

Boulevards of Poltava
Bulváre Potavy

Author Autorka: Lyidmila Shevchenko, 2014

THE BOULEVARD AS A TYPE OF URBAN LINEAR SPACE

The Historical Boulevards of Poltava (Ukraine) and Mons (Belgium)

BULVÁR AKO TYP LINEÁRNEHO URBÁNNEHO PRIESTORU

Historické bulváre Poltavy (Ukrajina) a Monsu (Belgicko)

Príspevok pojednáva o lineárnych priestoroch v štruktúre mesta, konkrétne o ich postavení v rámci mestského plánovania. Autorky skúmajú charakteristické znaky kompozitnej skladby takýchto priestorov, ako aj ich spojovaciu rolu medzi dôležitými verejnými, kultúrnymi a historickými lokalitami mesta a jeho vodnými kanálmi a rekreačnými zónami. Špeciálnu pozornosť venujú mestským bulvárom ako jednej z typológií takýchto lineárnych priestorov; teda ich plánovaniu, typom, variáciám, štrukturálnym elementom.

Dôraz kladú na dôležitosť historických bulvár v európskych mestách, kde bývajú kombinované do jediného okružného bulváru; pritom je tu

obsiahnutý podrobný popis jedného z najzaujímavejších príkladov takéhoto riešenia, okružného bulváru v Monse (Belgicko) pozostávajúceho z ôsmich historických bulvárův.

Osobitnú pozornosť venujú aj bulvárom jedného z najzelenších miest Ukrajiny, Poltavy, ako osobitého lineárneho priestoru v rámci mesta. Autori sa tu zameriavajú predovšetkým na charakteristiky jeho hlavných historických bulvárův a na princípy ich organizácie a kompozície. Zaoberajú sa tu aj Panyanským bulvárom tiahucim sa pozdĺž obrannej línie bývalej Poltavskej pevnosti, ktorý je sám ako taký jasnou paralelou historických bulvárův v Európe, budovaných na miestach mestských hradieb.

FORMULATION OF THE PROBLEM

Linear landscaping structures occupy a special position among the range of urban green areas. Running through particular parts of the city, they form relatively narrow but elongated strips of urban greenery. This scheme of planning provides the residents of the neighborhoods with a brief daily recreation, gathering them in the local areas, attracting them to urban public facilities or parks and coastal zones. Today, these places not only constitute urban interior spaces, but also serve as a platform for environmental experiments related to the integration of natural elements, or even the testing of technological innovations. The spatial organization of cities has studied by a number of authorities; particularly noteworthy are the works of K. Lynch ^[1], R. Venturi, A. Brinkmann ^[2], V. Shymko, B. Hlazychev and others. The results of the studying architectural composition and aesthetic features of separate structural components (including linear pedestrian zones or narrower walkways) have been highlighted in the theoretical writings of C. Sitte ^[3] D. Brooks, A. Verhunov, M. Belov ^[4], V. Petrov and others. Contemporary studies are aimed at the organization of the object-spatial environment of linear green spaces, based on a "total synthesis" of design with different kinds of design and artistic activities – architecture, urban design, landscape and graphic design, monumental and decorative art ^[5]. The landscape

of the urban environment is addressed in the works of J. Simonds ^[6] L. Verhunova, A. Mikulina, L. Zaleska, I. Rodichkina, A. Belkin, V. Kucheryavii, N. Kryzhanovska and others. Further information about these objects is partially covered in online resources, or journals such as *Proektinternational*, and *Landscape Design*.

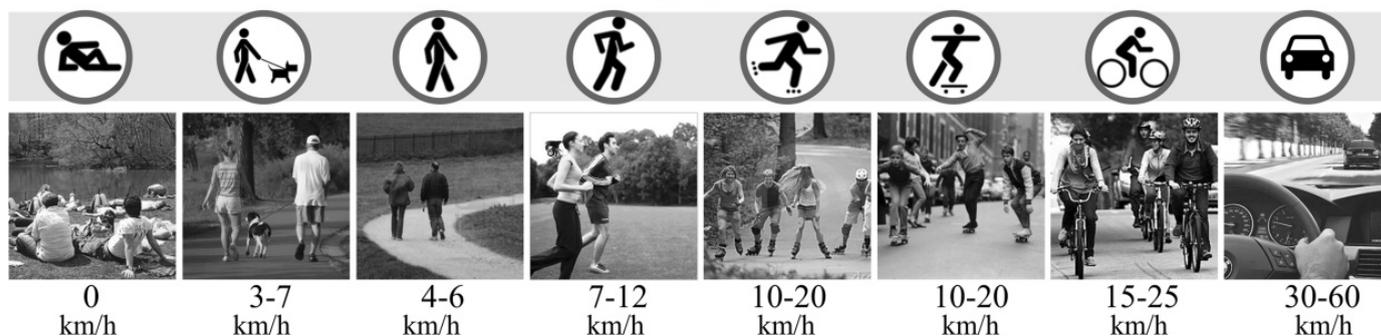
LINEAR SPACES IN THE CITY STRUCTURE

Organizing harmonious comfortable spaces in the structure of dense modern cities, or creating conditions for public recreation in a polis, are important issues nowadays, whether for architects, urban planners, or urban and landscape designers, or in fact for ordinary citizens. The place of the human individual in these spaces changes over time, as do the physical parameters and the ideas about the convenience of object-space environment. Today, with technology an increasing force in our lives, we can see the attraction of new comfortable urban spaces, such as free public space, that were popular within Europe in the postwar period. Such parts of a city include linear spaces that permeate the urban framework, connecting important social, cultural and historical sites which attract residents, creating green corridors from residential areas to forest or park areas and coastal zones.

The importance of having and preserving such spaces is often emphasized by researchers

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Human linear city space movement



Author Autorka: Oksana Chebina, 2014

Human movement
through linear city space
Ludský pohyb priestorom
lineárneho mesta

working towards a statement of principles and methods of organization that would prove in accordance with the current level of urban culture in the 21st century. These spaces include linear urban areas for recreation and general pedestrian movement, such as promenades, boulevards, gardens. Organization of their territory is based on the environmental approach and the laws of deep spatial composition in which movement transpires in a certain scenario along the main compositional axis that 'threads' vast visual images. This scenic and consistent visual perception is typical for both the day and night life of urban space.

