



Moscow: Resurrected from Lenin and Marx

BASIC INFORMATION: 2005		Similar To
Urban Area Population (1)	14,000,000	Shanghai, Kolkata, Los Angeles, Buenos Aires
Urban Land Area: Square Miles	1,500	Osaka-Kobe-Kyoto, Dallas-Fort Worth
Urban Land Area: Square Kilometers	3,885	
Population per Square Mile	9,300	Paris, Beijing, Berlin, Zurich
Population per Square Kilometer	3,500	
Metropolitan Area Population (2)	15,000,000	Los Angeles, Cairo Kolkata
(1) Continuously built up area.		
(2). Per Forstall, Greene & Pick (2003 estimate) ¹		

27 February 2007

Burying Lenin and Marx

Lenin was buried in Moscow (Plate 139). His physical remains are preserved, it is said, as well as the day he died, in a tomb in front of the Kremlin. Lenin's ideology was also buried in Moscow, by a succession of events. It started with the clueless revolution of 1917, the inevitable failure of the planners, Margaret Thatcher, Ronald Reagan, Mikhael Gorbachev and finally, Boris Yeltsin and the people of Moscow who stood in front of the tanks of 1991. Indeed, this is the ultimate cemetery of Marxism-Leninism, as the philosophical remains of Marx himself are here, though the body turns over in a grave at London's Highgate cemetery. On my last trip to London I attempted to visit the grave, only to find out that it was not so simple, it required an hours-long tour of the cemetery. I hardly needed hours to remember the tens of millions butchered and the 100's of millions whose lives were ruined in the name of chief priest of the misguided.

Russia's transition has not been easy, and it is not complete. A nation abused by planners and

ideologues for 70 years cannot make the "u-turn" to civilization and modernity. Russia proves that the talent of the people, and where are there more talented people to be found? --- can be snuffed out by a distorted system. But in little more than a decade and a half, the progress is stunning. Moscow is recovering and the legacy of communism has been left far behind.

Arriving in Moscow

Moscow is so geographically vast that it cannot be appreciated except by landing at night. As the airport skirts to the north of the urban area, headed toward Sheremetyevo International Airport, the impression is strangely of Atlanta.² This is because Moscow, like Atlanta, seems to go on forever, extending from its core with patches of light, the development, and patches of dark, the open space and vegetation, especially outside MKAD, the ring road.

Outside the Moscow ring road, like Atlanta's Interstate 285 beltway, the urbanization is comparatively sparse, interrupted by patches of

vegetation. Yet it is clearly urbanization and largely continuous. These are not exurbs; they are suburbs, closely connected to the core city. A drive around the Moscow ring road reveals considerable forested area and is not unlike a drive around the Atlanta beltway, from which in the summer (when the trees have leaves) much of the urban development is hidden. Of course, more of the open space and vegetation is in smaller private plots in the Atlanta area, while the forested sections are larger in Moscow. Nonetheless, the two look remarkably similar from the air at night.

Reason for Visiting

This is 21st of the world's 21 megacities (urban areas over 10,000,000 population) that I have visited.³ My interest was principally obligatory. Having spent 12 months in the last five years in Paris, it would have been simple to schedule a visit to Moscow. However, I was apprehensive about the notorious customs regulations, which require invitation letters for Americans and which still require passport registration while one is in the country. I had heard that the traffic was terrible. I can report that there was no problem with customs or passport registration. After Jakarta and Manila, the traffic really was not that bad either.

Moscow in some ways has turned out to be like saving the best for last. Moscow is an exciting, vibrant urban area that is making substantial progress after shaking off 70 years of corrupt cronyism sometimes called communism and sometimes called socialism. In some ways, the appearance of today's Moscow reveals free markets more than any urban areas in the world, with the possible exception of those in China.

The Urban Form

Moscow is the capital of Russia and its largest urban area. It is located on the Moscow River, which flows into the Ota River, a tributary of the Volga River. The Volga eventually flows into the Caspian Sea, which has no outlet to an ocean. The urban area has an estimated population of 14,000,000 in a land area of 1,500 square miles (Figure). The population density is 9,300 persons per square mile (3,500 persons per square kilometer).



Figure: Moscow Urban Area.

City of Moscow: The core city of Moscow has 10.5 million residents and covers 417 square miles (1,080 square kilometers). It is comparatively dense, with 24,900 persons per square mile (9,650 per square kilometer).

The city is served by one of the world's highest capacity roadway systems, which defines the city in a number of ways. There are currently four ring roads. The first is the "Boulevard Ring," which is in fact only one-half of a ring, all on the north side of the river, and is located approximately one mile (approximately two kilometers) from Red Square. The Boulevard Ring (Plates 148-149) has a green central median along most of its length. The second ring is the Garden Ring, which is eight to 10 lanes and provides a full circle around the core, approximately two miles (approximately three kilometers) from Red Square (Plates 127-130). Traffic is well managed on the Garden Ring, with a minimum of traffic signals. There are a number of grade separated intersections and u-turn facilities. There is also a grade separated partial third ring road, which passes the new Moscow City development (below). The fourth ring is MKAD, noted above (and below), a 10 lane full circle around the city of Moscow (Plates 7-10, 13, 14, 85-93).

Suburban Moscow: The suburbs are all located outside the MKAD fourth ring road in Moscow Oblast. There are extensive areas of new housing development and dachas (below). The suburbs include 3,600,000 people in 1,083 square miles (2,805 square kilometers), for a population density

of 3,300 persons per square mile (1,300 per square kilometer). This is approximately one-half the density of Los Angeles suburbs. As noted above, there is considerable forested area within the urban area... The development pattern is efficient leap frogging, which has been the key to keeping house and residential land prices in the United States and is presumably having a similar effect in Moscow Oblast. In the longer run, as in the United States, it can be expected that the areas leapt over will be developed, and at less cost than if the serial development ideology of smart growth were to control.

While Russia has lost population since the 1989 census, the Moscow area has added at least 1.5 million new residents. This reflects the continuing trend of concentration of people in the largest urban areas of the world.

The world's only consistent metropolitan area definition has been developed by Forstall, Green and Pick (above), who estimate the population of the Moscow metropolitan area at 15,000,000 (Table).

Moscow Urban Area and Metropolitan Area: 2005						
Sector	Population	Land Area (Square Miles)	Density	Land Area (Square KM)	Density	
City of Moscow	10,400,000	417	24,900	1,080	9,650	
Suburbs	3,600,000	1,083	3,300	2,805	1,300	
Urban Area	14,000,000	1,500	9,300	3,885	3,500	
Exurbs	1,000,000					
Metropolitan Area	15,000,000					

New Construction

Moscow is an urban area under construction. There are many new office buildings being constructed both in the city and in the suburbs. New shopping centers are being built. High-rise residential buildings are under construction both in the city of Moscow and outside. Perhaps, most of all, there is a boom in suburban detached housing construction, as more Muscovites adopt the style of living preferred in the United States, Western Europe, Canada and Australia. In Moscow, like the high-income world, people who can afford to buy a house with a yard in the suburbs generally tend to. The construction volume appears to be less than in Shanghai or Hong Kong, but not by much.

Eastern Europe. Many of the newer, privately developed buildings are considerably more attractive. It appears that virtually all of the city of Moscow's 10.4 million population live in high-rise buildings (Plates 85, 89, 92, 117-119, 155, 169-179).

Housing

There are few (if any) places in the world where more people live in high-rise residential buildings. It seems likely that only in Seoul and Shenzhen do more people live in high-rise buildings.⁴ Generally, the buildings are from 10 to 30 floors, considerably smaller than the new buildings being constructed in Hong Kong. The older buildings exhibit the stark Stalinist look found in high-rise residential buildings throughout the former Soviet Empire in

At the same time, most of the population in the suburbs appears to live in detached housing. There are two principal categories of detached housing. In virtually every direction from the MKAD ring, there are new detached housing developments. Most of the houses are two floors and come equipped with garages and high fences (Plates 16-37, 46-49, 51-56, 63-67).

The second type of suburban housing development is the "dacha," which is the second "house in the country," principally used during the summer. Dachas tend to be considerably older, having been a feature of the communist era, if not before. It was clear, however, that even in February, many people were living in the Dachas. Dachas tend to be one or two stories, often appearing to be in less than good repair, sometimes even appearing to be in a state of physical collapse. Dachas are often dark green or light blue and are often arranged in grid street patterns. Like the new housing, dachas tend to be found in every direction outside the MKAD

ring (Plates 38-45, 57-60, 69-80). Between the suburban housing developments there are large stands of trees, principally deciduous (Plate 50).

The suburbs also include some high-rise towers, similar to those in the city of Moscow (Plates 61, 62, 64).

As urban theorists consider the physical expanse of urban areas, it is well to recognize that the concept of net residential densities needs to include second homes. Thus, Moscow has for generations extended far beyond its boundaries, just as many of the suburbs of Alexandria could be classified as Cairo, because of the large number of second homes Cairo residents maintain in the Alexandria area.⁵

Hotel Ukraina

I stayed at the Hotel Ukraina, and would heartily recommend it. However, it closed just days after I left, and will be closed for a year to be transformed into a “five-star” hotel. The Ukraina Hotel is a piece of history. It is one of Stalin’s famous “wedding cake” skyscrapers. When I found it on the internet, I had no choice --- I had been impressed by the wedding cake skyscrapers since first became aware of the Moscow State University building in my childhood. On my visit to Warsaw last year, I took what was probably a record number of photographs of the Polish government building that is copy of the Moscow wedding cake skyscrapers.

The Ukraina Hotel is also in an historic location. It is located directly across the Moscow River from the “White House,” the seat of the legislature of the Russian Republic (Plates 95-98, 105, 168, 181). It was here that communism met its ignominious defeat in a bloodless revolution led by Boris Yeltsin. From my window I had not only a fine view of the much less tall White House and the location where Yeltsin and fellow patriots stood down the army. The hotel remained open during the siege, though my room and others facing the White House was evacuated. Of course, Russia has had its difficulties since that 1991 day, but a visit to Moscow demonstrates that there is much more to celebrate about decade and a half than to regret.

The Wedding Cake Skyscrapers

It turns out that there are a number of Stalinist wedding cake skyscrapers in Moscow. Some sources refer to seven such structures, referring to the “seven sisters.” I was able to locate nine, including a rather modern adaptation that is routinely left off the lists. The wedding cake skyscrapers are:⁶

Moscow State University (Plates 99-100): Moscow State University is the ultimate wedding cake skyscraper. Completed in 1953, it is the largest and tallest, at 38 floors and was until recently the tallest building in Moscow, at nearly 800 feet tall (240 meters). It is also the most highly decorated. Moscow State University is located on a hill on the south side of the city and dominates the skyline in that direction. It is outside the Garden Ring.

Hotel Ukraina (Plates 101-103, 115). The Hotel Ukraina is located on the south bank of the river and is one of the more ornate of the wedding cake skyscrapers. It was completed in 1995 and has 34 floors. It is located just outside the Garden Ring.

Ministry of Foreign Affairs (Plate 109): The Ministry of Foreign Trade is fairly unique, with less of a layering effect than others of the wedding cake skyscrapers. The Ministry of Foreign Trade is located across the Moscow River from the Ukraina Hotel and Kievsky Station, on the north bank and the Garden Ring.

Hotel Leningradskiy (Plate 110): This building is one of the more modest wedding cake skyscrapers, located just outside the Garden Ring. It is located near three railroad stations, Leningradsky, Kazanskiy and Yaroslavskiy. The building is undergoing renovation.

Kudrinski Place (Plates 104-105) is also among the more ornate. It is a residential building just to the north of the White House along the Garden Ring. In some pictures its spire appears above and behind the White House. It is located on the Garden Ring.

Residential Building, Northwest (Plates 107-108). There is another ornate wedding cake residential tower on along the northwest sector of the Garden Ring. We were unable to determine its name.

Lermontovskaya Place (Plate 111) is a residential and government office building located on the Garden Ring, close to the Leningradskiy Hotel.

Kotel'nichnaya Embankment (Plates 106, 135) may be the oldest of the wedding cake skyscrapers, reportedly having been completed in 1940. It is inside the Garden Ring and visible from the bridge to the south of Red Square.

Modern Residential Building (Plates 112-115): A modern residential building is located well outside the Garden Ring. The more modern design contrasts with the classical designs of the other eight wedding cake skyscrapers. This is illustrated compared to the Ukraina Hotel in Plate 115. I was unable to determine the name of this structure.⁷

There are (at least) two strong strains of Stalinist architecture. In the wedding cake skyscrapers, Stalinist architects recognized the value that people place on ornamentation and classical designs, something in which modern architects have failed as miserably as Marxism-Leninism itself. The wedding cakes are all impressively lit at night. The other less successful strain of Stalinist architecture is much more consistent with modern architecture elsewhere. It is evident in the stark, characterless, decorationless and often substandard construction of the Stalinist residential blocks from Moscow to Prague and Split (which are essentially mimicked in much of the western architecture of the period).

