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PUBLIC SPACES DEVELOPMENT IN URBAN BLOCK STRUCTURE OF THE GREATER CITY HISTORICAL CENTER – EVIDENCE FROM LVIV

ROZWÓJ PRZESTRZENI PUBLICZNEJ W STRUKTURZE ZABUDOWY KWARTAŁOWEJ HISTORYCZNEGO CENTRUM DUŻEGO MIASTA -NA PRZYKŁADZIE LWOWA

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ABSTRACT

The article presents a complex planning proposal for the formation of a multi-functional pedestrian space system in the structure of historically formed urban block development in the city center of Lviv. In this proposal, inner-bloc territories are considered as a spatial reserve for the development of the public space in the historic city center. Particular emphasis is given to the need for the network of historical passages as a traditional form of public space of the historical core of Lviv restoration.

Key words: historical city center, dense block development, multifunctional pedestrian spaces system, passage network, public space of the center.

STRESZCZENIE

W artykule przedstawiono kompleksową propozycję zagospodarowania wielofunkcyjnego systemu ruchu pieszego w strukturze historycznie ukształtowanej dzielnicy w śródmieściu Lwowa. W tej propozycji wewnętrznie kwartałowe tereny są uważane za rezerwę przestrzenną dla rozwoju przestrzeni publicznej historycznego centrum miasta. Szczególny nacisk kładzie się na potrzebę przywrócenia stref pieszych historycznych pasażów jako tradycyjnej formy przestrzeni publicznej historycznego rdzenia Lwowa.

Słowa kluczowe: historyczne centrum miasta, gęsta kwartałowa zabudowa, system wielofunkcyjnych pieszych przestrzeni, sieć pasaży, przestrzeń publiczna centrum.

1. INTRODUCTION

Adaptation of the urban environment of the historic city center to new social requirements has become an actual topic of the present. At the turn of XX-XXI centuries, many historic cities in developed Western European countries are characterized by the so-called re-urbanization ("re-urbanization"), which is accompanied by intense modernization of their historically formed centers. The city center of Lviv also needs to be upgraded and modernized. Growth of the city and increase its metropolitan value is accompanied by an increase in functional load on the historical core of the city - tourist, cultural, service, commercial, recreational, which require additional territorial reserves. At the same time, the historic center of the city, due to the features of its architectural and planning structure - the high density and compactness of urban blocks, the richness of architectural monuments and urban planning (the historical core has the status of a historical and architectural reserve and is included in the list of world heritage of UNESCO) has significant limitations for its spatial development.

In recent years, the aggravation of the conflict between the huge needs of the dynamic development of the city historical center and its territorial-spatial constraints and opportunities of the city budget necessitates the search of architectural and urban facilities for expansion of public spaces of the central part of the city. One of the real urban planning concepts that take into account the features of the existing territorial-spatial situation and historical traditions of the center's development in the past is **the formation of a multi-functional pedestrian space system in the structure of historically formed urban blocks with the restoration and further development of the passage network.**

The aim of the study is to work out a strategy of a multi-functional pedestrian space system in the structure of historically formed dense urban blocks around the historical core of Lviv development. It allows to attract the necessary additional spatial reserves for the development of the city center functions, to share transit and walking pedestrian traffic, creating more comfortable travel conditions for tourists and visitors of the center, will help to preserve better the historically valuable fund of residential and public buildings and improve the sanitary and hygienic conditions of the inner-bloc environment.

2. MAIN RESULTS

At present, the central part of Lviv has become the focus of complex urban and social problems: the streets of the center are overloaded with the traffic and pedestrian flows, the monuments of historical and cultural heritage are destroying from public transport vibrations, transport noise and gas pollution worsen the conditions of stay and residence in the center. The conflict of pedestrian traffic is complicated by the dynamic growth of various public functions that generate powerful pedestrian streams of visitors. Within the limits of the historical core of the center on the territory of the former State Historical and Architectural Reserve, where a unique architectural environment, rich in various cultural institutions and religious confessions, architectural and urban monuments, is created, not the tourist-cultural, but commercial and entertainment functions prevail. Accordingly, streets and squares are cluttered with a large number of kiosks, pavilions, trays, equipped areas for placement of stationary and portable tables of food, which further limits the throughput of streets and sidewalks. The urban environment is visually clogged with scraps, excessive advertising information, artistically uncoordinated in terms of scale, color, materials and stylistics with small architectural forms and urban equipment [2].