Linear spaces of the city designed for recreation suppose a perception at a slow pace. It is somehow different to a fast visual perception from a moving vehicle, as it provides an opportunity to capture details, colors. As remarked by John Simonds: *Slow movement engenders interest in detail. When we are in a hurry we tolerate few delays, but if moving leisurely, we welcome deflection and distraction. We have little interest in motion and take pleasure instead in things seen or experienced*^[7].

An important aspect of ensuring the availability of the city's linear recreational spaces for all categories of the population is their physical accessibility. The structure of modern linear spaces actively includes ramps, escalators, elevators, moving walkways that create a highly comfortable space for people with limited mobility.

The effective and socially acceptable implementation of such spaces is achieved through the cooperation of different spheres of design – whether addressing the urban landscape, ecology, ergonomics or graphic form. Therefore, the formation of linear urban spaces involves landscape composition, elements of urban design, sculpture, decorative and super-graphic compositions, street furniture and advertising units, visual infopoints and various temporary installations.

For a comfortable and attractive space, the necessities include functional planning, original designer's solutions, taking into account environmental components, ergonomic parameters, and interconnection with the city planning system.

THE BOULEVARD AS A TYPE OF URBAN LINEAR SPACE

Derived from the German word *Bollwerk*, it is a protective structure, fortification (15th century). The term originally means a platform for an armed fortress wall, a place occupied by a bastion or curtain^[8]. Later the term gained the more general meaning of "city fortifications". Then, with the destruction of city walls and defensive structures, it meant a place for walks or a broad roadway lined with trees on both sides, situated largely in dependence on the previous location of the walls and fortifications.

According to historical information^[9], the first boulevards were built back in the classical period, a prime example of which is the system of the

Grands Boulevards in Paris, established during the reign of Louis XIV. In the nineteenth century, after the systematic and large-scale demolition of the old city walls, a number of boulevards appeared throughout Europe. In Paris, after the demolition of the old fortifications of Thiers in 1920, a second circle of boulevards was introduced, known as the "Périphérique" or the "Boulevards of the Marshals". *Here the boulevard takes on a lively air. Colors are gay, spirits are light, the smile is quick and the heart is glad on the boulevard in Paris* ¹¹⁰.

In German-speaking countries boulevards are often known as "Rings". One of the most famous and largest is the Ringstrasse, the circular boulevard in Vienna, the organization of which was entrusted to Otto Wagner. These actions led to extensive theoretical discussions and were the basis for the works of Camillo Sitte, the famous Austrian architect and city planner. As a result of the relatively open use of the word during the last third of the nineteenth century, the term boulevard became interchangeable with the term *Avenue*, as mentioned by Baron Haussman in his theoretical treatises.

Modern boulevards provide recreational and functional transit processes in the city, as well as the connections between important functional centers and city hubs, parks, forests and coastal areas in the form of so-called "green corridors" ¹¹¹. As defined by Professor I. Rodichkina, "*boulevards are designed for foot traffic, walking and short rests*" ¹¹². In the practice of urban planning, Rodichkina believed, there were two main types of planning for boulevards: circular boulevards, created alongside former city fortifications, ancient cities ...; versus linear avenues for pedestrian traffic, formed on the basis of tree-lined car-free roads and walkways ¹¹³.

The first type of boulevard is typical for historic cities of medieval or earlier date in Central and Eastern Europe – Paris, Vienna, Krakow, Riga, Tallinn, Moscow and others.

The second version of the boulevard, stressing inclusion in the structure of the wider street network, is the most common type of linear green space for pedestrian traffic and short rests within Ukraine. According to their structural organization, boulevards are divided into three main types: symmetric, asymmetric, and the free location of a

core alley ¹¹⁴. Symmetric organization of a boulevard involves placing the car-free walkway along its main compositional axis, with the symmetrical arrangement of other components of the space. This approach is typical of most historic city boulevards. Asymmetric organization of a boulevard involves the location of the main car free alley (and hence compositional axis) shifted towards one side of the roadway. In turn, free organization of the boulevard is typical of wide linear spaces and makes it possible to interpret the planning decision freely. Planning the organization of such a boulevard often depends on the outlines of the terrain, the route of the main alley, gently, along winding lines, passes between buildings, green spaces, etc.

The form of the boulevard has of course undergone much evolution, and at the present stage of development acquired clear yet varying features that make it possible to differentiate them into:

- **historical**, of a specific cultural and intellectual value. This category includes boulevards formed or named in honor of certain historical events and prominent figures (e.g. Unter den Linden, Berlin, Germany; Primorsky Boulevard, Odessa, Ukraine). Typically, sculpture and decorative elements associated with historical events are widely used in the boulevard's structure;
- **thematic**, based on a pronounced theme. The use of certain elements of the specified theme (e.g. Avenida da Liberdade boulevard with elegant paving, Lisbon, Portugal);
- **aqueous**, which main structural components of formation are water elements – ponds, fountains, cascades, rivers (e.g. Bulwary Wislane, Krakow, Poland; Boulevard National Park in Baku, Azerbaijan);
- **physiognomic**, the formation of which is based entirely on certain species of plants (e.g. the popular along Shevchenko boulevard, Kyiv, Ukraine);
- **waterfront promenades/boulevards**, which are associated with open water areas (e.g. Primorsky Boulevard, Sevastopol, Ukraine).