Business Centers

Historically, Moscow's main business center has been in the core, near Red Square. That is, however, changing rapidly.

A new business center is under construction adjacent to the Third Ring Road, not far outside the White House. Moscow-City, or the Moscow International Business Center, is intended to have nearly 3,500,000 square feet (3.3 million square meters) of office space. It will thus rival La Defense in Paris, which may be the world's largest new center. The extent to which Moscow-City could emerge as the dominant center is illustrated by the fact that it is to include a new city hall. Moscow's tallest building, at 57 floors, is nearing completed. There are plans to build a 90 story tower as well.

Like elsewhere, there is much peripheral commercial development. There is Greenwood Center, a large suburban office park under construction on the outside of MKAD in a suburb. There are also a number of new commercial buildings along MKAD and beyond.

The international office trends toward new downtown areas (such as Sao Paulo, Manila)⁸ and suburban office development (in many locations) are thus well underway in Moscow.

Shopping

The Megamall in the northwest suburbs of Moscow is touted as the largest shopping center in Europe. Its anchor tenants are IKEA, a Auchan hypermarket and OBI. The shopping center is located on Leningradsky Prospect and has a large parking lot (Plates 1-5). This and other Moscow malls attracts large, dense crowds of shoppers, in volumes that would be surprising to Americans, where there is a sufficient number of enclosed malls to keep crowds more sparse, except at holiday periods.

There are a number of other shopping centers, especially along the ring road (MKAD). IKEA has at least three stores in shopping centers along the MKAD, There are at least five Auchan hypermarkets along the ring road and other hypermarkets and home improvement centers (such as OBI and Leroy Merlin). I visited an Auchan hypermarket along MKAD in the southwestern sector. Hypermarkets in Europe are different than the Super Centers operated in the United States by Wal-Mart and Target. They are small, enclosed shopping center. This particular Auchan hypermarket had not only a vast Super Center, but also at least 50 additional stores, again, some western and some Russian (Plate 7).

Since most Metro lines do not reach the MKAD fourth ring road, shopping centers generally provide free bus shuttle service from terminal stations. It seems clear, however, from the large, full shopping baskets that most people are arriving by car.

But not all shopping is suburban. The old GUM department store, on Red Square, must also qualify

as one of the largest shopping centers in Europe. This old and classically designed shopping centers has three long galleries of stores, with three floors. Western stores and Russian stores are here (Plates 132, 140).

There are also new shopping centers in the city of Moscow. For example, there is a five story, full square block enclosed mall adjacent to Kiev Station (Plate 7). Like the GUM department store, it is filled with Western and Russian brand stores.

Red Square

Red Square is steeped in the history of Russia and the former Soviet Union (Plates 131-134, 136, 137, 139-145). The huge Kremlin palace served as the residence of czars, communist party leadership and, currently, the president of Russia. The Kremlin represents the eastern border of Red Square. The famous reviewing stand is on the eastern wall and below it Lenin's Tomb. The east side of the Square is the GUM department store, to the south is St. Basil's Cathedral and to the north the historical museum.

St. Basil's is a jewel in a land with multitudes of beautiful churches. The colors and shapes evoke an amusement park fantasy, even more so in person. However, St. Basil's is a big disappointment on the inside. It is filled with small, well decorated rooms but does not have the expected grandeur. I recall not being able to visit the inside of the Church on the Blood in St. Petersburg more than 15 years ago because of renovations. I had always been disappointed and expected that St. Basil's would make up for it. Even more than the Basilica of Sacré-Coeur (Sacred Heart) on Montmartre in Paris or St. Joseph's Oratory in Montreal, it is best to simply admire St. Basil's from the outside and presume, wrongly, that it is equally as impressive on the inside (Plates 132, 141-144).

To the south of Red Square there is a wide bridge across the Moscow River. From the bridge there are vistas of the River to the east and the west. To the west the most prominent feature is the Cathedral of Christ the Savior (Plate 138), while to the east the most prominent building is Kotelnichnaya Embankment, one of the wedding cake skyscrapers (above and Plate 135).

Transport

Road System: Few urban areas have the high quality of roads that serve Moscow. The arterial streets tend to be very wide. A number of the major boulevards have tunnels to make intersections with other major boulevards more efficient. The Garden Ring is up to 12 lanes wide. Leningradsky Prospect is, at one point 17 lanes wide, with 11 lanes in a tunnel and six lanes in frontage roads (Plates 150, 152-154). Long sections of this and other roadways are fully grade separated. A number of other thoroughfares are eight lanes. No other of the world's megacities has such intense coverage of wide arterial thoroughfares.

The fourth ring road (MKAD) 10 lanes its whole length and fully grade separated and is the design equal of anything in Western Europe or the United States. The MKAD is 69 miles long (109 kilometers), slightly longer than the Washington beltway (Interstate 95-495), but little more than one-half the length of London's M-25 Orbital. The MKAD is dotted with power stations, which emit large plumes of steam visible throughout the urban area during a cold winter day (Plates 84, 88). These are steam plants, not nuclear and also provide heating to residential buildings (referred to as central heating, but external to the buildings).

Further, the roads are in generally good shape, despite the severe winter weather than plays such havoc in more mild places like Chicago or St. Louis.

Traffic management is also superb. The arterial design minimizes cross-traffic and makes it possible to maintain high speeds except when traffic does not allow it. While the right-turn-on-red custom of the United States is not observed, a large number of intersections have right green arrows, which accomplish the same purpose.

Commercial signs are found along the major arterials. For example, the exit from the northbound MKAD to the westbound Leningradsky Prospect has a yellow sign with the IKEA logo, pointing drivers to the Megamall. Hypermarket directional signs are at other exits.

Gasoline (petrol) is comparatively inexpensive in Moscow, at under \$3.00 per gallon. (\$0.70 per liter). This is more than in the United States (where at the same time prices were hovering slightly above \$2.00), but far less than in Western Europe. The amount still represents taxation of a percentage usually reserved for alcohol and tobacco. Russia's lower gasoline prices should be helpful in generating greater affluence, given the literature that links improved mobility with greater mobility.

Finally, Russia may be the only place outside North America where the police use Ford Crown Victoria's (some police cars, not all). In the United States, one gets the impression that 90 percent of Crown Victoria's are purchased for law enforcement agencies. In Russia, it may be 100 percent.

Railway Stations: Russian cities have the custom of naming railroad stations after destinations that can be reached from them. Lenin returned to Russia through the Finland Station in St. Petersburg. I recall visiting the Moscow Station in St. Petersburg (in the last days of "Leningrad") and noting the strong smell of sewage. That, again, was the third world Soviet Union in 1991. In the more civilized Russia of 2007, aiming for the high-income world, there is no smell of sewage in the railroad stations. Moscow stations include Kievskiy (Plate 120), Belorusskij (Plates 122-124), Leningradskiy, Kazanskiy (Plate 182), Yaroslavskiy (Plate 121) and Kurskiy.

Public Transport: Much of the travel in Moscow is on public transport. In 1995, it was estimated that the public transport market share was 70 percent, though that has doubtlessly dropped substantially, with the continuing spread of personal mobility. It appears that Moscow ranks third in the world in public transport ridership, trailing Tokyo-Yokohama and Mexico City (both of which have higher ridership than all public transport systems combined in the United States). Moscow has one of the world's most intense Metro systems and has a considerable volume of suburban rail service. There are indications that Metro ridership is the highest in the world, however that appears to be the case only because Tokyo's Metro is actually two systems. Moscow also has buses, trolley buses, trams and, in the suburbs, minibuses..

The Moscow Metro is world renown for its opulent station design, much of it built under the direction of Nikita Khrushchev. The Metro stations, however, are showing signs of wear. The stations and halls are insufficiently lighted and generally dingy. They are not as well maintained as the Paris Metro or the London underground, but far better maintained than many systems in less developed nations. The vaulted ceiling design of Washington's Metro appears to have been copied, at least to some degree from Moscow's Metro. There is a large underground shopping center under Red Square that is connected to the Metro. Again, as in GUM, Megamall and other shopping centers, there is a plethora of western and Russian brand stores. It seems likely that this was not a part of the original Khrushchev design.

The Language

Russian culture is both strong and threatened. It is difficult to find any signs that use the Latin alphabet, as virtually everything is in the Cyrillic lettering used by the Russians. In many ways it is easier to get along in Japan and China, because of their widespread alternative use of Latin lettering. Not so in Russia. Riding the Metro can be a harrowing experience as one attempts to learn the first few unfamiliar letters of the destination station in an attempt to successfully complete a trip. My first try was unsuccessful. I was unable to make sense of a transfer and happily left the station and completed the two mile journey on foot. This was no problem, because I had developed a good sense of the urban area on the ground, if not underground.

The same thing is true at restaurants and shopping centers, except that western stores use their familiar names. Some IKEA has signs use its western name, while others use its Russian name, NKEA. Megamall spells its name 'MEGA' in the Latin alphabet but has it the Russian equivalent Cyrillic lettering encased artistically in the Latin letters (Plate 5). Further, "Megamall" advertises itself as "the Family Shopping Center," in English, not Russian.⁹

At the same time, the cultural battle is being lost, and in a big way. Much of the music on the radio is in English and particularly American. One hears much more "disco" and (or one tries not to hear)

“hip-hop” music on Moscow radio than in the United States.

The Climate

Moscow has the most inhospitable climate of any world megacity. During my visit, low temperatures were to reach minus 15 degrees Fahrenheit (-25 Celsius). Highs were expected above 15 degrees Fahrenheit (-10 Celsius). The days were clear and sunny and felt considerably warmer. However, the Moscow River was frozen solid (Plates 97, 102, 135, 136, 138, 146, 157, 161, 168).

The Food

One of the most significant changes in Russia is food. When I visited Leningrad in 1991 (three months from restoring the historic name of St. Petersburg), the food was dreadful. The chicken was literally rotten, as figuring out how to provide get enough food of sufficient quality to people was beyond the ability of the planners. The mineral water smelled as if it had been siphoned from a latrine. The bread lines were long. Suffice it to say that the bread lines today in Moscow are no longer than in Atlanta, Toronto or Paris (though the latter is a place where it would pay to stand in line for the bread). This is, of course, to say that bread lines are a thing of the past. The decrepit Soviet Union of 1991 is no more. The Russia of today is like any other civilized country. There is a plethora eating establishments and plenty of quality food. I should

have kept some of the 1991 chicken as a souvenir. It surely could not have become more rotten.

Resurrecting Moscow

Russian flags are to be seen all over the urban area, perhaps at a greater density than that of national flags anywhere but in the United States. And why not? The Russians have plenty to celebrate.

The Moscow of today has been resurrected from the hopelessness of Marxism-Leninism. Stalin asked, at one point, how many divisions does the Pope have? It turned out that he and his friends had more than enough. The bankruptcy of the planning ideology rotted the system away from the inside.

The Russians are a talented people. They live in the most inhospitable climate. No megacity has weather as severe as Moscow. One can only wonder where Russia would be today if it had not taken the hard wrong turn in 1917. Surely it would be among the world's most affluent nations. Only a decade and a half after Yeltsin and the bloodless revolution, the suburbs of Moscow in many ways resemble those of Europe, Australia, Canada and America. Expect a much more competitive Moscow and, as a result, a far more competitive Russia. Letting people make their own decisions and do what they like has its rewards.

¹ Richard L. Forstall, Richard P. Greene and James B. Pick, *Which Are the Largest: Why Published Populations for Major Urban Areas Vary so Greatly*. This is the only reliable list of international metropolitan areas that uses consistent standards. It includes only the 20 largest world metropolitan areas.

http://www.uic.edu/cuppa/cityfutures/papers/webpapers/cityfuturespapers/session3_4/3_4whicharethe.pdf.

² Atlanta is the world's least dense urban area (urban agglomeration) with more than 3,000,000 population. It is less than one-third as dense as Los Angeles and Toronto, North America's most dense urban areas (see <http://www.demographia.com/db-worldua.pdf>).

³ See updated megacities list at <http://www.demographia.com/db-megaicity.pdf>.

⁴ Other candidates would be Tokyo, Shanghai and Beijing, but in each of these urban areas a considerable number of people live in lower rise buildings or even detached housing.

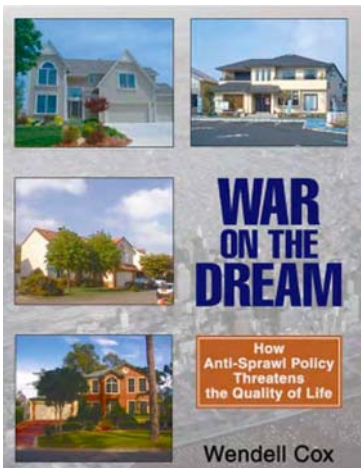
⁵ See Rental Car Tours of Cairo and Alexandria (<http://www.rentalcartours.net/rac-alex.pdf> and <http://www.rentalcartours.net/rac-cairo.pdf>).

