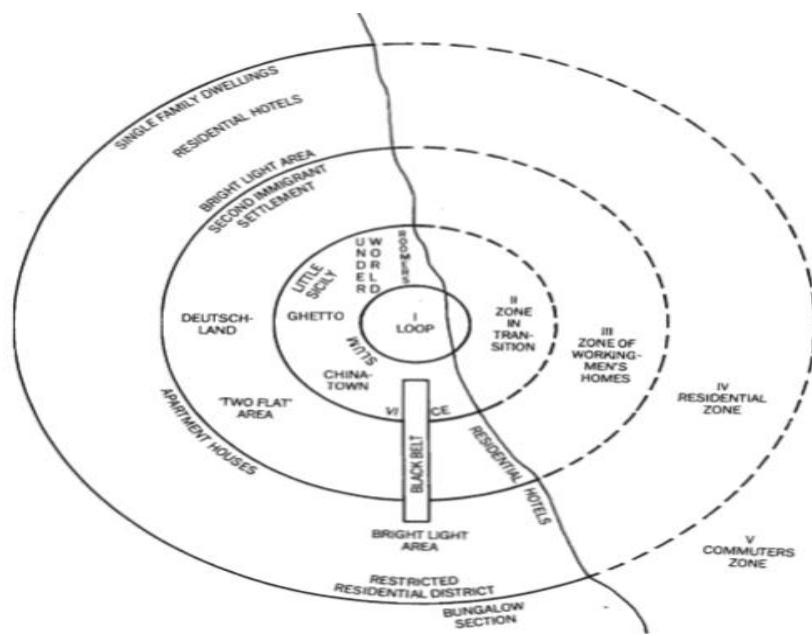


## BURGESS'S CONCENTRIC ZONE MODEL

The Burgess Model was developed by Ernest Burgess in 1925. He identified a series of concentric rings coming out from the centre of the city which correspond to different types of land use. In the centre was the Central Business District; followed by an inner city area known as the transition zone, with light manufacturing; then a series of residential zones gradually becoming wealthier towards the edge of the city.

Burgess's original model was entirely based on Chicago. The sloping line through the centre shows the shore of Lake Michigan. To the left of this line Burgess labelled the reality of Chicago with names and types of places; to the right, he identified the academic terms he gives to each zone.

The model is useful because it shows a heavily simplified version of reality that could be applied to many cities. It doesn't actually explain why these zones are in those locations, but it is the basis for theories that do: the main one is bid-rent, discussed elsewhere on this site. Some other explanations that follow from the Burgess model are:



- *The Concentric Zone Model, also known as the Burgess Model. Source: Burgess, 1925.*
- The CBD is in the middle because it is the central location, and therefore easiest to get to. This encourages businesses to be located there because they can access the most customers.
- Low class residential (the ‘zone of working-men’s homes’) is near the factory/transition zone because it is an undesirable location (polluted and congested), and because these people must walk or use public transport to get to work in the factories
- People on low incomes cannot afford large houses, so these areas become densely populated; the population density on the outskirts is lower as the house size is larger
- High class residential is around the outside because these people can afford the private transport to get to the city centre quickly and conveniently

However, the model is also criticised for many reasons:

- It is too specific to North American cities; it does not fit more historic cities or those that have recently grown
- The model is over 90 years old and it does not fit the modern age and is “a product of its time” both in terms of the wording used on the model and the way that the model is organised
- There are many assumptions in the model that mean it doesn’t fit other cities very well

## HOYT'S SECTOR MODEL

In 1939 Homer Hoyt published “The Structure and Growth of Residential Neighborhoods in American Cities” in which he developed Burgess’s ideas further. Hoyt studied 142 cities in the United States. He recognised that they were more complex than simple rings of land use, and suggested that industrial land use is linked to transport routes. He also suggested that the location of transport and industry within the city affects the location of residential districts. This results in ‘sectors’ of the city with different land uses.

### Components of Hoyt Model

**CBD** – Central Business District is placed at the center. Sectors and the partial rings of land use/activities take place. This area is often known as downtown and has high rise

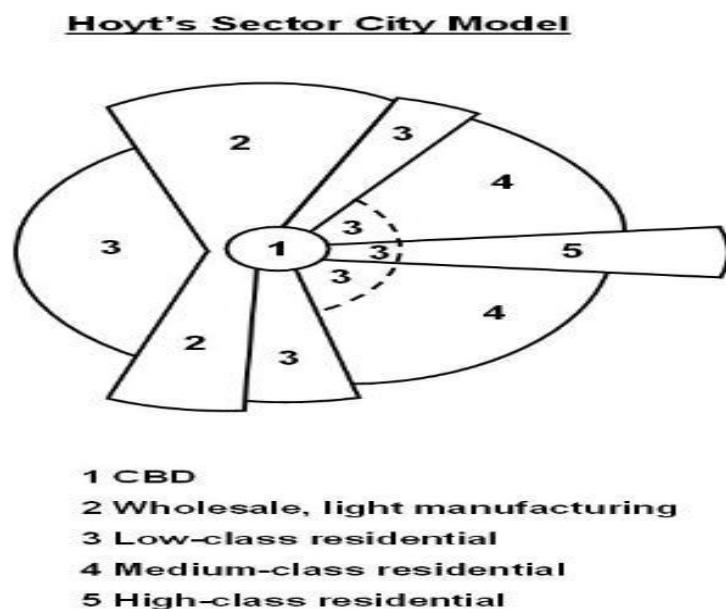
buildings. Inner city area or downtown area is a complex and dynamic organism. As the cities expands and modern technology and scientific innovations transformed the style of living and also the structure of the city, open spaces were being eaten up by built forms resulting in congested and unhealthy environment.

## Industry

Industries are represented in the form of a sector radiating out from the centre. These forms sector because of the presence of a transport linkage along which the activities grew. Presence of railway line, river or road would attract similar activity, and thus a continuous corridor or “sector” will develop.

### ***Low-Class Residential***

Low-income groups reside in this area. Narrow roads, high population density, small houses with poor ventilation exist in this area. Closeness to industries reduces the travel cost and thus attracts industrial workers. Environmental and living conditions are often inadequate because of the proximity to factories.



Apart from the industries this area also serves as a residential area for lower class workers.

Living conditions are bad because of proximity to industries.

## **Middle-Class Residential**

This area has middle income groups who can afford more substantial travel cost and want better living conditions. The activities of people residing in this area consist of different activities and not just the industrial work. This area has the most significant residential area.

### ***High Class residential***

This is the outermost and farthest area from the downtown. Wealthy and affluent people live in this area. This area is clean, has less traffic, quiet and has large houses. Corridor or spine extending from CBD to the edge has the best housing.

## **Limitations of Sector Model**

- It is a monocentric representation of cities; multiple business centers are not accounted for in this model.
- Physical features – physical features may restrict or direct growth along specific wedges
- No reference to out of town development

## **Features of sector model**

- Presence of low-income groups near industries supports Hoyt Model
- The Hoyt model realized that transportation (in particular) and access to resources caused a disruption of the Burgess model.
- Account for major transportation routes and its effect on activities