



DEVASTATED AREA

Immediately following the appointment of the Relief Commission, that section of the city more or less completely destroyed by the explosion, comprising some 325 acres and now known as the devastated area, was set aside to be dealt with by the Halifax Relief Commission under statutory provisions included in the Halifax Relief Act.

Through the courtesy of Mr. Adams, and under his supervision and criticism, Mr. H. L. Seymour, his able assistant, has been almost continuously employed in the careful consideration and study of this particular area, with the result that definite boundaries have been fixed by survey lines, street grades have been established on all main thoroughfares, and building lines laid down for all properties throughout the area. Definite sections have been set aside for residential and industrial development and areas fixed for first and second class construction.

The Halifax rehousing problem differed radically from that presented by the usual industrial town or housing development, in that well developed streets had existed in this area be-

fore the explosion, and the water and drainage service in the streets was still intact, and must, if possible, be taken advantage of. The original city plan of this section, having little or no regard for the ground contours, was naturally most unsatisfactory, with streets arranged on a hillside in rectangular blocks, so that the cross streets mounted straight up the hill at excessive grades with main thoroughfares only at the top and bottom of the slope, having no convenient means of communication between them.

In the study of the new Town Planning Scheme, it was decided to retain as many of the old streets as possible, preserving the existing water and service lines, and to introduce two new diagonal thoroughfares crossing midway up the slope, so as to give communication at easy grades between the upper and lower levels, that is, between Gottingen and Barrington Streets, the two main thoroughfares running north and south paralleling the harbor and Richmond Slope.

Widths of Streets—Careful consideration was given to the study of the main traffic thoroughfares, with the result that the diagonal boulevards were fixed at a width of eighty (80)