⁶ Some information for this section was obtained from http://members.tripod.com/rossiya_david/id22.htm.

⁷ Generally maps of Moscow are either use the native Cyrillic alphabet or the western Latin alphabet. None of the maps in the Latin alphabet indicated the name of this building or the “Residential Building: Northwest,” referred to above.

⁸ See Rental Car Tours of Sao Paulo and Manila. (<http://www.rentalcartours.net/rac-sao.pdf> and <http://www.rentalcartours.net/rac-manila.pdf>)

⁹ Megamall website: <http://www.megamall.ru/mega2/en/about/>.



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Urban Tours by Rental Car: About the Series

Urban Tours by Rental Car offers perspectives on urban development obtained by automobile tours through urban areas. Rental cars are not the favored method for visiting cities, especially those outside one's own country. Instead, tourists and urban planners favor packaged tours or local public transport systems. Both are splendid ways for seeing the city as it used to be --- the very reason for most tourist visits. The historical core areas contain monuments, prime government and religious edifices and quaint neighborhoods that are often centuries old. This is particularly important to tourists from the newer urban areas of the American, Canadian or Australian West, where history extends not far before World War II. It is further understandable that few tourists travel thousands of miles to see the newer suburban areas that look very much like home. But most tourists do not profess to be students of the urban area.

For the urban planner interested in understanding the whole urban area, it is not enough to study the core alone, regardless of its architectural attractiveness, romanticism, history or affirmation of an individually preferred life style. No one, regardless of the depth of their education can develop reliable conceptions from an unrepresentative sample, and urban cores are the very essence of unrepresentative samples. Both public transport and packaged tours miss the larger part --- the expanse of sprawling residential and business development that rings virtually all major urban areas. They may be of little interest to many urban planners, but they should be.

Stripping away regional architectural facades, one might as well be in the suburbs of Phoenix, Portland, Perth or Paris. Here, the automobile is king, because no public transport system has been developed that can effectively serve destinations outside the core (at least at a price any society can afford). While public transport market shares are higher in European suburban areas than in the New World, much of the difference is attributable to lower incomes and less automobile access. Indeed, public transport's principal weakness, lack of automobile competitiveness, is itself a contributing factor to the rising motorization occurring from the suburbs of Copenhagen and Nagoya to the suburbs of Lagos and Mumbai. To oversimplify this phenomenon as being a "love affair with the automobile" is the equivalent of saying that Singaporeans or Brazilians have a love affair with air conditioning. Human beings prefer comfort to discomfort and they prefer free time to time over which they have no control.

It is no wonder that tourists return to the United States thinking that all Paris looks like the second arrondissement (less than one percent does) and that urban planners think all of Milan looks like the architectural treasures that surround the Cathedral. In fact, the sprawling suburbs of Europe, Japan, Canada and Connecticut resemble one another in many ways. For any seeking to study the urban area in its entirety --- not just the favored haunts of core-dwelling elites --- there is no alternative to "getting behind the wheel." Thus, *Urban Tours by Rental Car*



Megamall (Northwest)

1



Megamall

2



Megamall

3



Megamall

4



Megamall

5



Shopping Center near Kiev Station

6



Auchan Shopping Center on MKAD (4th Ring Road)

7



MKAD: Leroy Merlin Store

8



MKAD: Shopping Center

9



Moscow Ring Road (MKAD)

10



Suburban Shopping Center: Northwest

11



Leningradsky Prospect: Suburbs

12



Shopping Center: Moscow 4th Ring Road (MKAD): Southwest

13



Moscow Ring Road (MKAD)

14



Moscow 4th Ring Road (MKAD)

15



Northern Suburbs

16



Northern Suburbs

17



Northern Suburbs

18



Northern Suburbs

19



Northern Suburbs

20



Northern Suburbs

21



Northern Suburbs

22



Northern Suburbs

23



Northern Suburbs

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Northern Suburbs

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Northern Suburbs

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Northern Suburbs

27



Northern Suburbs

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Northern Suburbs

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Northern Suburbs: The Russian Dream

30



Northern Suburbs

31



Northern Suburbs

32



Northern Suburbs

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Northern Suburbs

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Northern Suburbs

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Northern Suburbs

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Northern Suburbs: Housing Development Security

37



Northern Suburbs: Dachas

38



Northern Suburbs: Dachas

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Northern Suburbs: Dachas

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Northern Suburbs: Dachas

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Northern Suburbs: Dachas

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Northern Suburbs: Dachas

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Northern Suburbs: Dachas

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Northern Suburbs: Dachas

45



Northern Suburbs

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Northern Suburbs

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Northern Suburbs

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Northern Suburbs

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Northern Suburbs

50



Southwestern Suburbs

51



Southwestern Suburbs

52



Southwestern Suburbs

53



Southwestern Suburbs

54



Southwestern Suburbs

55



Southwestern Suburbs

56



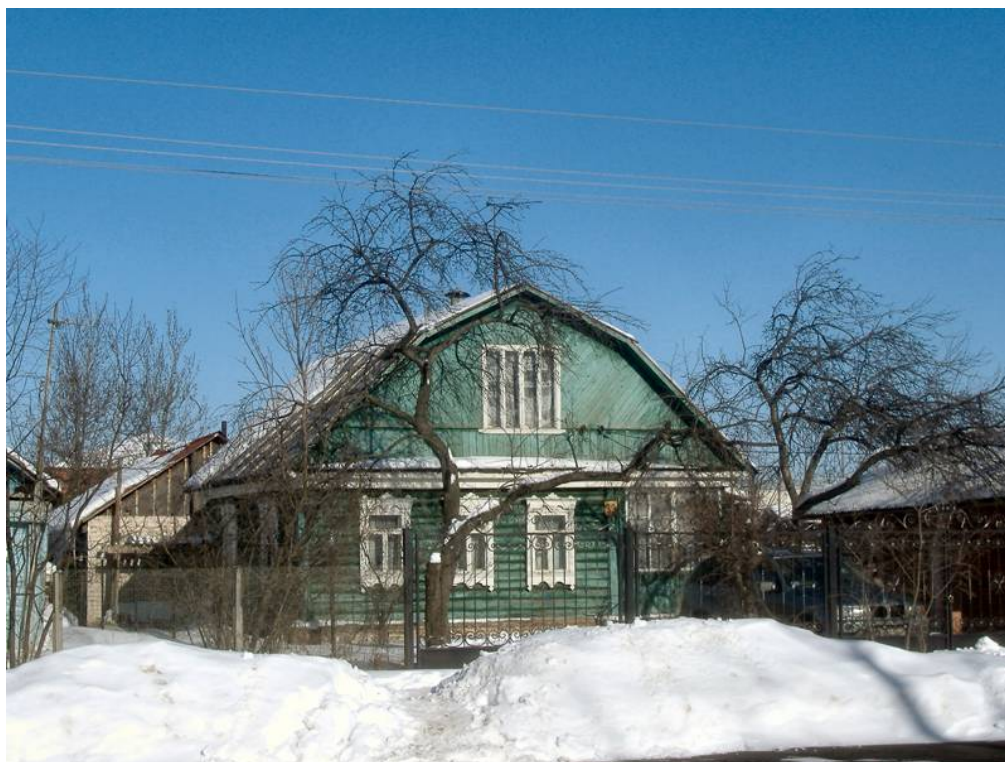
Southwestern Suburbs: Dacha

57



Southwestern Suburbs: Dacha & New House

58



Southwestern Suburbs: Dacha

59



Southwestern Suburbs: Dacha

60



Western Suburbs & Minibus

61



Western Suburbs

62



Western Suburbs

63



Western Suburbs

64



Western Suburbs

65



Western Suburbs

66



Western Suburbs

67



MKAD at Leningrad Prospect

68



Northwestern Suburbs: Dachas

69



Northwestern Suburbs: Dachas

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Northwestern Suburbs: Dachas

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Northwestern Suburbs: Dachas

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Northwestern Suburbs: Dachas

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Northwestern Suburbs: Dachas

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Northwestern Suburbs: Dachas

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Northwestern Suburbs: Dachas

76



Northwestern Suburbs: Dachas

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Northwestern Suburbs: Dachas

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Northwestern Suburbs

79



Northwestern Suburbs: Dachas

80



Moscow 4th Ring Road (MKAD)

81



Moscow 4th Ring Road (MKAD)

82



Moscow 4th Ring Road (MKAD)

83



Moscow 4th Ring Road (MKAD)

84



Moscow 4th Ring Road (MKAD)

85



Moscow 4th Ring Road (MKAD)

86



Moscow 4th Ring Road (MKAD)

87



Moscow 4th Ring Road (MKAD)

88



Moscow 4th Ring Road (MKAD)

89



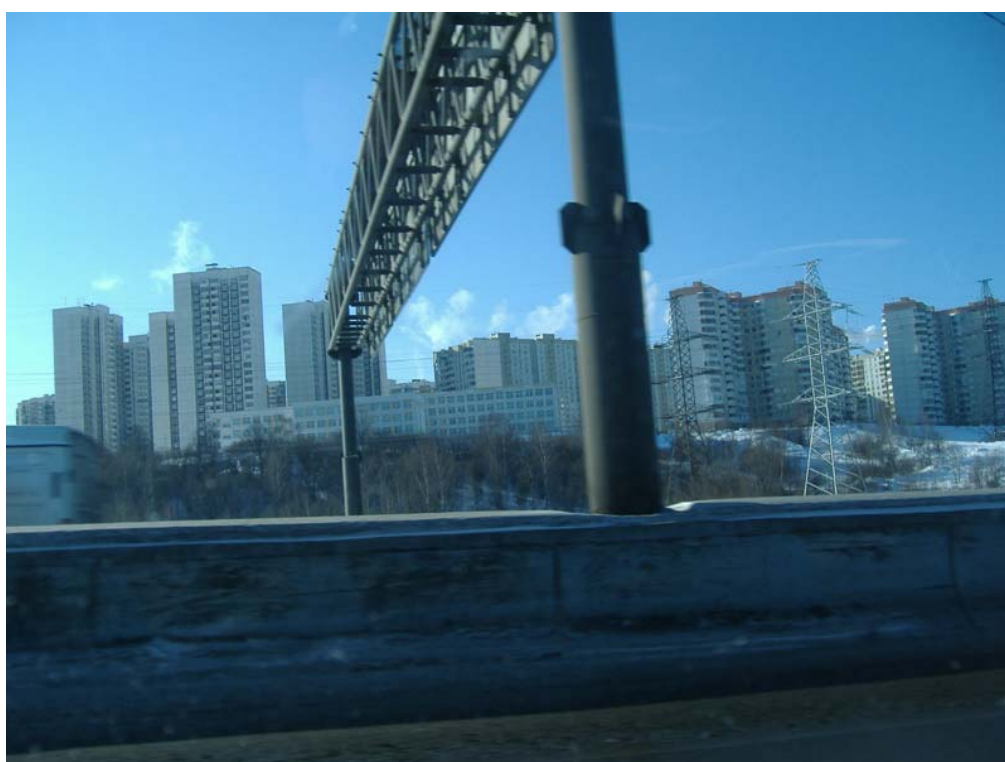
Moscow 4th Ring Road (MKAD)

90



Moscow 4th Ring Road (MKAD)

91



Moscow 4th Ring Road (MKAD)

92



Moscow 4th Ring Road (MKAD)

