

# Hoyt Model or Sector Model (1939) of Urban Land Use by Homer Hoyt

presented by Maitrayee Mullick





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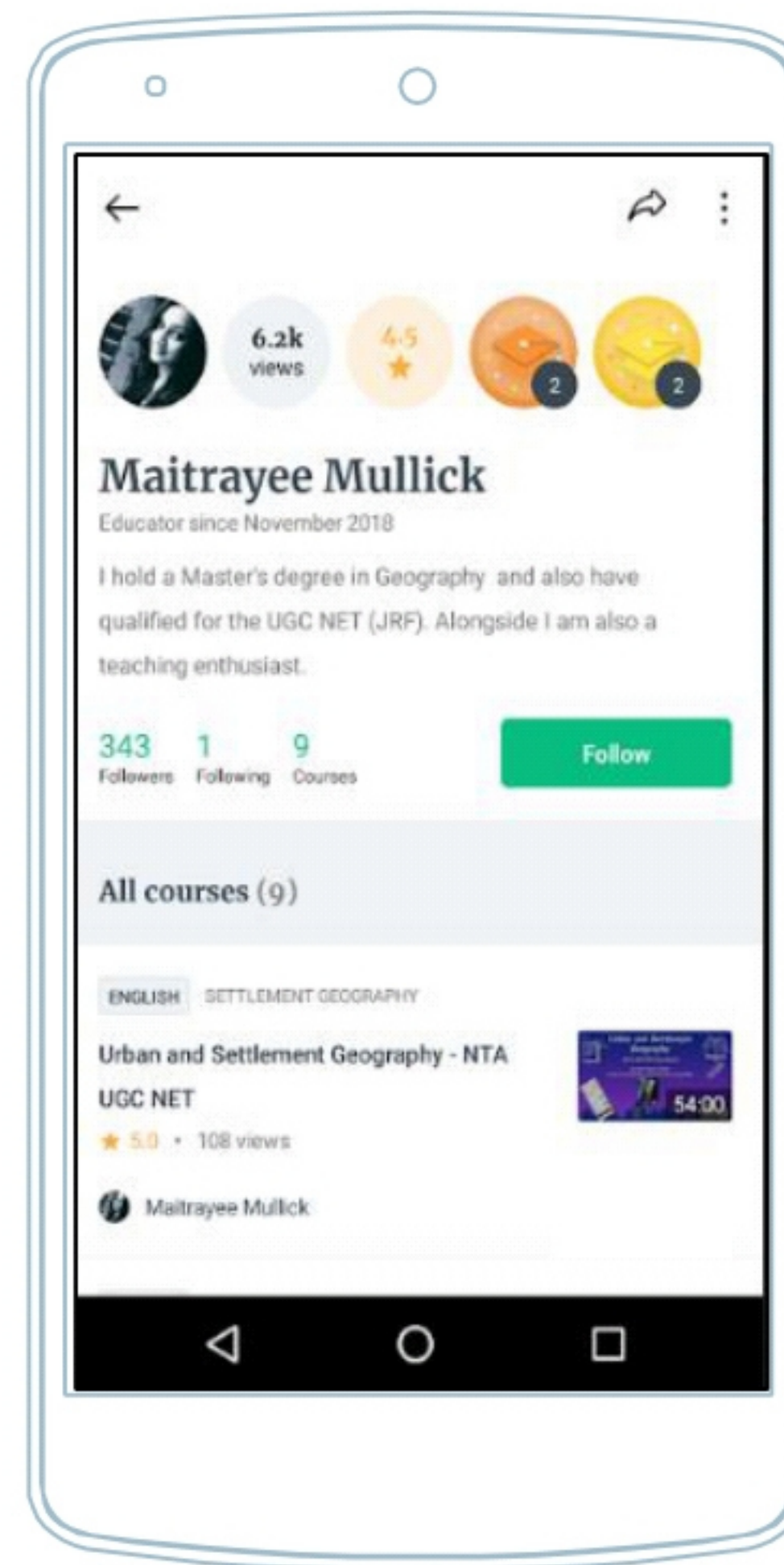
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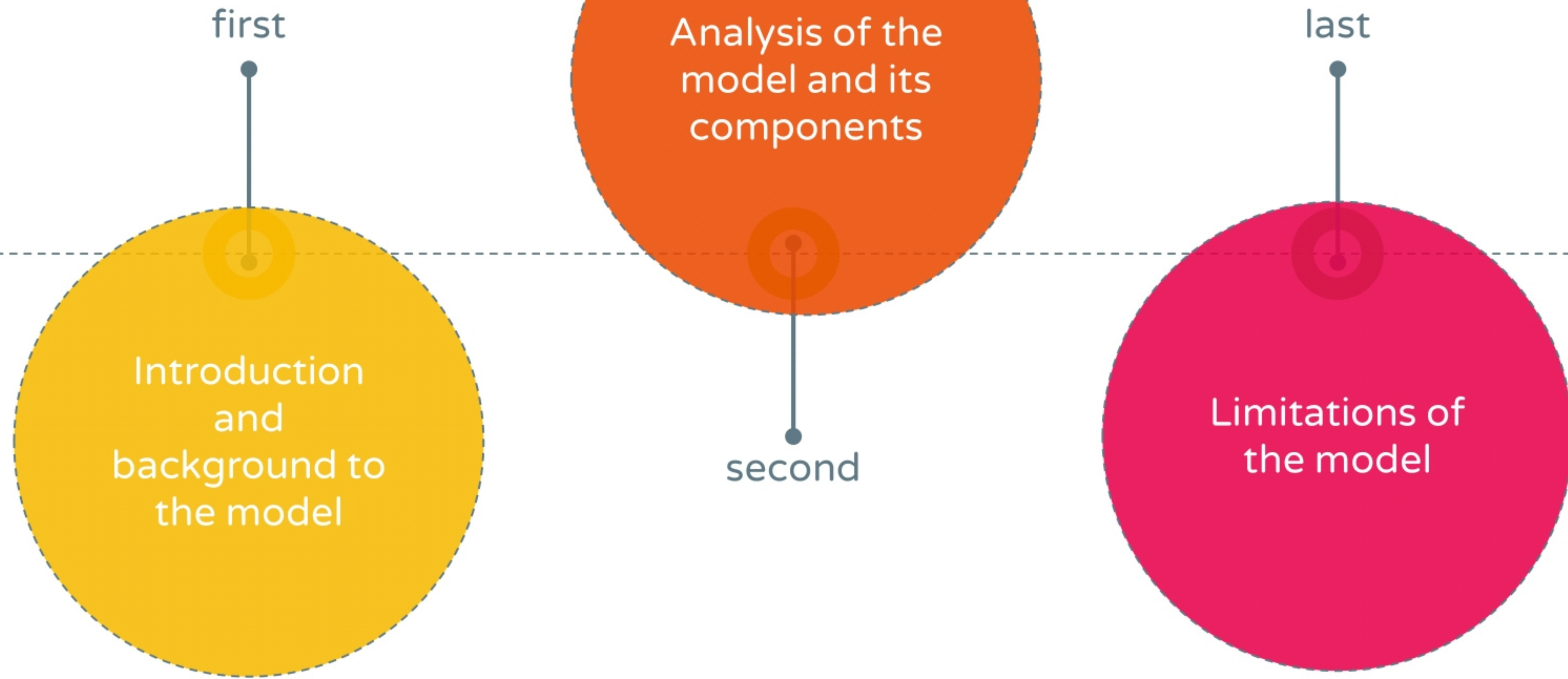


