

## Zoning Cities for Tomorrow.

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heavy industries, it is then possible to plan for adequate terminals and possibly industrial canals, for railway sidings, terminals and belt lines, for street ways properly paved and wide enough for heavy slow moving trucks for sewers designed to carry off the refuse of industry, for water mains, possibly carrying raw rather than unfiltered water.

### Industrial Housing.

But modern industry, despite so many labor saving devices, still calls for labor. Industrial housing areas should be reasonably close to the industrial areas, so that workmen may walk to work, yet far enough away and in such direction that the evils of "nuisance" industry may be minimized. Residence sections determine the location, number and even character of schools and their grounds. Schools in industrial housing areas should most certainly be planned as community centres, and there is an especial need for adequate playground space surrounding them. Incidentally, it would be an excellent improvement if some sort of park might be interposed between industrial housing areas and the nearby industries where employment is found.

### Streets.

In turn, to preface the planning of streets by zoning the city will result in important economics. Most cities have shown little or no discretion in the planning of streets. The humble owner of a home in a section largely occupied by workmen must pay for pavement on a street as wide as that used by his motor driving employer. It is a question whether streets in industrial housing areas should be paved at all. Indeed, it has been suggested that there should be no public traffic ways in front of workmen's houses, but merely pathways for pedestrians and play space for children, while traffic to the street should be served only by a paved alley for delivery purposes.

### Lots and Blocks.

Along with uniformity of street widths and streets improvement, should go uniformity of the depth of lots and size of blocks. Industry frequently is handicapped by the smallness of blocks. They get round the difficulty by securing the privilege of blocking or closing streets which should be left open. In fairness to both industry and the public, interest should not come into conflict in such a fashion. The conflict should be anticipated by zoning. Industry has a right to know where it can expand economically without coming into conflict with public opinion or public rights.

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 expanse on the industrial wage earner. Moreover, they are a constant invitation to the building of rear houses, another vice for which the workman pays, if not with cash, at least with life and blood.

### Transportation

The intensity of the use to which land is put has a particular bearing on the question of the daily movement of the population without going into questions of technique on the control of the area and height of buildings or the legal questions involved; we may consider the significance of this question, as it affects the requirements of a city, especially transportation.

I believe it is the custom of every city outside of New York to crave a distinguishing sky-scraper. As a matter of fact, New York investors in sky-scrappers have long since become disillusioned as the average high building in New York brings a return of about two per cent. The first sky-scraper pays excellently for a time—its offices are light and airy and highly desirable, but once flanked by others, the returns soon reach the unprofitable levels. Excessively intensive use of land has actually proven uneconomical to the property owners responsible.

Intensive use of land is moreover a liability to the community. Lower Manhattan could not empty itself into its own streets. Intensive use of building lots should correspondingly side streets. Europe does not build towers of Babel such as one finds in New York, and such as others cities imitate. Intensive use calls for a corresponding provision of land for open space, of land for streets on which pedestrians, wheeled and car traffic may be accommodated. It is especially related, therefore, to the provision of street car service.

As a matter of fact, zoning in New York City grows

Mr. Oscar Morin, K.C., Deputy Minister Municipal Affairs, who represented the Provincial Government at first convention of Union of Quebec Municipalities.



Mayor Prieur (Pointe au Trembles), Secretary of New Union of Quebec Municipalities.

out of the evident necessity for limiting the heights of buildings. The heights of buildings, commissions soon discovered that it would be necessary to discriminate between sections of the city in any effort to regulate heights. A Zoning Commission was the logical consequence, limitations on the intensity of use have therefore a very direct bearing on other city planning problems. In particular, the limitations on the possibility of providing transportation demand limitations on the use of land.

Enough has been said to indicate that the zoning of a city, that is, the determination of the character and intensity of its use has a very definite bearing on every phase of city planning.

### Does Zoning Pay?

One ought to add that zoning is one of the fundamentals of city planning which fortunately costs nothing, except the costs of administration. I believe, too, that by permitting a careful anticipation of the city's future needs, it saves the city thousands of dollars that would otherwise be wasted. If time were available, I should like to discuss how zoning protects and stabilizes property values, how it protects the property owner against depreciation and the refusal to renew loans, how it protects the money lender who loans on property and how in general it protects the valuation on which the city bases its taxes.