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Leningrad Prospekt: Suburbs

94



White House

95



White House

96



White House & Moscow River in the Morning

97



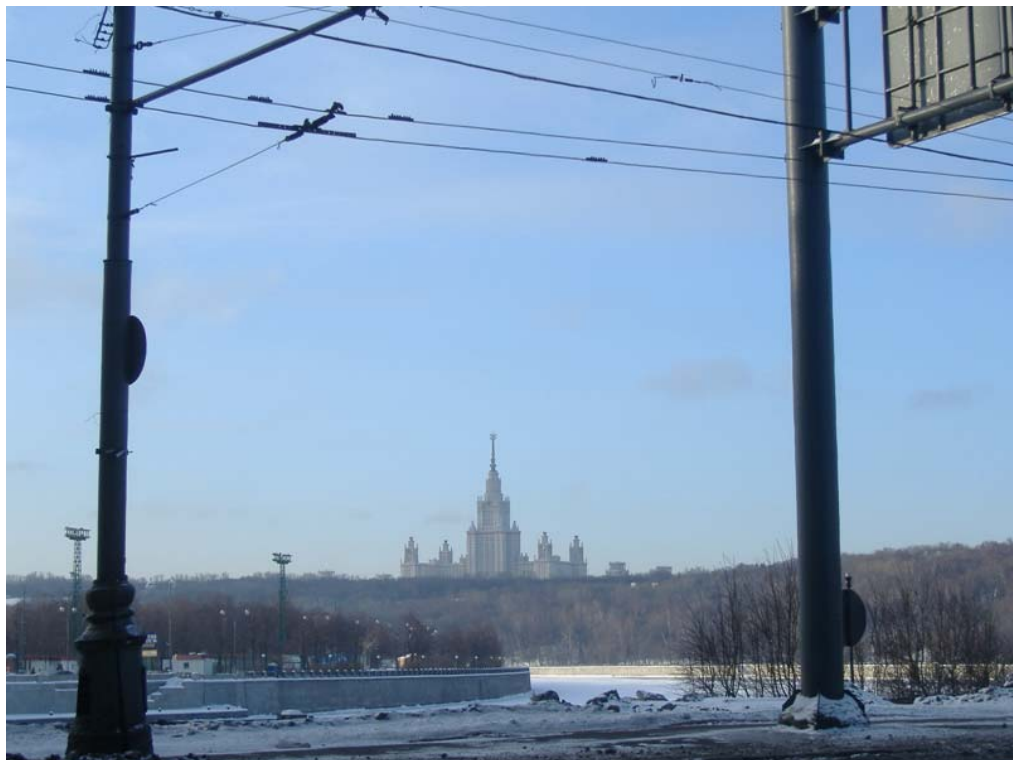
White House

98



Moscow State University

99



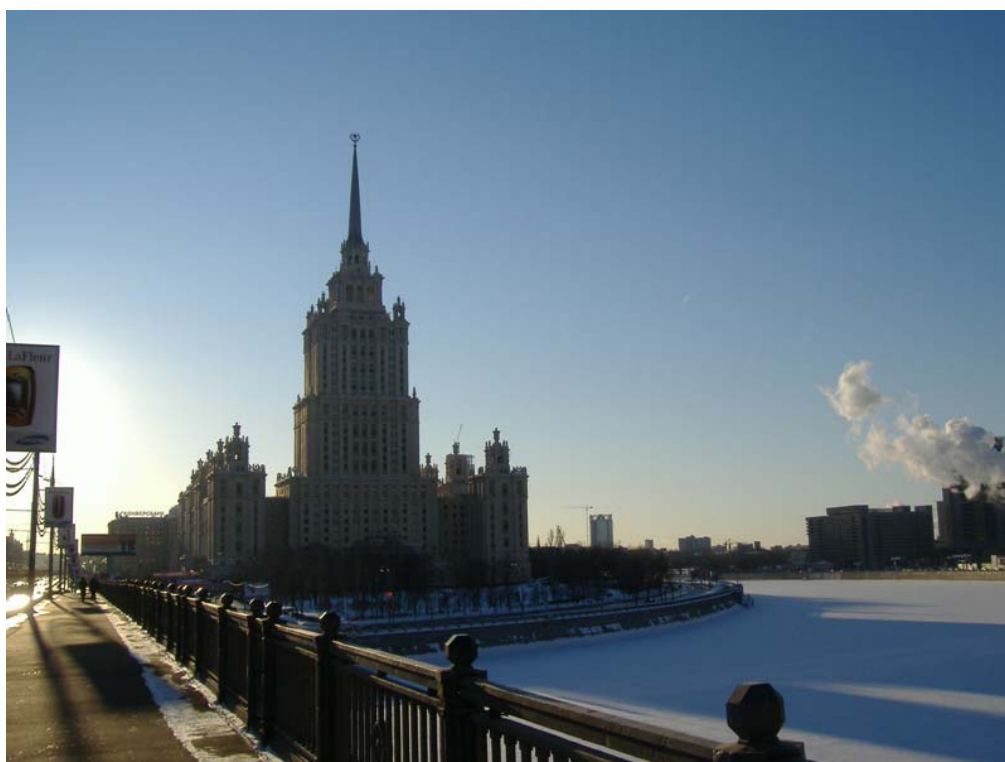
Moscow State University

100



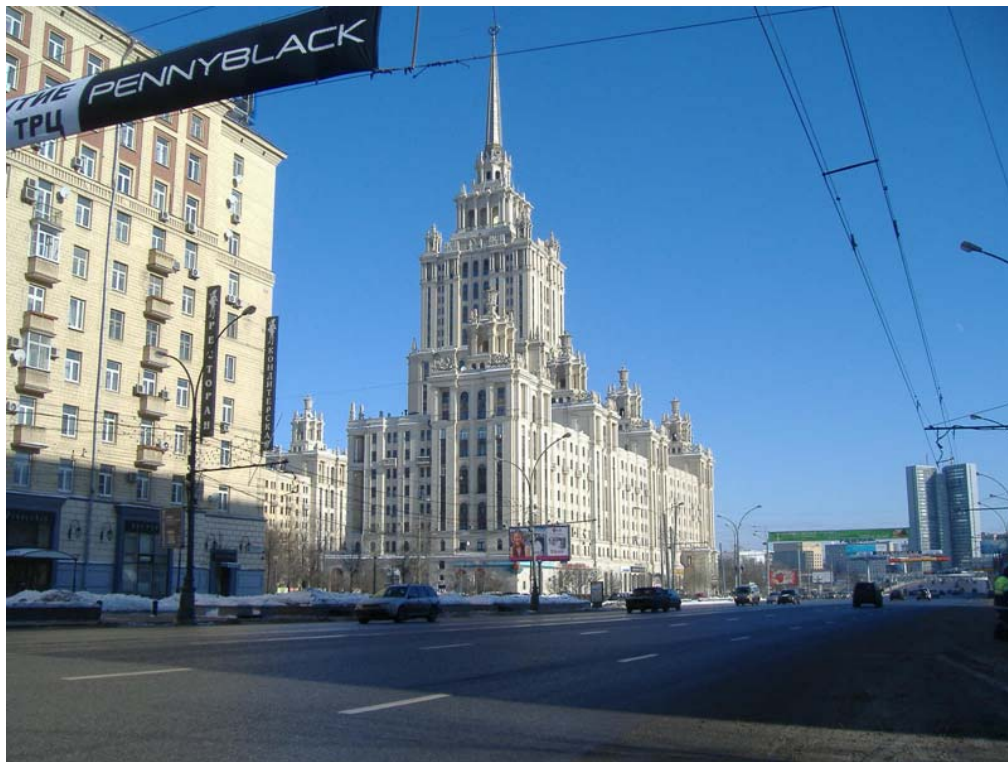
Hotel Ukraina

101



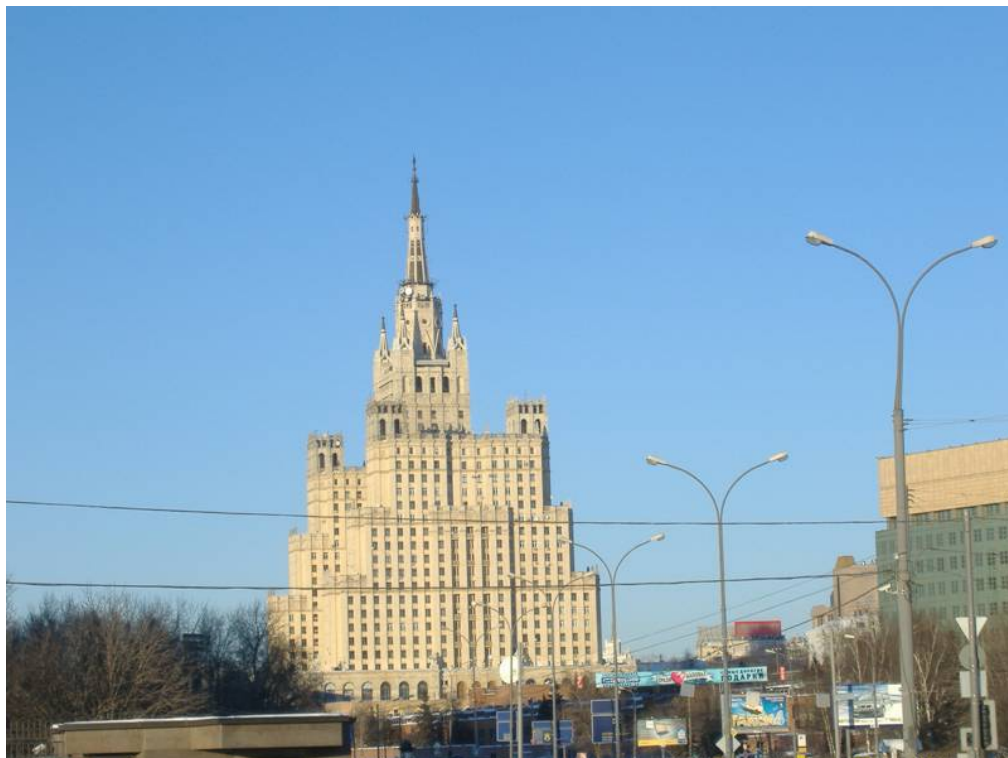
Hotel Ukraina & Moscow River

102



Hotel Ukraina

103



Kudrinski Place (Residential)

