posts are placed for street lights. There is a space of 25 feet allowed between the roads and the buildings, which is used for sidewalks and shade trees.

Industrial streets, or streets where heavy freight has to be handled, have to be treated in a different manner. The grades must be easy and allowance made for slow

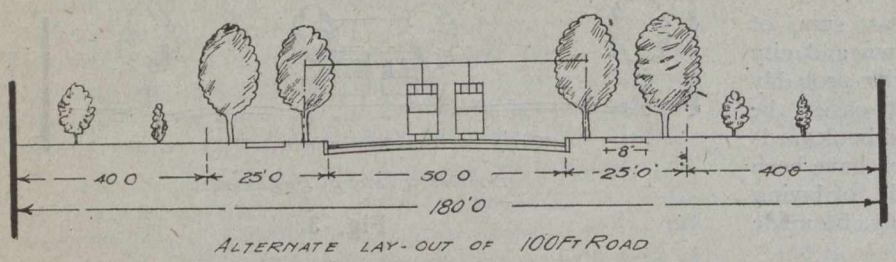

Fig. 5.

and rapid transit. In Folwell's "Municipal Engineering Practice" a good street layout is given where the freight yard is on one side and buildings on the other (Fig. 3). The side next the freight yard is taken up by a 5-foot strip with trees (to close the unsightly view of the yard) and a 40-foot allowance for heavy, slow-moving traffic. On the other side there is a 32-foot allowance for rapid transit and 25 feet between that and the buildings made

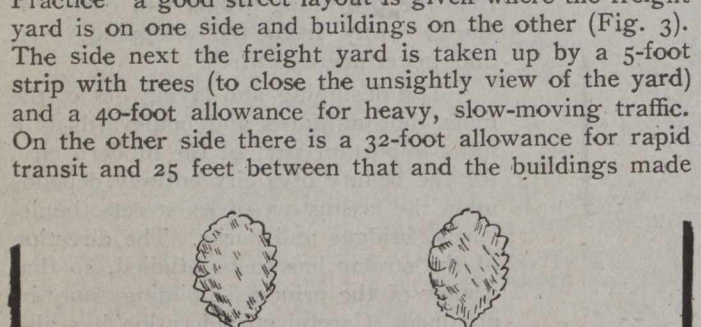

Fig. 6.

up of a 5-foot space for shade trees; 10 feet of sidewalk, and a 10-foot allowance for street cars with shade trees. Altogether giving a very pleasing appearance.

In dealing with residential areas, the methods used in planning should be entirely different from the business districts where rectangular and radiating systems are most suitable. Beauty in layout and economy in construction of residential streets should always be the rule.

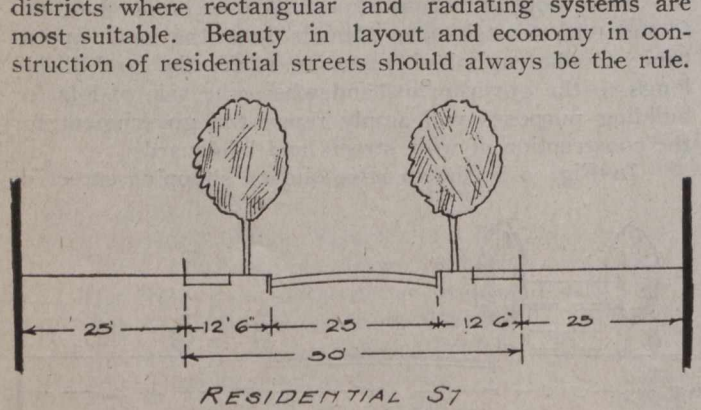

Fig. 7.

Circular, irregular and undulating boulevards give the most pleasing results.

In Figs. 4 and 5 alternate designs are shown for the layout of residential traffic thoroughfares with car tracks. These are the types permitted under the town-planning scheme of Great Yarmouth, England. The street is 100 feet wide, with 40-foot set-backs (or parterres) to the buildings. In Fig. 4 the track allowance of 31 feet is separated from the roadway by trees.

Fig. 6 shows an ordinary residential street (Great Yarmouth, England) 50 feet wide, made up of 30-foot 6-inch roadway, 9-foot 9-inch allowance for sidewalk and boulevard, with 25-foot set-back.

The Australian capitol has practically adopted the English layout for residential streets. Fig. 7 shows a section of a 50-foot road as planned for Australia. The roadway is made 25 feet wide.

Fig. 8 shows the American method of dealing with a residential street with car tracks, in the centre, 17-foot roads are shown on each side of the tracks for vehicular traffic.

In Folwell's "Municipal Engineering" the following widths are given as the standard for streets and boulevards:—

(1) Boulevards, thoroughfares with parkways, 150 to 300 feet wide; (2) waterfront streets and localities where freight is handled, 100 to 250 feet; (3) diagonal thoroughfares, 100 to 150 feet; (4) business thoroughfares, 100 to

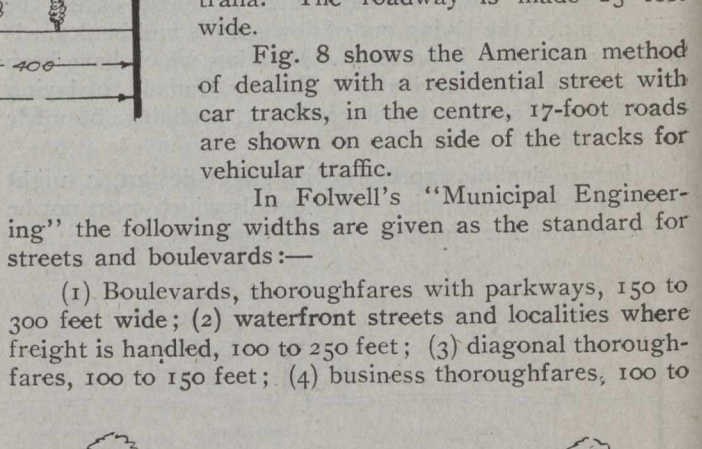

Fig. 8.

150 feet; (5) pleasure boulevards without parkways, 75 to 150 feet; (6) pleasure boulevards with parkways, 150 to 500 feet; (7) local business streets, 80 to 100 feet; (8) residential thoroughfares, 80 to 100 feet; (9) residential local streets, 50 to 80 feet; (10) wholesale and warehouse local streets, 60 to 80 feet; (11) alleyways, 10 to 20 feet; (12) residential and business lanes, 5 to 25 feet respectively.

In conclusion, the general functions of streets are threefold: (1) They act as thoroughfares; (2) as a means of access for property fronting on them, and (3) as open spalls for the admission of light and air to buildings. Therefore, the width must be mainly governed by the traffic requirements and the size of buildings.

Mussens Limited, of Montreal, have removed from 318 St. James Street, Montreal, and are now occupying their new offices on the 2nd floor of the McGill Building, 211 McGill Street, Montreal.

Plans for what is expected to be the tallest building in the world—57 stories—to cost $15,000,000, and capable of accommodating 10,000 people, have just been prepared by a Detroit architect for the Exhedra Corporation. Options have been obtained on a $5,000,000 site, bounded by Michigan and Cass Avenues, Lafayette Boulevard and First and Abbott Streets, Detroit, and tentative tenders have been called for. The plans call for a 27-story hotel and 57 stories of offices, running up into a tower 808 feet high.