Car-free boulevards enable holidaymakers to focus not only on individual relaxation, but also on the aesthetics of the spaces that surround them. Boulevards are separated from traffic flow by ordinary green areas, and at the same time constitute

Elements of filling linear spaces (including boulevards)

Landscape composition

Trend away from purely boulevard planting. Go to the modular elements with the inclusion of water components and landscaping.



modular elements

Urban Design elements

One of the trends - compound, synthesis in a single design element of various functions, the desire to connect disparate urban areas in holistic formation, the desire to transform the elements of the substantive content into works of art.



substantive filling as a work of art

Supergraphics

Styling in a single graphics solution based on the contrast or concerted interaction of structural and morphological base of image causing a visual sensation of a radically new form or space.



supergraphic compositions

Advertising

Laconic advertising design works not only as an informative object and can be especially characteristic for a particular place or territory.



advertising, as part of urban lighting



elements with the inclusion of water components and landscaping.



diverse urban space functions as an integral unit



graphical space solution



advertising as a special element of urban space (street furniture)

Elements forming linear spaces of the city
Elementy tvoriace lineárne priestory mesta

Elements of filling linear spaces (including boulevards)

Sculptures

City sculpture is intended to create or emphasize individuality and uniqueness of each location.

Street Furniture

Modern street furniture are multifunctional and ergonomic, often acting as art objects.

Visual communication systems

Helps navigate in the urban space. Contribute additional informativity

Installation and exhibition

Active inclusion of installations and exhibitions allows you to change temporarily the face of the boulevard, gives it a new meaning.



decorative sculpture



active role of street furniture in organizing of the space



visual communication



daytime installation



tactical sculpture in the urban space



street furniture as an art objects



paving change as assistance in the orientation in the urban space



installation with light elements

an integral part of the urban planning framework. The main elements forming boulevards are: the pedestrian walkway, paths and areas for recreation, small intimate spaces, strung onto the main compositional axis, small architectural structures, a variety of green elements (e.g. plantings, hedges, grass or lawns, or flower beds).

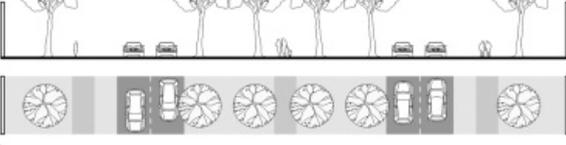
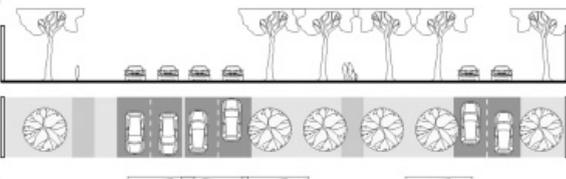
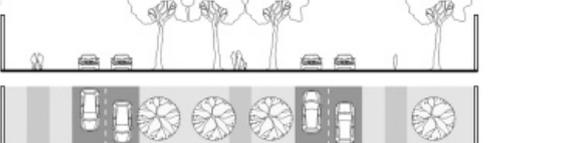
The development of urban spaces began to change the content component of boulevards. There are boulevards that are not just limited to a single traffic route, but also have a well-developed planned structure, fountains, pools, children's playgrounds, kiosks, showcases, displays, decorative plants, monumental compositions. Modern boulevards should be designed as comfortable urban areas, formed on the basis of the ergonomic parameters of specific elements filling the space and environment in general. Creating harmonious spacious environment of a boulevard is furthered by the introduction of small-scale elements such as urban furniture and sculptural elements intended for up-close perception, or even for a tactile contact.

Approaches to the artistic and aesthetic formation of boulevards were established with respect to the boulevards' location in the structure of the city. Elegant boulevards with their specific functionality and aesthetic content are not inferior to their interior counterparts. Most noteworthy in

The circular boulevard typical of historic cities of Central and Eastern Europe
Okružný bulvár typický pre historické mestá strednej a východnej Európy

RING BOULEVARDS IN THE WORLD, CREATED ON SITE OF FORMER FORTIFICATION CITY STRUCTURES

Moscow (Russia)	Vienna (Austria)	Paris (France)	Riga (Latvia)	Mons (Belgium)
				
Tverskoy Boulevard (based on materials http://chistoprudov.livejournal.com/74707.html)	Ring Boulevard (Ringstrasse) (based on materials http://www.vienna-unwrapped.com/ringstrasse-vienna.html)	Boulevard Montmartre (based on materials http://www.2onbikes.com/2012/07/09/the-paris-grand-tour-and-the-montparnasse-saint-germain-bus-circuits/)	Boulevard Circle (based on materials http://riga.in/2010/07/brivibus-bulvaris.html)	Boulevard Dolez (based on materials Google Earth)
				
Boulevard Ring on the map "Atlas of the capital city Moscow" (1852—1853) O. Hotev	Boulevard Ring on the map of Vienna	Boulevard Ring on the map of Paris 1615	Boulevard Ring on the map of Riga	Boulevard Ring on the map of Mons
Laying of boulevards: 1796-1812	Laying of boulevards: 1865	Laying of boulevards: 1670-1865	Laying of boulevards: 1850	Laying of boulevards: from 1866
Emerged after demolished walls and towers of the White City.	Emerged on the place of the demolished strong the fortress walls of the old city.	Emerged on the place of fortifications and railway track	Emerged on the place of esplanade, the constituent elements of the Roman Fortress and Citadel.	Emerged on the place of demolished walls of the city.
Length - more than 9 km Width - 65 m It consists of 10 boulevards.	Length - more than 6 km Width - more than 50 m It consists of 1 boulevard	Length - 73 km Width - 28-34 m It consists of 3 boulevard ring	Length - 4 km Width - 12-20 m It consists of 2 boulevards	Length - 5 km Width - 36 m It consists of 8 boulevards

Types of Planning schemes of boulevards	Description	Visually and planning characteristics (facade, plan)
1 symmetric	with a central alley (dissected by trees or flower gardens for two or three strip or not dissected);	
2 asymmetric	planning axis shifted toward the roadway adjacent highway (street) or water (on the waterfront);	
3 free	the width of the boulevard more than 50 m without axial lines with opening the composition towards the water, or areas of architectural accents development.	

