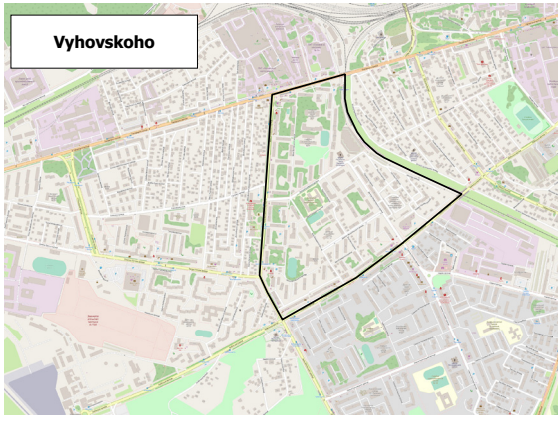
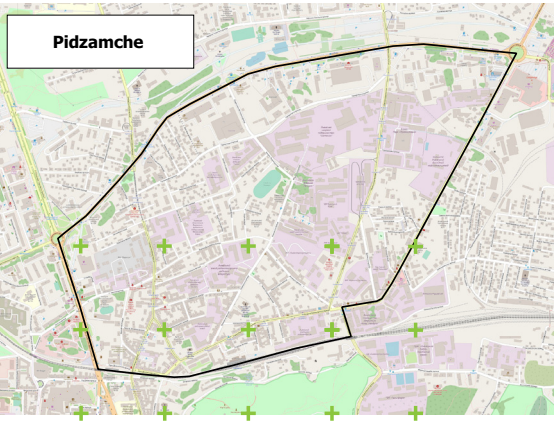
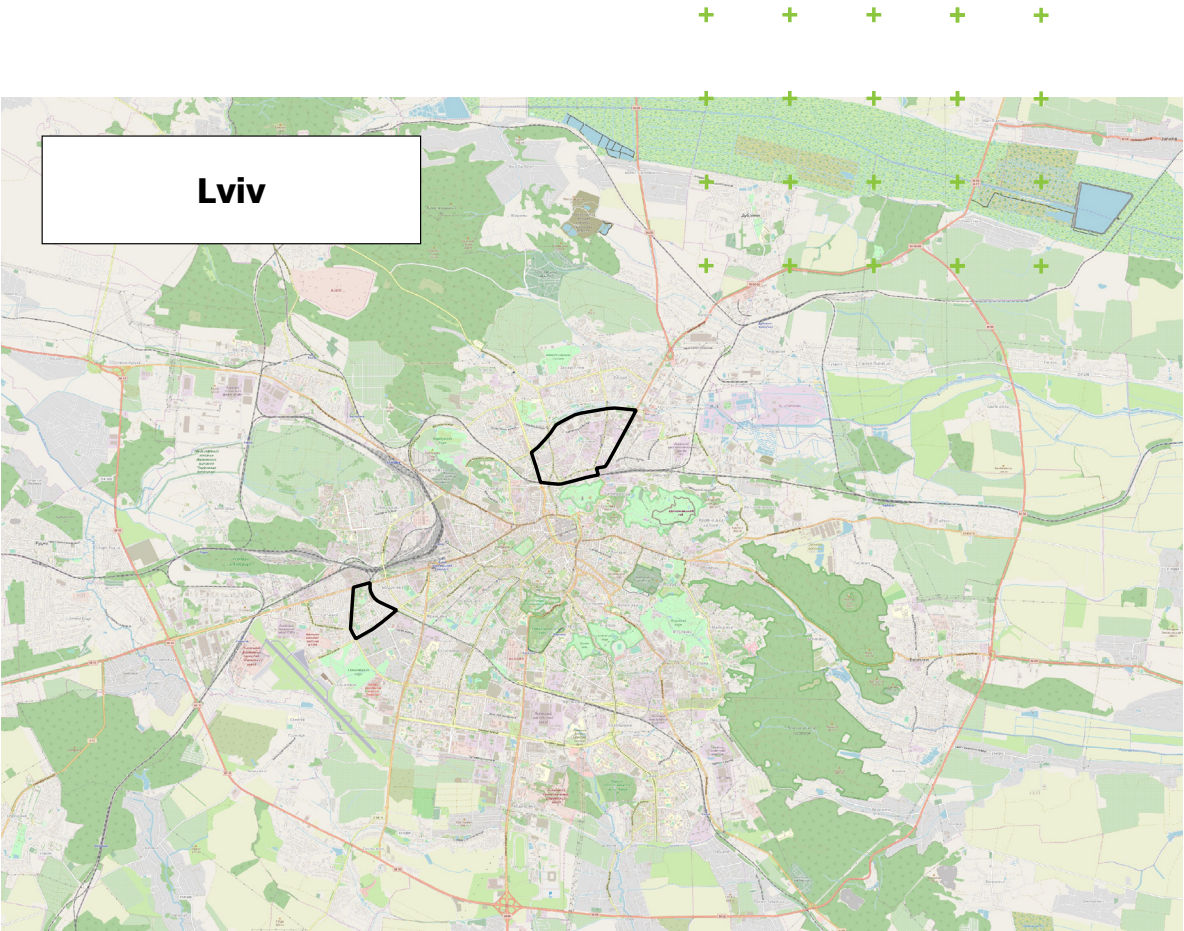


LVIV CITY MAKERS COURSE

CITY PLANNING — CITY MAKING





Lviv City Makers Course is a study programme in the field of integrated urban development. The project developed by joint efforts of Brandenburg University of Technology Cottbus-Senftenberg (Germany), NGO “Stadtagenten” (Germany) and City Institute (Ukraine). German and Ukrainian experts jointly created the programme.

The Federal Ministry of International Affairs has financially supported the study programme under the Programme “Eastern Partnership and Russia.” Study module about mobility in the city was developed and financed by GIZ.

The study course for “city developers” in Lviv has provided additional qualifications to professional urban planners as regards contemporary planning challenges in Ukraine. Its aims were to establish an interdisciplinary communication network and enhance professional communication involving a number of participants and planning stakeholders in Lviv.

