AJEMA GLOBAL RESEARCH NETWORK

AMERICAN Journal of Engineering, Mechanics and Architecture
Volume 3, Issue 11, 2025 ISSN (E): 2993-2637

ARCHITECTURAL AND PLANNING ORGANIZATION OF SHOPPING CENTERS IN REGIONAL CENTERS OF UZBEKISTAN

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Abstract
In the modern world, special importance is given to the development of social infrastructure, including the growth of trade and service complexes at the agglomeration level. Today, developed countries are actively seeking measures to enhance socio-economic relations and to utilize agglomeration highways more effectively in this field. Particular attention is paid to the implementation of comprehensive projects aimed at forming agglomeration trade complexes connected to highways, as well as the reconstruction of existing trade centers to meet modern standards and address current needs. Scientific research conducted around the world places special emphasis on the rational use of trade and service infrastructure facilities along highways (trade and service complexes), architectural solutions for trade complexes both in city centers and on their outskirts, and the improvement of urban planning methods for the optimal placement of trade facilities. Many countries are working on the development of design standards that are aimed at practical implementation by design organizations [1,2,3,4,10,12,14]. In this direction, developed countries such as the United States and Turkey have made significant progress in analyzing and studying large trade complexes, such as Eastland in the Detroit City area and the Grand Bazaar in Istanbul. A priority focus is the study of the architectural and planning features of new, modern types of trade and service complexes.

Keywords: Architectural planning, urban design, shopping centers, regional centers, commercial architecture, urban infrastructure, spatial organization.

Introduction

In our Republic, large-scale activities are being carried out and tangible results are being achieved in connection with the practical implementation of scientific research related to the rational use of infrastructure facilities of trade and service complexes located along interregional and intercity highways. In achieving these goals, architectural solutions for trade and service complexes in city centers and suburban areas, the improvement of proper methods for placing trade facilities, and the development of design standards by project organizations are of great importance. In particular, the international community is seeking ways to further strengthen international relations and make better use of existing highways in this field. The Summit

(international forum) of the Shanghai Cooperation Organization held in Samarkand in 2022 also highlighted the relevance of this topic and demonstrated the need for action in this direction.

The Decrees of the President of the Republic of Uzbekistan, such as No. PF-60 dated January 28, 2022, "On the Development Strategy of New Uzbekistan for 2022–2026," No. PF-5963 dated March 13, 2020, "On Additional Measures to Deepen Reforms in the Construction Sector of the Republic of Uzbekistan," as well as the Presidential Resolution No. PQ-2853 dated March 27, 2017, "On the Approval of the Program for the Reconstruction of Farmers' Markets and the Construction of Modern Trade Complexes on Their Territory in 2017–2019," and other legal and regulatory documents relevant to this activity, to a certain extent, contribute to the implementation of the tasks outlined in the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No. 253 dated August 28, 2012, "On Additional Measures for the Regulation of Market and Trade Complex Activities."

The introduction of the study justifies the relevance and necessity of the topic. It outlines the goals and objectives, the object and subject of the research, its alignment with the priority areas of science and technology development in the Republic, describes the scientific novelty and practical outcomes, as well as the implementation of research results in practice, published works, and the structure of the dissertation.

The topic **"Factors and Conditions for the Formation of Trade and Service Complexes in the Regional Centers of Uzbekistan"** explores the socio-economic and urban planning factors influencing the formation of agglomeration-based trade and service complexes across regions, as well as the historical development of service-oriented trade complexes. The study examines the natural and climatic conditions influencing the formation of these complexes in Uzbekistan.

To date, it has been established that clear boundaries between different types of trade and service complexes have largely disappeared. Instead, they now appear in fragmented forms, often interconnected or supplemented depending on key influencing factors.

Urban planning elements, city size, the layout of transport networks, the number of visitors to these complexes, and the optimal ratio between trade and service zones — all determine the volumetric-spatial solutions and architectural direction of trade complexes.

In agglomerated areas, a complex system of trade and service facilities has emerged along existing transport routes, making the use of public transportation more effective.

Under current conditions, it is important to improve the trade and service system in line with changes in urban development, population distribution in large cities, and to establish centers that provide periodic and episodic trade and service complexes. Urban trade complexes should be strategically located near the main transport hubs that serve city residents. Landscape architecture and urban planning, as seen through the organization of trade and service complexes, have thus defined their trajectory.

