CLASSICAL THEORIES OF URBANIZATION PROCESS DEVELOPMENT (BASED ON THE IDEAS OF E. BURGESS, H. HOYT, C. HARRIS AND E. ULLMAN)

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Annotation: This article analyzes the classical theories explaining urbanization processes, focusing on E. Burgess's concentric zone model, H. Hoyt's sector model, and the multiple nuclei model proposed by C. Harris and E. Ullman. It provides a comparative assessment of urban socio-economic structure, functional zoning, and territorial organization. The strengths and limitations of each model are identified, with emphasis on their relevance for understanding modern urban development. The study highlights the role of transportation, economic factors, and historical stages of urbanization in shaping urban form.

Keywords: urbanization, city model, concentric zones, sector model, multiple nuclei model, spatial development.

КЛАССИЧЕСКИЕ ТЕОРИИ РАЗВИТИЯ УРБАНИЗАЦИОННЫХ ПРОЦЕССОВ (НА ПРИМЕРЕ ИДЕЙ Э.БЁРДЖЕССА, Х.ХОЙТА, Ч.ХАРРИСА И Э.УЛЛМАНА)

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Аннотация: В статье рассматриваются классические теории развития урбанизационных процессов, включая концентрическую модель Э.Бёрджесса, секторную модель Х.Хойта и многоядерную модель Ч.Харриса и Э.Уллмана. Проведен сравнительный анализ социально-экономической структуры города, функционального зонирования и территориальной организации. Определены преимущества и ограничения каждой модели, а также их значение для изучения современных урбанистических процессов.

Исследование раскрывает роль транспорта, экономики и исторических этапов урбанизации в формировании городской структуры.

Ключевые слова: урбанизация, городская модель, концентрические зоны, секторная модель, многоядерная модель, территориальное развитие.

Introduction. With the continuous growth of the world's population and the improvement of living standards, the spatial form and structure of human settlements have undergone significant transformations. These processes became especially pronounced during the period of industrialization and capitalism, accompanied by the rise of modern cities and the development of theoretical frameworks explaining population distribution patterns. The scientific-theoretical study of human settlement development includes the analysis of population distribution, territorial evolution, socio-economic factors, and environmental conditions. In this regard, the classical theories and models proposed by J. von Thünen, W. Launhardt, A. Weber, W. Christaller, A. Lösch, and F. Perroux hold particular significance.

Main Part. As globalization and rapid urbanization intensified, new theoretical approaches to the formation and development of human settlements emerged. One of the scholars who made a substantial contribution to this field is Ernest Watson Burgess (1886–1966) — an American sociologist and urban theorist known for his research on the social structure of cities.

Burgess's most influential work is the Concentric Zone Model, proposed in 1925. Based on an empirical analysis of Chicago, he examined the spatial expansion of cities and their internal socio-economic organization. The model divides the city into five functional zones, each representing a distinct stage in urban development and socio-economic structure (Figure 1):

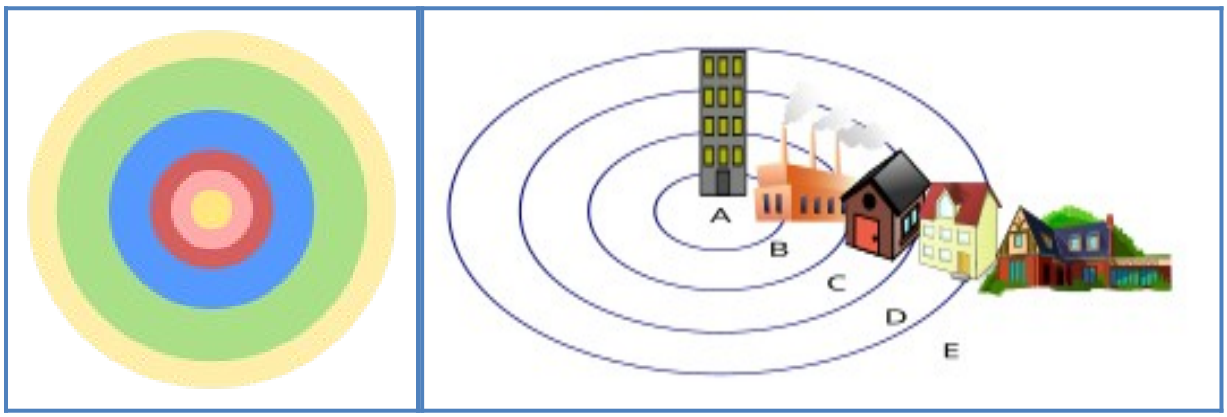

Figure 1. The Concentric Zone Model of the City
Source: https://commons.wikimedia.org/wiki/File:Burgess_model1.svg?uselang=ru

Zone A – Central Business District (CBD). The economic core of the city, characterized by high land value, dense development, administrative buildings, financial institutions, offices, hotels, and major commercial facilities.

