

**FACTORS DETERMINING THE ARCHITECTURAL AND PLANNING  
ORGANIZATION OF OPEN PUBLIC SPACES****Merzievskaja N. U.,**Candidate of Architecture, Associate Professor,  
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**Abstract:** Ways to solve the problems of forming public spaces of settlements, spatial organization of settlements and cities of Ukraine as a whole are being actively developed in the field of urban planning science, and in the field of urban planning, scientists are conducting research in areas related to the creation of scientific foundations for a new General Scheme of Spatial Development of Ukraine, taking into account the spatial development of the country's innovation potential, spatial organization of settlements and cities, and the creation of spatial conditions for the realization of human capital. International experience shows that in modern cities, with the growth of urbanization, increasing density and number of stores and deterioration of the environmental situation in cities, the attitude towards natural and landscape components of the urban environment has changed significantly. The experience of Western European countries shows that cities should provide for the construction of bicycle paths and special bicycle routes. Bicycle tourism and cycling have a great health effect. Therefore, it is advisable to create special tourist bicycle routes that go beyond the city limits to suburban recreation areas. Bicycle paths, like pedestrian paths, should be laid among green spaces. In winter, bicycle paths can be used as routes for skiing. From the transformation of nature, humanity has come to realize the need for coexistence with nature, a rational combination of urbanized and natural components of the living environment, and a balance between them. Thus, taking into account the socio-economic, natural and climatic, engineering and technical, functional and planning, and artistic and aesthetic factors of the architectural and planning organization of multi-level public spaces in large cities of Ukraine will contribute to the rational use of free space in dense urban development and the preservation of its historical buildings.

**Keywords:** architectural and planning organization, open public spaces, urban planning solutions, natural and ecological framework of the city, urbanized environment, natural complexes.

**Introduction.** With the growth of urbanization, the increase in the density and multi-story construction, the deterioration of the ecological situation in cities, the attitude towards the natural and landscape components of the urban environment has changed significantly. From the transformation of nature, humanity came to realize the need for coexistence with nature, a rational combination of urbanized and natural components of the living environment, and ensuring a balance between them. The natural and ecological framework of the city is formed by city parks, forest parks, other green areas of a large area, lakes and reservoirs with coastal areas (planning centers) and linear (strip) parks connecting them, valleys of rivers and streams, ravines (natural

planning axes). The natural and ecological framework of the city performs an important ecological function — it ensures the stability and interconnectedness of natural elements in an aggressive urbanized environment. In this, it is important to use the potential possibilities of self-recovery, self-cleansing of natural complexes. Remediation and rehabilitation of ecologically valuable, but degraded, natural complexes are no less important. The natural and ecological framework is purposefully formed and developed as the city grows and develops: new parks, artificial reservoirs and watercourses are created. One of the important urban planning tasks is the optimal ratio and mutual location of built-up and landscaped spaces [1].

**Analysis of the recent research and publications.** Based on the analysis and generalization of special literature and scientific research works, the scientific works of which directly influenced the dissertation research were identified: N.S. Sosnovoy; I.V. Rusanova, H.P. Petryshyn, Yu.I. Kryvoruchko, S.P. Tupys, T.R. Nechypir, T.M. Maksymiuk, V.V. Grandfather; N.Yu. Merzhievska [5], I.V. Ladygina;

- the architectural role and significance of the structural elements of the architectural-spatial environment in the formation of aesthetic-informative, emotional, behavioral reactions of human psychophysiology are analyzed D. Wicaksono, I. Pratiwi, A. A. Wibowo [2];

- mechanisms of interaction of the architectural and spatial environment and the human factor are shown in the works of Y.M. Yusof<sup>1</sup>, M. Kozłowski [3].

- also, the works of scientists from such accompanying areas as sociology, aesthetics and traditions of open public spaces of L.V. Males, V.V. Wednesday, M.O. Sobolevska, Yu.G. Soroka, I.M. Tyshchenko, S. Shlipchenko, M.Z.M. Salleh, N. Othman, N. A. Malek, N. Mohamed, M. H. Zainal [4], R. E. Dunlap, W. Michelson, S. Sassen, D. Szymańska, et al.