Types of major boulevard planning schemes
Typy hlavných schém plánovania bulvárů

Author Autorka: Oksana Chebina, 2014

this sense are the boulevards established in the central parts of the city, near important public buildings, which not only meet their recreational functions but also create their own significant compositional and aesthetic contexts. As a rule, these boulevards contain vast open areas, involving the creation of grandiose parterre sections with low shrubs and flowering plants, bodies of water, formally organized and regularly trimmed vegetative species. Selecting the common stylistic solution of the boulevard has an active impact on the quality of the artistic and aesthetic outcome, forming a contribution to the visual and aesthetic value of public architectural works.

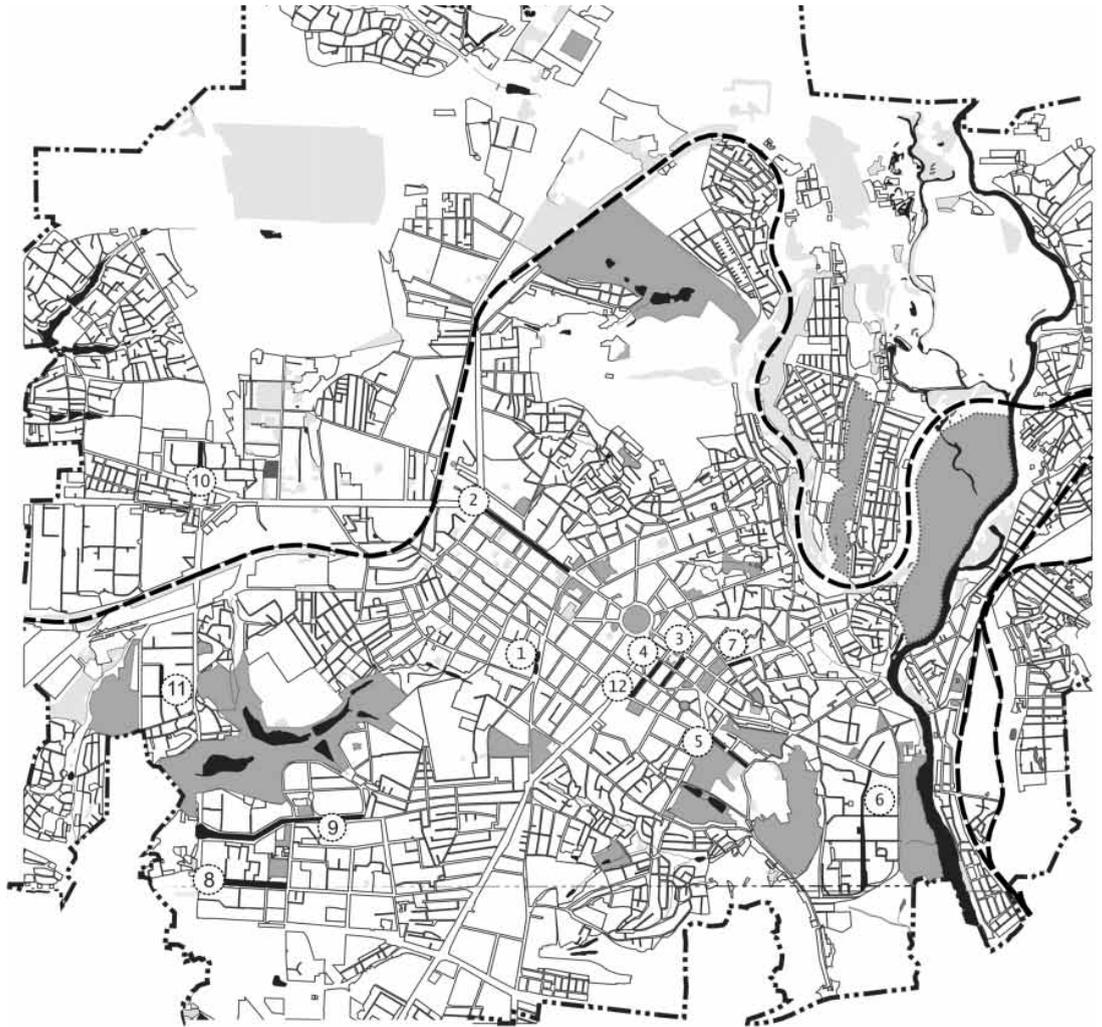
THE BOULEVARDS OF POLTAVA (UKRAINE)

Poltava is a city of regional significance in central Ukraine, famous for its historic past and its architectural and natural landmarks, celebrated by poets and writers. The advantageous location of Poltava on three hills on both banks of the river Vorskla helped to create a pleasing architectural and landscape environment.

Poltava is one of the greenest cities of Ukraine, with green spaces covering about 30.5 %

(2 543 ha) of the total area of the city ^{/15/}. There are twelve boulevards in total, along with 11 parks, 15 garden squares and the botanical garden of the Poltava Pedagogical University. The city is surrounded by a green belt of about 20 thousand hectares ^{/16/}. Here, the city's boulevards constitute unique linear forms that stand out among other green areas and spaces. Several of them are integral parts of a continuous chain of greenery (Ivan Kotlyarevsky Boulevard), while others link important points of the city infrastructure (Sinna, Kalinina, B. Khmel'nitskogo streets, etc.). Still others create broad panoramas and views of various picturesque landscapes of Poltava (Panyansky Boulevard). The architectural and planning solution of boulevards is determined by their location in the city, as well as scale and historical context. Most boulevards are no more than 20 – 30 meters wide, and as such can only have 1.5 or 2 rows of trees.

