Urban land planning for public spaces according to established zoning of cities and towns

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Abstract. The article analyses and explores the regularities of formation of city-planning structure of historically formed suburban areas of localities. The examples of suburbs and districts having immediate connection with the historic downtown as exemplified by modern highly-urbanized districts of European countries and the USA are dealt with. The aim and tasks of the research are to view and analyse the set systems of public spaces in the historically formed zones of megalopolises so that to predict brand travel itineraries, new unique objects of different typology on the degenerating territories of rural-type settlements on their basis. In the course of research the main criteria of urban carcass of a city and place’s suburban areas formation were distinguished, that allows to create abstract model of branding of place and comfortable city environment on the basis of the research.

1. Introduction

The formation of urban carcass in the structure of historically formed settlements of suburban areas influences the city development as well as the formation of marking out of the track tourist and “everyday” routes. The system of public spaces is always the way from one urban saturated environment into another one. The formation of unique clusters (scientific and entertaining, public and recreational, exhibitional) on this way will favour the regeneration of historically formed suburban areas of rural-type settlements, create new “growth points”, and give impetus to the development of adjacent territories and city in general.

1.1 Actuality of the research

A city and urban rural settlement’s image is inseparably connected with public spaces. These territories are meaningful for the city functionally, socially, politically and economically; they are distinguished with the help of buildings, landscape, various constructions performing the city-forming functions and being the objects of formation of historic, cultural, artistic and emotional climate of the urban areas [2].

The environment quality of travel itinerary changes with the development of urban rural settlements, increase of the street-road network traffic, placement of new multi-purpose complexes. It becomes more urbanized and its aim is the comfortable educational and entertaining movement of a person from point A to point B with the opportunity of visiting accompanying functions (the principle of the accessibility for pedestrians and redundancy of offered possibilities).
2. Materials and methods
The locality image is inseparably connected with its tourist, recreational, educational and entertaining carcass that is formed by the system of public spaces. Public spaces are the territories that are meaningful for the city functionally, socially, politically and economically. The variety of functions that the public space can perform within the carcass of the tourist and urbanized route is the following: social, educational, entertaining or spectacular, political, recreational, sport, innovational [3].

3. Results
The districts of cities and rural settlements that got the impetus to the development after the long process of stagnation and degrading of the territory were analysed in the course of research. In the all seen examples the important factor and stimulus for further development became the following city-planning peculiarities of the territory: presence of active commuting hub that must divide the flows of different means of transport and pedestrians at vertical layers; the presence of waterways and railways that contributed to the accelerated growth of territories (development of trade, navigation, industrial enterprises along the coastline and railway line); direct connection with highly urbanized city formation (the arrangement of labour migration and connection of territories). Spectacular examples of fast development of suburban areas are the districts of West Side in New York, la Part-Dieu in Lyon, la Villette and la Défense in Paris.

The farmlands of the Astor family were situated in New York in the district of Manhattan, West Side. The residential zone – brick tenement buildings of 5-6 storeys – appeared in the place of the tenements at the beginning of the 19th century. Industry was developing in this district actively in the middle of the same century. Slaughters and enterprises processing and packing meat were situated there. The ground railway lines were paved for the job security of this complex to connect warehouses and factories with the northern suburbs of New York. By the 1950s the enterprises began to decay, and the district began to degrade. The projecting of vertical park- elevated road High Line gave the new impetus to the formation of the comfortable highly urbanized environment to the district. It became carte-de-visite and brand of the district and city, gave impetus to the development of the district’s infrastructure (the place of concentration of culture, business, trade, education and politics), and became the object of attraction to tourists and citizens.

The territory, where the most popular public space currently is, was the district of slaughter, warehouses and pop-up markets in the suburb of north-eastern part of Paris as early as in the 1960s. The ancient village of la Villette provided the whole capital with meat. In the 1980s la Villette was suggested the new strategy of development, i.e. to be a musical, artistic, scientific complex, the main idea of which became the construction of industrial scientific and entertainment park with an area of 55 ha, the main idea of which was “meeting”. The park represents the symbiosis of old and new buildings, water, plants and minerals, open and closed spaces of city and nature. Consequently, the construction of entertainment and educational complex in the structure of public space became the big stimulus for gentrification of historically formed rural settlement of la Villette.

The district of la Défense is the example of prominent business centre of Paris; it owes its fast development to the beneficial position in the structure of the city. This is a unique district as it is connected with the centre of Paris directly being the continuation of historically formed axes ‘East-West’. Currently, this axis, well read at the level of pedestrian traffic, continues further in la Défense and Nanterre. The advantageous location and natural variation of relief favoured the development of the large public space, i.e. the concentration of large business centres, politics, cultural and recreational facilities, on the territory of this district.
The graphical analysis of international experience in the course of which the factors that influence fast development of urban areas, their urbanization, the structure of systems of public spaces formation were revealed.

**Figure 1.** Joint map of the analysis of the structure of systems of public spaces.

The district of la Part-Dieu in Lyon is the second core of the city [4]. Its connection with the
The historic downtown, the presence of the railway line and waterway favoured the fast development of the settlement territory that became the city’s trade and administrative centre. The territorial positioning of the district currently gives impetus for the development as well. In la Part-Dieu the largest reconstruction AUC is taking place that will connect the district with the historic downtown, make it accessible for pedestrians and create comfortable city environment.

Krasny Yar is a unique rural settlement of Samara with prerequisites for further development. The rural settlement is placed on the bank of the river Sock; ramparts and historical monuments are preserved on its territory. The powerful transport hub goes via the rural settlement, and that promotes the development of Krasny Yar district. The settlement is the centre of attraction of tourism, executes sport, health-promoting and cultural functions. These signs are the prerequisites of large social, cultural, educational and entertaining centre of Samara region.

4. Discussion
Ekaterina Arie (Rus. - Екатерина Арье) thinks that 4 factors are important for the formation of public spaces: the history of place that forms its identity (positioning near rivers [5,7], that becomes the symbol of the place); climate – weather conditions characteristic for this territory must be considered; accessibility – a transit or walking route must go via the public space; scalability – public space must take into consideration the factors and vectors of territory development and at the same time make the place multi-themed [6].

Famous scholar and city-planner, international educational programmes and joint seminars coordinator Valerii Anatolievich Nefedov regards the design of public spaces as the constant development factor of population’s taste in his last monograph “Design as the Way of Life: Finnish Model” [8]. By various examples he shows that the design of streets and squares is the most important means of the dialogue between authorities, project-designers and population. The authors of the article share fully this position of the outstanding city-planner and landscape designer. Therewith it is emphasized that the planning development vector of public spaces in Samara historic downtown tends to the north-eastern direction of such already formed large spaces as Samara-Arena, airport Kurumoch and Krasny Yar, the direction already designated by the authors.

5. Conclusion
The concentration of many factors is necessary for the development of the city-planning structure formation of systems of rural settlement public spaces and other city formations such as: territorial placement near a waterway, railway line, commuting hub, cultural and historic prerequisites of the place, its historic and cultural identity. Quick development of the territory and its industrialization, attraction of monetary flows, business centres, trade, and cultural, scientific, educational and entertaining functions happen when forming the structure of system of public spaces in such a city formation. It favours the formation of a locality’s comfortable high-quality city environment.

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