then after the bonds had been voted it was suggested that the City Council appoint a commission to try to secure a better location than the one selected at the foot and north of "D" street.

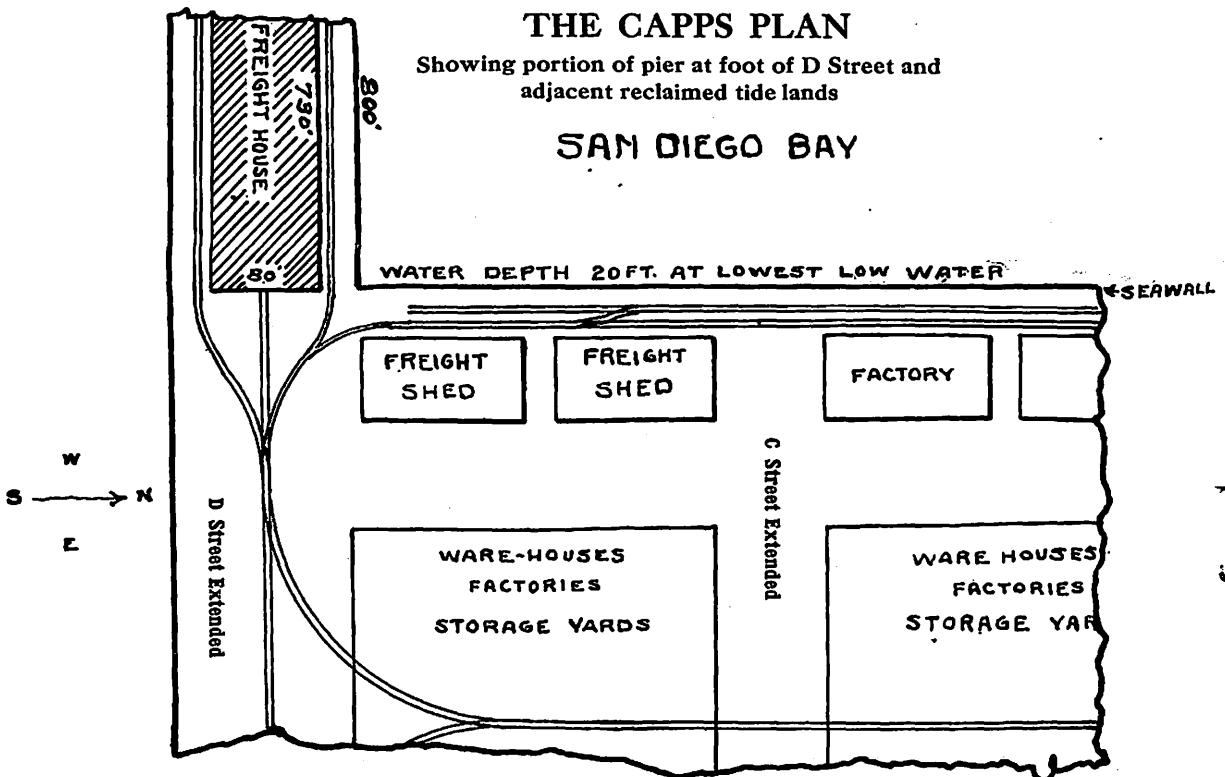
4. That no sincere advocate of municipal ownership of the tide lands would vote against the bonds because the exact location and detailed specifications of the improvements were not made a part of the proposition to vote the bonds.

5. That two of the most prominent and influential directors of the Chamber of Commerce, besides other members of that organization and several other organizations in the city, urged the voting of the bonds without the Capps plans attached.

## THE CAPPS PLAN

Showing portion of pier at foot of D Street and adjacent reclaimed tide lands

### SAN DIEGO BAY



### EXPLANATION OF PLAN

The railroads, freight sheds and factories north of "D" street shown on the foregoing plan are not part of the Capps plan as it exists on paper, but they are as it exists in the minds of its leading advocates. The big freight house and the three standard guage railroad tracks shown on the pier are part of the Capps plan as it exists on paper and part of the

proposition to vote One Million Dollars of harbor bonds.

Can the two plans—the Nolan plan and the Capps plan—he reconciled? And will they be? And if so, how and when? These are important questions for the members and the public at large to consider.

