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Frederick Law Olmsted, "Preliminary Report in Regard to a Plan of Public Pleasure Grounds for the City of San Francisco, 110 Broadway, New York, March 31, 1866" in Victoria Post Ranney (ed.), <i>The Papers of Frederick Law Olmsted, vol. V, The California Frontier</i> , Baltimore, The Johns Hopkins Press, 1990, pp. 520-1.	Code Sujet	
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In regard to the social conditions, it is obvious that San Francisco differs from other towns which have provided themselves with parks, in the incompleteness of its general plan. As soon as the Pacific Railroad is finished¹, its importance will no longer depend as much as it does at present, upon its position relative to the wants and the productions of the people of the Pacific slope of the American continent, but it will begin to assume relations with the larger part of the population of the whole world,—and the most industrious and productive part, both civilized and uncivilized;—relations more direct, intimate, and profitable, than are now held by any existing town. The magnitude and variety of the field which will thus become tributary to its prosperity, will insure its progress against excessive fluctuations, and its citizens, influenced by a steadily increasing demand for their services, will provide for this demand by a steadily enlargement of their means of accomplishing business, in the construction of manufactories, shops, warehouses, and otherwise. The present city is but a small section of that which is yet to be formed.

It is, therefore, important to remember, that a public pleasure ground, when once formed within a city, possesses a character of permanency beyond any civic building, and usually becomes the most unchangeable feature in its plan. Consequently it is necessary, in designing such a work, first of all, to consider how the convenience and pleasure of future generations are to be affected by it, and in the present case, it is more than usually important that this should be borne in mind from the very outset, because a pleasure ground adapted to meet the wants of the population of the City of San Francisco as it exists to-day, will probably be needed to accommodate two or three times that number of people, even by the time it had reached in the growth of plants and other respects, the conditions aimed at in its design,—and, ultimately, a far larger number. Whatever pleasure ground is formed for it in the next ten years, should be laid out with reference to the inconvenience, not merely of the present population, or even their immediate successors, but of many millions of people. Obviously this responsibility cannot be adequately met without careful prevision of circumstances very different from those with which we have immediately to deal. The trees in the Regent's Park of London are not yet half grown, yet so rapid has been the enlargement of the city, that since it was formed two new parks have had to be laid out, and another is now called for.² It is worthy of remark also, in regard to one of these parks, that as no other conveniently accessible site had been reserved for it on the plan of the city, a swamp, which needed to be drained and filled, was the only point at which it was possible to obtain the

¹Editor's note: The first transcontinental railroad had been under construction since 1863 and would be completed in 1869.

² Editor's note: Regent's Park, designed by John Nash in 1811, was open to the public in 1838. The two new parks were Victoria in the East End and Battersea on the marshy south bank of the Thames [...].

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required area of land without the destruction of a great amount of property in buildings, and the interruption of important lines of established communication.
40 But neither in this manner, nor in any other, can the present generation of Londoners, by any expenditure it would be justified in making, acquire a pleasure-ground half as well adapted to its requirements, as those who planned the Regent's Park could have provided for it, with but little additional expense, had they been sagacious enough to properly anticipate the demand that has
45 since arisen, and skillful enough to make a suitable use of the opportunities that were then open to them.

It is less than ten years since a plan of public pleasure-drives was first made for the city of New York, and not half that time since the drives were completed, yet, with an increasing population, so rapidly has their use developed the public
50 demand, that already they have been enlarged and extended, and it has been determined to more than double their length, while projects for still larger undertakings are discussed [...]