In addition, the course also met other specific

goals, such as:

- stimulate solving of contemporary urban challenges through a joint the best professionals from different planning domains;
- learn how to strategically “think” a city;
- decrease the gap between formal education and “real challenges,” between those who work in planning praxis and researchers;
- support young professionals, scientists, and create a new outlook at urban planning;
- depart from the tradition of “Soviet planning” in favour of “integrated urban planning” (including economic research, architecture, planning, social, geographical research and management) which will lead to new approaches in decision-making;
- educate “agents of change” in the city;
- integrate economic thinking into urban planning.

Participants were working on two study areas in Lviv: Pidzamche and area near the Vyhovskoho street. Pidzamche is an old industrial area, where factories (many of them abandoned now) mixed with low-rise residential housing. The territory which is demarcated by Vyhovskoho street, Lubinska street, railway, and Horodotska street is a typical monofunctional housing area built in the Soviet period times which often called a “sleeping district.”

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# WELDON

City Analysis

# 01





A theoretical part of the first-course module “City Analysis” introduced to the participants an implementation and development of the integrated development concept in German cities. Participants learned formal planning procedures in Germany and different features of city analysis before starting to plan.

Formal and informal plans define the planning of cities in Germany. One of the essential instruments of city planning and planning of development in Germany, in general, is a regional plan, which is developed and approved on the level of federal land. Many questions regulated on the federal level. Thus regional plan regulates general characteristics of city development and development of other territories. In particular, such spheres as transport, mining development, forestry, agriculture, areas of the residential building, reserve areas, and others. All other formal and informal plans subordinated to a regional plan of the particular federal land area.

The integrated development concept is an instrument for planning city development, kind of a long-term management strategy. The concept is uniting social, demographic, economic factors and defines critical aspects of city development. Main features of the integrated development concepts in Germany is that they have an informal character, are developing, approving and implementing by municipalities on the municipal level. However, local authorities very often use these concepts to develop formal plans.

Last planning stage, the most land-based plans are territory development plans which are formal and legal basis plans. They regu-

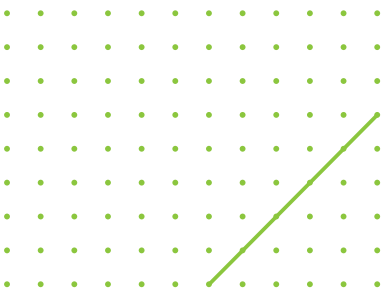
late the usage of the land plots, height, building boundaries, percentage of the building area, noise reduction area, transport plots, asphalt areas, playgrounds, communications, and others. Creating the territory development plan usually is going together with the development of the building projects. Everybody can refer to a local municipality and get a plan with defined land plots, where the building is available.

Planning needs a detailed analysis of different spheres in the city (building, industry, youth policies, ecology, and others). City management used a method, which is called “layer analysis” to do analysis. Each layer is a map where different features of the concrete sphere of urban life mapped. There are different examples of layers, such as industry layer, housing layer, transport layer, and others. This method helps different specialists in city planning to work jointly better by lay layers one on the other, define conflict zones and look for joint solutions.



MODULE RESULTS

Pidzamche

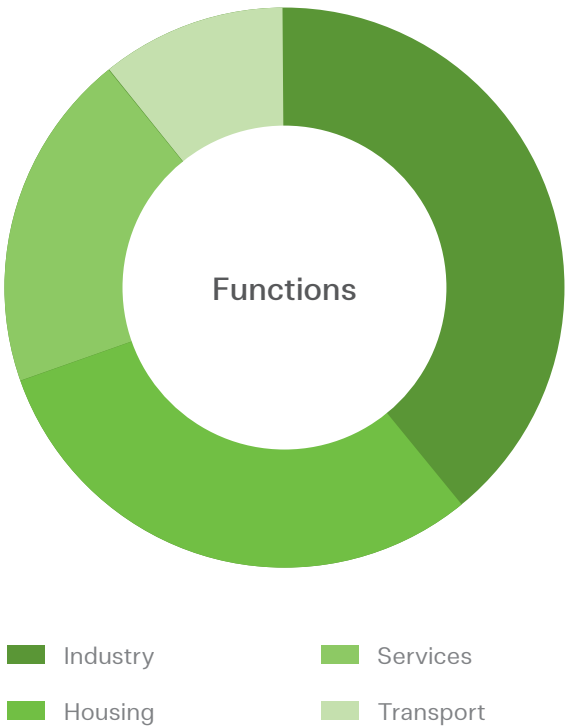


The territory of Pidzamche is located close to the city center of Lviv, and it has a pleasant pedestrian connection with the northern parts of the city. The railway station located in Pidzamche. The High Castle of Lviv, which is a famous tourist attraction lies nearby. Connection with other districts of Lviv provided by trams and buses. Considering the city scale, it is a poor district, which is characterized by the emigration of citizens.

Pidzamche area is characterized by abandoned and partly operating factories mixed with low-rise residential housing. Locally based small shops, medical institutions, schools, yards (closed and semi-closed) and greenery create a cozy atmosphere in Pidzamche.

A railway station, bus station №2, two tram routes, three bus routes characterize mobility in Pidzamche. Private cars are given priority in contrast to cyclists and pedestrians. Many barriers, such as fences, stairs, absence of tactile elements on sidewalks, absence of cycling infrastructure (it is provided only in Lypynskoho street). One other feature in










Pidzamche is small greenery. Many “green islands” located, sometimes open and public and sometimes they are semi-private and private gardens. There are not enough places for rest and socializing. However, the Pidzamche area is known for its old city cozy atmosphere.



## SWOT analysis




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-  Industry
-  Active industry
-  Main transport routes
-  Barriers
-  Touristic route
-  Tourist-attractive objects
-  Railway
-  Green corridor
-  Atmospheric typology

## Functional analysis



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-  Industrial zones
-  Housing
-  Education
-  Trade and provision services
-  Culture objects
-  Medical intitutions
-  Government intitutions
-  Transport hubs

MODULE RESULTS

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Vyhovskoho

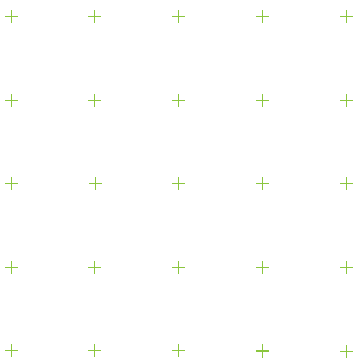
Vyhovskoho area locates between the Main railway station and Lviv International Airport. It is encircled by urban highways (Horodotska street, Vyhovskoho street, Lubinska street), and a railway. As a result, there is an excellent connection to other parts of the city. Big shopping malls located near. A few centers of attraction are located close to the case study area and directly inside the area. Physics and Math Lyceum, Zaliznychna District Administration, Pivdennyi Market, Center for Providing Administrative Services, Polyclinic.