This chapter provides a scientific analysis of the architectural and typological solutions developed up to the present day in the construction of trade and service complexes within the main urban centers of each region. It defines the socio-economic aspects of their formation and investigates the categories and functional characteristics of trade complex facilities.

Traditional markets and trade structures (such as tim, tok, chor-su, and lavka), which were built in Uzbekistan's historical cities and have been preserved to this day, as well as modern trade and service buildings and structures built upon them, are considered important in solving the outlined problems.

Cities like Samarkand, Bukhara, Shakhrisabz, Urgench, and Herat were mainly built at the crossroads of trade routes. At the intersections of city streets, domed, enclosed trade complexes were prominent.

The historical development of trade and service complexes in Uzbekistan's regional centers and their placement along city streets and intercity roads has been scientifically analyzed.

Due to high air temperatures and intense solar radiation during the hot and dry summer period in Uzbekistan, there is a growing need for shaded and cool environments. This need is reflected in both people's daily lives and in the architectural organization of urban social spaces.

Construction must be planned in accordance with the natural and climatic characteristics of the area, taking into account the necessary technical and structural measures, while also creating favorable conditions for public buildings in a hot, dry climate from the perspective of urban design.

The selected areas for trade and service complexes should be assessed in terms of ease of access, entry and exit points, and the availability of parking for both public and private transport.

The scale of modern trade and service complexes depends on the organization and layout of interconnected social environments — central streets, public squares, and pedestrian zones — which form the core of the agglomeration center.

Today, the clear distinctions between building types are fading, while key influencing factors merge, resulting in hybrid, multifunctional, interconnected, or complex spatial forms.

Based on international experience, modern trade and service architecture today stands out for its uniqueness and innovation. These centers contribute to the overall cityscape, attract public attention, and help increase the flow of customers, visitors, and tourists [8,9].

2-Analytical method: "Analysis of Architectural Solutions for Trade and Service Complex Buildings" — this section examines the condition and architectural features of trade and service buildings from the Soviet period, as well as the current state and architectural characteristics of shopping centers in foreign countries. It includes an analysis of urban planning and natural-climatic conditions involved in the development of trade and service complexes.

The study explores the organization of trade and service complexes, their architectural solutions, and infrastructure systems, taking into account the impact of climatic conditions across different regions.

An analysis of trade markets in both urban centers of Uzbekistan and abroad — particularly the major ones in the USA, Turkey, and Tajikistan from the Soviet period — as well as integrated trade markets in urban centers of Uzbekistan, has revealed both achievements and shortcomings, which play a significant role in this research.

In this regard, each region of Uzbekistan hosts, or is developing, several major trade complexes offering varying levels of convenience. However, none of the agglomeration-level shopping centers or roadside infrastructure branches offer proper parking services. In fact, the need for such facilities has existed for a long time. Furthermore, many infrastructure buildings in regional centers of Uzbekistan provide insufficient — or in some cases, completely inadequate — parking space for vehicles, which has led to various public debates and disputes.

Experience from developed countries shows that shopping centers should be built around cities in such a way that visiting them does not require significant travel time [12,13].

According to the classification by V. Gruen and L. Smith, shopping centers are divided into three main types based on their size and service characteristics:

1. Regional Shopping Center: Designed to serve a population of 150,000–400,000 people, with a total retail area ranging from 27,900 to 93,000 m². The center is usually located within a 25-minute drive.
2. Community (Intermediate) Shopping Center: Serves 40,000–150,000 people, with a retail area of 9,300 to 23,250 m². The travel time to this center is about 15 minutes by car.
3. Neighborhood Shopping Center: Serves a local population of 5,000–40,000 people and has a retail area between 2,790 and 9,300 m².

According to the National Research Institute of Supermarkets under the U.S. Trade Association, more than 30,000 supermarkets have been built across the United States, with the following distribution:

-27% in small shopping centers;

-20% in large shopping centers;

-30% within cities and suburbs;

-23% along highways.

The land in shopping centers is typically divided as follows:

1. Buildings (retail and service buildings, offices, and other public facilities);
2. Parking lots;
3. Pedestrian walkways and corridors;
4. Roads for vehicle traffic;
5. Public transport areas;
6. Buffer zones (landscaped areas separating parking from external roads);
7. Reserve space (for potential future expansion of the center) [18,20,21,25,35,36].

