

ENG:

The Charter of the New Urbanism

The Congress for the New Urbanism views disinvestment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's-built heritage as one interrelated community-building challenge.

We stand for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

We advocate the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and

UZB:

Yangi shaharsozlik xartiyasi

Yangi shaharsozlik kongressi markaziy shaharlarga investitsiya kiritishning to'xtatilishi, makonsiz aholi tarqoqligining ommalashuvi, irq va daromadlar bo'yicha tabaqalanishning kuchayishi, atrof-muhit yomonlashuvi, qishloq xo'jaligi yerlari va yovvoyi tabiatning yo'qolishi hamda jamiyatning oldindan barpo etilgan merosi eroziyasini o'zaro bog'liq bo'lgan jamiyat qurish muammolaridan biri sifatida ko'radi.

Biz metropoliyalar doirasidagi mavjud shahar markazlari va shaharchalarni qayta tiklash, tarqoq shahar chekkalarini haqiqiy mahallalar va xilma-xil tuman jamoalariga aylantirish, tabiiy muhitni saqlash va qurilgan merosning **saqlab qolinishi tarafdorimiz.**

Biz quyidagi tamoyillarni qo'llab-quvvatlash maqsadida davlat siyosati va shaharlarni rivojlantirish amaliyotini

transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

We recognize that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent and supportive physical framework.

We represent a broad-based citizenry, composed of public and private sector leaders, community activists, and multidisciplinary professionals. We are committed to reestablishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design.

We dedicate ourselves to reclaiming our homes, blocks, streets, parks, neighborhoods, districts, towns, cities, regions, and environment.

qayta qurish **g'oyasini ilgari suramiz**: mahallalar istiqomat qilish va aholi soni jihatidan xilma-xil bo'lishi kerak; mahalliy hududlar ham piyodalar, ham avtomobillar harakati uchun mo'ljallangan bo'lishi kerak; shaharlar va shaharchalar jismoniy jihatdan belgilangan va hamma uchun ochiq bo'lgan jamoat joylari va jamoat institutlari tomonidan shakllantirilishi kerak; shahar hududlari mahalliy tarix, iqlim, ekologiya va qurilish amaliyotini o'zida mujassam etgan arxitektura va landshaft dizayni orqali gavdalanishi kerak.

Biz **tan olamizki**, jismoniy yechimlar o'z-o'zidan ijtimoiy va iqtisodiy muammolarni hal etmaydi, lekin iqtisodning gurkirashi, jamiyat barqarorligi va atrof-muhit salomatligini izchil va har tomonlama qo'llab-quvvatlovchi jismoniy asossiz saqlab bo'lmaydi.

Biz davlat va xususiy sektor rahbarlari, jamoat faollari va ko'p profilli mutaxassislardan tashkil topgan fuqarolar guruhlari vakillarimiz. Biz fuqarolar ishtirokida shaharlarni rejalashtirish va loyihalashtirish orqali qurilish san'ati va

We assert the following principles to guide public policy, development practice, urban planning, and design:

The Region: Metropolis, City, and Town

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within

jamiyatni yaratish o'rtasidagi munosabatlarni **qayta tiklash tarafdorimiz.**

Biz xonadonlarimiz, massivlarimiz, ko'chalarimiz, bog'larimiz, mahallalarimiz, tumanlarimiz, shaharchalarimiz, shaharlarimiz, viloyatlarimiz va atrof-muhitni qayta tiklashga o'zimizni **safarbar etamiz.**

Biz davlat siyosati, rivojlanish amaliyoti, shaharsozlik va loyihalashtirishni boshqarish uchun quyidagi tamoyillarga amal qilamiz:

Mintaqa: Metropolis, shahar va shaharcha

1. Metropolis hududlar - geografik chegaralari topografiya, suv havzalari, qirg'oqlar, qishloq xo'jaligi yerlari, mintaqaviy bog'lar va daryolar havzalaridan tashkil topgan chekli hududlardir. Metropolis har biri o'ziga xos markaz va chegara hududlariga ega bo'lgan shaharlar, shaharchalar va qishloqlar singari bir nechta markazlardan iborat hududdir.
2. Metropolis zamonaviy dunyoning asosiy iqtisodiy birligidir. Hukumat hamkorligi, davlat siyosati,

existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

hududlarni rejalashtirish va iqtisodiy strategiyalar ushbu haqiqatni aks ettirishi kerak.