However, at the current stage, despite a significant amount of work, the problem of using the potential of open public spaces of large cities has not been studied enough. Separate questions regarding the analysis of the main factors of the formation of the architectural and planning organization of a comfortable environment for the stay of people in the central zones of cities due to the use of various urban structures to increase the traditional territories of public purpose in the conditions of dense historical buildings require a deeper study.

**Statement of the objective.** is to study the main factors of the formation of the architectural and planning organization of open public spaces of larger cities.

Presentation of the main material. Large cities of Ukraine (Kyiv, L'viv, Kharkov, Odesa) are increasingly suffering from dense and irrational construction of public space. At the same time, in many urban centers with a high density of buildings, in order to accommodate car traffic, the width of sidewalks is drastically reduced. This leads to the complication of pedestrian and car traffic. The problem is especially acute at street intersections. On the other hand, an analysis of open public spaces in cities abroad shows that in most of them more than 80% of all movements are made on foot. According to the latest trends of world practice, the pedestrian is considered as the main participant of the urban space. A modern city center should have an orientation of urban space that is comfortable for people. Taking into account the architectural direction, the purpose and tasks of this study, five main groups of factors determining the architectural and planning organization of open public spaces are taken as a basis and considered: socio-economic, natural-climatic, engineering-technical, functional-planning and artistic- aesthetic

Socio-economic factors, as a rule, are determined by the problems inherent in modern large and larger cities, especially those whose structure is complicated by a large concentration of public functions. The world experience of arranging open public spaces in large cities shows that the creation of objects that contribute to the formation or development of the original architectural and spatial composition of the city as an indicator of the scientific and technical capabilities and prestige of the country [2].

**Main material and results.** Natural and climatic factors within Ukraine have their own signs and peculiarities. One of the key factors in the comfortable stay of people in public space is protection from adverse weather conditions and a comfortable microclimate in the surrounding areas. Therefore, the main measures used in architectural practice should contribute to the creation

of the appropriate form of the building with the use of canopies from precipitation and pergolas from the sun. Regulation of the microclimate in the surrounding areas can be done with the help of plants and water devices. It is also necessary to emphasize the features of the relief of this territory. If there is a natural relief, it should be discovered and maximally used to form public space. In its absence, it is possible to create an artificial relief to increase the diversity of urban landscapes. Factors contributing to the growth of a certain assortment of vegetation in the city center can be diverse - from the use of specially designated areas or various containers for plants to the creation of a green roof of a multi-level public space, as well as providing the necessary amount of light, water and access for their care. World practice shows the need to take into account natural and climatic conditions when placing public service facilities with the use of multi-level public space above the streets of the city in order to reproduce the landscape or preserve historical buildings [6].

If in the early stages of urbanization, the natural and landscape conditions determined the choice of places for settlements, the directions of their development, then modern technologies make it possible to build settlements in almost any landscape conditions, transforming the natural landscape and forming a new environment. At the same time, city planning is formed taking into account the natural conditions of the area: cities stretch along large rivers or seacoasts, bypass steep hills and ravines, marshy areas. The effectiveness of the planning organization of water and green systems of cities is ensured by:

- optimal ratio of built-up and landscaped spaces;
- creation of large, spatially integrated inner-city and suburban green areas, which expands the zone of their optimized influence and increases ecological resistance to anthropogenic loads;
- creation of convenient, mostly pedestrian paths between green areas and residential areas;
- combination of reactive and environmental regulating functions within the same territory;
- use for the creation and development of water-green systems of existing forest massifs and areas with limited potential for development (flooded, peaty, swampy).

Valleys of large rivers with steep and high banks and wide floodplains significantly influence the planning structure of cities, being natural planning axes of their development. Areas along small rivers are also promising for the formation of water-green systems.

In cities, opportunities for territorial development of green areas are usually limited. River floodplains, swampy areas, ravines, quarries are a reserve. Modern construction technology allows you to create recreational landscapes with predetermined properties in areas that were previously unsuitable for construction: floodplains, wetlands, and complex terrain. This creates opportunities for the development of water-green systems, expansion of the network of landscape and recreation areas in developed cities.

