

Despite the effort of professional city planners to popularize the more accurate word "districting," the people where districting work has been carried on persist in using the word "zoning," so let the people rule. "Zoning" it shall be.

It is worth recalling that the Niagara Falls zoning ordinance was prepared as an integral part of a city plan for Niagara Falls. Unfortunately, this is not true of all other cities. I do not believe that it is true of any Canadian city, with the possible exception of Halifax, or of most American cities. You will be interested to know, I am sure, that in America, Nova Scotia was first to provide for the districting of towns and cities—as early as 1904. In 1909, Los Angeles passed an ordinance controlling the use of lands, making the ordinance retroactive. That ordinance has been declared constitutional, not only by the Supreme Court of California, but also by the Supreme Court of the United States, as a proper exercise of the police power. Of course, many municipalities had long ago created fire and building districts in the interests of public safety, but the extension of districting to include health and general welfare has been of this recent origin.

Now, it is evident that petition ordinances and laws, such as exist in Ontario, do not anticipate any ordered planning of a city. Districting done under such laws is purely spontaneous, undirected and sporadic. It may be actually unwise and undesirable, as experience in Berkeley has actually proven. Home-owning petitioners seem prone to ask too little for the protection of their neighborhoods, though some have been known to ask too much. The difficulty in both cases is that the petitions were not based on a considered and sound interpretation of town planning fundamentals.

Topographical Knowledge is

Basic in any town-planning work is a knowledge of the topographical background on the basis of which the main lines of transportation are likely to be determined. The availability of water transportation is very likely to determine the location of industry, especially heavy industry. Industry seems to naturally seek low-lying lands and water-fronts. Residences seek higher and dry areas. Topographical conditions are certain to affect the direction of prevailing winds by which smoke and fumes are carried. Mountains and hills, lakes and rivers are likely to determine, in part, the location of parks and public recreation grounds. All of these factors, especially the location of railroads and industry, affect very definitely the use to which lands are likely to be put.

## Zoning as Basis of Intensive Town Planning

Presuming that having once determined on the main principles of a plan for the city, based on topographical and other natural conditions, it is possible to determine also with reasonable certainty, the likely economical use of all lands in the city, let us consider in detail a few advantages to be gained.

## Industrial Houses

## Streets

## Lots and Blocks

Workmen in turn should not be required to buy lots that are unnecessarily deep and viciously narrow. Lots that are too deep represent an unnecessary expense to the indus-