104



White House & Kudrinski Place

105



Kotelnichnaya Embankment

106



Northwest Residential Building

107



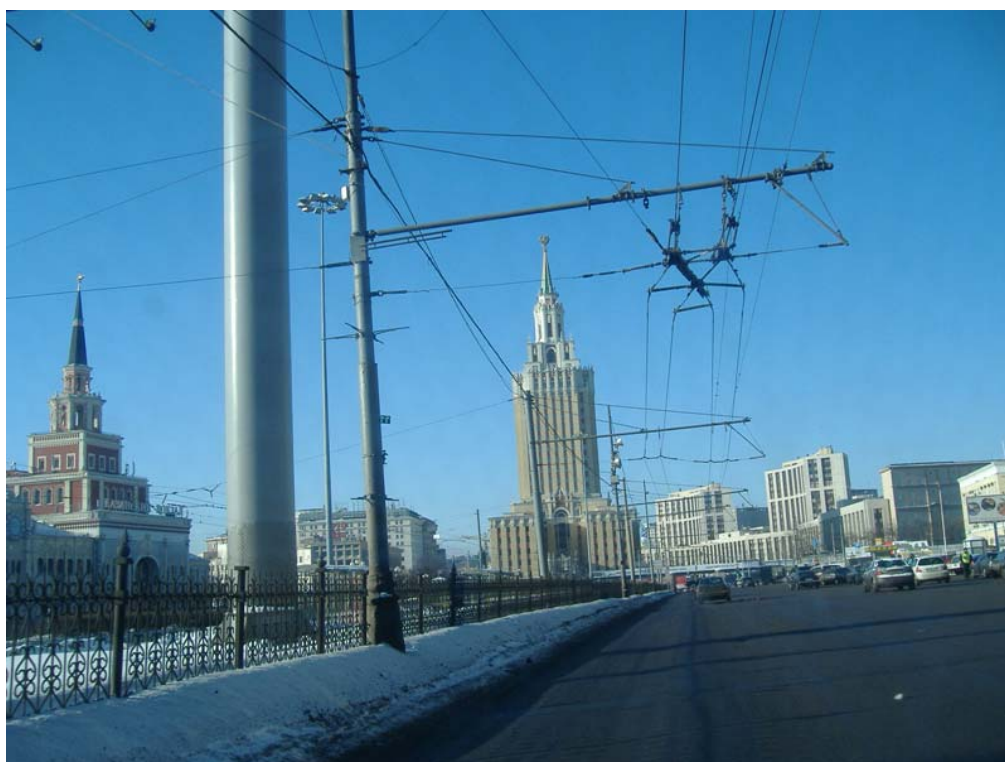
Northwest Residential Building

108



Foreign Ministry

109



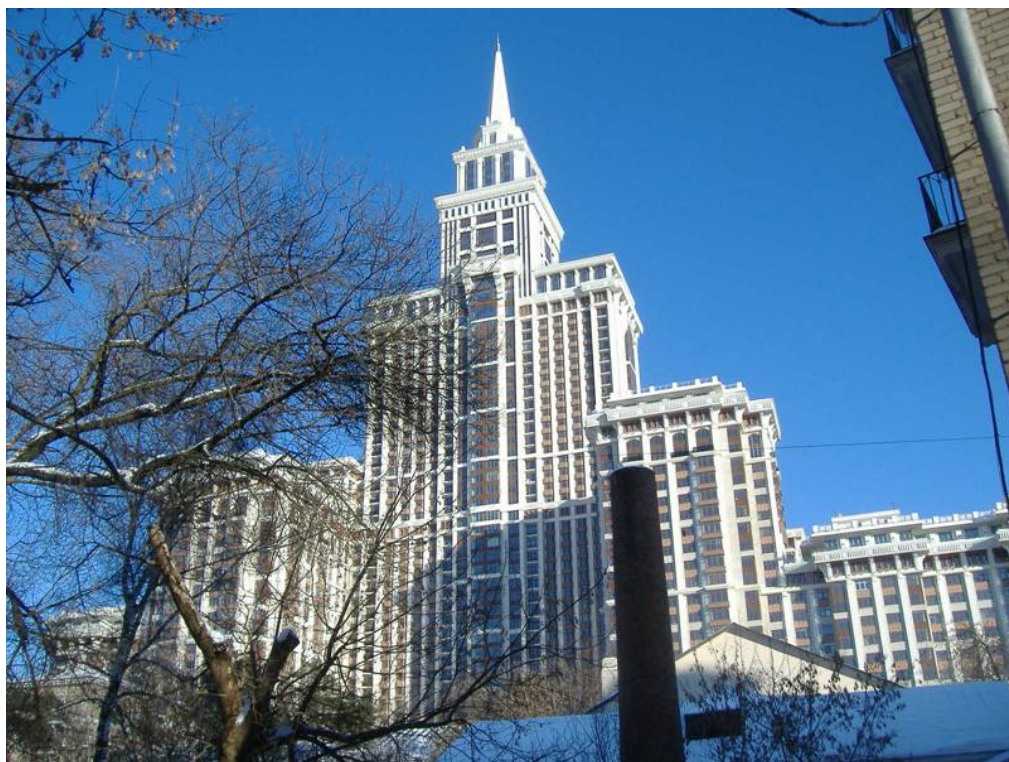
Leningradsky Hotel

110

Lermontavskaya
Place



111



112

Modern Wedding Cake Residential Building

Modern
Wedding
Cake
Residential
Building



113

Modern
Wedding
Cake
Residential
Building



114



Modern & Conventional (Hotel Ukraina) Wedding Cake Design



Retail Business Street: Moscow



Residential Construction: Moscow

117



Residential: Moscow

118



Residential: Moscow

119



Kiev Station

120



Yaroslavskiy Station

121



Belorussia Station

122



Train near Belorussia Station

123



Train near Belorussia Station

124



Kazanskiy Station (Lermontavskaya Place in the background)

125



Hertz at Belorussia Station

126



Moscow: Leningradsky Prospekt

127



Moscow: Leningradsky Prospekt

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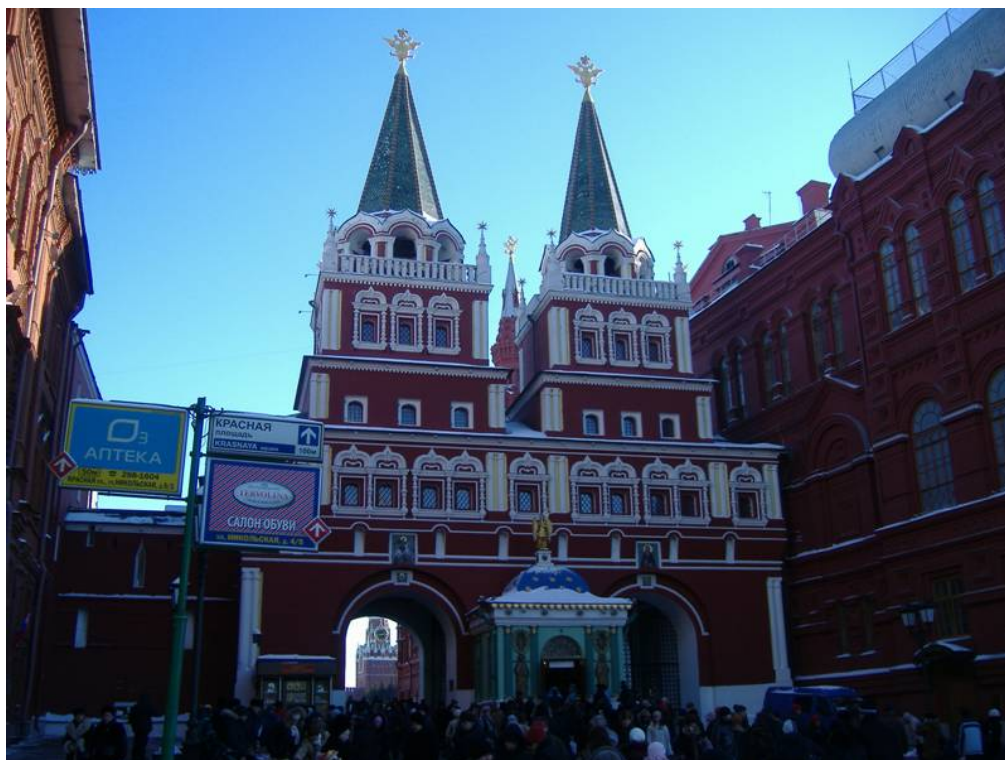
Moscow: Leningradsky Prospekt

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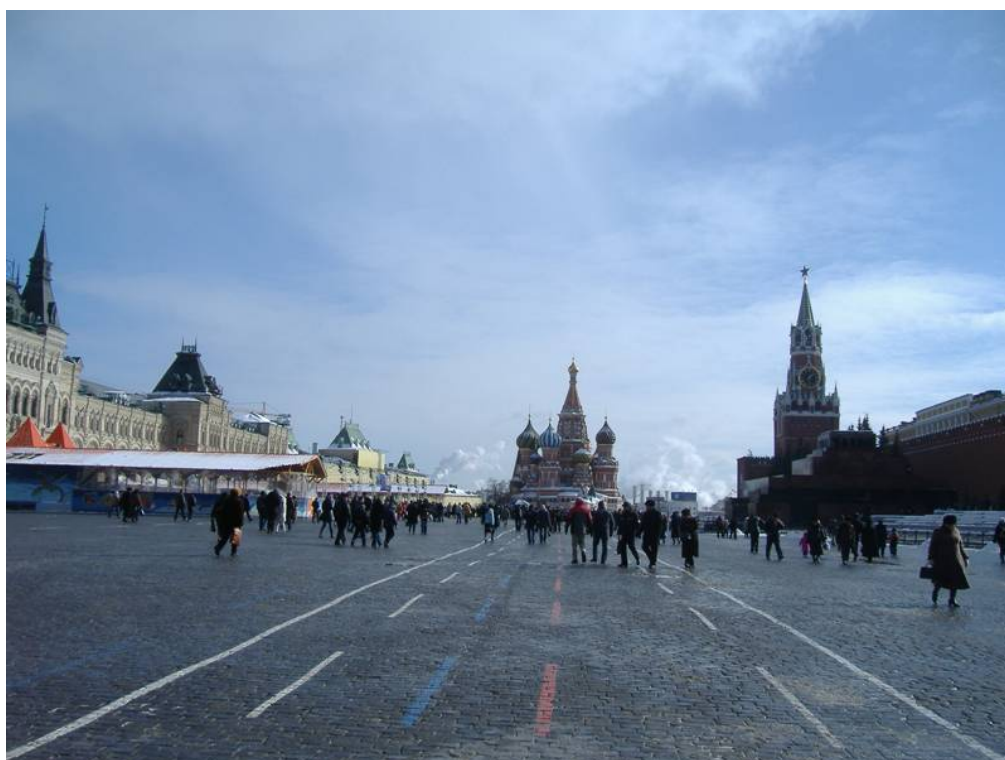
Moscow: Leningradsky Prospekt

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Red Square

131



Red Square: GUM Department Store, St. Basil's & Kremlin

132



Red Square: Kremlin

133

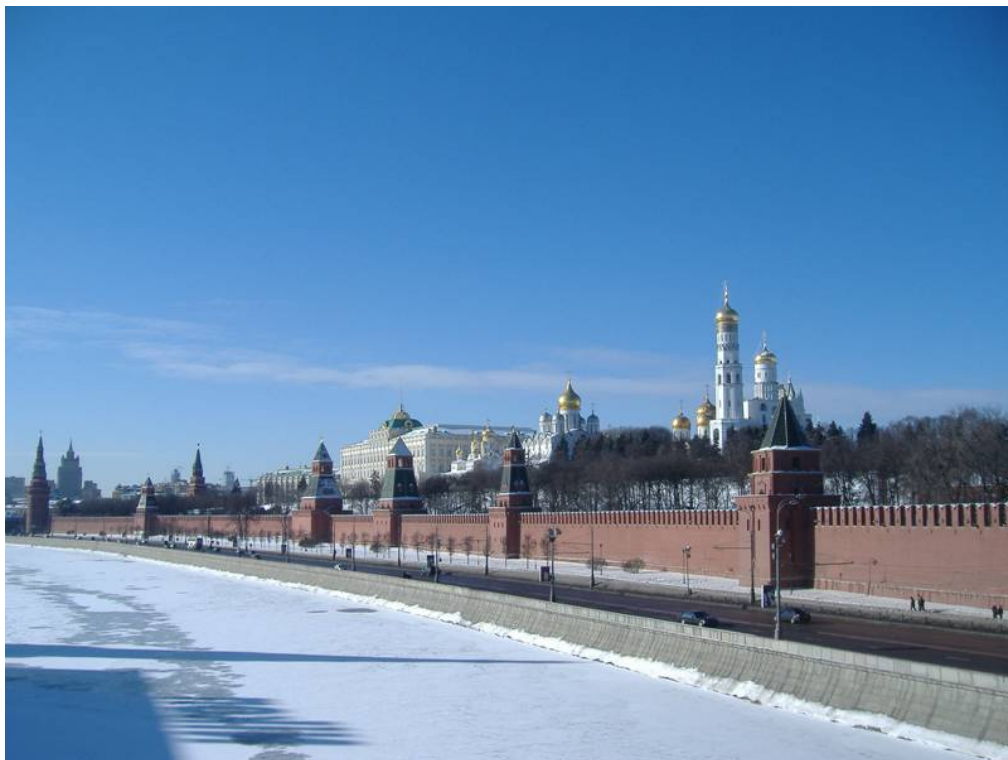


Kremlin

134



Moscow River toward Kotelnichnaya Embankment (Wedding Cake Skyscraper) 135



Kremlin

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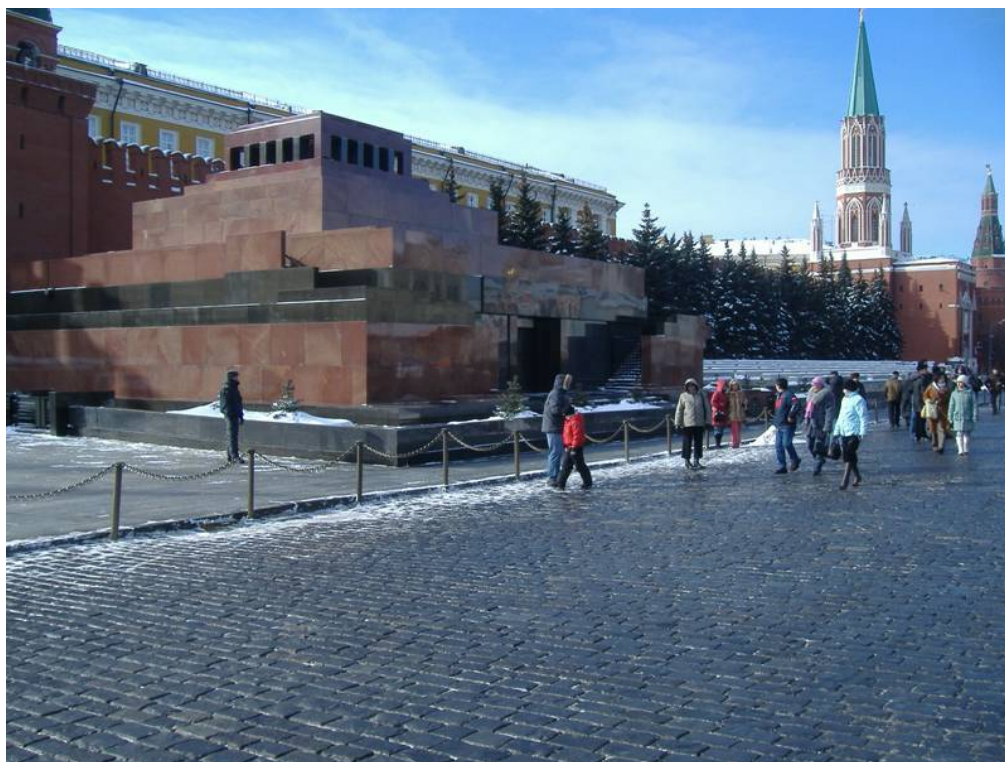
Kremlin & St. Basil's

