

what they are doing

Some of the Fundamental Problems of Town Planning

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(Read at the Town-Planning Conference, Winnipeg, Man.)

(Continued)

urban growth by establishing rectangular systems instead of radial ones.

The large importance of the street lies in the fact that the entire system of transportation throughout the city depends upon it, that it is a controlling element in the development of property and the making of the homes of the people and that it is the principal factor in encouraging and promoting the physical expression of civic art.

Transportation and the street are as inseparable as they are indispensable in the working out of a city's destiny. The dictionary defines transportation as the "act of conveying;" very simple and very plain, but the ramifications involved in this definition are almost infinite; it embraces every act or agency by which any object of substance is conveyed from place to place; applied to the street it includes every means of conveyance under, upon or above the surface. Transportation is the great factor, as it is the great problem, in the growth of modern cities, and it is the mainspring of the industrialism upon which the prosperity of the modern state is erected. The wealthy growth of the city depends upon the facilities offered by the transportation systems for the economic conduct of trade throughout the city and between it and its sources of supply or its markets. The economy and efficiency of urban transportation depends upon the street system and must receive first consideration in any scheme of town planning.

The radial system of planning streets meets the requirements of transportation more successfully than any other method, as it supplies the shortest possible routes for the trunk lines of all kinds of public service, but the natural tendency in the application of this system is toward concentration in one great center. A new town, or the extension of an existing one, should be laid out with the view of encouraging the creation of a number of centers each with its scheme of radials and proper connections with other centers; this will naturally tend to encourage the spreading of business areas and the avoidance of concentration of population, business and traffic.

Concentration of business forces land values to rise and this in turn invites congestion of population in or near the business center. The best preventive of the evils of congestion of population is to so control the growth of the city by intelligent planning and wise building regulations, that the skyscraper, the tenement, and the apartment house will have little opportunity of getting a strong foothold. A single administrative and financial center may be necessary, and certain other forms of business directly concerned with those public activities will gather near it, but every effort should be made to secure a general distribution of the branches of trade with which the masses of the people come in direct and constant contact.

The first projection of a town plan, or a plan for street extension, might well be confined to such streets as will form an economic and efficient system of main

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