

Certain types of special service streets, particularly those designed to connect the units of a park system, should be laid out coincident with the traffic net.

With the net of main and secondary streets established, the areas lying between them may be subdivided by such system of minor or special service streets as may best serve the development of each particular area.

Street Widths

The width of a street shall be understood in all cases to mean the distance between the bounding property lines.

The width of main and secondary streets should be such as will adequately accommodate such classes and such volumes of traffic as are likely to be put upon them after the territory or region they serve shall be fully developed.

The width of minor streets should be such as will adequately care for local travel and service of abutting property.

As special service streets will be designed to serve special and particular uses, any attempt to standardize their widths would be futile.

Recommended widths are as follows:—

| | |
|-------------------------------|----------------------|
| Main streets | 108, 128 or 148 ft. |
| Secondary streets | 60 or 80 ft. |
| Minor streets | 12, 20, 40 or 50 ft. |
| Special service streets | Variable. |

In cities and regions where the laying out of any considerable number of streets of a greater width than 80 ft. would be unwise, it is recommended that streets exceeding that width be placed in the special service class, the "secondary streets" classification eliminated, and the 60 and 80 ft. wide ones classed as "main streets."

Cross-Section Subdivisions

The unit width for a line of vehicles shall be 8 ft.

The unit width for a line of pedestrians shall be 2 ft.

The so-called "elastic" method should be employed in establishing and increasing the widths of subdivisions.

The roadway width of a street shall be the distance between curb lines, or between the centres of the gutters where there are no curbs.

No roadway for a single line of vehicles should be less than 8 ft. or more than 10 ft. wide.

Roadways to accommodate two lines of vehicles should be 20 ft. wide except that such roadways in minor and special service streets may be 16 or 18 ft. wide.

Roadways to accommodate three lines of vehicles should be 26 ft. wide.

Roadways to accommodate four lines of vehicles should be 36 ft. wide.

Any increase beyond a roadway width of 36 ft. should be made by adding an 8-ft. unit for each additional line of vehicles to be accommodated. Where the street is, or will be, occupied by street railway tracks, the unit should be undivided, but where there will be no tracks, the unit may be divided.

The minimum width of the space between the property line and the curb line, including width of the curb, should be as follows:—

| | |
|----------------------------------------|--------|
| On streets 40 ft. wide | 11 ft. |
| On streets 50 or 60 ft. wide | 12 ft. |
| On streets 80 ft. wide | 14 ft. |
| On streets more than 80 ft. wide | 18 ft. |

Sidewalks and Planting Strips

The width of the paved footway on any street should not be less than 4 ft. Increases beyond that width should be by 2-ft. units or multiples thereof.

The planting strip between the property line and the nearest edge of the paved footway should not be less than 1 ft. wide on a 40-ft. wide street, or less than 2 ft. on a street of greater width.

The width of the planting strip between the curb line and the nearest edge of the paved footway, including the width of the curb, should in no event be less than 4 ft. in a street 60 ft. or less in width, or less than 6 ft., in a street of greater width than 60 ft.

Trees should be planted in such locations that they will not be disturbed by, or obstruct, any subsequent change in the curbs or paving.

Where dual roadways are laid, separated by a planting strip, the latter may be of variable width and the curbs adjacent to the sidewalk should be set in their permanent locations.

Where a central reservation for street railway tracks is established it should be at least 20 ft. wide.

The following are suggested typical widths and arrangements of cross-section subdivisions. (Figures indicate widths in feet):—

| | 40-ft. Streets. | | | 50-ft. Streets. | | |
|----------------------|-----------------|-----|-----|-----------------|-----|-----|
| | (a) | (b) | (c) | (a) | (b) | (c) |
| Planting strip | 1 | 1 | 1 | 2 | 2 | 2 |
| Paved footway | 4 | 6 | 4 | 4 | 4 | 6 |
| Planting strip | 6 | 4 | 5 | 9 | 6 | 4 |
| Roadway | 18 | 18 | 20 | 20 | 26 | 26 |
| Planting strip | 6 | 4 | 5 | 9 | 6 | 4 |
| Paved footway | 4 | 6 | 4 | 4 | 4 | 6 |
| Planting strip | 1 | 1 | 1 | 2 | 2 | 2 |
| | 40 | 40 | 40 | 50 | 50 | 50 |

| | 60-ft. Streets. | | | 80-ft. Streets. | | |
|----------------------|-----------------|-----|-----|-----------------|-----|-----|
| | (a) | (b) | (c) | (a) | (b) | (c) |
| Planting strip | 2 | 2 | 2 | 2 | 2 | 2 |
| Paved footway | 4 | 4 | 6 | 4 | 6 | 6 |
| Planting strip | 14 | 11 | 4 | 21 | 14 | 6 |
| Roadway | 20 | 26 | 36 | 26 | 36 | 52 |
| Planting strip | 14 | 11 | 4 | 21 | 14 | 6 |
| Paved footway | 4 | 4 | 6 | 4 | 6 | 6 |
| Planting strip | 2 | 2 | 2 | 2 | 2 | 2 |
| | 60 | 60 | 60 | 80 | 80 | 80 |

| | 108-ft. Streets. | | | 128-ft. Streets. | | | 148-ft. Streets. | | | |
|-------------------|------------------|-----|-----|------------------|-----|-----|------------------|-----|-----|-----|
| | (a) | (b) | (c) | (a) | (b) | (c) | (a) | (b) | (c) | (d) |
| Planting strip .. | 6 | 4 | 2 | 6 | 4 | 2 | 6 | 4 | 2 | 2 |
| Paved footway .. | 4 | 6 | 8 | 4 | 6 | 8 | 4 | 6 | 8 | 8 |
| Planting strip .. | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Roadway | 20 | 26 | 26 | 20 | 26 | 36 | 20 | 26 | 36 | 44 |
| Reservation .. | 32 | 20 | 20 | 52 | 40 | 20 | 72 | 60 | 40 | 24 |
| Roadway | 20 | 26 | 26 | 20 | 26 | 36 | 20 | 26 | 36 | 44 |
| Planting strip .. | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Paved footway .. | 4 | 6 | 8 | 4 | 6 | 8 | 4 | 6 | 8 | 8 |
| Planting strip .. | 6 | 4 | 2 | 6 | 4 | 2 | 6 | 4 | 2 | 2 |
| | 108 | 108 | 108 | 128 | 128 | 128 | 148 | 148 | 148 | 148 |

ZONING

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THE subject should be called building zoning, the boards zoning boards or commissions. In laws and ordinances, the word "zoning" should be used in the title and the word "districts" in the body of the law to specify the areas affected. The word "zoning" is sufficient when city planning is under discussion.

Zoning is the creation by law of districts in which regulations differing in different districts prohibit injurious or unsuitable buildings and uses.

Zoning should be done under the police power of the state and not by condemnation.

Before attempting zoning, a city should obtain the power to do so from the state legislature. The essential statement in such donation of power is that the city may impose different regulations for buildings and for the uses of land and buildings in different districts.

Enhancement of value alone, or aesthetics alone, is not a proper basis for zoning when done under the police power.

Zoning is part of the city plan and should be applied to land at least as early as the street layout is adopted.

Zoning when applied originally to existing cities should be adapted largely to existing facts and normal tendencies.