137



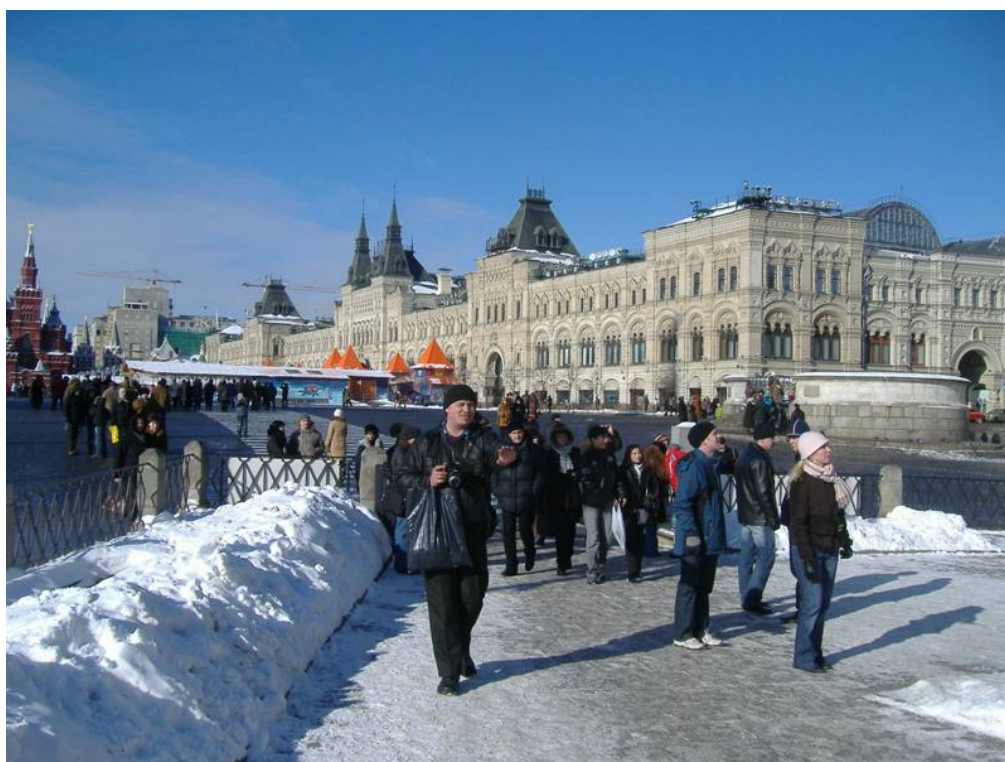
Moscow River toward the Cathedral of Christ the Saviour

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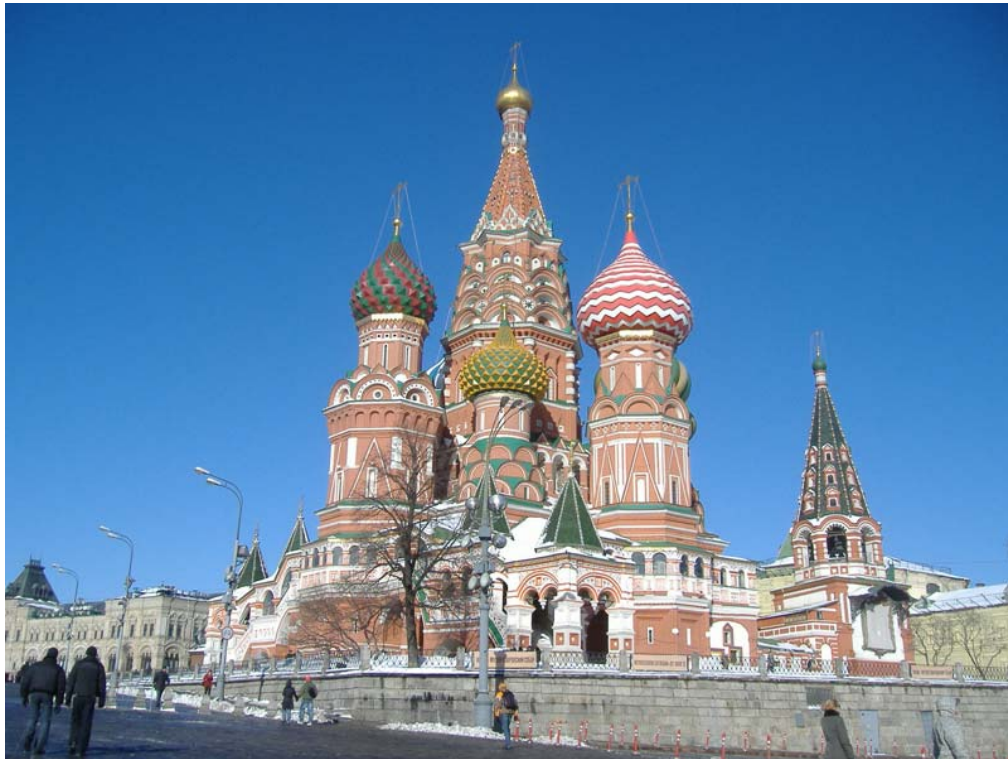
Kremlin: Lenin's Tomb

139



GUM Department Store

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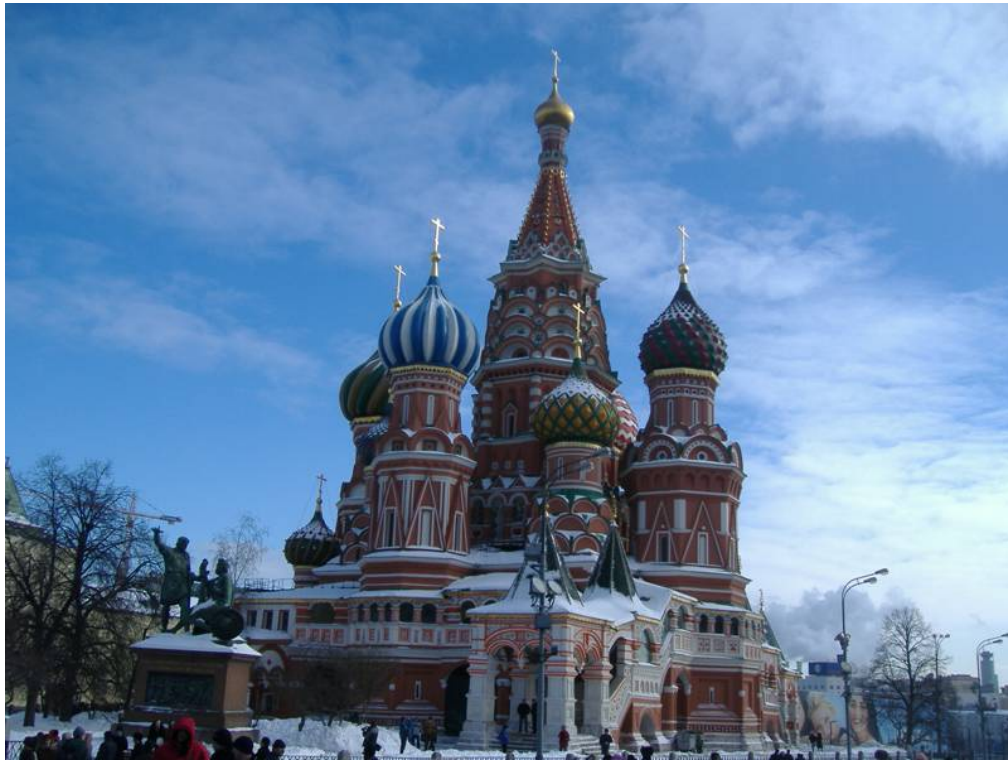
St. Basil's

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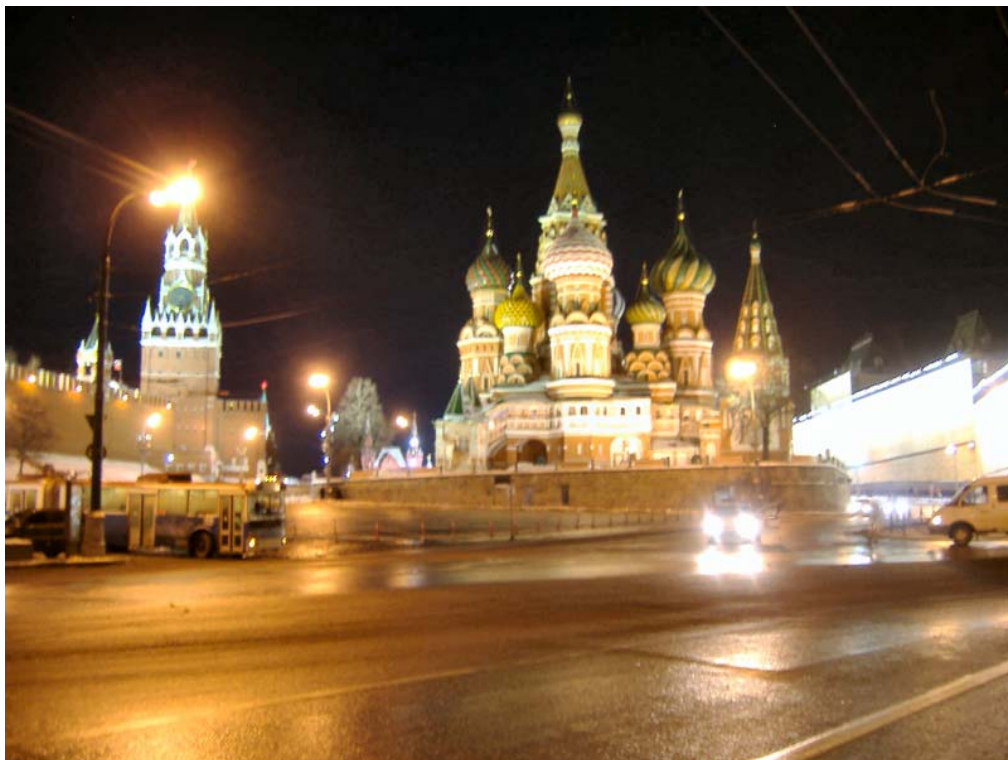
St. Basil's