Zone B – Transition Zone. An area combining industrial and retail activities, deteriorated residential buildings, and low-income neighborhoods. It is often subject to redevelopment and land-use transformation.

Zone C – Working-Class Residential Zone. Densely populated districts inhabited by lower- and middle-income groups, including apartment blocks and small private houses, closely connected to the CBD by transport networks.

Zone D – Middle-Class Residential Zone. Relatively quiet and developed residential areas occupied by middle-income populations, with improved infrastructure, schools, parks, and commercial facilities.

Zone E – Commuter/Suburban Zone. Low-density peripheral districts inhabited by higher-income households, featuring large private residences and daily commuting to the city center.

Burgess's model played a foundational role in urban sociology and paved the way for the Chicago School's theoretical framework. His studies greatly contributed to our understanding of the social ecology of cities, internal migration, poverty patterns, and the evolution of urban form.

Another of his colleagues, the American scholar Robert Park, co-authored with him the well-known work *"The City: Suggestions for Investigation of Human*

Behavior in the Urban Environment" (commonly referred to simply as *The City*). Overall, Burgess's contributions greatly enhanced the understanding of urban life and laid the foundation for modern methods used in analyzing social structure, economic issues, and urbanization processes.

Another influential American urban scholar, Homer Hoyt, introduced the Sector Model in 1939, offering a new perspective on the spatial development of cities. His theory focuses on the socio-economic zoning of urban territories and highlights the crucial role of transportation and economic factors in shaping the city structure.

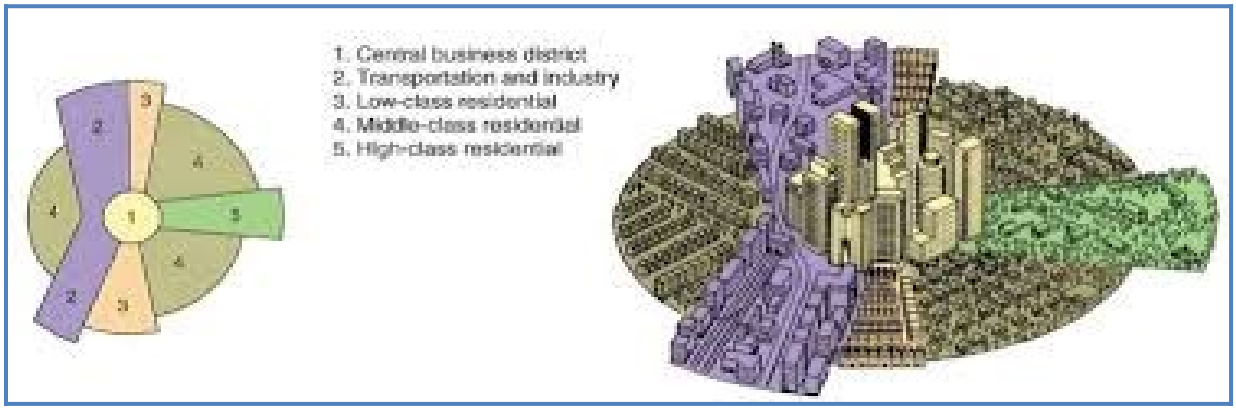

Figure 2. Shaharning sektor modeli
Source: https://planningtank.com/settlement-geography/sector-model-hoyt-model

Hoyt's model emerged as a critique of Burgess's concentric zone concept. According to Hoyt, urban zones do not expand in uniform circular rings. Instead, they develop as sectors radiating outward from the Central Business District (CBD), primarily along major transportation routes or natural corridors of development.

This sectoral expansion reflects variations in land values, infrastructure quality, population income levels, and industrial activities.

According to the Sector Model (Figure 2), the city is divided into the following zones:

1. Central Business District (CBD). The commercial and administrative heart of the city, serving as the starting point for sectoral growth.

2. Low-Income Residential Sector. Areas largely occupied by lower-income residents, often located near industrial districts or major transportation routes.

3. Working-Class Residential Sector. Moderately developed neighborhoods inhabited by workers and low-to-middle income families.

4. Middle-Class Residential Sector. Comfortable, well-developed residential zones with improved infrastructure, services, and favorable environmental conditions.

5. High-Class Residential Sector (Elite Zone). Affluent districts located far from industrial pollution and noise, often situated in ecologically attractive parts of the city.

Hoyt argued that transport systems – particularly railways and major roads – play a decisive role in determining the direction of urban growth. Sectors tend to expand along these corridors because transportation enhances both accessibility and land value.