The main objectives of transportation planning for shopping centers should be structured as follows:

a) Ensuring smooth traffic flow along the road systems surrounding the shopping center;
b) Providing efficient access from major roads to the shopping center and within its territory;
c) Organizing convenient and cost-effective parking;
d) Separating service vehicle traffic from customer traffic;
e) Allocating designated areas for public transportation and passenger drop-off.

Essentially, this planning involves determining the size, location, and type of each shopping center depending on the type and quality of products offered. V. Gruen, L. Smith, and A. Urbach emphasized that the primary goal of retail planning is to select the appropriate store types and locations in such a way that they attract and guide as many consumers as possible through the center, maximizing customer flow. It is important to ensure pedestrian connectivity and encourage interaction between stores.

Trade and service complexes of this type are often more cost-effective for consumers than other formats. The significance of such roadside trade complexes is particularly high on urban and regional highways.

The development of modern trade and service centers — designed for efficient and pleasant visits by both residents and tourists — remains one of today's most pressing issues.

It is recognized that regional highways in Uzbekistan are associated with the development of trade and service complexes along city and district-level roads, although the distribution of these complexes has been uneven. New design proposals and recommendations have been developed for the organization of special agglomeration-based buffer zones in areas of Uzbekistan's regional centers where these roads pass through populated zones.

In the development of these design proposals, key focus was placed on forming architectural, structural (planning), and volumetric-spatial solutions for trade complexes that take into account modern trends, national traditions, and other factors under the conditions of a hot, rapidly changing continental climate.

Following the research conducted in this chapter, strategies were identified for the development of large agglomeration-based trade and service complexes in the city centers of Karshi, Jizzakh, and Urgench, as well as along regional highways, based on centralized functional requirements [24,25,26,28,29,30,31].

As a result of this study, it has been possible to partially resolve several key issues in this area.

3-Result: "Recommendations and Proposals for the Improvement of Agglomeration-Based Trade and Service Complexes in the Regions and Their Architectural and Planning Solutions"

This section discusses modern trends in the development of trade and service complexes in regional centers, as well as the formation of agglomeration-based trade and service facilities in district centers, taking into account the influence of urban planning and natural-climatic factors. Proposals and recommendations are provided for the architectural and planning organization of agglomeration-level trade and service complexes in regional centers.

A scientific analysis has been conducted on trade and service complexes located at the entrances and exits of highways in regional centers and major cities of Uzbekistan. The outcomes in this area were studied alongside the international experience, which has been actively discussed in recent years within the urban planning practices of many countries. Based on this, architectural design proposals have been developed for buildings of agglomeration trade and service complexes that could be constructed in specific locations.

The rational organization of pedestrian and vehicular traffic is of significant importance in the architectural planning of agglomeration-level trade and service complexes.

Architects and professionals in the construction sector should rely on the latest achievements in science and technology when addressing the advancement of design and construction practices for trade and service complexes at the agglomeration scale, in accordance with the requirements of modern urban planning.

There is a clear need for modern "Agglomerations of Large Trade and Service Complexes and Retail Facilities" within urban areas of Uzbekistan's regions, as well as along highways of regional and city-level importance. New conceptual design proposals and recommendations have been developed in this regard.

The previously widespread method of locating trade establishments within a multi-tiered population service system can no longer be applied, as in the past, trade and service complexes were strictly controlled by the state. Today, the capacity and development of commercial and service enterprises are driven primarily by the private sector.

The development of social systems within agglomerated urban areas has been examined, including the organization of central, intermediate, and peripheral zones, and relevant recommendations have been provided.

Based on these analyses, different types of trade and service complexes were categorized. The infrastructure systems of trade and service complexes located along highways were scientifically examined, and directions for their development and operation were outlined in the form of a proposed schematic framework.