It is a typical monofunctional “sleeping district” where public functions presented, for example, schools, kindergartens, polyclinics. Large and abandoned green spaces between houses are also in bad condition. Trade is developing in small architecture forms (shops) along main streets. Land plots that are not used or are reserved are building up step by step.

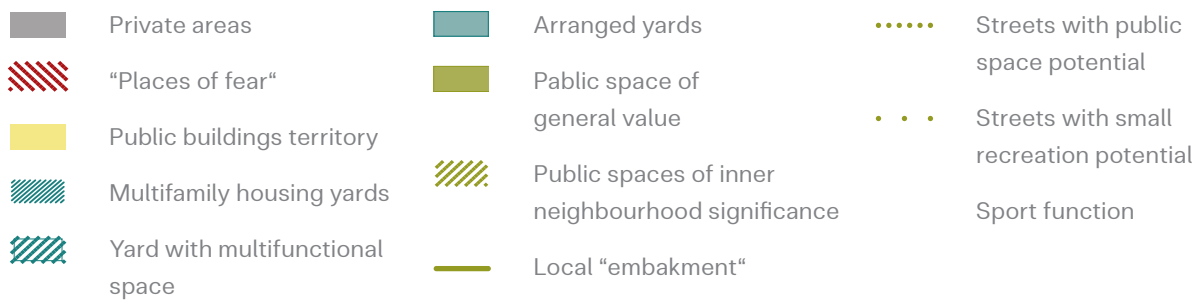
Vyhovskoho district is a very accessible area, public transport is right on the periphery, and internal roads have low-speed traffic. However,

there are many private cars and not enough parking spaces for them. Cycling infrastructure doesn't exist within the area, which is a minus. Pedestrian connections through houses are well-developed. There is a railway platform where suburban electric trains stop. The district has a great potential to develop sustainable mobility with a priority given to public transport, cyclists and pedestrians.

Public spaces in the Vyhovskoho area are useless, abandoned green zones between houses. Many playgrounds, trees, chaotically parked cars, small architectural forms (SAF) located within the area. Residents who live on the first floor use areas near houses for gardening (grow vegetables, flowers, and others). Large plots are potentials for quality public space development, but maintenance, provided by residents is needed. There is no central point of the district.



## Open spaces analysis





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Strategy Planning

02



The theoretical part of the second module “Strategy Planning” was directed at:

- Getting acquaintance with current strategies in Lviv,
- Getting acquaintance with principles and approaches to sustainable urban development and creating integrated development concepts,
- Learning of the scenario-based method in strategy planning,
- Analysis of the connection between analysis, goals and priority projects.

The modern city is a complex of built objects and space where people live and work. Spaces, where people live, are residential districts, apartments, but different living activities too. Spaces, where people work also, are defining their social status and income. Cultural and social objects are defining communities and cultural identity.

Management and city development depends on two main factors: regulatory mechanisms (local policies, laws, and others) and liberal (market) factors (private owners, companies, municipality enterprises, society, and others). These two factors are defining the main challenges of contemporary urban development and react to these challenges in accordance. Balancing between them defines sustainable development of the urban ecosystem, its social, ecological, economic, spatial and participating aspects.

Planning and development of a city include disciplines, such as urban design, urban planning, urban expansion, urban renewal.

Main characteristics of sustainable develop-

ment are economic sustainability (preserving existing economic resources, in contrast to overexploitation), ecological sustainability (preservation of climate, biodiversity and healthy life conditions), social sustainability (preserving a balance between social values and generating of a livable society - taking care about future generations and engagement of society).

Leipzig Charter on Sustainable Urban Development in Europe defines central positions in the sphere of urban development, such as multi-functionality, diversity, and equity. Achieving these priorities is possible through providing Integrated Urban Development Concepts. These concepts are informal instruments of planning (strategies of actions with a spatial focus). They define future long-term perspectives of city development and are developed based on the analysis of strengths, weaknesses, opportunities, and threats. Integrated planning include social demographic, economic and commercial aspects.

Proper strategy planning is when different scientific methods are used to analyze the current conditions of the city. One of these methods is scenario analysis. The scenario is a picture of the future situation. However, is it not only presenting a future state but also includes processes, dynamics, forces, based on which future picture will be. There are three different methods to create scenarios: exploration, normative and combined. The main question when planners do exploration scenario is “What could be in the future?”. These scenarios are developing to define possible future trends based on current trends. Nor-

mative scenarios definite positive pictures of the future; usually, they became goals. The main question is “what do participants want to achieve and how they could get it?” So, in focus, there are possible ways of development and steps to the future. Combined scenarios unite exploration scenarios and normative scenarios. Often they are used for finding possible ways of development based on the vision and acting plans to achieve a visionary future.

Other approaches to building scenarios are the trend and extreme scenarios.

The trend scenario characterized by the observation of the hypothetical future activities from the present time to the defined future time. It results in a list of different future pictures and interconnections and influence factors located in the center.

Extreme scenarios are positive (description of the best future possibilities) and negative (description of the worst future possibilities).

Other methods to conduct the analysis, for example, SWOT, PESTLE, others are used too.

After the analysis a stage of developing the vision, defining strategic and specific goals and projects.

Vision defines a future-oriented, long term goal of development. It defines an image of the city, create an identity and unite different stakeholders during the implementation of the strategy.

Strategic goals are those goals for future city development or district development. They have to be achievable and time-bounded. But, specific goals amplifying strategic goals and

develop them in detail.

Key projects show us in practice how strategic goals could be realized. They are instruments that provide the most powerful impacts. Projects clarify new ways of urban development.

It is important to remember the interconnection between analysis and processes of visions, goals and project development.

