

what they are doing

property but with the intelligent purpose of encouraging an equal distribution of opportunities for improvement.

With an efficient system of traffic streets firmly established, other parts of the plan, covering the residential streets and those which can never be of much importance to through travel, should be left as elastic as possible in order that any legitimate form of development may be accommodated. Industrial sections, high class residential sections, and sections given to the modest type of dwellings, each require a different treatment of the street plan. In factory districts the streets surrounding industrial plants should be wide and straight, while those in the same vicinity upon which the homes of the workmen front may be of quite different type; some of the garden cities and industrial colonies of England and Germany suggest admirable arrangements for this form of development, the driveways and walks being narrow and the buildings set back with foreyards or arranged around open spaces or squares.

High-class residential sections lend themselves to most attractive forms of planning; houses built singly or in pairs on large plots permit greater freedom in establishing picturesque conditions and narrower paved areas are allowable. The local travel through a residential section may even be accommodated by lanes wide enough for two vehicles to pass and a single footwalk, but the integrity of an improvement of this kind requires that there be a permanent restriction requiring ample width of open space between the fronts of the houses.

In sections given to more modest dwellings built in pairs, or long, solid rows on small plots, a minimum width between building lines should be established and this should be sufficient to allow a part of it to be planted with grass, trees, and even flowers. In such a section the streets will naturally be closer together and economy will be effected if the paved spaces be only such as are necessary for the local use.

In the growth of most towns where there has been little or no public control of the laying out of streets, real estate interests have been largely responsible for fastening wasteful or insufficient schemes of planning upon the public; the economic development of property has received little serious consideration; the street system, and the sub-division into lots has been arbitrarily established with the view of serving the immediate purpose of the owner or operator; this purpose is usually one of pecuniary profit and is accomplished in disregard of considerations of future exigency or the broad public interest; the initial development may be entirely satisfactory, but in the subsequent changes that are constantly occurring the increased value of the property or the new use to which it may be put may create conditions detrimental to the public welfare. There does not seem to be any means of effectively controlling such operations except through legislation conferring authority upon some public body to regulate such improvements not only within the town itself but throughout adjacent territory which may be opened for subdivision into town lots.

To be continued



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