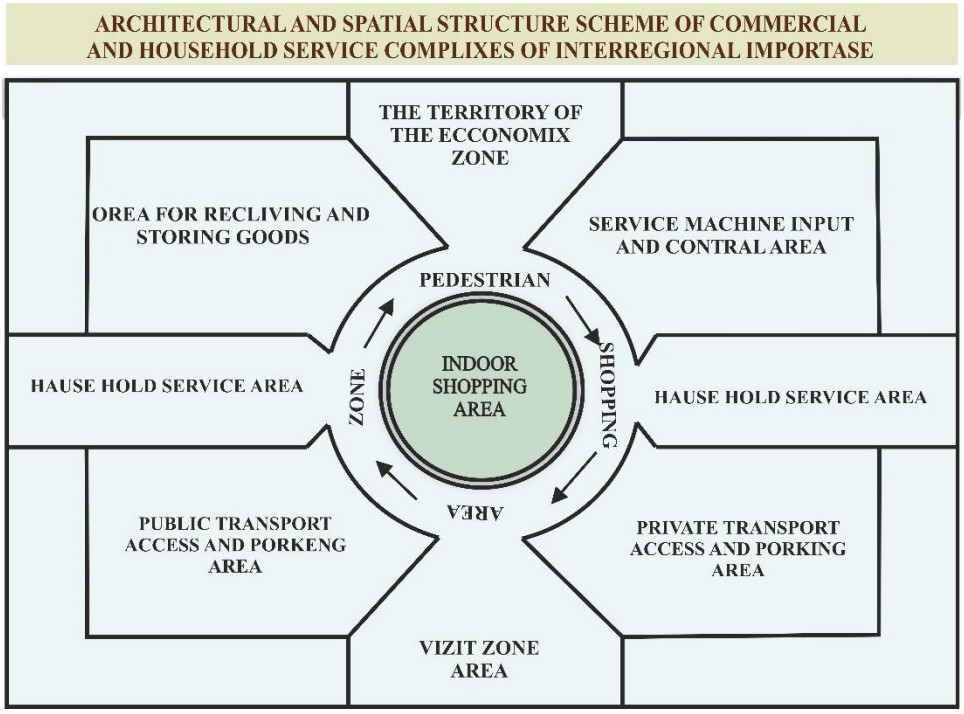

Figure 1. *The history of the city includes the shopping area (a), community centers (B), the location of buyers (C) and the territorial scheme of transport (G).*

Therefore, the service network is classified by zones, regions and at the same time by the type and character of service.

Thus, for the purpose of determining the capacity and type of shopping centers at the agglomeration level, they are divided into the types of shopping centers serving the densely located large residential area of the main city of the agglomeration or the types of shopping centers serving the entire agglomeration [30,31,32,33,34].

When solving urban planning issues, it is necessary to take into account a large number of customers visiting them and a large amount of cargo flow.

The first factor requires the organization of entry and exit to the complexes, and the second is the organization of roads for the delivery of goods and products. Therefore, taking into account the specific requirements of these structures, that is, we consider it advisable to design closed, semi-open and open commercial and household service complex buildings in accordance with the natural climate.

Results: The location of the shopping center is very important for its successful development. Transport connections of the regional center with other settlements in the agglomeration should be taken into account for the placement of the commercial and household service complex. A suitable geographic location for a construction site is determined by the economic aspects that characterize the area. Economic aspects are related to the adaptation of the agglomeration core to trade and household service complexes. When considering two plots of land that may be identical in all other respects, it is necessary to carefully consider their location and relevant economic data.

In order to avoid the risk of blind establishment of a shopping complex, it is always necessary to take into account the nature of the area where the shopping center is located, regardless of whether the selected land is available for urban planning or a suitable place has not yet been found.

In this case, it is necessary to take into account the service radius in the master plan, that is, the maximum distance between shopping complexes and customers. In shopping complexes,

access by vehicle should be convenient, and the flow of external cargo and the flow of customers should be separate [5,4,8,12,21,22].

The formation of shopping complexes in the regions we are considering, Connected from urban centers by roads of regional significance