The primary strategy in Lviv is a Complex Development Strategy for 2012-2025 years. It is informal and is not a spatial concept of urban development (Integrated development concept is developing now). Complex Strategy of Lviv defines three priorities of city development: city comfortable for living, studying and working; a city with a competitive developed economy; the city as a stronghold of Ukrainian values. City of traditions, knowledge, culture, tourism, and sport.

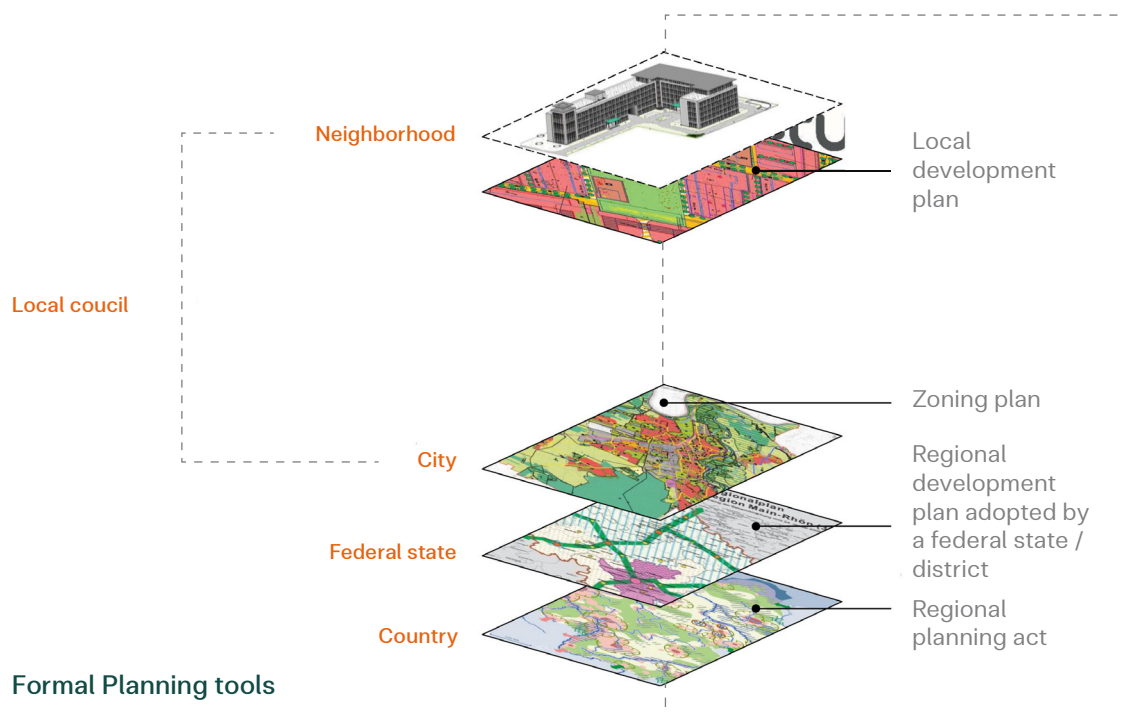
All other strategic documents obeyed to a Complex Strategy. Strategy planning, including spatial planning, need to be obeyed to priorities of all-city development strategy too.



## DIFFERENCES BETWEEN THE PLANNING PROFESSIONS AND THE DISCIPLINES OF MANAGEMENT IN AN URBAN CONTEXT



Prof. Dr. - Ing. Silke Weidner



Prof. Dr. - Ing. Silke Weidner

MODULE RESULTS

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Scenarios of territory development

Pidzamche

The negative scenario of Pidzamche area development described as barriers (railway and industrial zones), inadequate transport infrastructure will increase the detachment of the area and will contribute to ill-conceived chaotic building. It will lead to a deficit of trade, cultural and leisure functions, old buildings will be in emergency conditions and will destroy. Energy efficiency will be low. Residents will leave a district; there will be a more elderly population and a higher criminal situation. Industrial zones and low-rise residential areas will rebuild into high-rise living areas. Many ghettos will be established. Public spaces will be parked by cars.

The realistic scenario of Pidzamche area development described as a good location, close to the city center, will create an attractive district for developers and will contribute to the revitalization of industrial areas, building new housing quarters, new transport routes with the city center. All these activities will deal with the deficit of functional spaces (trade, cultural, leisure). However, part of living spaces and functional spaces are not planned

in a proper manner: high-rise buildings, lack of green zones. Part of the barriers will be overcome by funicular to the High Castle and new transport routes. In further years many historical buildings will be renovated.

Optimistic scenario of Pidzamche area development described as an excellent location to the city center will create an attractive district for developers and will contribute to the revitalization of industrial areas, building new housing quarters, new transport routes with the city center: funicular to the High Castle, tunnel under the High Castle, many pedestrian bridges through a railway. The district will become the creative center of the city; former industrial zones will be rebuilt and transformed into new office centers and creative businesses. The city electric train stop on Pidzamche station. Urban gardening will be actively developed within the area. Many public spaces (green spaces, education places, sports grounds) will be established and used by all residents. The southern part of the district will be assigned to the UNESCO heritage list.





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Vision of Pidzamche area

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MODULE RESULTS

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Scenarios of territory development

Vyhovskoho

The negative scenario of the Vyhovskoho area described as an old housing stock will end soon. Financial unattractiveness and lack of state financial programmes will not contribute to investing in housing and public spaces. The district will be abandoned and will not attract investors. Together with low energy efficiency, housing stock will collapse and become critical. The number of disadvantaged groups will grow. The district will be an island of danger.