In many cities, considerable experience has been accumulated in the transformation of territories inconvenient for construction and creation on the basis of developed water-green systems. The use of floodplains is especially important, because their area makes up a large part of urban areas. At the same time, it should be taken into account that floodplains are places of concentration of pollution. Therefore, the placement of parks and other recreational facilities on them should be based on sanitary and hygienic research and justification.

During the design of water-green systems of cities, the issue of reserving territories suitable for recreational development requires special attention. Territories that are reserved taking into account the future development of the city can retain their natural appearance for a long time, and in the future, recreational landscapes will be formed on their basis. Appropriate regimes of protection and restrictions on economic activity should be established in such territories. The formation of water-green systems is also a means of increasing the architectural and artistic expressiveness of the image of the city.

Differences in the formation of water-green systems in large and small cities are related to the features of urban planning conditions (surface area and density of buildings, the share of manor buildings, the degree of development and nature of industry), the specifics of landscape conditions. With the growth of cities, urban planning organization of water and green systems becomes more difficult. Determination of the optimal width of the water-green system is of great importance. At

the same time, the possibilities of placement within the water-green systems of parks and other places of recreation, the flow of oxygen-enriched air from the suburbs to the central areas of cities and their «ventilation» should be taken into account. The formation of water-green systems prevents the formation of continuous building blocks, ensures a proportional alternation of built-up and green spaces. This is especially relevant for large and largest cities.

In large and largest cities, the width of water-green systems of 0.5-0.7 km in the central and 1.5-2 km in the peripheral zones of the city will be considered optimal. This makes it possible to create large park complexes throughout the year, capable of resisting the adverse effects of the urban environment, and providing aeration of coastal areas. In the formation of water-green systems, valleys of large rivers, as well as small rivers, streams, ravines, are used. In large and medium-sized cities, the width of green areas from the front of the building to the shore of the reservoir is recommended to be at least 150 m, and in places where parks are located - at least 300 m. In small urban settlements, there is no need to create developed water-green systems [5].

The importance of parks as public spaces was clearly evident in the planning of US cities in the 19th century: a park was located in the center of the city territory. The public park corresponded to the democratic ideology as the main compositional and planning element, in contrast to the ideology of European cities, the centers of which were castles and palaces of sovereigns. One of these parks is Central Park in New York with an area of 300 hectares (1857, designed by Olmsted Sr.), which was actively visited by citizens. Parks in the largest cities are so popular as public spaces that green spaces in some parks have to be fenced off, protecting them from people [4].

Parks in the largest cities are so popular as public spaces that green spaces in some of them have to be fenced off, protecting them from people. People's parks as places of mass visits and leisure activities of citizens became widespread in Europe at the end of the 19-th and the beginning of the 20th centuries. The most common type were parks of culture and recreation, which were considered not so much as green spaces, but as places for cultural and mass events. For modern cities, the significance of parks as public spaces is also great. They organize folk festivities, concerts, exhibitions, and sports competitions. Modern parks differ in the variety of performed recreational functions and methods of space organization. The optimal park solution should meet the following criteria:

- minimization of distances from park entrances to places of concentration of potential visitors;
- minimization and rational organization of transit flows through the park;
- provision of spatial isolation of zones with poorly compatible functions (for example, quiet rest, walks and mass events, entertainment, attractions; children's and household, etc.).

Zoning of the park territory according to attendance levels. Park areas are divided into zones of intensive and extensive visitation. The places where celebrations, walks, organization of various contests, competitions and other mass cultural events are most visited; attractions and other entertainment facilities; sports grounds and buildings; playgrounds. The zone of cultural and mass events is located near the main entrances to the park, preferably at a distance of up to 150 m from them. Its compositional center is the square for holding mass events, around which spectacular and exhibition facilities, cafes, fast food outlets and other service facilities are grouped.

It is better to place an open green theater in a quiet area, using the natural slopes of the terrain. The entertainment and attractions area is also located near the entrances to the park. Around it should be created a noise protection strip of greenery. As part of the zone, it is desirable to place places for short-term rest, selling soft drinks and ice cream.