3. Metropolis o'zining agrar chekka hududlari va tabiiy landshaftlari bilan zarur ammo zaif munosabatga ega. Bu munosabat ekologik, iqtisodiy va madaniy munosabatlardan iboratdir. Bog' uy uchun qanchalik muhim ahamiyatga ega bo'lsa, dehqonchilik yerlari va tabiat ham metropolis uchun shu darajada muhimdir.
4. Rivojlanish tendensiyalari metropolis chekka hududlari rivojlanishini sekinlashtirishi yoki unga to'siq bo'lmasligi kerak. Mavjud shahar hududlarini "to'ldirish" siyosati orqali rivojlantirish atrof-muhit resurslarini, iqtisodiy investitsiyalarni va ijtimoiy tuzilmani asrash, shu bilan birga chekka va tashlandiq hududlarni qayta tiklashda ahamiyatga ega. Metropolislar chekka hududlar bo'yicha kengayishdan ko'ra mana shunday mavjud hududlarni "to'ldirish" siyosati orqali rivojlanish strategiyalarni ishlab chiqishi kerak.
5. Tegishli hollarda, shahar chegaralariga yaqin joylashgan yangi qurilish loyihalari mahallalar va tumanlar sifatida tashkil etilishi va mavjud shaharga

8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

The Neighborhood, The District, and The Corridor

10. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.

biriktirilishi kerak. Qo'shni bo'lmagan yangi hududlar faqat tunash vazifasini o'taydigan chekka hududlar emas, balki ish joylari/uy-joy muvozanati uchun mo'ljallangan, o'zining chekka hududlariga ega bo'lgan shaharchalar va qishloqlar sifatida tashkil etilishi kerak.

6. Shaharchalar va shaharlarni rivojlantirish va qayta qurish tarix, andozalar va chegaralarni hurmat qilishi kerak.
7. Turli daromad darajasiga ega bo'lgan odamlarga foyda keltiruvchi mintaqaviy iqtisodiyotni qo'llab-quvvatlash uchun shaharlar va shaharchalar jamoaviy va xususiy foydalanishning keng spektrini o'zaro yaqinlashtirishi kerak. Ish topish imkoniyatlarini kengaytirish va qashshoqlik rivojlanishining oldini olish uchun arzon uy-joy mintaqa bo'ylab taqsimlanishi kerak.
8. Mintaqaning jismoniy tashkil etilishi transport muqobillari doirasida qo'llab-quvvatlanishi kerak. Tranzit, piyodalar va velosiped tizimlari butun mintaqa bo'ylab harakatlanish imkoniyatini maksimal darajada oshirishi va avtomobilga qaramlikni kamaytirishi kerak.

11. Neighborhoods should be compact, pedestrian friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.
12. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.
13. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
14. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast,

9. Soliq solinadigan baza uchun buzg'unchi raqobatga yo'l qo'ymaslik va transport, dam olish, kommunal xizmatlar, uy-joy va jamoat institutlarini oqilona muvofiqlashtirish uchun daromadlar va resurslarni mintaqalar ichidagi munitsipalitetlar va markazlar o'rtasida o'zaro hamkorlikda taqsimlash mumkin.

Mahalla, tuman va koridor

10. Mahalla, tuman va koridor metropolisdagi rivojlanish va obodonlashtirishning muhim elementlari hisoblanadi. Mazkur tushunchalar fuqarolarni ularning parvarishi va rivojlanishi uchun mas'uliyatni o'z zimmalariga olishga undaydigan aniq bir hududlardir.
11. Mahallalar ixcham, piyodalar uchun qulay va turli maqsadlarda foydalanish uchun mo'ljallangan bo'lishi kerak. Tumanlar, odatda, bir maqsadga yo'nalgan foydalanishga urg'u beradi va ular ham imkon qadar mahalla dizayni tamoyillariga amal qilishlari kerak. Koridorlar mahalla va tumanlarning hududiy bog'lovchilari vazifasini o'taydi; ular daryolar va parklargacha bo'lgan temir yo'l liniyalari yoki xiyobonlardan iborat bo'lishi mumkin.

highway corridors should not displace investment from existing centers.

15. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

16. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

17. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.

18. A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

12. Kundalik hayotning ko'plab faoliyatlari piyoda yuriladigan masofada sodir bo'lishi kerak; bu o'z navbatida mashina haydamaydiganlar, ayniqsa keksalar va yoshlarning mustaqil harakatlanishiga imkon beradi. Ko'chalarning o'zaro bog'langan tarmoqlari piyoda yurishni rag'batlantirish, avtomobil harakatlari soni va uzunligini qisqartirish hamda energiyani tejash uchun mo'ljallangan bo'lishi kerak.

13. Mahallalarda uy-joy turlarining keng doirasi va narx darajalari turli yoshdagi, irq va daromadga ega odamlarni kundalik muloqotga olib kelishi mumkin, bu esa haqiqiy jamiyat uchun zarur bo'lgan shaxsiy va fuqarolik rishtalarini mustahkamlaydi.

14. To'g'ri rejalashtirilgan va muvofiqlashtirilgan tranzit yo'laklari metropoliten tuzilmasini tashkil qilish va shahar markazlarini jonlantirishga yordam berishi mumkin. Avtomagistral yo'laklari investitsiyalarni mavjud markazlardan siqib chiqarmasligi lozim.