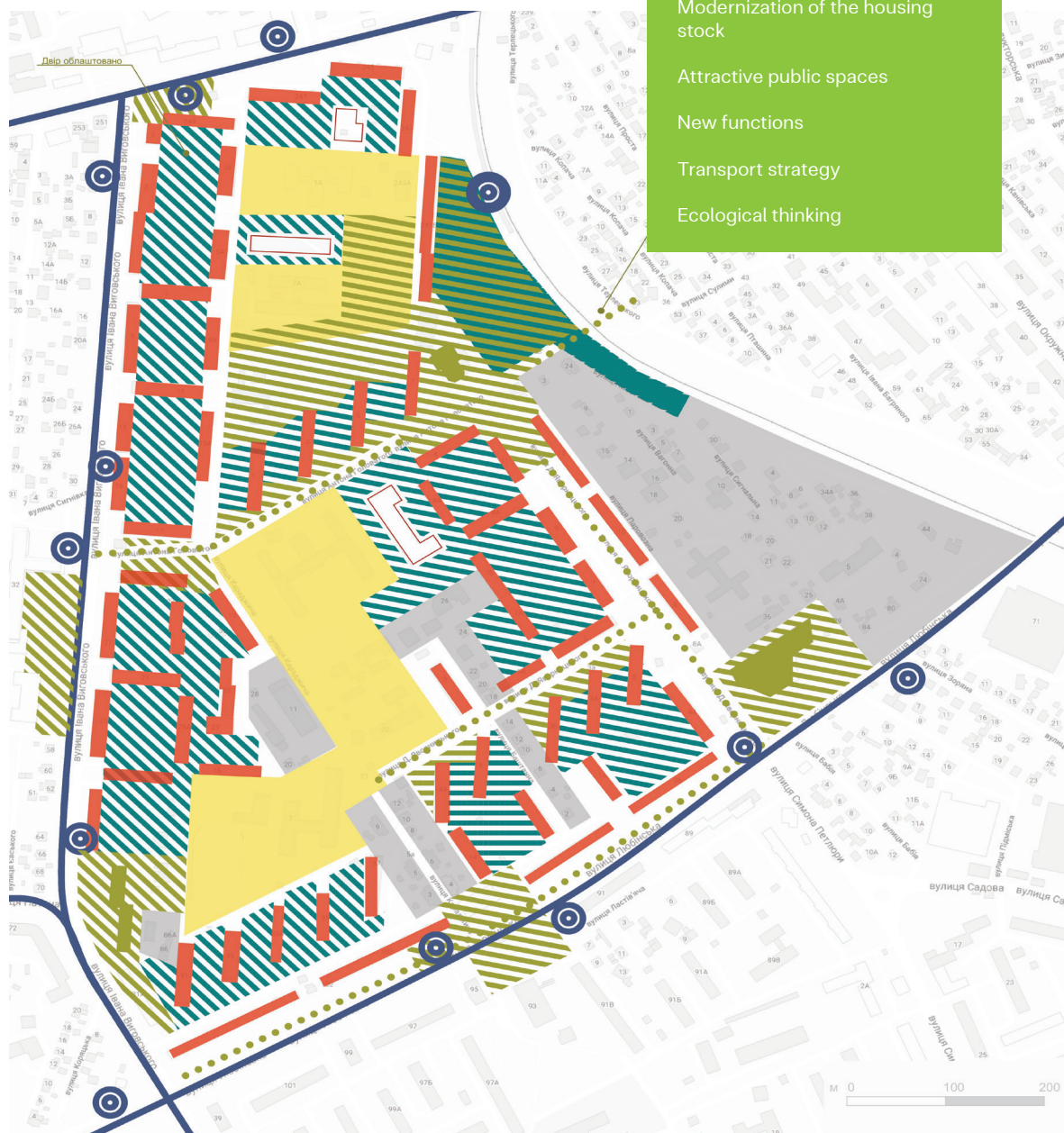
The realistic scenario of Vyhovskoho area development described as the modernization of housing and maintenance of public spaces. It will increase the living comfort in a district. New spaces for leisure, pedestrian zones will



create spaces for communication and leisure activities. Analysis of accessible areas will provide an opportunity for investors and developers. It will increase the new capital flow to the district. Chaotic housing will not develop, and there will be no barriers, which could destroy unique passages between buildings because all process will be regulated and co-financed by state and municipality.

The optimistic scenario of Vyhovskoho area development described as a district - the face of the city. It will get investments for development. Step by step, old housing stock will be modernized and transformed into new. Solar panels, green roofs, recycling, and waste sorting practices, urban gardening, and other practices, will transform the district into "Eco-Smart-City." The district will be a model of a progressive city and will give development impulses to other districts in Lviv.

## Strategy of Vyhovskoho area



### Strategic goals:

- Modernization of the housing stock
- Attractive public spaces
- New functions
- Transport strategy
- Ecological thinking

- Modernization of the housing stock
- Modernization of the public buildings
- Public spaces
- Quarter yards
- Future constructions

- Education
- Streets with public transport
- Public transport stops
- Pedestrian alleys
- Private territories

## MODULE RESULTS

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### Territorial development strategies

## Pidzamche

The vision of the Pidzamche area: «Pidzamche is a historical environment with comfortable living conditions and creative work.»

Goals:

#### Functionally self-sufficient district

- Build a new comfort housing
- Renovation of current housing stock
- Transformation of existing industrial objects
- Creating an attractive environment for creative business
- Supporting small and medium enterprises