Since the city center of Lviv has significant limitations on spatial development due to its architectural and planning structure (high density and compactness of the quarter development, which surrounds the historical core), new building initiatives in the city's historic center threaten the preservation of an authentic architectural environment and lead to unjustified demolition of architectural monuments under the pretext of their emergency

technical condition. As a result, on the site of the former urban blocks, often instead of cultural facilities, new offices and banks appear that attract additional transport and pedestrian flows and contribute to the even more oversaturation by the functions of the city center.

The process of reconstruction and renovation of the city center environment should be associated with the development of a science-based concept for its transformation, which will serve as an effective program of design and implementation of detailed measures for its phased implementation. On the initiative of the Lviv City Council, an "Integrated concept of the development of the central part of Lviv" was developed, which, on the one hand, fixed the main problems, and on the other - defined the general goals and strategy of its architectural and urban development. Such goals were: preservation and protection of the historical-cultural and architectural heritage, creation of favorable conditions for implementation and development of central functions, improvement of comfort of staying in the center of visitors, improvement of transport-pedestrian connections, engineering and technical infrastructure, improvement of the environment and the qualities of the public space, etc. [1].

The concept is an actual social program, which needs to find appropriate architectural and urban planning measures for its integrated solution, and in the future to grow into specific project proposals (transport-pedestrian, territorial-functional, architectural-planning, design). At the same time, the general and unified method of reconstruction of cities historical centers does not exist, because each city requires a creative approach and the search for individual solutions in accordance with a specific urban development situation.

In modern urban planning practice the formation of the system of pedestrian spaces, as a method of improving the urban environment of the historical centers of large cities, is a recognized method and widely used in practice. It became widely known primarily in Western European urban practice from the 1950s to the 1960s. In Ukraine, the first pedestrian zones and pedestrian streets in the structure of historic cities centers were organized in the 1980s. The process of their formation is actively being continued in Kyiv, Odessa, Uzhgorod, Ivano-Frankivsk, Lutsk, Ternopil and others, including in Lviv - the Rynok Square and Galytska Street, further expansion of the pedestrian zone is planned on the streets - Serbska, Valova, F. Lista and others [5].

In this context, the city-planning proposal for improvement and development of the public space of Lviv city center has been worked out, which takes into account the architectural and planning features of its historical environment, the problems and tendencies of modern functioning, historical traditions and is based on extensive comprehensive studies of historical urban blocks of the central part of Lviv. It is based on the following basic principles:

- pedestrian communication is considered as a compositional and planning framework for the development of public space of the city center;
- structuring of the center by forming a continuous system of public pedestrian spaces with the possibility of their phased implementation;
- orientation to the idea of multifunctionality in the architectural and planning organization of public pedestrian spaces;
- inner-bloc territories act as a spatial reserve for the expansion of the general public space of the city center and the structural elements of the system.

In the worked out proposal it is expected to allocate two main pedestrian zones with different city-planning approach to their formation (Fig. 1). The first zone is created on the territory of the historical core of the center (within the limits of the former historical-architectural reserve of the city) and is a compact complex of historic and architectural value. Renovation of this territory should ensure the predominant development of cultural

(tourism, cognitive, museum and exhibition), spiritual and educational functions, which presupposes the preservation and restoration of monuments of historical and cultural heritage, reducing the saturation of public service institutions, which are expedient to move to the territory of adjoining historic districts, expansion of the pedestrian streets network within it and their complex improvement.