142



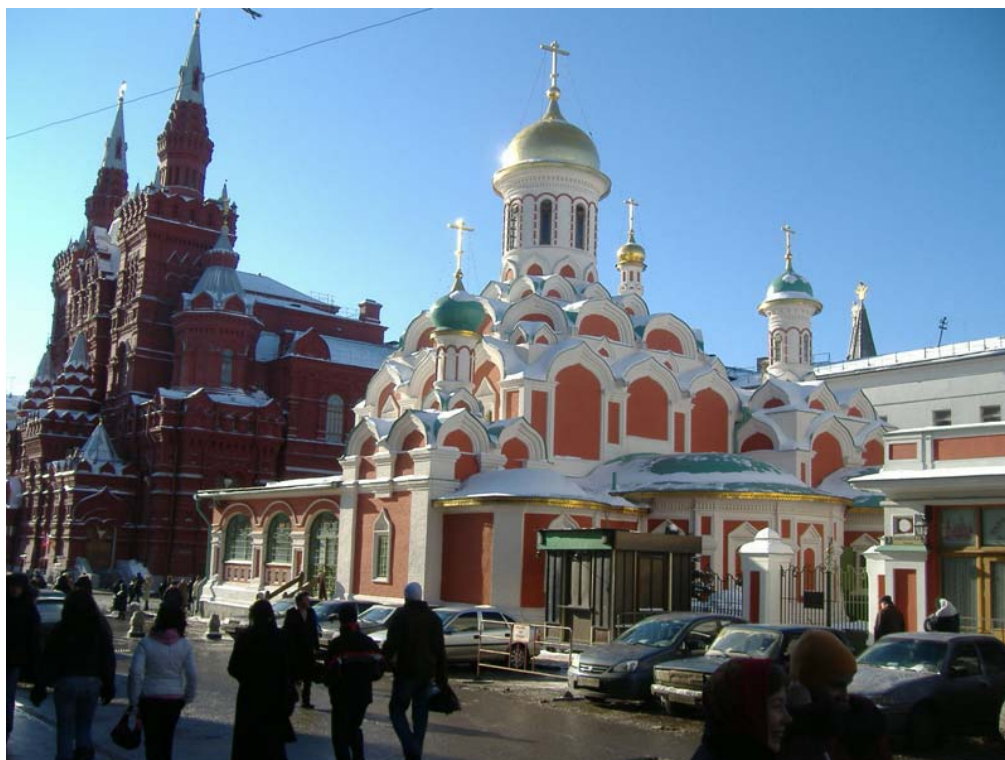
St. Basil's

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St. Basil's & Kremlin

144



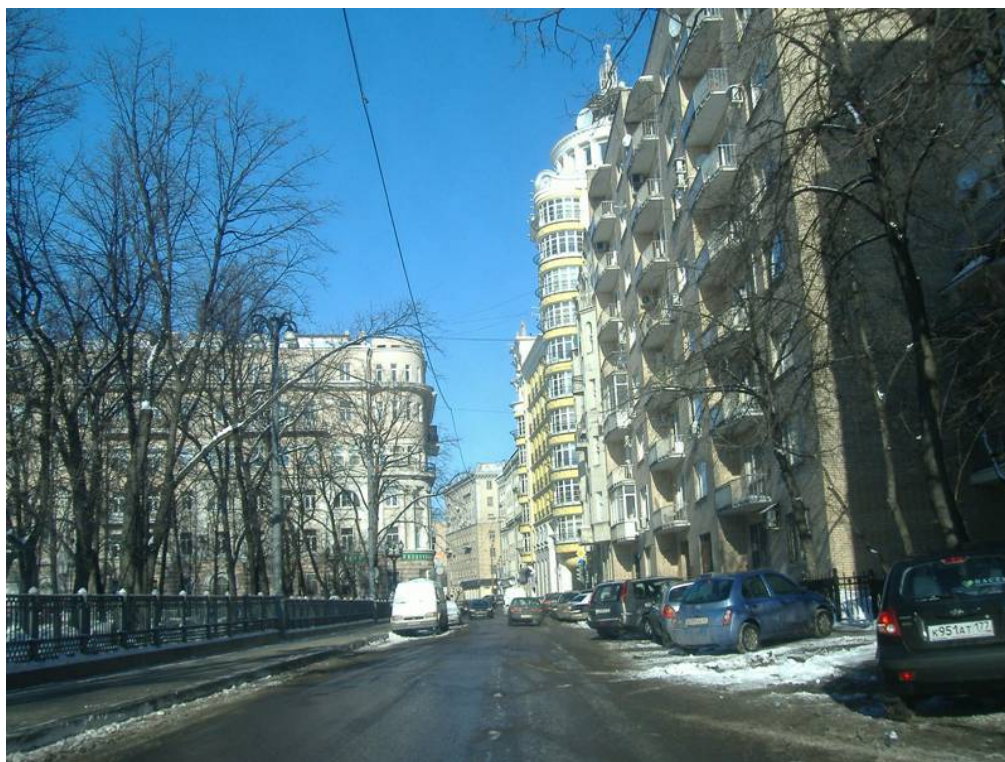
Church at Red Square

145



Frozen Moscow River Near Kievskiy Station

146



Moscow inside the Garden Ring

147



Moscow: Boulevard Ring

148



Moscow: Boulevard Ring

149



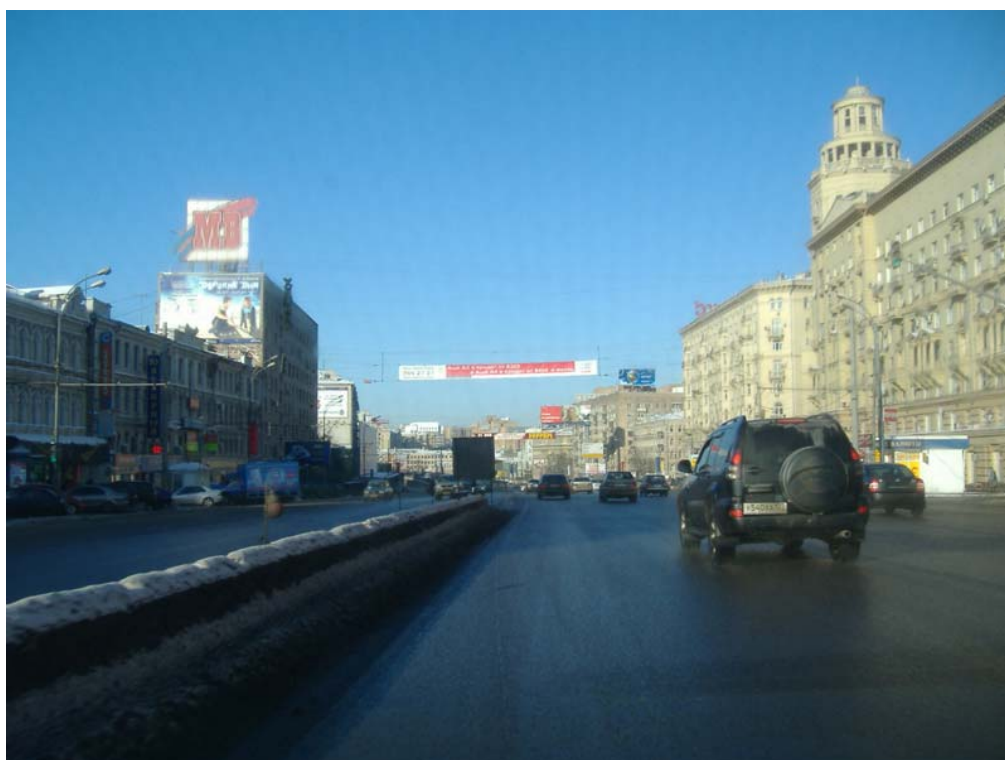
Moscow: Garden Ring

150



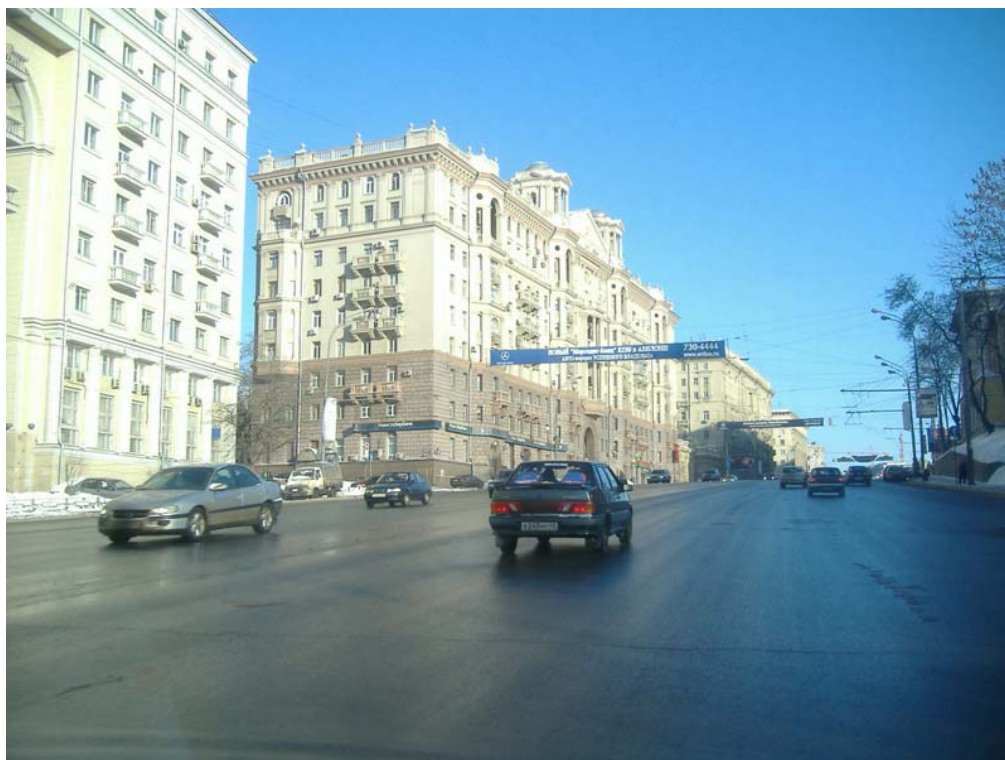
Moscow

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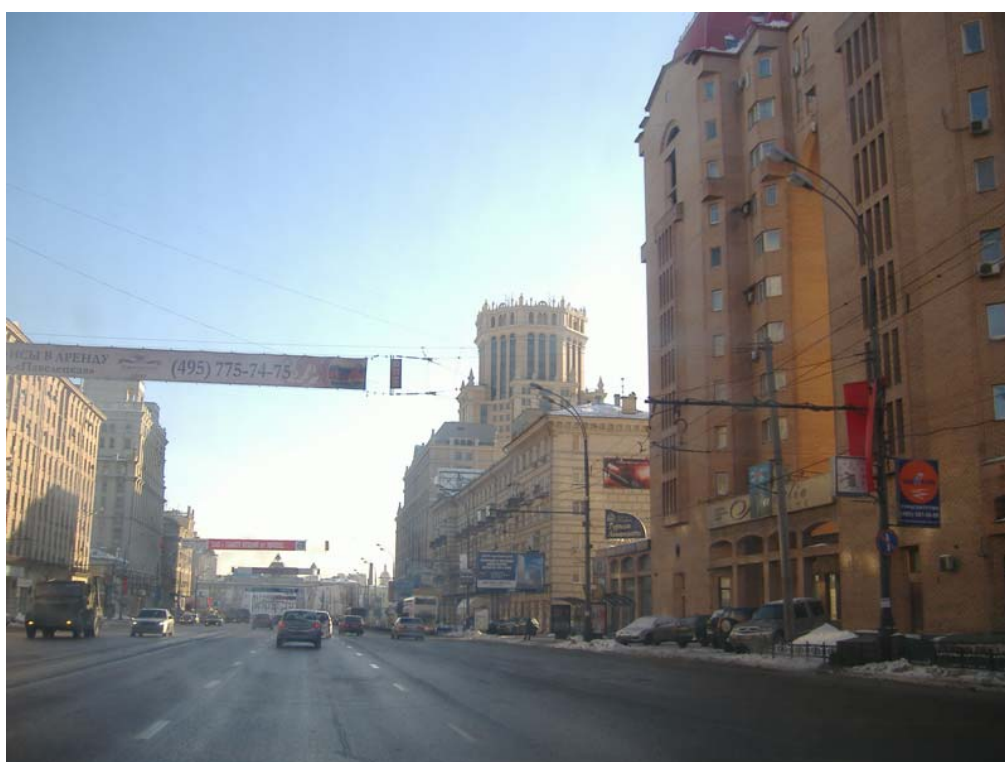
Moscow: Garden Ring

152



Moscow: Garden Ring

153



Moscow: Garden Ring

154



Moscow

155



Moscow-City (Moscow International Business Center)

156



Moscow-City (Moscow International Business Center)