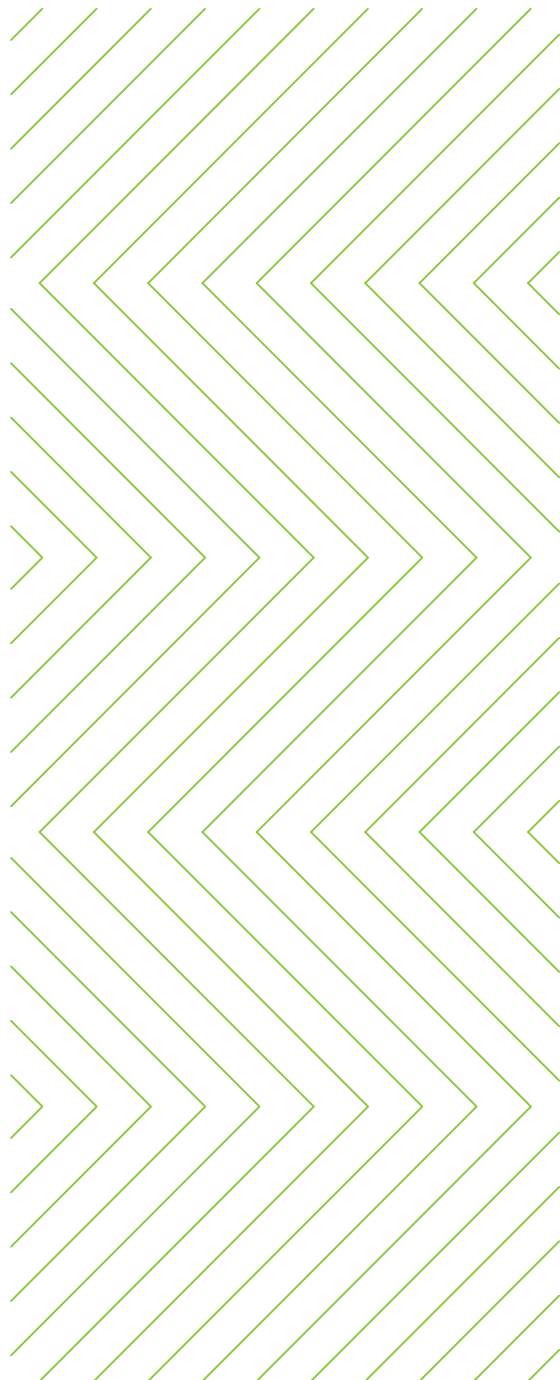
#### Accessible district

- Creating new connections (mainly pedestrian)
- Improvement of public transport
- Development of the transport hubs
- Improvement of the district image

#### Good quality public space

- Creating spaces for recreation
- Creating public culture spaces
- Creating spaces for leisure and sport activities
- Traffic safety and better parking facilities

#### Preserving the historical heritage



## MODULE RESULTS

### Territorial development strategies

## Vyhovskoho

The vision of the Vyhovskoho area: «Vyhovskoho is socially active and open to all districts with available living conditions where people are caring about the environment.»

Goals:

#### Modernization and careful supplementation of the housing stock

- Improving energy efficiency
- Renovation of engineering communications
- Improvement of the visual identity of the district

#### Creating of the attractive public spaces

- Improving the quality of public spaces
- Creating new public spaces on available lands
- Uniting public spaces by the pedestrian network

#### Creating new functions and improvement of existing functions in the district

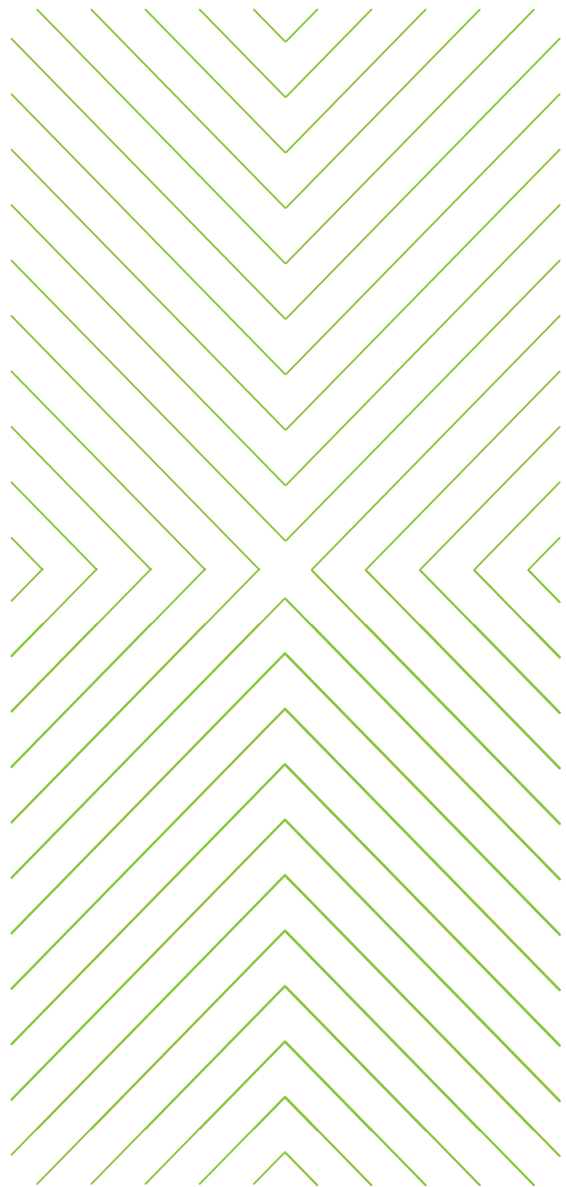
- Creating of the center of the micro district
- Improving sport infrastructure
- Improving infrastructure for leisure activities

#### Strategy of transport

- Improving public transport
- Organizing of transport routes within the micro district
- Organizing of parking facilities

#### Ecological thinking among residents

- Sorting of waste
- Ecological education
- Ecological food initiatives



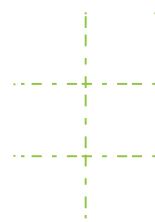


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Participatory planning

03



Participation is an engagement of residents, businesses, public activists and all other stakeholders in the planning of the city development. Creating cities for people together with people is the central aspect of participatory planning. The theoretical part of the course module “Participatory Planning” includes three lessons about:

- Formal and informal mechanisms of citizens’ engagement in planning;
- Facilitating public meetings and workshops;
- Using sociological methods to engage citizens into planning;
- Using interactive methods of citizens’ engagement.

In Germany planning of urban territorial development is organizing on two levels and consists of land-use plans and territory development plans. The land-use plan defines the use of land for all community lands. It divides a territory into land plots for housing, business, mixed-use, agriculture, forestry, nature preservation areas. Territory development plan defines characteristics of the use of lands, the density of housing, the height of buildings, design (color, materials, and others).

