

URBAN PLANNING SYSTEMS

THE BASIC PRINCIPLES

INTRODUCTION

Each night, from the bridge passing over the highway, a stunning view appears – a mass of blaring, fiery torrents of lights flying in both directions. This is truly a grandiose spectacle, which many tend to consider the pride of modern civilization...

However, if one thinks about it, this superb spectacle is nothing more than evidence of the idiotism of the planned organization of modern metropolitan territories of large cities, which produces the necessity for endless travels in personal automobiles. These are not only 30/45/60/75/90 minute daily trips to work, but also 10/20/30/45 minute trips for various kinds of systematic services (from 1-2-3 trips per week for food, household, etc shopping to 1-2 trips per month to various stores, salons, movies, restaurants, clubs etc.), not to mention 20/30/45 and more minute episodic trips (medical, low and social offices, theaters, museums etc. etc.). School buses and buses for senior citizens are added to this large stream of cars.

The idiotism of the planned organization results in the idiotism of the modern city lifestyle, namely in an influx of hypodynamia, caused by the necessity of traveling almost exclusively by car, and which the more strong-willed individuals fight with the help of walking, running, and use of exercise machines. The fate of the rest is obesity, disturbance of the metabolism, diseases...

The idiotism of the planned organization, for the same reasons results in the ecological idiotism of warming the atmosphere, and the related, threatening consequences. In addition, with the coming shift to electrically powered automobiles, no one knows the potential consequences of powerful electromagnetic fields.

THE BASIC PRINCIPLES

1. The main goal of urban planning constitutes the creation of the highest quality of life for people in every way. This goal must be superior to all other obligations, that is urban planning must be **anthropocentric urban planning**. **
2. **Discrete systems**, where developed territories are divided by green zones, are optimal for urban systems of all levels and both for people's health and for ecology. **Towns must be compact** in order to prevent the occupation of farmland, which is often done in developed countries.
3. Together with high ecological characteristics, the proof of the high quality of **urban planning systems of any level is constituted by its accessibility**. Distance within systems of all level are determined not by linear measurements (km, miles, etc.), but by the time of travel. Therefore, the accessibility of a system is determined by the cumulatively reduced time of travel***, where the reduced coefficient depends on the comfort of travel.
4. From the standpoint of people's health, a **pedestrian town is ideal**, where the surface of the ground is given to the person and all of the main elements of the town are located

And of course, the idiotism of the planned organization results in economic idiotism – the use of enormous amounts of petroleum amidst the abrupt rise in its cost and the anticipated continuation of this trend. This negatively impacts the economy of developed countries and each of their residents in the most obvious way.

The only alternative for this modern theater of the absurd is the creation of rationally organized urban systems, where most workplaces and systematic services, along with most commonly needed episodic services, not to mention – all everyday services, would be within the limit of 20-minute pedestrian accessibility (no more than 1,5 km/0,93 miles). The remaining work places and services should be reached by high-speed public transportation within the local system of settlements.

With these goals in mind, the author has developed models of principles for urban systems on the following levels:

- local system of settlements;
- town, as a part of this local system of settlements;
- dwelling district, as a part of this town.

All of the mentioned models are based on a number of basic principles, developed in the theoretical works of the author.*

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- * 1. "Urban Planning at the Turn of the 21st Century"
1st edition - Journal of Environment Planning and Management, Vol. 33, Issue 2, 1990, pages 91-100, (England).
2nd edition – website www.architect-mashinsky.com. 2008
 - 2. "The Mandate of the Urban Planner" (Five Principles of Contemporary Urban Planning). Architecture. Vol 13, Issue 677, 1988, pages 4-5. (USSR).
 - 3. "Moscow: Strategy for Development". Architecture and Construction of Moscow, Vol. 1, 1990, pages 2-4,/ Vol. 2, 1990, pages 5-7. (USSR).

within 20 minutes walking distance (which determines the optimal size of the city for the given density of the population), transportation is deepened, and the transportation itself is ecologically clean. For urban systems of all levels, a common principle is the merging of all transport pathways of all types into transport corridors, maximally isolated from the surrounding environment, and the slogan could be the principle "travel fast, walk more".

5. From the standpoint of psychological comfort of the population and the convenience of the urban system's management, **dwelling areas of dwelling districts and dwelling zones of towns must be stable formations** with more or less stable size of the population, while the increase in population of the local system of settlement should be dealt with through the creation of new satellite-towns.

** A term initiated by the author and used in the articles mentioned above.

*** index and formula, with the help of which it could be determined, initiated by the author in the articles cited above.