Figure 1. The model of compositional and planning reorganization and pedestrian connections development in the structure of historically formed center of Lviv. Authors: T. Mazur, E. Korol

1 – border of UNESCO territory; 2 – zone of intensive transport and pedestrian movement; 3 – existing pedestrian streets; 4 – pedestrian connections in the structure of passages; 5 – functional and planning conflicts (I – Svobody Avenue, II – Rynok Square; III – “Vernissage” market, IV – Fedorova Square); 6 – zone with tourist function domination; 7 – zone with service functions domination; 8 – planned pedestrian streets; 9 – planned inner-quarter pedestrian connections (passages).

The second zone covers a group of historical neighborhoods along the main compositional and planning axis of the center - Svobody Avenue with intensive transport and pedestrian transit, and is connected with the first underground and ground pedestrian connections ensuring the integrity and continuity of the system. The basis of the formation of the second zone are inner-bloc territories - "inert sum of yards", which are now used exclusively for economic purposes. Their architectural and landscape reorganization involves the creation of the hiking trails network and passages that will form a holistic public space with objects of trade, catering, recreation and leisure in a dense urban block development.

The proposal to form a system of pedestrian spaces in the structure of the historic urban blocks of the second zone aims to link the group of historic neighborhoods to a holistic attractive architectural and urban ensemble of multifunctional purposes with a combination of function of housing, private commercial activity, leisure and recreation, which will become a powerful focus of attraction to the center for visitors and tourists and relieve functional overload of the historical core [3].

This approach corresponds to the historical laws of the formation of open spaces in the center of Lviv, where in the late 19th and early 20th centuries, the system of pedestrian trade passages has been already existed in the structure of the dense urban block development. Passages were an important part of the development of the center of Lviv as a European city, serving as a universal venue for trade and business functions, public communication and public events. They became centers of numerous shops, restaurants, cafes, photo studios, cinemas, intermediary offices, craft workshops, etc., concentration. Among the many lost passages of Lviv in the process of later urban fabric transformations in the structure of the historical core of the city, the most famous passages are: the Andreoli passage, the Gutter passage, the German passage, the open passage of the Fellers, the passage of Gaussman, the passage of Mikoljash, the Mari Gallery, etc.

Restoration of passages can become an effective urbanistic mean of spatial development of the historic city center due to the freeing of streets from the overloading functions of retail and catering and turning the center into a cultural, educational and recreational-touristic area.

In the center of Lviv, the process of restoration of historical passages and creation of new ones has already started, for example, the multifunctional complex "Opera Passage", which combines historical architecture and modern refined design, was opened on December 11, 2009 (Fig. 2).

It is important that such objects are designed and implemented as part of the system of pedestrian public spaces of the city.