15. Tegishli binolarda aholi zichligi va yerdan foydalanish tranzit bekatlariga piyoda bosib o'tiladigan masofa bilan mos kelishi kerak. Bu esa o'z o'rnida jamoat

The Block, The Street, and The Building

19. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
20. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.
21. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.
22. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
23. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

transportida harakatlanishni avtomobilga munosib muqobilga aylantirish imkonini beradi.

16. Fuqarolik, institutsional va tijoriy faoliyatlar chekka, bir maqsadda foydalaniladigan majmualarda jamlanmasdan, mahallalar va tumanlarga birlashtirilishi lozim. Maktablar bolalarga piyoda yoki velosipedda qatnashlari uchun qulay kattalikda va masofada bo'lishi lozim.
17. Rivojlanish trendlarini bashorat qiluvchi qo'llanma bo'lib xizmat qiladigan shaharsozlik kodekslari mahallalar, tumanlar va koridorlarning iqtisodiy salomatligi va uyg'un rivoji uchun xizmat qilishi mumkin.
18. Bog'lar, bolalar o'yingohlari, yashil hududlardan tortib sport maydonlari va jamoat bog'larigacha mahallalar ichida taqsimlanishi kerak. Turli mahalla va tumanlarni belgilash va bog'lash uchun qo'riqlanadigan va ochiq hududlardan foydalanish lozim.

24. Architecture and landscape design should grow from local climate, topography, history, and building practice.
25. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
26. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.
27. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

Since its ratification in 1996, The Charter for the New Urbanism has had enormous influence on the planning, design, and development of towns and cities worldwide, and has been translated into 12 languages. In 2009, leading CNU members, including two framers of the Charter, created

Massiv, ko'cha va bino

19. Barcha shahar arxitekturasi va landshaft dizaynining asosiy vazifasi - ko'chalar va jamoat joylarini umumiy foydalanish joylari sifatida aniqlashdir.
20. Alohida arxitektura loyihalari atrof-muhit bilan uzluksiz bog'langan bo'lishi kerak. Arxitekturaning bu jihati doimo uslubdan ko'ra ustun turadi.
21. Shahar hududlarni jonlantirish xavfsizlikka uzluksiz bog'liq. Ko'chalar va binolarni loyihalash xavfsiz muhitni mustahkamlashi kerak. Ammo buni shaharning ochiqligi va kirish imkoniyatining osonligi hisobiga amalga oshirib bo'lmaydi.
22. Zamonaviy metropolisda avtomobillar uchun o'rin bo'lishi kerak. Bunga piyodaga va jamoat hududlariga e'tibor va hurmat qilish orqali amalga oshirilishi kerak.
23. Ko'chalar va maydonlar xavfsiz, qulay va piyodalar uchun qiziqarli bo'lishi kerak. To'g'ri tuzilgan, ular yurishni rag'batlantiradi va qo'shnilarga bir-birlarini bilishga va o'z jamoalarini himoya qilishga imkon beradi.

the Canons of Sustainable Architecture and Urbanism to outline operating principles for human settlement that reestablish the relationship between the art of building, the making of community, and the conservation of our natural world.

24. Arxitektura va landshaft dizayni mahalliy iqlim, topografiya, tarix va qurilish amaliyotidan kelib chiqishi kerak.

25. Fuqarolik jamiyati binolari va ommaviy yig'ilish joylari o'ziga xos jamoa va demokratiya madaniyatini mustahkamlash uchun muhim joylarni talab qiladi. Bu joylar o'ziga xos shaklga ega bo'lishi lozim, chunki ularning roli shaharni tashkil etuvchi boshqa binolar va joylarning roolidan ancha farq qiladi.

26. Barcha binolar o'z foydalanuvchilariga joy, ob-havo va vaqtni aniq his qilishlarida vositachi bo'lishi kerak. Isitish va sovutishning tabiiy usullari mexanik tizimlarga qaraganda tejamkorroq bo'lishi mumkin.

27. Tarixiy binolar, tumanlar va landshaftlarning saqlanishi va yangilanishi shahar jamiyatining uzluksizligi va evolyutsiyasini ta'minlaydi.

1996-yilda ratifikatsiya qilinganidan buyon Yangi shaharsozlik xartiyasi butun dunyo bo'ylab shahar va shaharchalarni rejalashtirish, loyihalash va rivojlantirishga katta ta'sir ko'rsatdi va 12 tilga tarjima qilindi. 2009-yilda

	<p>CNU (Yangi shaharsozlik kongresi) yetakchi a'zolari, jumladan, xartiyaning ikki muallifi, qurilish san'ati, jamiyat barpo etish va tabiatni asrab-avaylash o'rtasidagi munosabatlarni qayta tiklaydigan odamlarning yashashi uchun xizmat qiladigan tamoyillarini belgilash uchun <u>Barqaror arxitektura va urbanizm kanonlarini</u> ishlab chiqdilar.</p>
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