

URBAN PLANNING SYSTEMS

SATELLITE TOWN—DESCRIPTION

The author has developed two versions (for Europe and Japan) of the model of principles for satellite towns consisting of 50 – 150 thousand inhabitants (depending on the norms of the dwelling area per person) and its typical dwelling district. **This model of the satellite town is one more version of an “ideal town”,** the main topic of urban planning dating back to ancient times. These are the basic descriptions for diagrams “A”, “B”, and “C” for Europe; and “A” and “B” for Japan.

1. **The satellite town is designed as a pedestrian town.** Within the dwelling zone, the entire surface of the ground is allotted for people – pedestrians and cyclists, while all of the basic elements of the town (public centers, an interurban transportation station, a business center, and industrial and green zones) are located 20 minutes walking distance from housing, which is connected with these basic elements through pedestrian and bicycle paths (main paths are protected by awnings). Transportation within the dwelling zone consists solely of ecologically clean transportation (inertial buses, minibuses, cargo wagons) as well as police cars, fire trucks, and ambulances shuttling on a deepened beltway (within the town public center- through an underground pathway). The beltway connects housing with all of the above mentioned elements of the town and is directly linked with the public centers and approaches to residential houses, used usually as pedestrian and bicycle paths. Cars are left at the entrance of the dwelling zone in multilevel parking garages and are only allowed to the residential houses in emergency situations. The business center, which is adjoined to the interurban transport corridor, is a compact pedestrian area under which there is parking for this center.

2. **The dwelling zone is designed as a finalized and stable, urban planning formation.** Some expansion towards the green zone located on the periphery of the town is possible only for certain elements of public centers, whose function is more mobile, than that of housing. Large possibilities for spatial growth are provided for the business center, and industrial and warehouse zones. Additionally, the business center, warehouse zones, and multistory parking form a sort of barrier, which protects the dwelling zone from the industrial zone and interurban transport corridor.

3. The possibility of placing all of the main elements of the town within 20 minute walking distance accessibility is partly due to the **compact nature of the dwelling zone and dwelling areas.** In turn, their compactness is attained by placing the educational and sports centers that require large plots of land on the periphery of the dwelling zone where these areas of land become a part of the town green zones surrounding the dwelling zones. **The dwelling zone is formed of the central dwelling district and the 4 peripheral dwelling districts threaded onto the deepened beltway road.**

4. **Public centers of the town provide services which are standard for the local system, and form a 2 level system of centers: the town public center and public centers of dwelling districts.**

The town public center provides:

-for the entire population of the town: systematic and episodic services, which are unique to the given satellite town;

-for the population of the central dwelling district: systematic and everyday services standard for this town;

-for the population of neighboring small settlements: systematic and episodic services standard for the given local system.

The town public center includes several sub-centers:

- **Town administrative and social center** (town hall, social security, offices of public organizations, court, police station, medical and law offices, etc);

- **Town trade center** (stores, salons, cafes, restaurants, movie theaters, dance clubs, etc);

- **Town cultural center** (churches, premises for celebrations and ceremonies, theatrical and concert halls, studios for various art forms, information centers, etc);

- **Town educational center** (city college, professional schools, and also elementary, middle, and high schools for the population of the central district);

- **Town sports-center** (open and covered stadiums, swimming pools and skating rinks, sports halls and fields, and if present, rivers or lakes and according equipment for various water sports).

Cultural, educational, and sports-centers function as one unit. Cultural and sports centers serving both students and the town population.

The entire town public center is a pedestrian area. The administrative and social center form a town square. The trade center forms a **trade street**, which recreates in the modern town the phenomenon of a tradition trade street, but in new version - as a complex pedestrian space. In the depth of the galleries on the 1st and 2nd stories of residential houses that frame the street, there are stores and salons along with cafes and restaurants with terraces that open to the trade street. Under the street itself there are halls of movie theaters, dance clubs and deepened foyer, which are opened or covered by transparent covering. (diagram “B”)

The four public centers of the dwelling districts located on the beltway road, provide for population of each district both standard for this satellite town systematic service and everyday service. Each of these public centers includes of the following sub-centers:

- **social center**(social service, consultations);

- **trade center**(supermarket, mall for daily products, cafeterias);

- **cultural center**(a branch of the town information center, a multifunctional theatre, cinema, and concert hall, and art studios);

- **educational center** (elementary, middle, and high schools);

- **sports center**(sports halls and fields, open and covered swimming pools).

Cultural, educational, and sports centers function as one unit. Cultural and sports centers serving students, as well as the population of the dwelling district. Each public center of the dwelling districts is a unified pedestrian area with an agora – central pedestrian square.

5. **Housing in the satellite town is available in the following types of houses** for population groups preferring one or another type of living conditions:

Type #1-Urbanized housing in the central dwelling district in 8-10 story apartment houses surrounding the trade center street;

Type #2 - 6-8 story apartment houses on the green zones of districts and 8-10 story apartment houses for young families and senior citizens; the latter is attached to the social centers of the dwelling districts;

Type #3 – 1-2-3 story, one family houses and town houses with plots of land

Housing types 2 and 3 make up the 4 peripheral dwelling districts.

VIKTOR MASHINSKY
ARCHITECT