In terms of planning organization, Poltava's boulevards predominantly have a clear symmetrical structure featuring the free or symmetrical arrangement of greenery. Although the Poltava boulevards are integral components of the city



Legend:

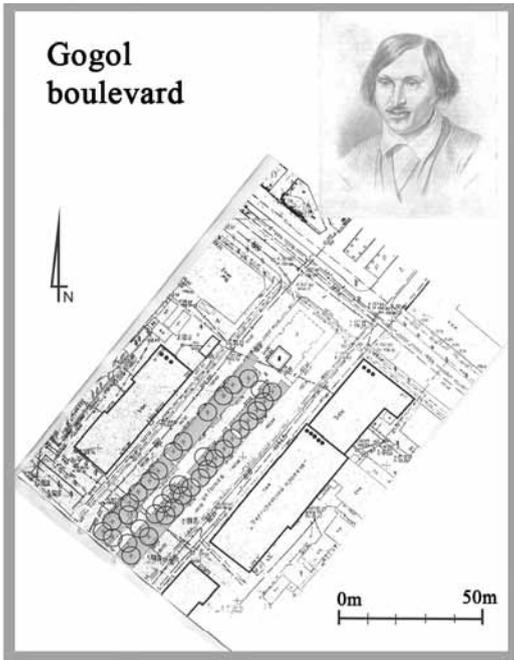
-  green space and areas
-  water objects

Boulevards of Poltava:

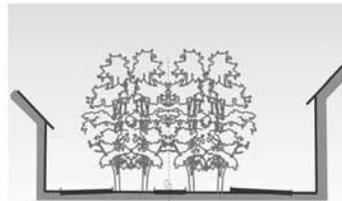
- 1) Sinna boulevard;
- 2) Chestnut alley;
- 3) Gogol boulevard;
- 4) Kotlyarevskiy boulevard;
- 5) Pershotravnevyi avenue;
- 6) B.Khmelnitskogo boulevard;
- 7) Kalinina – Chestnut boulevard;
- 8) Panyanskiy boulevard;
- 9) Krasina boulevard;
- 10) Kucherenka boulevard;
- 11) Bounded by Latysheva and Khorolsiy street;
- 12) Kotlyarevskogo street;

The boulevards of Poltava in the structure of green areas and city spaces

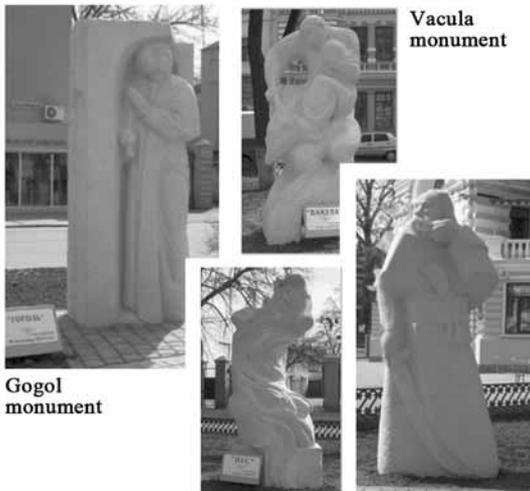
Bulváre Poltavy v štruktúre zelených zón a mestských priestorov



Gogol monument
 on the entrance of boulevard



Road section



Vacula
 monument

Gogol
 monument

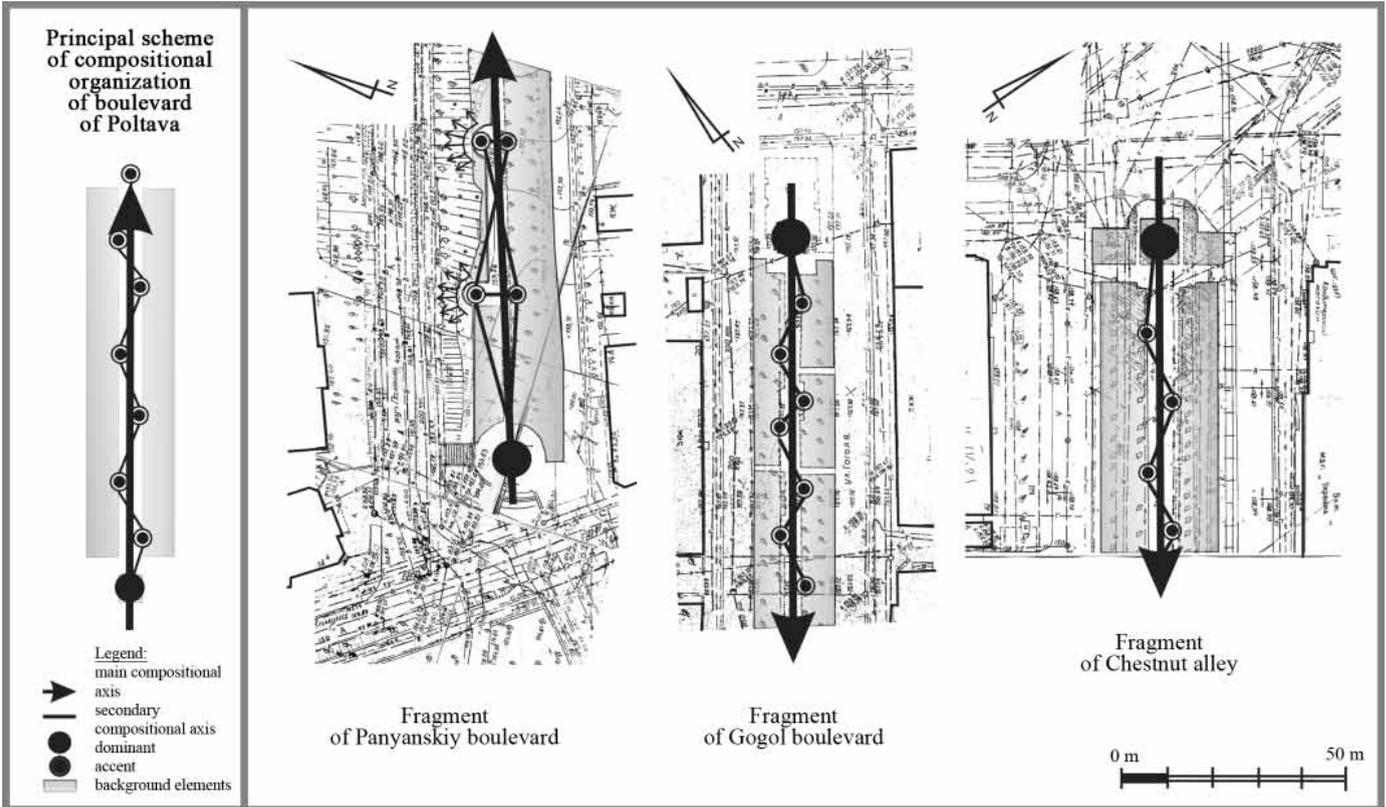
Scptural com-
 position
The Nose

Taras Bulba
 monument



Location of sculptures
 on the boulevard

Thematic diagram of
 Gogol Boulevard in Poltava
 Tematický diagram
 Gogolovho bulváru
 v Poltave



Author Autorka: Lyudmila Shevchenko, 2014

Compositional organization of Poltava's boulevards
 Kompozична organizacia bulvarov v Poltave

transport network, they are also good for walking and recreation, being equipped with benches, streetlights and places for resting, which are reflected in the calm, measured pace of visitors.

