

Cobourg and Town Planning

A-Cobourg Town Planning By P.C.

(0711) Article III
Streets, Boulevards and Highways

The original arrangement of the streets of the town has a permanent influence on the life of the community, for the streets determine, to a large extent, the environment of the town. It is important, furthermore to have the streets arranged in such a manner that traffic will flow freely. Important as the traffic question is, the streets have further uses. They provide access to and from buildings; they serve for policing, for fire protection, and for scavaging; They provide space for public services such as sewers, water-mains, power lines, gas pipes, and drainage. The streets are supposed to provide a proper setting for the architectural excellence of the buildings and to en-

sure maximum sunlight and pure air for all. Considering all these points, streets must play an important part in influencing the health, comfort and convenience of the community. Therefore in town planning, streets will be of primary significance.

Thoroughfares are classed under four different headings:

First there are the major thoroughfares designed to carry the burden of traffic. These require continuity, singular direction, width and easy gradient.

Secondly there are minor streets. These are expected to serve a limited area and are used chiefly in residential districts. The third type is the public lane way designed to give access to private property and to serve for fire and police protection. Another class of street receiving attention in recent years is the parkway or boulevard. This is a combination of park and street. It is wider than other types of thoroughfares and is planted with trees, shrubs, lawns, and flowers. The parkway serves as a connecting link between municipal parks. With this definition in mind let us consider the thoroughfares of Cobourg.

The streets of Cobourg are well arranged. The gridiron or checker-board system has been employed in such a manner that its rigidity is not monotonous. In most cases the streets are of ample width to meet present day requirements. They are oriented in such a manner that sunlight reaches a maximum for most of them. Yet there is room for improvement.



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This improvement can be obtained by enlarging upon the present arrangement rather than by altering the location of existing streets. In the out-lying parts of the town new streets should be planned, and areas reserved for them before additional building makes the acquirements of necessary territory impossible. Grades and lines for future pavements, sidewalks, gutters and boulevards should be planned, while such planning is possible. Traffic, sooner or later will require certain streets to be made wider. If these are in the country, the road can be widened at the time adjacent land is apportioned into building lots with little cost. Failing this building lines may be established that will allow for the streets' eventual widening when present structures are replaced by new buildings.

The extension of James Street west to Ball Street would improve the traffic of this residential section of the town. The extension of College Street to Queen Street would create a new entrance for Victoria Park. The widening of Albert Street in the central part of the town would facilitate traffic in the business section. The opening of a boulevard drive-way along the water front from Victoria Park to the former Horse Show grounds would not only remove the unsightly quarry, but also contribute to the residential value of the territory which it served. The opening of a lane-way behind the stores on the north side of King Street would remove the menace of huge freight trucks unloading on the main street. The straightening of King west of Ontario Street would eliminate a traffic hazard. In the northern part of the town provision should now be made for the future widening of Division and Ontario Streets before it is too late.

Modern science has played a determining part in altering conditions of towns and cities. Of all inventions the motor car has had the greatest influence in this direction. Roads and highways constructed thirty years ago for horse drawn vehicles are now impractical for automotive traffic. That there exists a controversy in Cobourg over the location of a new through highway is proof of this fact, and I venture to say that a new highway in a new location, is bound to come. With this in view Cobourg should be prepared to gain rather than lose by the change; and in this respect alone an active programme of municipal street planning will prevent the town from losing in regards to commercial as well as tourist trade.

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