The physical culture and health zone is arranged on open areas with a relatively flat terrain near the reservoir. It accommodates: sports grounds, jogging tracks, roller skating, etc. Sports grounds and facilities should be located near the entrances to the park from the side of residential areas, schools, which ensures their convenient loading and minimization of transit through other park areas. Sports grounds have standard sizes. Their composition is determined taking into account the contingent of visitors to the park. In addition to the equipment of the playgrounds for sports games (mini-football, volleyball, basketball, badminton, tennis, table tennis, etc.), it is desirable to

install gymnastic complexes, which include Swedish walls, bars, ropes and climbing poles. The children's zone includes playgrounds for children of different age groups, which should be placed separately, near the entrances to the park from the side of residential buildings, children's facilities. It is necessary to spatially separate playgrounds for children of different ages: for playing in the sand for babies; automobile playgrounds and towns intended for teaching middle-aged children the rules of street traffic and riding pedal cars and bicycles; playgrounds for creative or active games of older children. Playground equipment (swings, slides, carousels, etc.) must be safe and convenient to use and designed taking into account the characteristics of different age groups of children.

An important function of city parks is a peaceful rest in the midst of nature. The zone of quiet rest and walks includes green spaces and recreation areas. It is usually located in the peripheral part of the park, far from noisy objects. For this zone, the formation of picturesque landscapes along the promenades and the creation of scenic areas are important. Recreation areas are located along park avenues and paths, near water bodies, in places with picturesque views and have an area of 50-100 m<sup>2</sup>. Gazebos, flower beds, canopies and shelters from wind, rain, and sun are installed at recreation areas. A place to relax in the garden and decorate the park places in quiet, lonely places with the opportunity to admire nature. Convenient location, good design and decoration are equally important for gazebos. Belvedere (ital. belvedere - beautiful view), gazebos on the rise, from which picturesque landscapes open, usually have lattice walls, or do not have them at all. The location, configuration and linear dimensions of zones of various functional purposes of parks are determined taking into account the following factors:

- peculiarities of the landscape conditions of the projected area (steepness of the relief, orientation of the slopes, proximity of water bodies, etc.);
- the absence or presence of sources of environmental pollution in the territories adjacent to the park (streets with heavy traffic, boiler houses, etc.);
- convenient placement of zones of various functional purposes in relation to entrances from the side of adjacent residential and public areas and objects, as well as functional zones of the park among themselves;
- expected intensity and directions of movement of visitors through the park [3].

The main functional and planning factor is the multi-functionality of open public spaces, where there is a concentration of a large number of public functions on a small area compared to other areas of the city. Pedestrian and bicycle paths in public open spaces. Open public spaces of cities should be conveniently connected with each other and with places of residence, work, and recreation of the population [8]. Linear (strip) parks, pedestrian streets, boulevards, embankments, transport and pedestrian streets, bicycle tracks are used for this purpose. Creation of linear (tape) parks. A distinctive feature of such parks is their considerable length with a relatively small width. When creating them, valleys of small rivers and streams, banks of canals, areas of steep terrain, abandoned railway lines, etc. are used. Linear parks include pedestrian paths, cycle paths, sometimes horse trails, separated by green strips. Often they start in the city and continue in suburban areas.

Linear parks have become widespread in Scandinavian cities - Oslo, Helsinki, etc. In winter, bike paths are used as ski tracks and allow walking from residential areas to suburban forests. The ski slopes are illuminated in the evenings and can be used on weekdays. There are parking lots along them. The «hanging» linear park «High Line» in New York has an interesting architectural and landscape solution. It is located on the overpass of the old railway branch, on an elevation above the ground. In modern urban planning, the tendency to separate the paths of pedestrians and cars is becoming more and more evident. The arrangement of sidewalks on the sides of streets is far from always justified. Neighborhood with cars is dangerous, they pollute the air, create noise.