The emergence of a number of the boulevards has a certain historical background: Panyansky Boulevard was laid along a former fortification wall of Poltava; Gogol Boulevard was created specifically to honor the famous writer; Kotlyarevsky Boulevard commemorates the talented Ukrainian poet (in place of the former Protopopivsky Boulevard); while Chestnut Alley was created as a celebration of the 300th anniversary of the Romanov dynasty (1913).

Some boulevards have a certain physiognomic type as botanical landmarks: Gogol Boulevard is

lined with linden trees planted since 1904. In the case of Chestnut Alley, the first 300 chestnut trees date from its founding in 1913, and now we find a double-row planting of chestnuts, updated at the beginning of the 21st century. Kotlyarevsky Boulevard, in turn, is known for its oaks (*Quercus robur*) planted in 1903.

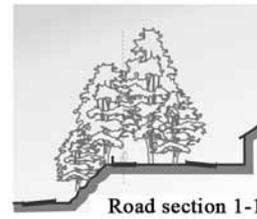
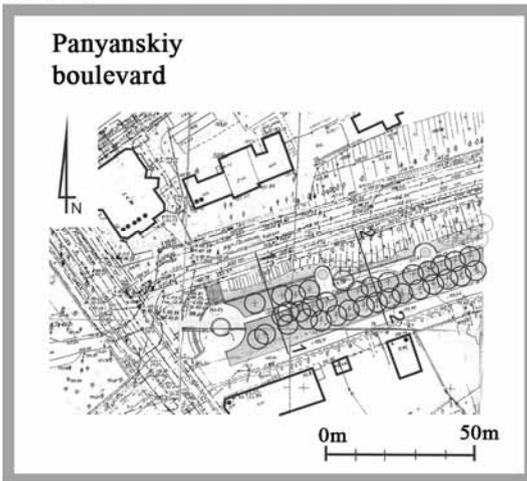
For the genre of the thematic boulevard, the key example is the one named after Mykola (Nikolai) Gogol, where the artistic and aesthetic organization is greatly enhanced by a series of sculptures and decorative elements representing characters from the works of the great writer – Vakula, the witches of Solokha, Taras Bulba, Pannochka, Gogol himself and sculptural compositions featuring the themes from the stories *Christmas Eve*,



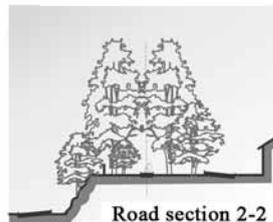
The monument to the fallen Cossacks on the entrance of boulevard



Main alley of boulevard



Road section 1-1



Road section 2-2



Observation point with view on Hrestovozdvizhenskiy Monastery



Observation point



Fragment of boulevard



Kink of the main alley of boulevard

Panyanskiy boulevard
 in Poltava

Panyanský bulvár
 v Poltave

The Nose, The Fair at Sorochyntsy created by modern Poltava sculptors.

A well-planned compositional organization is a characteristic feature of Poltava boulevards. The elongated compositional axis of the boulevards runs through the pedestrian zone, with recreational spaces threaded along it without losing the sightlines between. Points of entrance to the boulevards are traditionally emphasized by sculptural compositions, often monuments to famous people born in Poltava (Gogol, Kotlyarevsky, the defenders of Poltava and the commandant of the fortress S. Kelin, lieutenant-general O. Zygin) or to historical events (the fallen Cossacks). The boulevards are marked by a calming visual atmosphere in terms of coloristic patterns, harmonious forms of the individual landscape components, and elements of the object-spatial environment that are discreetly inserted into the structure of the boulevards.

One peculiar feature of Panyansky Boulevard in Poltava is that it was created along the defen-

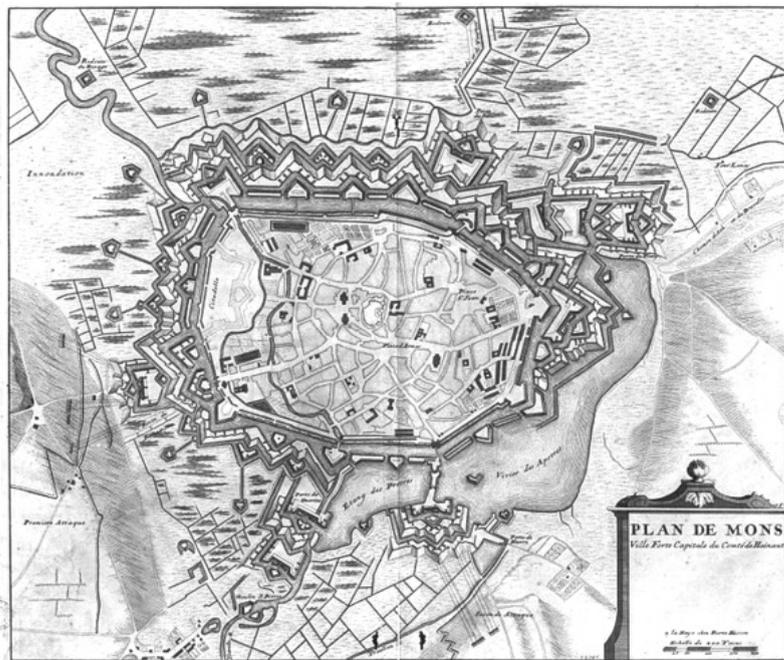
sive line of the original Poltava fortress, which establishes its similarity to the traditional European pattern of boulevards established on the city ramparts. The elevated level of the ground and the break of the main compositional axis made it possible to create an original landscape composition here. The built ensemble at the start is accentuated by the monument to the fallen Cossacks. Located on the right side along the main pedestrian path is a recreation area; on the left there is a retaining wall with an observation deck, overlooking the city through the green crowns of the trees. The culmination of the boulevard is a raised observation point, which reveals an impressive view of the urban areas and Hrestovozdvizhensky Monastery on the opposite hill, a location that geographically coincides with the previous location of the Spassky bastion of the Poltava fortifications. It should be noted that unlike the vast majority of uniform plantings on the boulevards of Poltava, Panyansky Boulevard features a variety of vegetative species. Here we find acacias and linden trees, providing an elegant background for the occasional birches. The composition, however, is not haphazard, but is visually held together by a lively brick retaining wall resembling the former bastion fortifications.