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Things to be covered in the lesson:









## Introduction



- ◉ . Homer Hoyt gave sector model which is also known as Hoyt model in 1939 explains how cities grew.
- ◉ As we witness the population growth it is becoming more and more essential to understand how cities work. Studies on patterns of urban growth, settlement geography, and land use are of great interest to the concerned people.
- ◉ Various theories and models have been proposed which attempts to explain how the growth took place and how different groups & activities are arranged in an urban area.
- ◉ Different models about the growth of urban regions include rank-size rule, primate city & primacy, central place theory, Multiple Nuclei Model, Burgess Model.

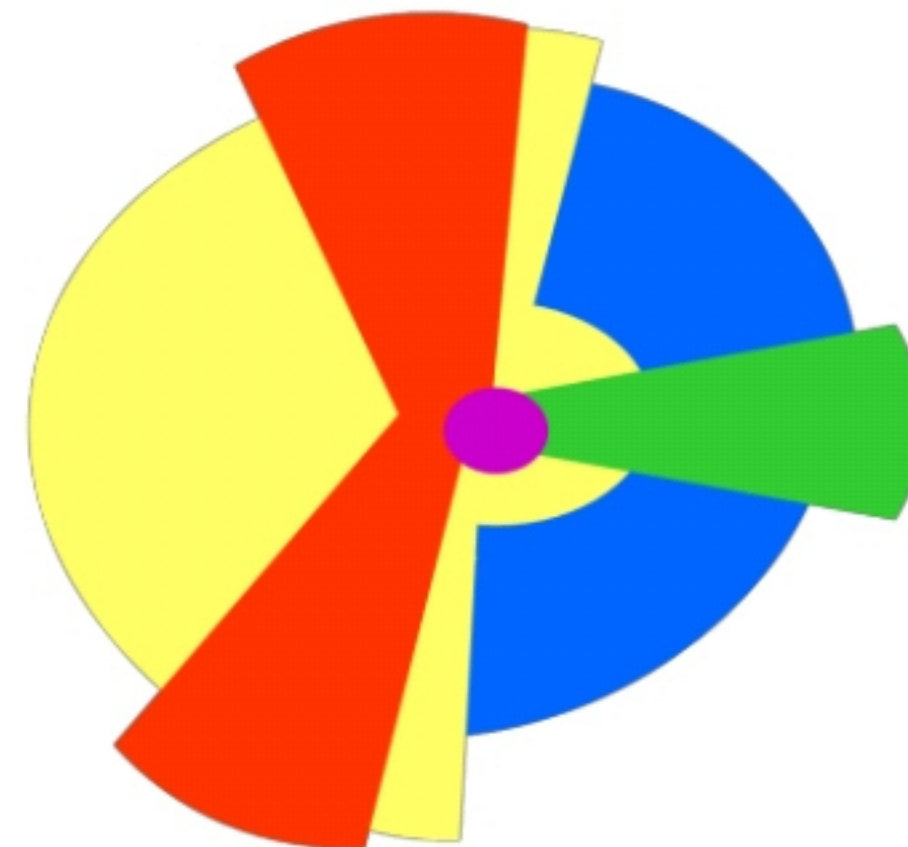




# The Sector model:

-  Hoyt Model is somewhat similar to Burgess Model and is often considered as its improved version.
-  Hoyt argued that cities do not develop in the form of simple rings, instead, they have “sectors.”
-  Homer Hoyt in 1939 suggested that few activities grow in the form of sectors which radiates out along the main travel links.
-  Activities in a sector are considered to be the same throughout the sector because of the purpose/function it serves.

 Central business district (CBD)  
 Wholesale, light manufacturing (transitional)  
 Low class residential  
 Medium class residential  
 High class residential