**HARBOR IMPROVEMENT COMMITTEE  
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San Diego Civic Association*

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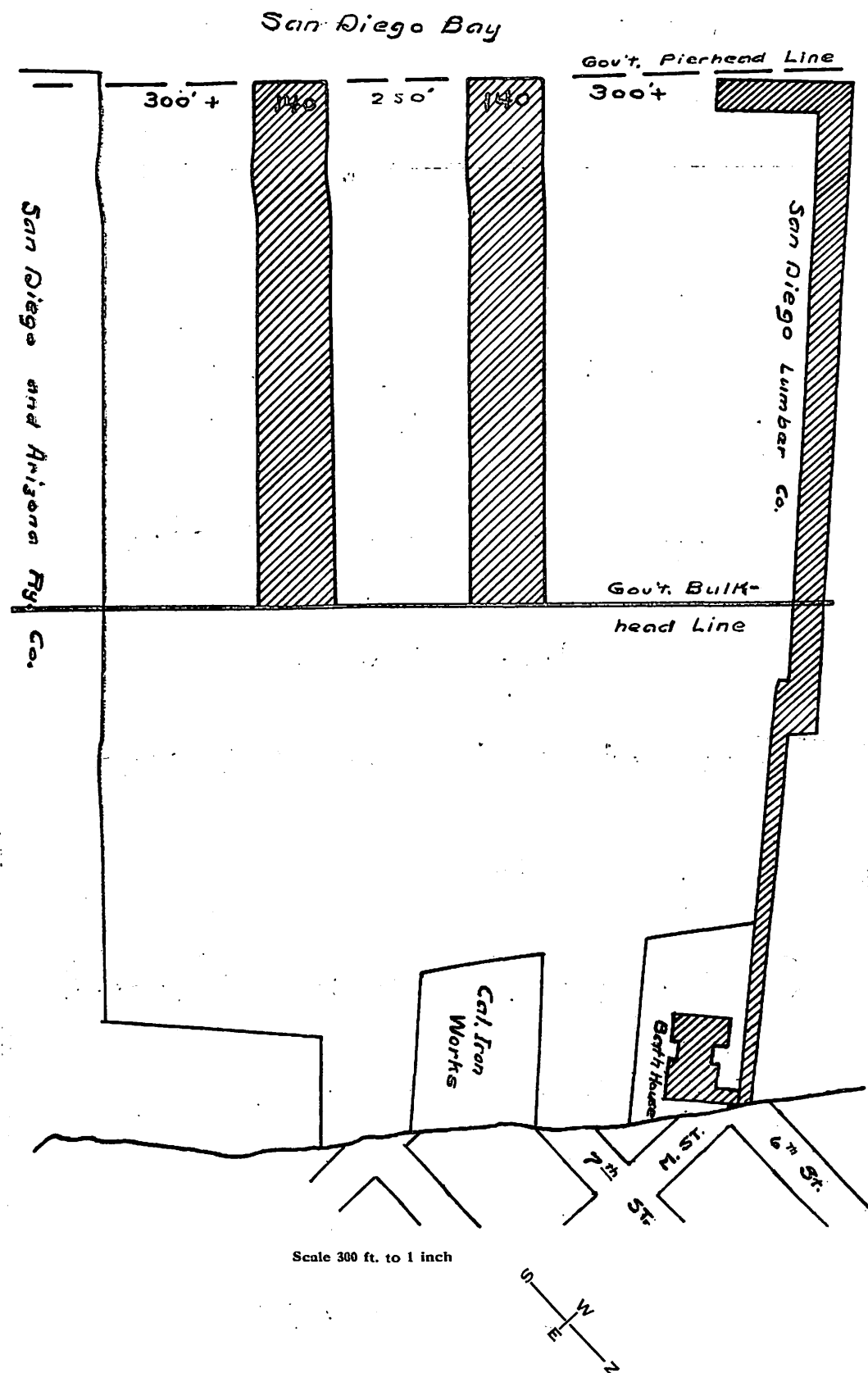
BULLETIN NO. 2

PART IV.

**FOUND!**  
**One Magnificent Site**  
**For Two**  
**Great Municipal Piers**  
**on the**  
**Commercial Waterfront**  
**No Litigation!**

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***LOOK INSIDE!***



## Explanation of Plan

The proposed twin piers (shown in red on foregoing plan), extending from new government bulkhead or seawall line to the new government pierhead line, would each measure 1000 feet in length, and 140 feet in width, with a slip 250 feet in width between them.

These piers and this slip would be of the same dimensions as the great piers and slips constructed at South Brooklyn, New York City, known as the Bush Terminal Piers—the best and most modern in the world and built to accommodate “ocean going vessels of the largest class.”

The distances between these proposed piers and the south end of the San Diego Lumber Co.'s wharf on the north, and the San Diego and Arizona Ry. Co.'s wharf-franchise on the south are more than ample. 150 feet would be sufficient for the open space between the south end of the San Diego Lumber Co.'s wharf and the proposed north twin pier.