The formal procedure of creating territory development plans include these stages:

- approving the plan and announce it to the public;
- engagement of institutions to meetings and negotiate with them;
- the first engagement of citizens and collecting proposals;

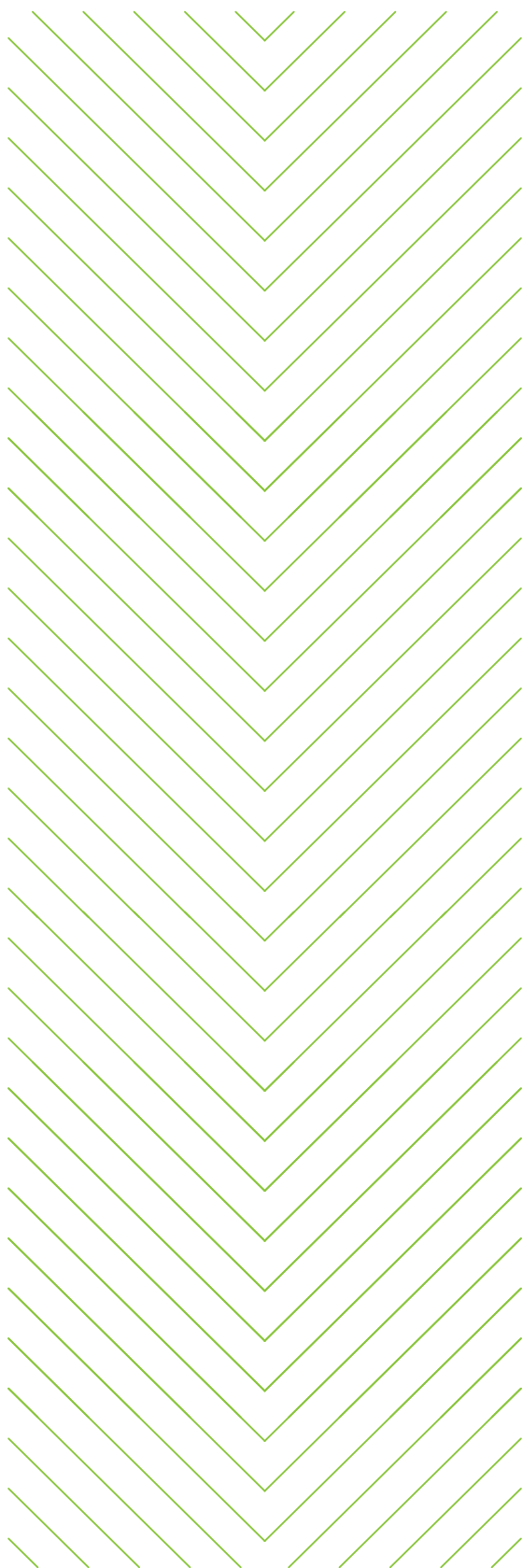
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- make corrections to the plan based on the results of meeting with residents;
- engagement of institutions to meetings and negotiate with the new plan;
- second engagement of citizens and collecting proposals;
- balance of stakeholder interests through negotiations;
- approving a final version of a plan;
- informing citizens about the approved plan.

During a balance of interests, an essential task is to take into account such features as protection of private property, nature preservation, city planning quality, and municipal concepts and commonwealth. Very often during the balance of interests, there are many opponents. There are mechanisms as workshops with residents, architecture-urbanistic competitions, information activities, creation of design councils, public councils and quarter administrations, and other forms, to engage public representatives and institutions.

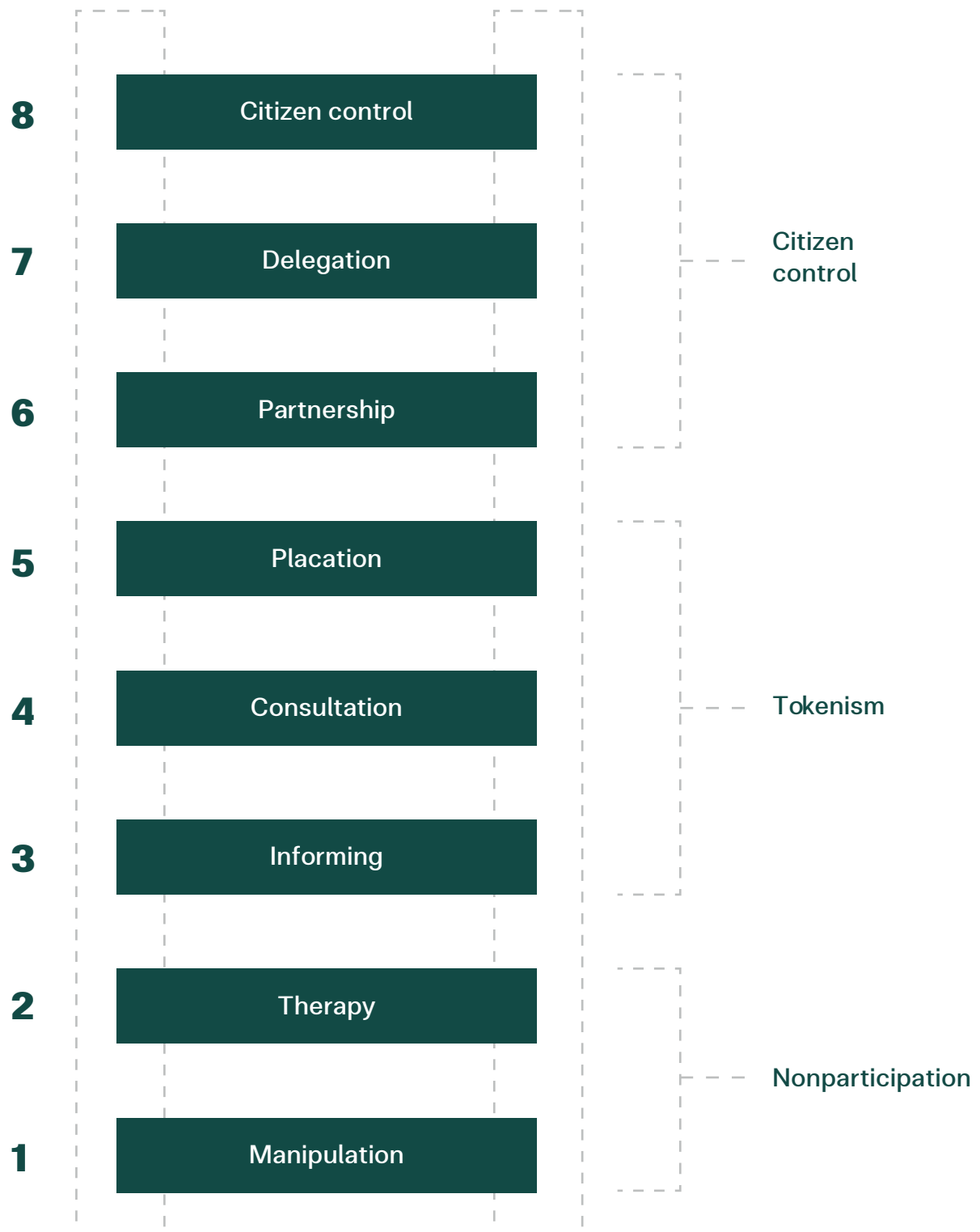
Engagement of citizens into the planning of city space in Ukraine is going through consultations and public hearings about detail territory plans. However, very often, such negotiations are not relevant when a detailed plan of the territory is not actual. Planners

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do not take into account the thoughts of residents because each change to the detailed plan needs financial resources. Negotiations caused conflicts between planners, citizens, and the government. Participation in Ukraine aimed at balance interests between all stakeholders on the early stages of planning. The pilot project in this sphere was Street for all ([www.street4all.org.ua](http://www.street4all.org.ua)).