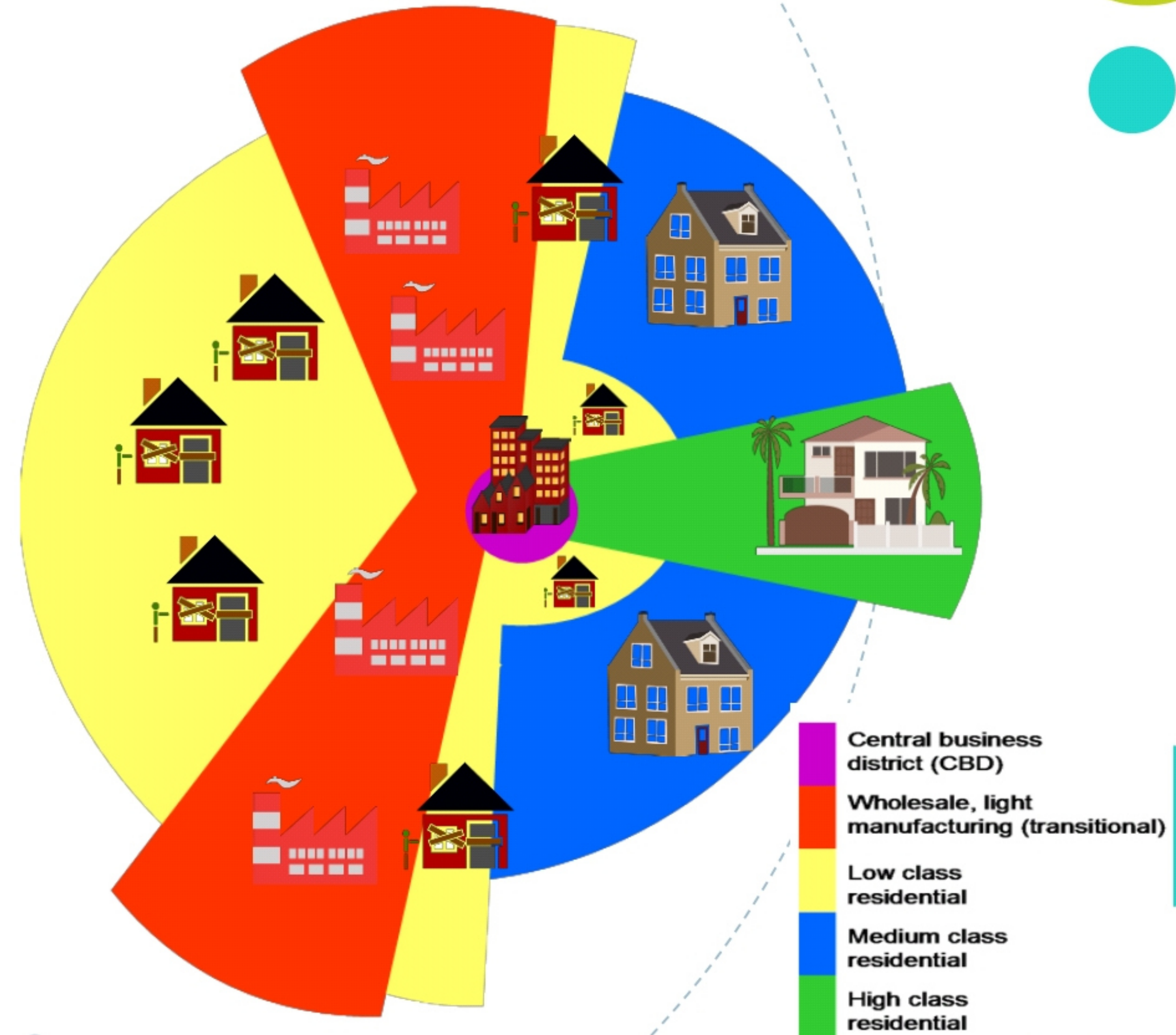




## Sector Model (1939) of Urban Land Use by Homer Hoyt

### 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.
- **Transport linkages** profoundly influence activities and their locations. Low transportation cost and proximity to roads/railway reduce the cost of production.
- This model applies well to Chicago
- Account for major transportation routes and its effect on activities







## Components of Hoyt Model

- ◎ **CBD** – Central Business District is placed at the center. Sectors and the partial rings of land use/activities take place.
- ◎ **Industry** – Industries are represented in the form of a sector radiating out from the center. These forms sector because of the presence of a transport linkage along which the activities grew.





## Components of Hoyt Model

### Low-Class Residential

Low-income groups reside in this area. Narrow roads, high population density, small houses with poor ventilation exist in this area.

### 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

### 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

- Only Railway lines are considered for the growth of sectors and do not make allowances for private cars.
- 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



# That's all for now...

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# Thanks for watching!



## Any questions...

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