

effect. What these cities require may be summarized as follows:—

1. The present act should be modified so as to permit the municipalities in the urban zones, which lie outside of the cities and towns, to prepare their own schemes if they wish to do so, while retaining the power to the city or town to include the outside area in their scheme in the event of lack of co-operation of the outside authority to prepare its own scheme or a joint scheme.

2. A special official with town planning qualifications should be appointed under the act to assist the Railway and Municipal Board to administer the act and to advise local authorities.

3. Provision should be made requiring each municipal council to make a survey of its area and conditions, and provide for assistance being given by the Provincial government in the preparation of topographical maps of all districts which are in course of development.

4. Provision should be made for securing co-operation between municipal councils and owners of land so as to give permanent effect to restrictions on the use of land relating to such matters as building lines and use and character of buildings.

5. The following powers should be granted under the act to municipalities:—

(a) The suspension of any powers in the municipal act, subject to approval of the Railway and Municipal Board, so far as the suspension is necessary for the proper execution of any scheme.

(b) Power to remove or demolish buildings which may be erected in contravention of the provisions of a scheme, after the scheme has been approved, as well as after proper notice is given and while the scheme is being prepared.

(c) Provision, not only for paying compensation for injury to owners of property, but also for obtaining for the city half of the increased value given to any property by reason of benefits accruing to such property by the scheme.

(d) Power to prescribe certain areas to be used for dwelling houses, apartment houses, factories, warehouses, shops or stores, etc., and to fix the height and character of the buildings in these areas.

(e) Exemption for any city or town from claims for compensation in respect of any requirement of the scheme which restricts the use of land for the definite purpose of health of the inhabitants or the amenity of the district, e.g. in regard to fixing factory, business or residential areas, the space about buildings, the percentage of lots that can be covered with buildings, or in regard to the height, character and use of buildings so far as such exemption may be regarded as reasonable by the Railway and Municipal Board.

(f) Power to compulsorily acquire land the same way as under the housing act of the province, without cumbersome process of arbitration; and to acquire land in excess of the amount needed to widen a street or construct a new street through a developed area, and to re-sell such land after the improvement is made.

(g) Power to fix building lines and reserve land on un-built-upon areas for new main thoroughfares.

(h) Power to classify any land to be used for different kinds of agriculture, horticulture, open spaces, etc., and to recommend a special system of assessment in relation to such classification of uses.

(i) Power to prevent noxious trades, bill-boards, etc., where injurious to the surroundings.

(j) Power to rectify or alter any existing subdivisions, including the pooling of lands of several owners, and the roads and streets abutting or adjacent thereto; and to initiate the planning of the subdivision of land in advance of its being placed on sale for building purposes, for the purpose of bringing owners of adjacent lands into line with any comprehensive scheme.

(k) Power to prevent building on low-lying and unsanitary lands pending reclamation and until provided with sanitary arrangements at the expense of the owners.

(l) Power to obtain proper representation of the municipal councils on town planning commissions and limitation of spending power of commissions to the cost of pre-

paring schemes. Expenditure on execution of schemes to be subject to approval of municipal councils.

(m) Power to classify roads or streets (after zoning into factory, business and residential districts) as follows:—

(1) Main arterial roads.

(2) Secondary roads, being roads for general or local traffic.

(3) Industrial roads for access to industrial districts.

(4) Residential roads, being roads used primarily for access to residences.

(5) Parkways or boulevards, being roads which serve the purpose of either a main or secondary road, a portion of which is dedicated for ornamental purposes, etc.

The Provincial government should be asked to incorporate provisions in the present act or to frame a new act to cover these requirements; and so framed as to permit local authorities to prepare comprehensive schemes of town planning.

ZONING CITIES FOR TO-MORROW*

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THE zoning or districting of towns and cities is, to my mind not only an integral part of town planning but even the fundamental basis on which all town planning must rest. This becomes apparent when one defines zoning as the determination of the character and intensity of the use to which lands within any given area are to be put. To be sure, zoning has been carried on in Canadian and American cities with little or no reference to town planning, and town planning has frequently been attempted without detailed consideration of the purposes to which the area is to be put.

In order to preface further discussion by securing a clear understanding of what zoning actually is, it seems wise to explain in detail what one city, Niagara Falls, N.Y., proposes to do. One of the first projects undertaken after the preparation of the final city plan, was the adoption of a zoning scheme. Note that a city plan had been prepared or at least almost completed first. The zoning map which was prepared, frankly recognized the plan, and the use to which lands may be put in Niagara Falls will keep in mind the general plan. This zoning plan provides for different uses for different sections of the city, and for varying degrees of intensity of use in different sections. After all, city planning is fundamentally a recognition of the fact that there must be differentiation between different sections of a city.

The Niagara Falls plan provides for six classes of zones or districts, for which different conditions of use, height and area of buildings are provided.

1. Residence districts for single family dwellings only, occupying an area of not over 30% of the lot, not more than 45 ft. high, and with side lots of 10 ft.

2. Residence districts devoted to residence purposes including two-family and group houses for not more than ten families, occupying an area not over 50% of the lot, not over 45 ft. high, and with side lots of 10 ft.

3. Apartment house districts, devoted to apartment houses and "tenements," with a height not exceeding the width of the street on which they face.

4. Commercial districts devoted to retail and wholesale trade, and incidental industry, requiring not more than five employees.

5. Industrial districts in which so-called "light" industry, not emitting undesirable noise, fumes or smoke, are permitted.

6. Unrestricted districts in which any industry, however disagreeable or dangerous, may locate.

In any of these classes of districts, uses permitted in a more restricted district are allowed. For each class of district, there are refinements as to use, area and height of buildings which we need not discuss here, but which in the

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