Pedestrian streets provide pedestrian connections between objects of mass visits by citizens and are created both at the ground level and at the above-ground and underground levels. The width of pedestrian paths is taken from the calculation taking into account the intensity of traffic, a multiple of 0.75 m (the width of the pedestrian lane). At the same time, it is necessary to take into account the possibility of driving snow plows and cleaning machines, as well as fire engines, on

footpaths. Pedestrian paths are designed with slopes convenient for pedestrian movement (longitudinal slopes are slightly more than 60%, and transverse slopes are 10-15%). In places where footpaths can be used by people in wheelchairs and physically impaired people, longitudinal slopes are accepted no more than 40%, and transverse slopes - no more than 10%. The width of the traffic lane should be at least 1.2 m for one-way traffic, and at least 1.8 m for two-way traffic. Benches, shelters from bad weather, lighting lanterns should be provided along pedestrian paths. Based on the requirements for providing amenities for physically impaired persons (disabled, elderly, etc.), on pedestrian tracks, handrails of different heights along the stairs, ramps with handrails, duplicate stairs, turning platforms for wheelchairs and strollers, and other special devices are provided [ 6].

Boulevards are extended strips of green space, designed for calm pedestrian traffic and short-term incidental rest under the treetops. The length of boulevards, as a rule, significantly (by 10 or more times) exceeds their width. According to the planning organization, boulevards are distinguished: with symmetrical placement of the main avenue, with asymmetrical placement of the main avenue, with free planning (usually when the width of the boulevard is more than 50 m). Playgrounds for recreation, playgrounds for preschool children, decorative pools, fountains, other water devices, flower compositions are arranged on the boulevards, auxiliary equipment and information devices are installed, works of art are placed (sculpture, panels, etc.). In historically developed cities, boulevards have been preserved, located between the carriageways of opposite directions of the streets. In modern urban planning practice, boulevards are placed separated from the streets or between the carriageway of the street and buildings, on one side of the street. Pedestrian embankments are created along the banks of rivers, lakes, and reservoirs. Promenades, viewing platforms, recreation areas, descents to the water, moorings are arranged there. Spatial decisions of embankments, location of descents to the water, viewing platforms, pedestrian crossings, parking lots are determined taking into account natural conditions (flood or high bank, direction of prevailing winds, features of insolation, etc.) and urban planning situation. Embankments protect coastal areas from erosion and inundation during floods. Depending on the resolution of the transverse profile, embankments can be inclined (with the device of a lower walkway), with vertical walls and combined, as well as single-, two- and multi-level. Coastal slopes are divided into three zones by height: the lower underwater part of the slope, the zone of temporary flooding and the non-flooding zone.

In the case of a single-tier version of the embankment, the promenades pass directly next to the water or behind the floor along the axis of green spaces. Single-tier embankments must be unflooded, that is, have a mark on the top at least 0.5 m above the high water level. Two-tiered and multi-tiered embankments are designed in such a way that the promenades passing through the lower tiers can be flooded during a flood, and the upper tier of the embankment provides protection of the coastal area from flooding. Staircases are used to descend to the water and connect promenades located at different points, and also decorate the embankments.

The main artistic and aesthetic factor is the correct fitting of the open public space into the valuable cultural and historical environment, taking into account the proportions, materials, style and color scheme of the historical buildings [8]. After all, it is one of the main factors that sets the main stylistic and architectural direction for the further design of public space. With the help of creating artistic accents, you can diversify monotonous fragments of urban buildings without violating their value.

When creating traffic-pedestrian streets, pedestrian lanes are spatially separated from traffic lanes. Green strips between the traffic and pedestrian zones of the streets are organized in the form of sparse row plantings, strips of shrubs, hedges, group plantings, dividing lawn strips, technical strips for placing engineering communications. Narrow green lanes are impractical because they are trampled by pedestrians. The minimum width of the strips of green plantings: lawn - 1 m, lawn and one row of trees with or without a shrub - 2 m, two-row planting of trees - 5 m. With multi-row planting, the width of the green strip increases by 40-50% for each row of plantings.

Green areas should have gaps for convenient access to public transport stops. At such stops, concrete or cast-iron grates should be laid around the trunks of trees, protecting the soil near the

roots of the trees from over-compaction [8]. The minimum width of the residential lane in residential buildings to main streets is 6 m, to residential streets - 3 m. There are proposals in large cities to increase the width of the setback of buildings from the red line to 12 m, and on highways with particularly intensive traffic - to 15 m. However, expensive urban land is used irrationally. Therefore, when choosing the optimal width of the green zone, it is necessary to carry out sanitary protection of the building complex (at the same time as landscaping, use special building techniques, improve the technical characteristics of transport and roads, etc.).

