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Engineering Possibilities of Circular Housing Plan

Direct Saving of Over Thirty Per Cent. Is Claimed—Advantages Include Economy of Fuel, More Sunlight, Better Surroundings, Increased Safety for Children, Known Traffic Requirements—Economy in Water Mains, Sewers and Maintenance

By G. J. LAMB

Assistant City Engineer, Port Arthur

THE accompanying illustrations show a layout for a block of twenty-one houses. Fig. 2 shows a method of laying out the lots radially from a common centre as has often been proposed. The houses are staggered about a given circular line. This line is the centre line of a tunnel which is constructed of connecting links and an additional basement partition in each house. The tunnel carries sewer, water and gas mains, electric light and telephone wires and heating pipes. It may also be used as a private entrance to the various basements. The various utility mains and wires enter this tunnel from the main street at the point where it intersects the road running to the centre of the block. The heating plant is situated near the same point. The lots may also be intersected by a semi-private drive, as shown, or they may be entered from the common centre or hub. The corners, cut off from the square by the circular layout, are allotted to park purposes. The design shown is tentative. The scheme offers itself readily to an endless variety of effects and modifications without giving up anything of the general principle. As it stands, the block is the unit of

The other could be used as a two-family dwelling, each tenant having his own lawn.

Fig. 1 shows a portion of Port Arthur as at present sub-divided. Over the old blue-print layout is drawn in seven blocks, as here proposed. This shows at a glance

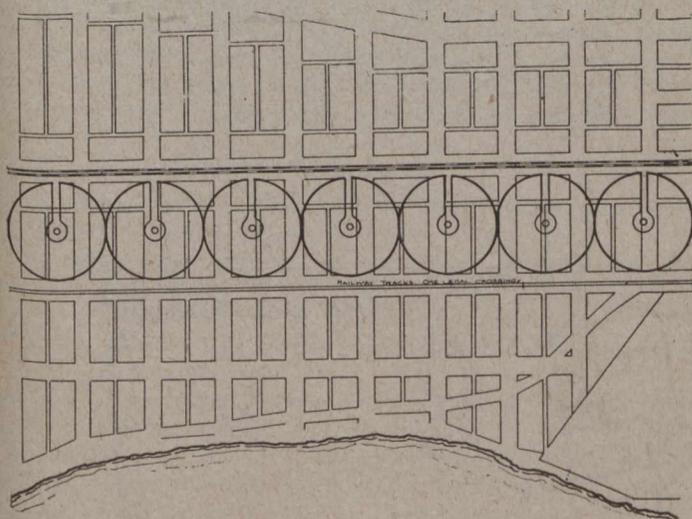


Fig. No. 1—How the Circular Blocks of Houses Can Be Fitted Into Rectangular City Blocks

ownership. By proper legislation, individuals might become owners of single houses if so desiring.

Fig. 3 shows the possibilities of a pair of individual lots. An illustrative floor plan of one building is shown.

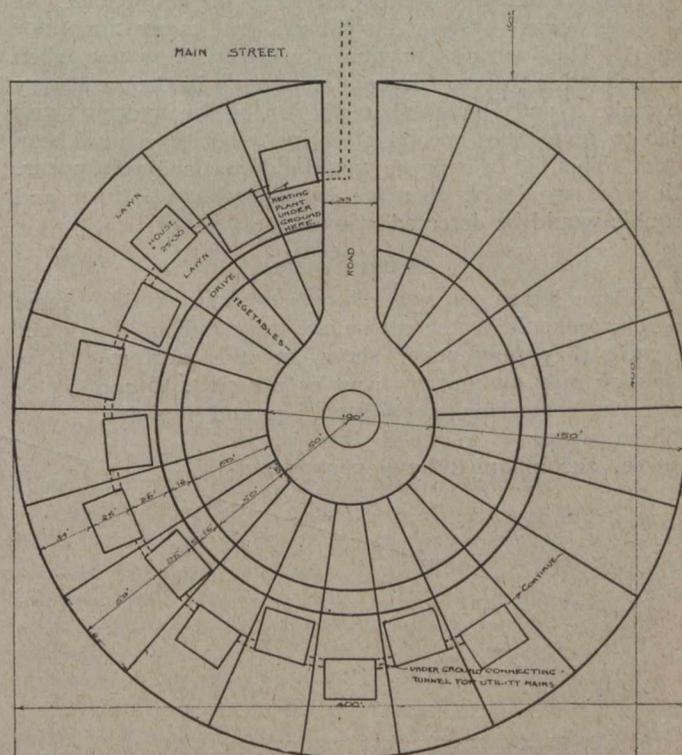


Fig. No. 2—Layout for Block of Twenty-one Houses

the big saving in the matter of roads and other local improvement necessities. A hasty consideration of this drawing might give one the impression that an unduly favorable location has been chosen to illustrate the new scheme, but by going into the matter minutely, this is seen to be a wrong impression and that the particular spot is, if anything, unfair to the plan.

By the adoption of this plan, some common engineering difficulties are at once eliminated. Under the present block system, the engineer is compelled to forecast the probable future traffic of each road and walk. He is compelled to design for traffic much in excess of immediate requirements and the needs of the individual block. This