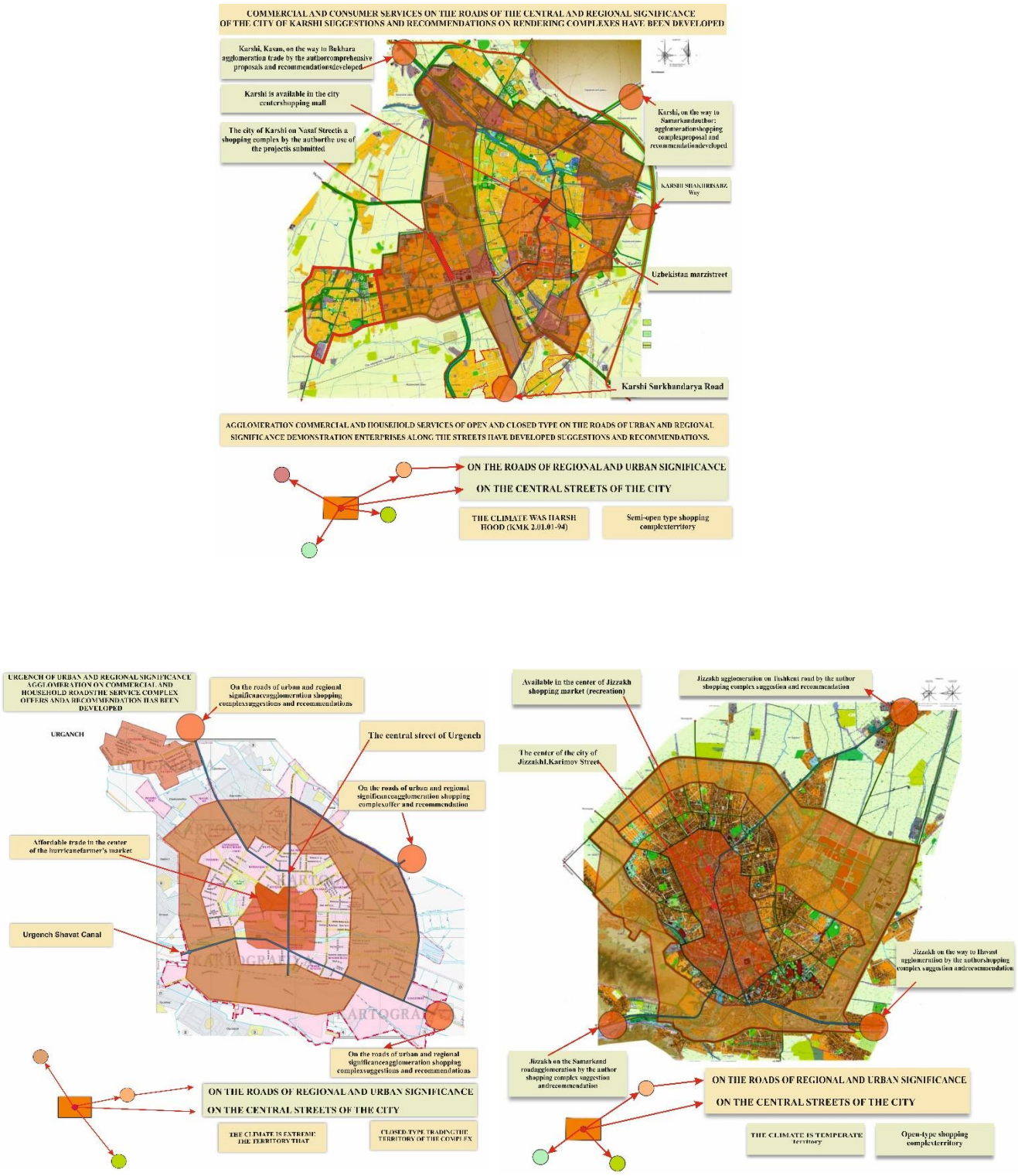

Figure 2-3-4. *Schematic model of urbanization of the urban centers of Karshi, Jizzakh and Urgench.*

The image above shows the isochrons of transport adequacy: 1-primary urbanized urban centers; 2-highly urbanized areas; 3-second-level centers; 4-second-level centers

gether with the main urban centers.

In our Republic, urban settlement development projects are being implemented based on both theoretical and practical knowledge, drawing from international experience. When planning cities, it is essential to study the natural and climatic conditions of the area and design and construct trade and service buildings in an integrated manner, taking into account the lifestyle of the local population [20,21,22,23,24,25,33,34,35].