The boulevards of Poltava eloquently testify to the glorious historical legacy of the city as well as the interesting experience of these objects' creation. In their final results, they tend to form shady avenues that not only protect passers-by from the dust, air pollution and excessive sunlight, but also provide a temporary "transit" recreation for visitors. For centuries, these boulevards have been a favorite daily recreational environment for people of all ages in Poltava, which guarantees the further functioning of the former and provides a reliable chance for the creation of new modern boulevards – "green corridors" of the future.

THE HISTORICAL BOULEVARDS IN MONS

Mons (French: Mons, Flemish: Bergen) is a city in the Kingdom of Belgium, 50 km north-west of the capital Brussels, and the administrative center of the province of Hainaut. The town has a long history, having received its name from the Roman military camp once settled by Julius Caesar, named after the hills (Latin Montes – Mountain) where the

The fortress wall of Mons in ancient times
Múry mestského opevnenia Monsu v minulosti



Source Zdroj: Mons-historicalbackground. Available at: http://www.belgiumthelaceto.be/mons_historical_background.php. Accessed 2. October 2012

settlement was based. According to some sources [8], there had been a settlement on the site of the present Mons in the Neolithic age. The present city, though, is of early medieval date, founded in the 7th century. In the 12th century, at the orders of the Count of Hainaut, Baldwin IV, Mons was surrounded by a fortification wall as the capital of the county. *Finally, after 1830 and the independence of Belgium, the fortifications, having become obsolete, were destroyed between 1861 and 1865. In 1872, the River Trouille was diverted out of town. A large boulevard, planted with shady trees, took the place of the demolished fortifications* ^[17].

Today the boulevard circle of Mons is 5 km long and consists of 8 historic boulevards – *Boulevard President Kennedy, Boulevard Fulgence Masson, Boulevard Dolez, Boulevard Albert-Elisabeth, Boulevard Sainctelette, Boulevard Gendebien, Boulevard Charles Quint and Boulevard Winston Churchill*. An integral part of the city roads, the boulevards have one-way automobile traffic. Only one of the city's boulevards, Boulevard Dolez, is partly car-free. The present co-author, O. Chebina, conducted sociological research among the student population of University of Mons, as the nearest neighbors and users of the boulevard. The question of particular interest was 'Would you change or add more space to Boulevard Dolez?' The surveyed students replied as follows:

- 30 % exhibits (temporary or permanent);
- 25 % street furniture (particularly for dates);
- 20 % landscape design;
- 20 % art installations;
- 5 % infopoints (stands about Mons).

The main function of the city's boulevard circle is, as noted, to convey through motor traffic. In the middle of the circle lies the historic urban core of Mons with its chief monuments, historic built fabric and sacral objects that make up the architectural face of the city.

Facing the intersections, car traffic passes into three underground spaces or channels, creating a free area for the pedestrians. The two road hubs at the intersections provide visibility for the dynamics of the consistency of the boulevard circle. *«Intersections are points of maximum turbulence. In pedestrian trafficway planning, such turbulence is often a positive quality, as in those places where excitement, activity; or high interest is desirable, or*

where perform the flow of traffic is to be decelerated, or where, by plan intent, people are made to mill and churn and jostle about. The degree and nature of such ebullient hurly-burly may be planned, as in the marketplace, trade show, the amusement park, or the country fair ^[18].

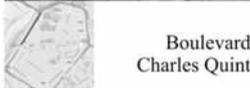
The components of the subject-spatial environment of the boulevards are sculptural and decorative elements, mainly devoted to figures and events of World War I, elements of visual communication, and plants. Noteworthy, there is a specific pattern of dendrological composition – plane trees (*Platanus acerifolia*), broad-leafed lindens (*Tilia platyphyllos*), birches (*Betula pendula*), staghorn sumac (*Rhus typhina*), and other varieties of flowers and shrubs. A special feature of the boulevard circle is rock gardens formed by low shrubs, succulents, grass, and flowering plants, with floral and stone sculptures. These formations create elegant complements within the open spaces near the monuments, at intersections, or in the areas of pedestrian crossings.

The continuous series of boulevards that forms a green circle around the city is one of the most notable urban-design features of Mons. It is a part of the inhabitants' everyday life and is closely linked to historical events, especially with World War I.

CONCLUSION

The historical boulevards of Mons are an integral part of the history, landscape and architecture of the city, and are greatly valuable in the framework of its broader cultural and historical heritage. The development program of Mons reads: «Mons, where technology meets culture», and in fact the city is notably active in projects that involve art, technologies and innovations. The residents are able to be involved in a number of creative projects, contributing to the communication with the living organism of the city. Mons, which can take pride in its recent status as a European Culture Capital, combines modern facilities and constructions with new advanced technological processes; historical architecture with authentic green areas. Demonstrating the relationship between the generations and emphasizing respect for its historical past, the city makes a brave step into the high-tech future.