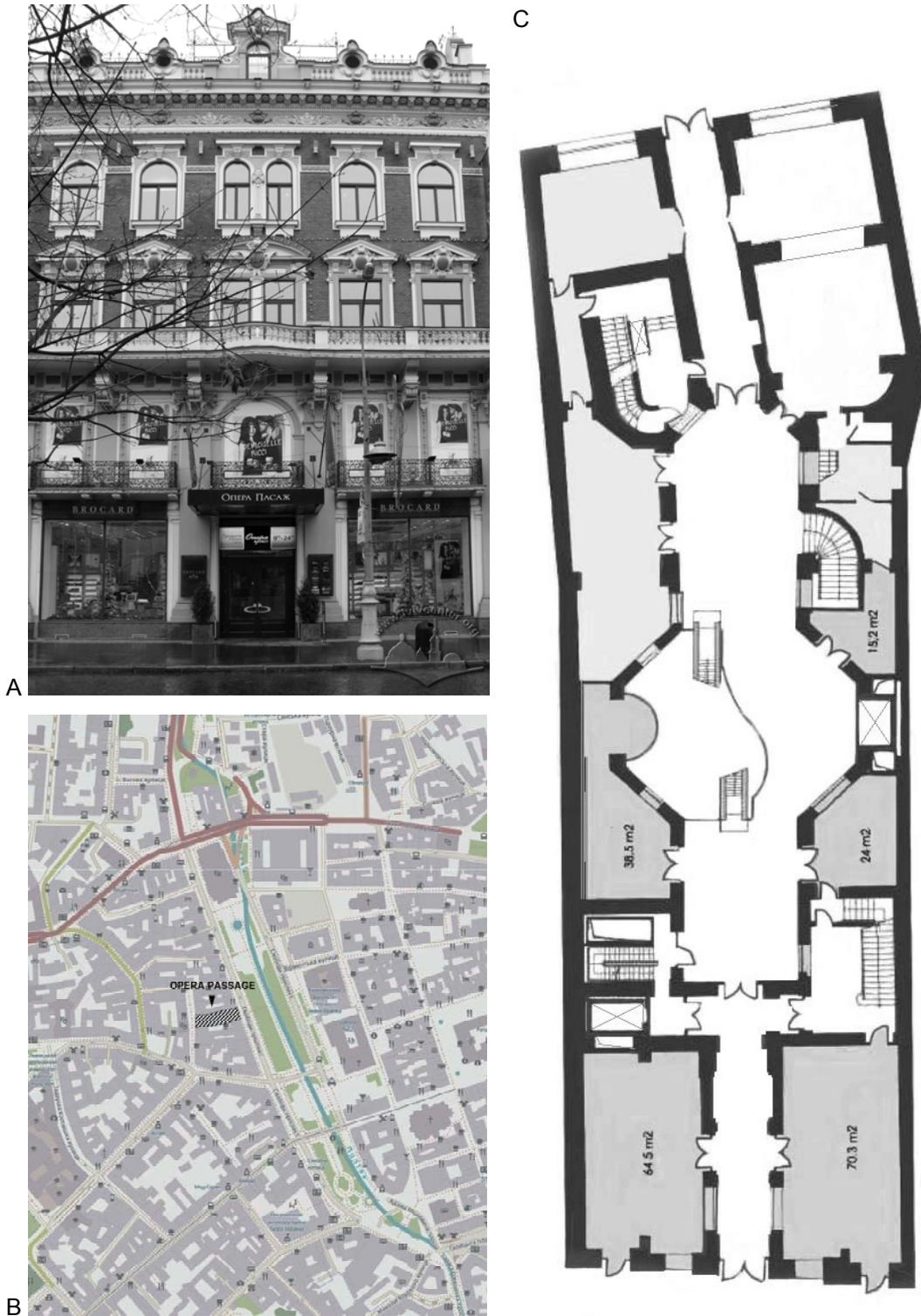


Figure 2. Multifunctional complex "Opera Passage" on Svobody Avenue, 27. A – façade [8]; B – scheme of location in the quarter-area structure [10]; C – first floor plan

3. CONCLUSIONS

The formation of a multi-functional pedestrian space system in the structure of the historically formed urban block development of the city center will allow solving a complex of development and renovation problems of the city historical center due to:

- an expansion of the public space of the center by attracting, using and arranging inner-block spaces;
- a reduction of excessive functional load and improvement of the conditions of historical and architectural heritage preservation on the territory of UNESCO through its transformation into tourist zone and removal of a number of service functions into the structure of adjoining historical urban blocks;
- an improvement of safety and conditions of visitors as a result of separation of pedestrian traffic and differentiation of pedestrian links for transit, tourist, recreational, walking, servicing;
- a transformation of the group of historic neighborhoods along the historical and architectural reserve into an attractive, well-organized, multifunctional complex of services, recreation and leisure, the planning framework of which is the system of pedestrian links (trade passages, pedestrian streets), which connect to the pedestrian space system on the territory of UNESCO.

The proposed approach to the reconstruction and renovation of the historic center of Lviv will at the same time ensure the safety of pedestrians, improve sanitary and hygienic conditions and the attractiveness of the urban environment, promote better preservation of the historical and cultural heritage, historically valuable fund of residential and public buildings, find additional spatial reserves for the development of the center functions in general, and also will facilitate the attraction of investments.

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