To protect pedestrians and buildings from noise and dust, shrubs arranged in groups or in the form of a hedge and complementing the planting of trees demarcating the roadway and the sidewalk are effective. The width of the bike lane, which is recommended for one-way and two-way traffic (dimensions given in meters). With the growing public awareness of a healthy lifestyle, an increasing number of people use bicycles for sports and health trips, as well as for commuting to shopping centers [7, 8]. The experience of Western European countries shows that the construction of bicycle paths and special bicycle routes should be provided for in cities. Bicycle tourism and cycling have a great health-improving effect. Therefore, it is advisable to create special tourist bicycle routes that go beyond the city limits to suburban recreation areas [9, 10]. Bicycle paths, like pedestrian paths, should be laid among green spaces. In winter, cycle paths can be used as ski walking routes. The width of the bicycle lane is assumed to be 2.5 m for one-way traffic, and 3 m for two-way traffic. The capacity of one traffic lane is 300 bicycles per hour. Longitudinal slopes of the bike path are usually taken to be a little more than 3%, and transverse slopes - 1.5-2.5%, turning radii - at least 5 m [11, 12].

**Conclusions.** World experience shows that in modern cities, with the growth of urbanization, the increase in the density and multi-story buildings, the deterioration of the ecological situation in cities, the attitude towards the natural and landscape components of the urban environment has changed significantly. From the transformation of nature, humanity has come to realize the need for coexistence with nature, a rational combination of urbanized and natural components of the living environment, and ensuring a balance between them. Thus, taking into account the socio-economic, natural-climatic, engineering-technical, functional-planning and artistic-aesthetic factors of the architectural and planning organization of multi-level public spaces in large cities of Ukraine will contribute to the rational use of free space in densely built-up large cities and the preservation of its historical buildings.

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**ФАКТОРИ, ЩО ВИЗНАЧАЮТЬ АРХІТЕКТУРНО-ПЛАНУВАЛЬНУ ОРГАНІЗАЦІЮ  
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*Одеська державна академія будівництва та архітектури*

**Анотація:** Шляхи вирішення проблем формування громадських просторів населених пунктів, просторової організації поселення та міст України в цілому сьогодні активно розробляються в галузі містобудівної науки, а в галузі містобудування науковці проводять дослідження у напрямках, пов'язаних зі створенням наукових засад нової Генеральної схеми просторового розвитку України з урахуванням просторового розвитку інноваційного потенціалу країни, просторової організації поселення та міст, створення просторових умов для реалізації людського капіталу. Світовий досвід показує, що в сучасних містах зі зростанням урбанізації, збільшенням щільності та багатоповерховості забудови, погіршенням екологічної ситуації в містах суттєво змінилося ставлення до природних і ландшафтних компонентів міського середовища. Досвід західноєвропейських країн показує, що в містах слід передбачати будівництво вело доріжок і спеціальних велосипедних маршрутів. Велосипедний туризм і велосипедні прогулянки мають великий оздоровчий ефект. Тому доцільно створювати спеціальні туристичні вело маршрути, які виходять за межі міста до приміських зон відпочинку. Вело доріжки, як і пішохідні, слід прокладати серед зелених насаджень. Взимку вело доріжки можна використовувати як маршрути для лижних прогулянок. Від перетворення природи людство прийшло до усвідомлення необхідності співіснування з природою, раціонального поєднання урбанізованих і природних компонентів життєвого середовища, забезпечення балансу між ними. Таким чином, врахування соціально-економічних, природно-кліматичних, інженерно-технічних, функціонально-планувальних та художньо-естетичних чинників архітектурно-планувальної організації різнорівневих громадських просторів у великих містах України сприятиме раціональному використанню вільного простору в умовах щільної забудови великих міст та збереженню його історичної забудови.

**Ключові слова:** архітектурно-планувальна організація, відкриті громадські простори, містобудівні рішення, природно-екологічний каркас міста, урбанізоване середовище, природні комплекси.