Fragment of Boulevards



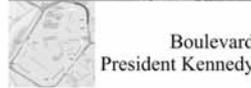
Boulevard Charles Quint

Charles Quint (1500-1558)
 -King of Germany from 1519 to 1520 years, Holy Roman Emperor from 1520. The largest European state figure of the first half of the XVI century, made the largest contribution to the history among the rulers of the time.



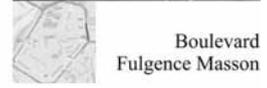
Boulevard Winston Churchill

Winston Churchill (1874-1965)
 - British statesman and politician, Prime Minister of Great Britain in 1940-1945 and 1951-1955, respectively, soldier, journalist, writer, Honorary Member of British Academy (1952), winner of the Nobel Prize for Literature (1953).



Boulevard President Kennedy

John Kennedy (1917 - 1963)
 - thirty-fifth President of the United States of America. Elected to the House of Representatives 1946, 6 years later was elected to the Senate. In 1961 he became the youngest president and the first Catholic to be elected to this position. He died as a result of the assassination in 1963.



Boulevard Fulgence Masson

Fulgence-Paul-Benoit Masson (1854-1942)
 -advocate, journalist and a Belgian liberal politician. He was appointed Minister of State, Minister of National Defense, 1919-1920, Minister of War, 1918-1919, Chamber of Representatives.



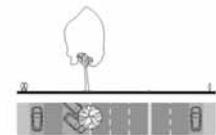
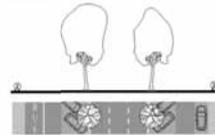
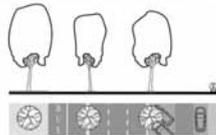
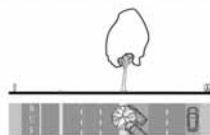
Basic site plan of Boulevards



Spatial organization of Boulevards in the city structure



The cross section of Boulevards



Element of Boulevards formation (greening and landscaping element)



Fragment of Boulevards



Boulevard
Dolez

Francis Dolez (1806-1883)
 - Belgian lawyer and liberal politician. Mons in appreciation of the efforts (creating a green belt of the city's boulevards and streets and the introduction of new water distribution in the city), named in honor of him Blvd.



Boulevard
Albert-Elisabeth

Albert I (1875—1934)
 - King of Belgium in 1909. Due to the worsening situation mirhaardnoi in 1914 approved a law on universal military service. During the First World War Chief of the Belgian Army, which fought on the side of the Entente.



Boulevard
Saintelette

Henry Charles Marie Saintelette (1851-1903)
 Doctor of Law and the judiciary of Belgium, a supporter of liberal political stream.



Boulevard
Gendebien

Alexandre Gendebien (1789-1892)
 - Belgian politician, a supporter of liberal tendencies. During the Revolution of 1830, he was a member of the National Congress and the interim government, the Minister of Justice then president of the Supreme Court. He erected a statue in Brussels.

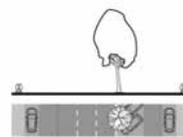
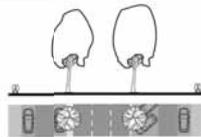
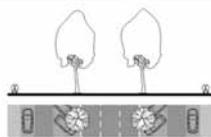
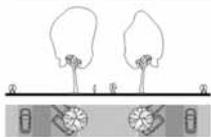
Basic site plan of Boulevards



Spatial organization of Boulevards in the city structure



The cross section of Boulevards



Element of Boulevards formation (greening and landscaping element)



The historical boulevard
 of Mons (Belgium)
 Historický bulvár
 v Monse (Belgicko)



The intersection of Boulevard Dolez and Boulevard Fulgence Masson

The intersection of Boulevard Dolez and Boulevard Albert-Elisabeth



Landscape design of the boulevards of Mons
Krajinársky návrh
bulvárov v Monse

The intersection of Boulevard Saincetelette and Boulevard Albert-Elisabeth

NOTES POZNÁMKY

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² BRINCKMANN, Albert Erich: *Plastik und Raum als Grundformen künstlerischer Gestaltung*. R. Piper, 1922, 80 p.

³ SITTE, Camillo: *Der Städte-Bau nach seinen künstlerischen Grundsätzen. Ein Beitrag zur Lösung moderner Fragen der Architektur und monumentalen Plastik unter besonderer Beziehung auf Wien*. Leipzig, Wien, C. Graeser & Co. 1901, 184 p.

⁴ BELOV, M. I.: *Pedestrian street Design (Principles of the organization of object-spatial environment): Extended abstract of PhD dissertation (Art Criticism): spec. 17.00.06 'Technical Aesthetics and Design'*. Moscow, 2012, 24 p.

⁵ *Ibid.*, p. 13.

⁶ SIMONDS, John Ormsbee: *Landscape Architecture: A Manual of Site Planning and Design* John Ormsbee Simonds. McGraw Hill Professional 1960, 406 p.

⁷ *Ibid.*, p. 253.

⁸ MERLIN, Pierre: *Francoise Choay. Dictionnaire de*

l'urbanisme et de l'aménagement. Quadrige dicos poche 2010, p. 116.

⁹ *Ibid.*

¹⁰ SIMONDS, John Ormsbee: *Landscape Architecture: A Manual of Site Planning and Design* John Ormsbee Simonds. McGraw Hill Professional 1960, p. 226.

¹¹ RODICHKINA, I. D. (ed.): *Short Architect Guide: landscape architecture*. Kyiv, Budivelnik 1990, p. 164.

¹² *Ibid.*, p. 161.

¹³ *Ibid.*

¹⁴ *Ibid.*, p. 162.

¹⁵ BAYRAK, O. M.: *Parks of Poltava region: history of creation, current status dendroflora, ways of conservation and development. Scientific edition / Bayrak O. M., Samorodov V. N., Panasenko T. V. Poltava, Yerstka* 2007, p. 9.

¹⁶ *Ibid.*

¹⁷ *Ibid.*

¹⁸ SIMONDS, John Ormsbee: *Landscape Architecture: A Manual of Site Planning and Design* John Ormsbee Simonds. McGraw Hill Professional 1960, p. 251.