

THE LAYING OUT OF STREETS AND BOULEVARDS IN RELATION TO MODERN TOWN PLANNING.

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AFTER the present war has finished vast sums of money will likely be expended on town and city planning in Canada. New towns will probably spring into existence, and in most cases the widening and the laying out of new streets and boulevards will be of the first importance. Mistakes which have been made in the past, especially in Eastern Canada, of laying out long and narrow streets, will not, probably, be made in the future.

Before dealing expressly with street design, it might be permissible to mention a few details which must not be overlooked in the planning of a modern city.

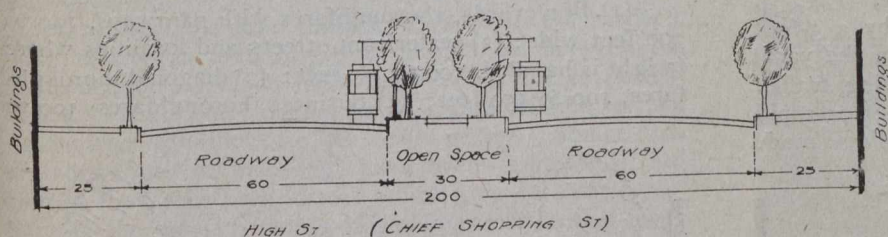


Fig. 1.

Every town or city will have its distinctive feature which will predominate the whole design. In a Capitol, the houses of parliament, and in most other cities the city hall will predominate. The social, civic and industrial

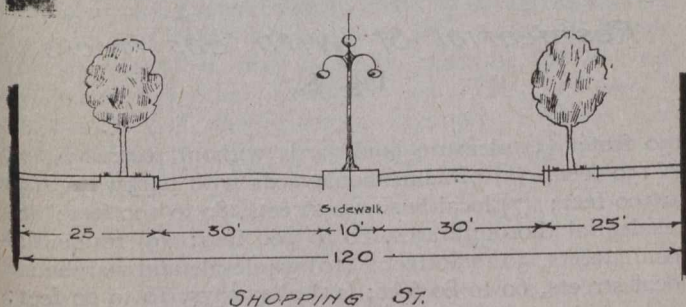


Fig. 2.

characteristics, along with the topographical character, have to be given their proper place in the design.

The first consideration is the health of the citizens; therefore in planning, proper provision must be made for an adequate water supply; secondly, a good sewerage and drainage system is necessary. The other essentials required are, proper scavenging and removal and disposal of house refuse. The construction of business and residential thoroughfares, boulevards and bridges, street railway system, gas and electricity for lighting and power; parks; recreation grounds and open spaces; architectural treatment of all public, industrial and residential buildings.

The first plan to be prepared should show all the natural features, such as woods, trees, rivers and hills; this plan should also have the contour lines marked upon

it. Then we proceed to locate the different areas—government, civic commercial, industrial and residential.

The commercial area is usually placed between the civic and residential areas; the residential area, of course, occupying the outskirts of the city.

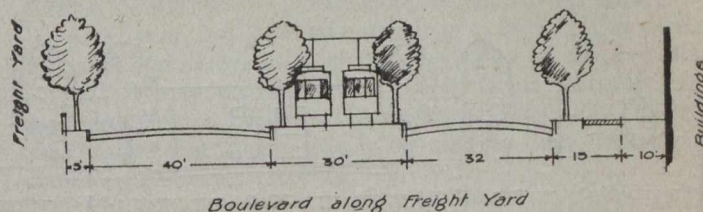


Fig. 3.

The location of industrial areas requires considerable study. The proximity to railways or canals has to be taken into consideration. This area must be located so that the prevailing winds will carry the smoke away from the shopping, civic and government centres.

The designing and laying out of the main thoroughfares and boulevards is a most important part of the modern city, for the beauty of a city entirely depends upon the laying out of its streets, boulevards, bridges and parks. The direction of the streets has to be studied, so that a view of the principal buildings may be obtained. Careful consideration has also

to be given to the widths and grades, and in the plan, squares and crescents have to receive treatment.

In the business sections of a city the streets should be wide and direct, and it is essential that an easy grade is obtained. Fig. 1 shows the layout of the High Street (a chief shopping street) of the new federal capitol of Australia. This street is 200 feet wide, having 25-foot sidewalks on each side and two 50-foot roadways (on which the car tracks are placed). In the centre is a 30-foot plot of ground where two lines of shade trees are placed. This plot serves the double purpose of allowing passengers from the street cars to alight in safety, and also provides a cool resting place for tired shoppers.

This thoroughfare is almost ideal in layout but, unfortunately, few cities in Canada have the same opportunity as the capitol of Australia, where the land all belongs to the government, and where the sale of lots for building purposes will amply repay the government for the construction of wide streets and boulevards.

In Fig. 2 is shown a secondary shopping street of

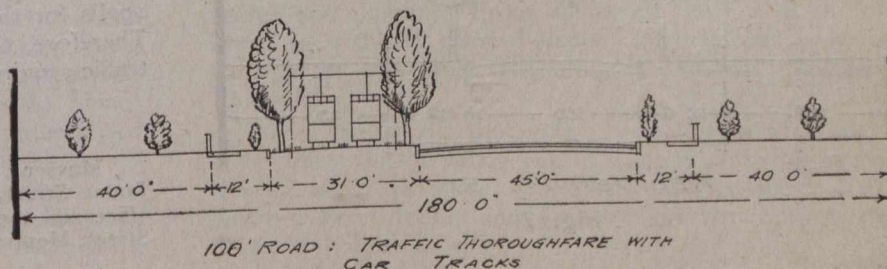


Fig. 4.

the Australian capitol. It is laid out on the same principle as the High Street, but is only 120 feet wide and has no car tracks. There are two roadways 30 feet wide with a 10-foot central sidewalk. On this sidewalk ornamental