Red line marked “Gov't Bulkhead Line” would be the location of the seawall, and between it and the shore line would lie the reclaimed lands.

### EXISTING FRANCHISES AND IMPROVEMENTS.

The beginning of the San Diego & Arizona Ry. Co.'s franchise (no improvements) is shown on the foregoing plan. This franchise extends southward along the waterfront and occupies about 2000 feet frontage, including the strip of tide lands shown commencing a short distance south of Eighth street. The proposed north pier of this franchise is marked on the foregoing plan “San Diego & Arizona Ry. Co.”

The proposed municipal twin piers and sea wall can be built without any interference whatsoever with the franchise of the San Diego & Arizona Ry. Co.

Wharf franchise and improvements of San Diego Lumber Co. would not in any way be disturbed.

Bath house franchise and improvements of L. A. Creelman need not be disturbed or interfered with in any way.

The recent lease by the City Council to the California Iron Works (See Part III of this Bulletin) will be considered later.

Water Lots—there are none here.

## New Plan and Capps Plan Compared

### I. AS TO PIERS.

	New Plan.	Capps Plan.
Number of piers.....	2	1
Total water frontage with 35 ft. depth of water.....	4,280 feet	1,740 feet
Total area of piers.....	280,000 sq. ft.	112,000 sq. ft.
Present depth of water (mean low tide) at end of proposed pier or piers.....	20 feet	5½ feet
Distance at present from end of proposed pier or piers to 30 foot water channel.....	200 feet	2,000 feet
Ditto—to 35 foot water channel.....	250 feet	2,400 feet

### II. AS TO RECLAIMED LANDS.

Present depth of water (mean low tide) at proposed seawall .....	2½ feet	5½ feet
Width of tide lands so reclaimed.....	1,000 feet	700 feet
Length of tide lands so reclaimed.....	670 to 1,270 ft	2500 feet

## Not Simply Municipal Ownership

The people of this city want to vote one million dollars of bonds, not alone for municipal ownership, but in order also to get piers big enough with water deep and broad enough to accommodate "ocean going vessels of the largest class" coming through the Panama Canal. If we do not care how the million dollars is spent, or where it is spent so long as we get municipal ownership, then we are not interested as we should be in the great and important problem of having this city equipped in 1914 with adequate municipal docking facilities.

No one finds any fault or raises any objection to the pier planned by the City Engineer—the fault is found with the location selected for it, and the difficulty which "ocean going vessels of the largest class" will encounter in getting to and away from it through an artificial channel only 300 feet wide and 30 feet deep, but in length 2000 feet. How the Los Angeles papers rejoice whenever a vessel gets stuck in the mud in our harbor which has a natural deep water channel several times the width of this proposed artificial channel—and with what satisfaction and complacency they must now be considering the construction by this city of one pier, at the end of a narrow 2000 foot channel, through mud

flats, to greet and accommodate the big vessels coming through the Panama Canal.

### THE TIME, THE PLACE, BUT NOT THE CITY COUNCIL.

Part III of this Bulletin shows that we can take **THE TIME** to get started right.

Part IV of this Bulletin shows that we have **THE PLACE**—the location—to get started right.

**BUT THE CITY COUNCIL** (and the press, supplied with news by a special press agent employed by the supporters of the Capps plans) are not trying to see this city get municipal ownership except with the Capps plans attached.

The City Council can if they will, give the California Iron Works another location on the tide lands without any hardship to this corporation, for no money has yet been expended for improvements and there are other available locations.

The City Council can, if they will, reconsider and rescind their present action in regard to the one million dollar bond issue.

But they will not do so—unless YOU, the reader of this Bulletin—bestir yourself.

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## ONE MORE WORD

**IF THE CITY COUNCIL** should see fit to adopt the location suggested in this Bulletin, this Committee intends to ask the City Council to also place upon the ballot a second proposition, viz: To vote \$200,000 for the improvement of the water-front from D to Date Streets along the lines suggested in Part II. of this Bulletin—not a "Park," but a valuable commercial and revenue producing improvement of the waterfront, affording sites for hotels, apartments, etc., and also sites for warehouses and *certain* kinds of factories. This would not split the vote on the first proposition, for every one in favor of this second proposition would vote for the first proposition in order to insure the success of the second proposition.

Harbor Improvement Committee

San Diego Civic Association.

P. S.—Before criticising the Nolen Plan don't you think you ought to inform yourself about it? If so, please read part II of this Bulletin.