To achieve this, considering scientific and technological progress, the following design proposals and placement methods for modern commercial facilities have been developed:

I. Intra-Urban "Agglomeration" Trade Complexes with a service radius of 30–80 km:

These intra-urban trade and service complexes are sometimes referred to as *"green belt"* trade centers. They must have a highly attractive tenant mix to draw visitors and a sufficient total area to make the visit worthwhile. These complexes should be integrated with large-scale rest area facilities of new roadside tourist complexes, including:

- Special areas for smoking,
- Emergency and medical service call points,
- Retail stores,
- Cafés or tea houses,
- ATMs,
- Camping areas,
- Road hotels (*"rotels"*, especially for mountainous and scenic regions).

All of the above are recommended to be designed in a unified architectural style.

II. Trade and Service Complexes Along Major State Roads

With an "agglomeration" service radius of 80–100 km:

Depending on the coverage radius, agglomeration-level trade and service complexes are classified into regional (city-level), inter-district, and district-level facilities.

Larger facilities attract visitors from a radius of at least 20 km, but are only effective if the travel time to the complex does not exceed 60–90 minutes.

The development of trade and service complexes at various levels has followed this model:

I. Agglomeration-Level Trade and Service Complexes in Central Cities:

1. Size: 50,000 – 100,000 m²
2. Service radius: 80 – 100 km
3. Population served: 500,000 – 1,500,000 people
4. Travel time: 60–90 minutes

II. Inter-District Trade and Service Complexes:

1. Size: 20,000 – 50,000 m²
2. Service radius: 30 – 80 km
3. Population served: 100,000 – 500,000 people
4. Travel time: 30–60 minutes

III. District-Level Trade and Service Complexes:

1. Size: 10,000 – 20,000 m²
2. Service radius: 5 – 30 km
3. Population served: 10,000 – 100,000 people
4. Travel time: 5–30 minutes

Design proposals and recommendations for trade and service complexes in the cities of Karshi, Jizzakh, and Urgench have been developed based on:

The main legal and regulatory documents currently in force in our Republic (such as construction codes and interagency standards),

International best practices,

The results of scientific and practical research.

Developing trade and service complexes in this way along regional and city-level roads in the regional centers of Uzbekistan will become a vital factor in the further expansion of infrastructure and the enhancement of trade networks [5,6,8,10,12,16,18].

5. Conclusion:

1. It has been established that in Uzbekistan, there is potential for the modern use of ancient caravanserais, ribats, and sardobas—historically formed along old caravan routes and crossroads—in integration with trade and service complexes.
2. The trade and service complexes in the cities of Karshi, Jizzakh, and Urgench have been spatially and functionally organized.
3. Based on the proposed recommendations, the service radius of trade and service complexes located at the entrances and exits of Karshi, Jizzakh, and Urgench has been defined.
4. In accordance with current requirements, the service radii and location addresses of trade and service complexes at both regional and city levels have been determined.
5. When forming agglomeration-level trade and service complexes in the regions, the level of public satisfaction—considering passenger and transport flows—is assessed based on existing standards. The capacity and service radius of the facilities for both pedestrians and vehicles are calculated, and proposals for their planning have been developed as a potential design tool.
6. In line with the development of trade and service complexes along existing highways, it has been proposed to establish modern infrastructure complexes on major transportation routes.
7. In designing modern agglomeration trade and service complexes on regional roads, several key factors are taken into account, including:

   - passenger and transport flows,
   - satisfaction of user needs,
   - urban planning parameters,
   - the capacity of pedestrian and transport facilities,
   - service radius, and
   - socio-economic factors.

   Proposals have been developed using experimental planning tools.
8. Taking into consideration the natural and climatic zones of the regions, new design proposals for trade complexes were developed for:

- Comfortable moderate oasis zone (Jizzakh region),
- Severe climate zone (Kashkadarya region),
- Desert zone under extreme conditions (Khorezm region), including:
- Open-type trade and service complexes in foothill valleys with moderate climates,
- Semi-open trade and service complexes for cities located in open desert areas but naturally shielded to some extent,
- Closed trade and service complexes for cities surrounded by desert terrain and exposed to extreme climatic conditions.

9. The research indicated a dominance of agglomeration-level trade complexes along regional and city roads in Uzbekistan, compared to those located within city neighborhoods.

10. A positive trend is the formation and development of agglomeration trade and service complexes in the regions of Uzbekistan. A systematic approach to their design and placement proves that such complexes, located along interregional and intercity roads, play a vital role in strengthening socio-economic linkages.

The proposals for organizing trade and service complexes along regional highways of cities may also be applicable in neighboring countries.

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