157



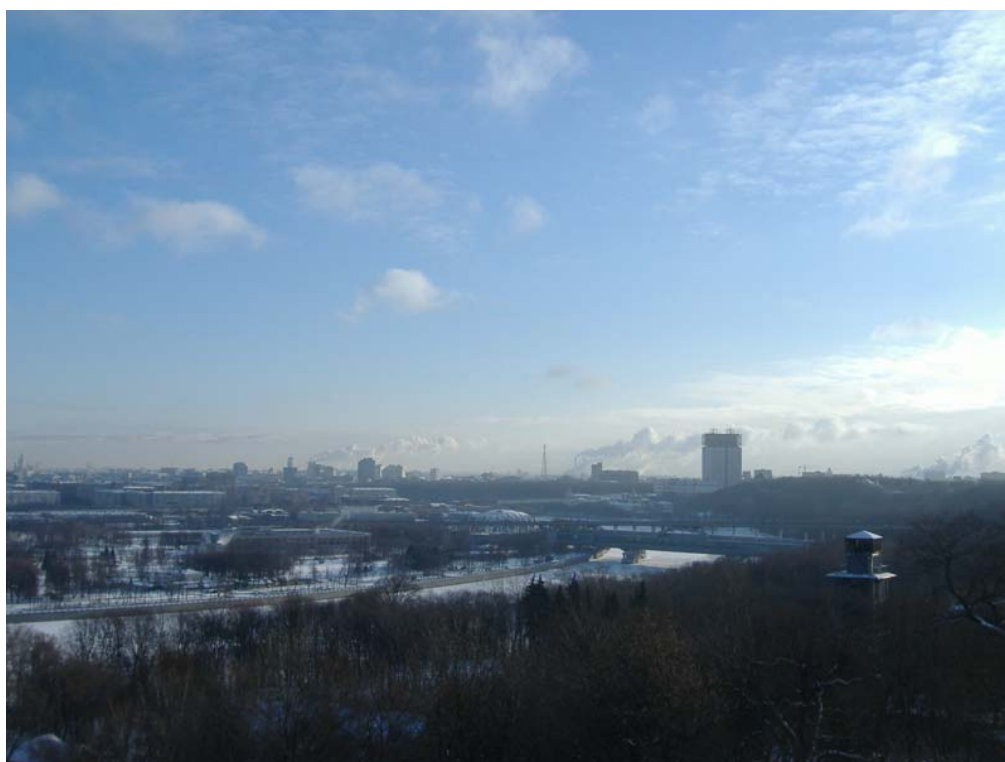
Moscow

158



Moscow

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Moscow: Northeast View

160



Moscow: Northwest View

161



Moscow: North View & Olympic Stadium

162



Moscow: Northwest View

163



Moscow

164



Moscow

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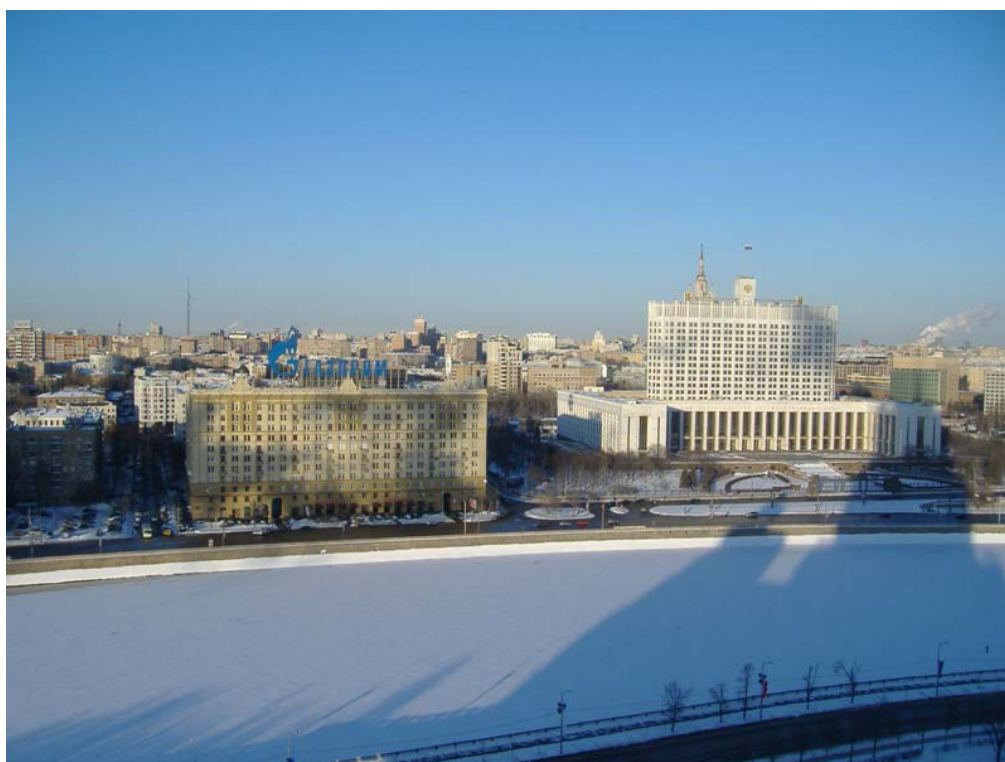
Moscow: Trolleybus

166



Moscow

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Moscow

168



Moscow

169



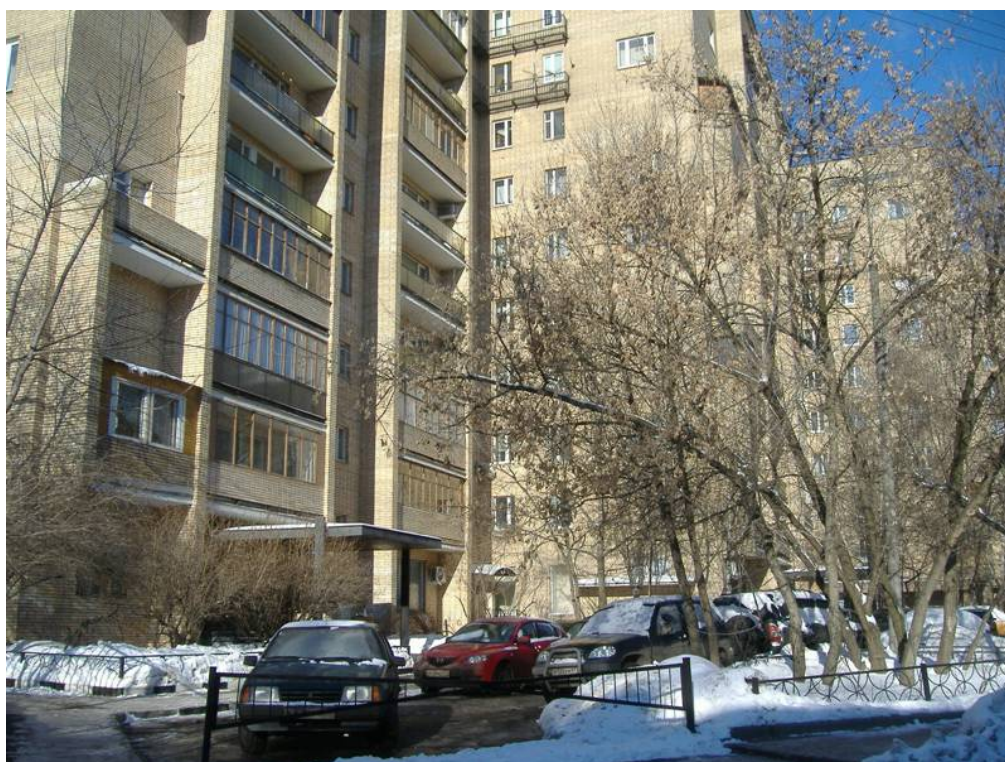
Moscow

170



Moscow

171



Central Moscow

172



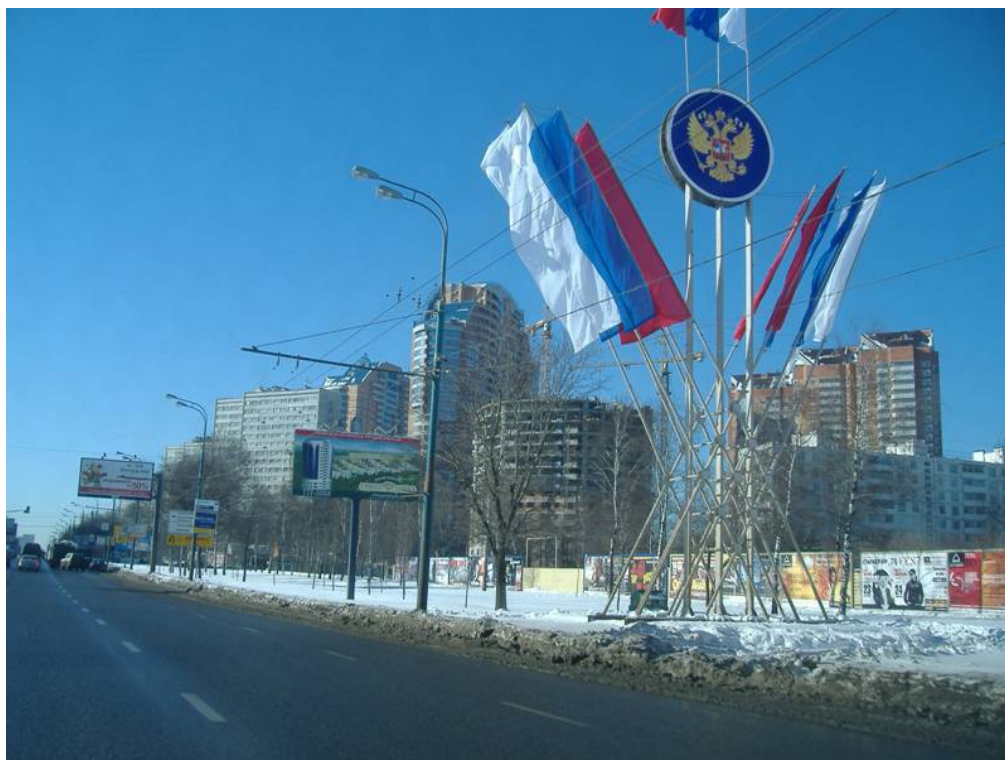
Central Moscow

173



Central Moscow

174



Outer Moscow

175



Outer Moscow

176



Garden Ring

177



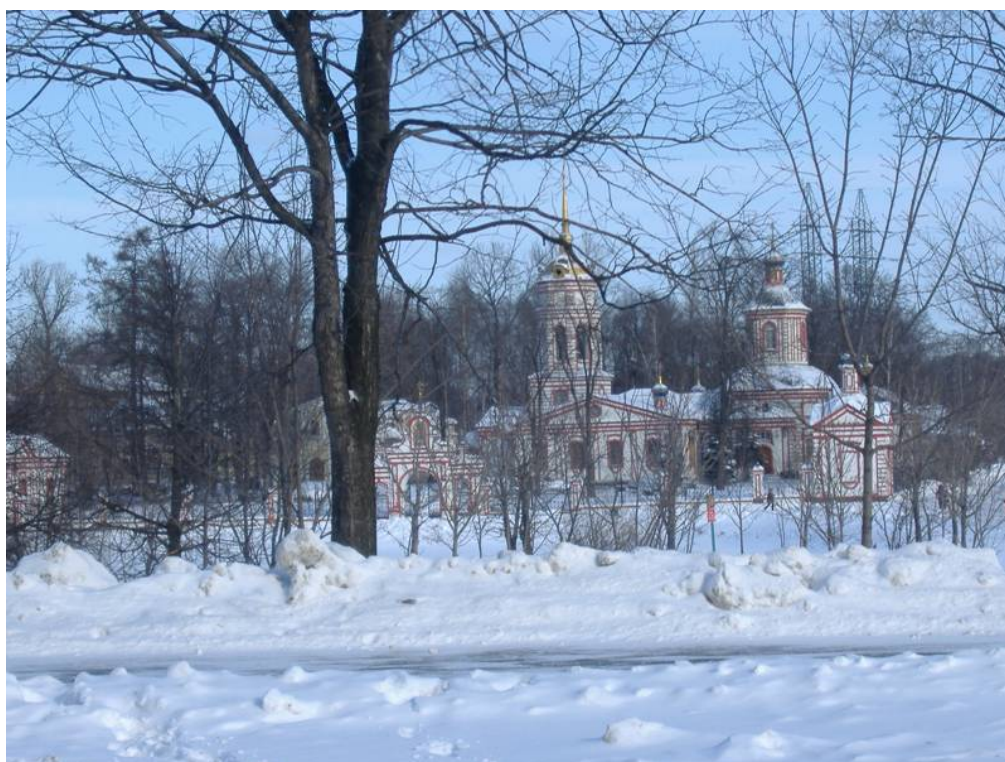
Moscow: North

178



Moscow: North

179



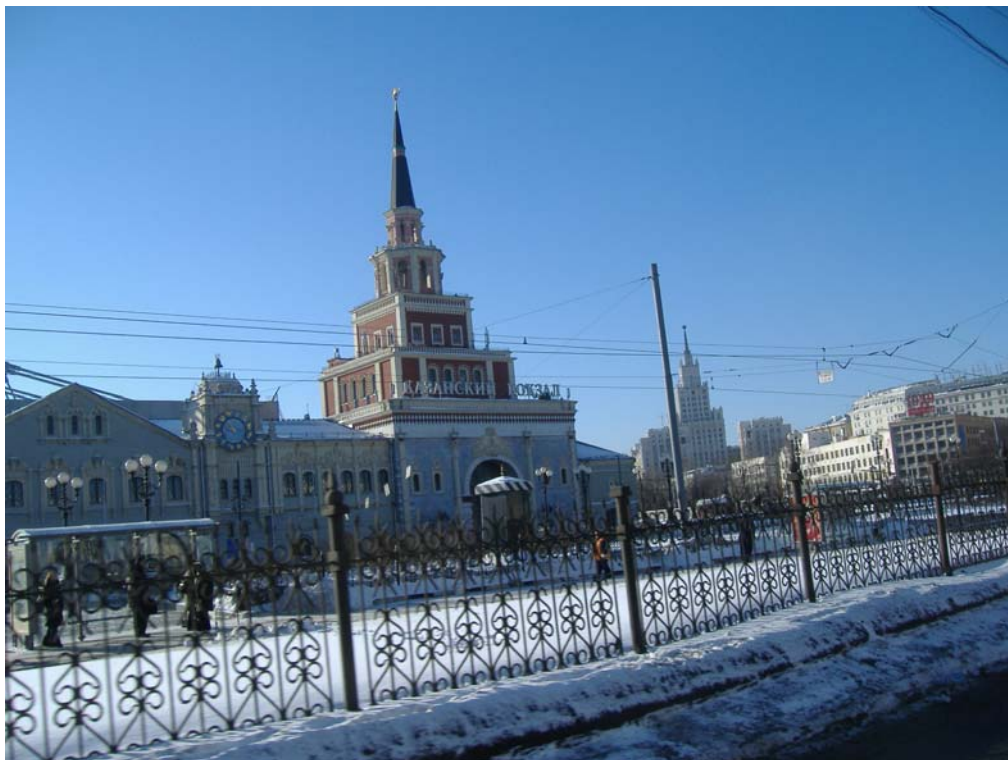
Moscow: North

180



White House out window from Ukraina Hotel

181



Kazanskiy Station (Lermontovskaya Place in the background)

182