

There are an especially large number of fine view lots so laid out that they have an unobstructed view of the sea.

Avenues and Streets.

Alexandra
Park

The general idea of the scheme consists of a central street running back at right angles to the water front until checked by Wolf Creek, whence it turns to the right to obtain an easy crossing of Wolf Creek. A bridge will be thrown across the creek at a point where a splendid view of Wolf Creek Falls can be obtained, and the vista of the falls, which are 80 feet in height, in the deep woods of spruce and cedar, should be particularly attractive. The land on either side of Wolf Creek from its mouth to the east boundary of the townsite, has been reserved as a park known as Alexandra Park, and the timber on this area will be left in its natural state, and paths and roads will be projected, following the creek. The avenues diverge from the central street and run parallel to the water front. On this central street a civic centre has been laid out, and provision made for sites for the municipal buildings. First, Second and Third Avenues and the central street will all converge to this civic centre. The station grounds are located to the south of the central street. The Grand Trunk Pacific Railway has already constructed and is operating its main line through the property, and has accepted from the owners, a right-of-way 100 feet wide, which is sufficient for six tracks, and also a station site 100 feet by 750 feet. As before mentioned, the townsite Company holds an agreement with the G. T. P. by which the G. T. P. agrees to allow the Townsite Company four grade crossings in its track, and also agrees to erect a station and construct the necessary sidings as soon as required. A road parallel to the station grounds is projected. This road, when graded, will be on the same level as the station and will serve for standing room for busses, cabs, express wagons, etc. Easy grades up to the business sections are provided in either direction from the station, no grade exceeding 6 per cent.

Civic
Centre.

G.T.P. plans at
Port Edward.

Width of
avenues and
streets.

It is expected that Second Avenue will be the main business avenue, and for this reason this avenue is given a width of 94 feet. The other avenues will be 72 feet in width. The cross streets are 66 feet wide, with the exception of Mathews street, on which are projected tracks, and which is 94 feet wide, and Harrison Street, the central street, which is 72 feet wide. The lots on Harrison Street are laid out to face Harrison Street, as it is thought that this will be a business street in the lower section and retail stores will occupy the upper section.

While it would seem that in making the avenues 72 feet wide throughout, too much of a standard width has been adhered to, this is not the case, for although the street has a standard width, it is the intention to vary the actual road width according to the section. In the business section, on a 72 foot avenue, the sidewalks will be 11 feet wide on either side, leaving a 50 foot roadway. This will be sufficient for three lines of traffic and also double car service, see plan No. 9. In the residential sections, by maintaining the same width of 72 feet, instead of reducing the width to suit the expected traffic, great latitude is obtained in the treatment of the avenue to serve the conditions which may be required, and also to take advantage of the topographical conditions. Here we may vary the street by putting in the sidewalks five feet wide and placing them either on the property line, or on the curb lines, with appropriate parking between, or we may park the centre of the avenue and either retain the same road level on either side of the avenue, or if on sidehill ground,