Key characteristics of the Sector Model include:

1. Dominance of Transport Infrastructure

✓ The direction of urban expansion is strongly influenced by transport routes.

High-quality infrastructure accelerates sectoral development.

2. Socio-Spatial Segregation

✓ Population groups with different income levels cluster in distinct sectors.

✓ High-income areas grow along the most favorable transport or environmental corridors.

3. Economic Factors

✓ Employment opportunities, income distribution, and industry placement significantly shape sector formation.

Hoyt's model provides important insights into the tendencies of urban spatial development, particularly in rapidly industrializing cities. It also highlights the connection between urban planning, infrastructure investment, and social differentiation.

However, the model has limitations. It does not fully account for cultural, historical, or political influences, and many modern cities exhibit mixed or polycentric patterns that do not strictly conform to sectoral growth. Nevertheless, the Sector Model remains a foundational component of urban geography and city planning theory.

In 1945, American geographers Chauncy Harris and Edward Ullman developed the Multiple Nuclei Model, offering a new theoretical framework for understanding the spatial organization of modern cities. Unlike the models proposed by Burgess and Hoyt, which emphasize mono-centric development, Harris and Ullman argued that cities evolve around several independent centers or "nuclei", each specializing in particular functions.

According to this theory, the urban landscape is not shaped by a single dominant core (CBD) but by a complex system of activity nodes that emerge over time. These nuclei represent functional centers such as industrial zones, residential districts of varying social status, commercial centers, educational campuses, and transportation hubs. Key principles of the Multiple Nuclei Model include**:**

1. Existence of Several Specialized Centers. Cities grow around multiple nuclei, each serving different economic or social functions. For example:
   - industrial centers develop near transport corridors,
   - high-income residential districts emerge in environmentally favorable areas,
   - commercial centers cluster where accessibility is high.
2. Functional Differentiation of Urban Space. Each nucleus influences the land uses and spatial development of surrounding areas. This leads to the formation of specialized districts such as:
   - manufacturing zones,
   - wholesale markets,
   - low-income housing clusters,
   - elite residential neighborhoods.

3. Interconnectedness of Urban Areas. The nuclei are linked by a network of transportation systems that facilitate economic interaction, commuting patterns, and everyday mobility. As cities expand, new nuclei emerge, while older ones may decline or transform.

4. Historical Evolution of Urban Structure. The model acknowledges that urban form evolves through historical stages. With time, new centers may develop due to changing economic activities, technological progress, or demographic shifts.

Advantages of the Model:

a. Accurately reflects the structure of large, modern, and rapidly expanding cities.

b. Recognizes the multiplicity and diversity of urban functions.

c. Explains polycentric development trends commonly observed in contemporary metropolises.

d. Demonstrates the dynamic nature of urban growth and specialization.

Limitations:

a. The model may not apply to smaller or highly centralized cities.

b. It does not fully incorporate cultural, historical, or political factors.

c. The nature of interactions between nuclei is not always clearly defined.

d. Spatial complexity sometimes exceeds the simplified representation of the model.

Despite these limitations, the Multiple Nuclei Model has become one of the most influential frameworks in urban geography. It provides a comprehensive understanding of how diverse functional centers contribute to the spatial and socio-economic organization of modern cities.

Conclusion. The analysis of classical theories explaining the development of urbanization processes demonstrates that urban growth is influenced by a complex interplay of socio-economic, spatial, historical, and infrastructural factors. The models proposed by E. Burgess, H. Hoyt, and C. Harris & E. Ullman each provide unique conceptual frameworks for understanding the internal structure of cities and the dynamics of their territorial organization.

Burgess's concentric zone model highlights the patterned expansion of urban functions in ring-like forms, reflecting socio-economic gradients. Hoyt's sector model underscores the determining influence of transportation corridors and economic forces on the directional development of urban sectors. The Multiple Nuclei Model, introduced by Harris and Ullman, presents a more flexible and realistic interpretation of modern urban form, emphasizing polycentric development and the diversification of functional centers.

Together, these theories offer valuable insights into the evolution of urban spaces and remain foundational tools for contemporary urban studies, regional planning, and spatial analysis. Although modern cities often display more complex and hybrid structures than those suggested by classical models, the core principles formulated by these scholars continue to assist researchers and planners in interpreting spatial patterns, forecasting development trajectories, and designing effective urban planning strategies.

In conclusion, the classical models of urban structure serve as essential methodological frameworks for understanding the historical stages and mechanisms of urban development. Their theoretical contributions remain significant for analyzing today's rapidly transforming urban environments and for shaping sustainable and well-balanced urban planning policies.

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