Sociological methods of research, in particular, surveys, focus-group methods are used to plan and define citizens' opinions about different planning solutions. Methods are used to engage many people and do quantitative analysis; focus-groups are used to quality analysis of planning solutions by different groups of stakeholders. The interactive methods of participation, for example, workshops with residents where residents can draw, give proposals, are crucial. Another essential feature is to define why participation is needed clearly. It should be defined before engaging citizens, or there is a risk that it will be a process without a result. There is a participation ladder as an instrument to define different types of participation.



### Degrees of Citizen Participation\*

\*Arnstein, Sherry R.(1969) 'A Ladder Of Citizen Participation',  
Journal of the American Planning Association, 35: 4, 216 – 224

# RESULTS OF CITIZENS' ENGAGEMENT TO

## Pidzamche



During the engagement of citizens to planning the Pidzamche area a survey among residents was conducted. Residents defined problems of abandoned areas, former industrial factories which are not used now, the safety of the district, lack of public spaces and quality commerce. Answering the question, «What do you define as a symbol of the area?» almost all residents answered that it is High Castle or Pidzamche station. People who were surveyed also mentioned that essential projects should

be the maintenance of the area near the Pidzamche station, development and preservation of the historical heritage, creating new public spaces, connection with the High Castle, increasing the area of green zones and better quality commerce.



### Salary of inhabitants

31%	< 4000 UAH	16%	12000 - 16000 UAH
16%	4000 - 8000 UAH	9%	> 16000 UAH
28%	8000 - 12000 UAH		



# TERRITORY PLANNING AND DEVELOPMENT

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## Vyhovskoho

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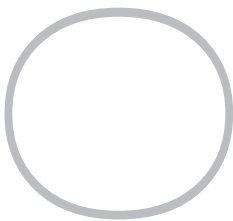
Seventy-nine people were surveyed on streets and through online surveys. The results showed that most people (80%) would like to increase the number of benches, lightning in the area and to improve sidewalk. Half of the people who answered would like to have more sports infrastructure and playgrounds. Thirty percent of them would like to more festivals, and other public activities to be organized in their area. Twenty percent of surveyed people would like to have more coffee-shops, co-

working zones, god parks, parking facilities. Eighty-five percent of car owners do not want to leave cars far from their buildings, and approximately the same number of people were ready to pay for a paid parking place with security. Residents are not interested in having cars, in yards between houses, but more greenery, sports and playgrounds, and leisure spaces.



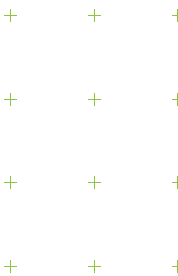
### Facilities within the area

- Greenery
- Leisure places
- Sport
- Playgrounds
- Parkings



Urban Planning

04



The theoretical part of the module “Urban Planning” includes:

- familiarization with the framework plans of the territories;
- definition of the spatial vision as a road-map in the planning of territories;
- acquaintance with the stages of the process of the spatial development of the territories realization;
- familiarization with the method of dividing territories into thematic layers.

Framework plan is an integral part of urban planning because it is a result of the territory analysis, strategy planning and defining critical tasks of the strategy realization. It is a result of a form of concrete spatial forms and structures. Framework plan allows creating a future image of the territory. Based on that framework plan, a revised framework plan is developed, which is an informal instrument of planning. It defines in detail the potential of development of the territory, possibilities of the land-use in the future. Framework plan is a kind of bridge between the master plan and detailed territory plan. It is enough detailed and georeferenced to existing objects: buildings, streets, natural objects, and others. German experience in city planning was learned through examples from Volksburg, Dresden, and Munich. In particular, an example of a process of framework plan development was analyzed. Framework plan is allowing identifying the basic structure, adaptation of city planning structure to a topography of the territory and taking into account biodiversity and nature preservation zones.

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Necessary annexes to the framework plan are thematic layers. There are schemes for the explanation of different parts of the framework plan. Thematic layers could be more detailed plans of some spheres of development. For example:

- Public spaces layer;
- Transport layer;
- Connection network layer;
- Greenery layer;
- Typology of buildings.

During the theoretical part of the module, a description of the spatial vision and the role of spatial vision in spatial planning was explained. Spatial vision is a fundamental concept of territory development. It includes the main goals that planners want to see on the territory. Spatial vision is a method, which is used to show the future of the territory development according to a framework plan.

## MODULE RESULTS



### Pidzamche

Pidzamche territory locates close to the city center. It makes it attractive to developers and increases the development of the industrial zones, the building of new cozy housing and the development of transport connections with a city center. Transport strengths allow dealing with a lack of functional public spaces (commercial, cultural and recreational), barriers could be partly eliminated because of new transport connections, like a funicular to the High Castle and because of new territorial connections. During the next years, more historical buildings will be renovated based on the principles of a thorough restoration.

So, the spatial vision of the area includes such features:

- Transform of the industrial territories into polyfunctional quarters;
- Creating new connections;
- Creating green corridors.

The framework plan for Pidzamche is presented in the picture. First of all, it is a mix of functions and new connections. Former industrial areas are changed into housing, creative industry, and entrepreneurship, different public spaces and green zones. The primary green connection is where a former railway was. It will connect two large green zones near Pidzamche: High Castle park in the southern part and green zone of Lypynskoho street on the

northern part) Small island green zones will be established within the area of Pidzamche and streets will become more active. Zhovkivska street will be more green and cozy to preserve a local atmosphere of the district.

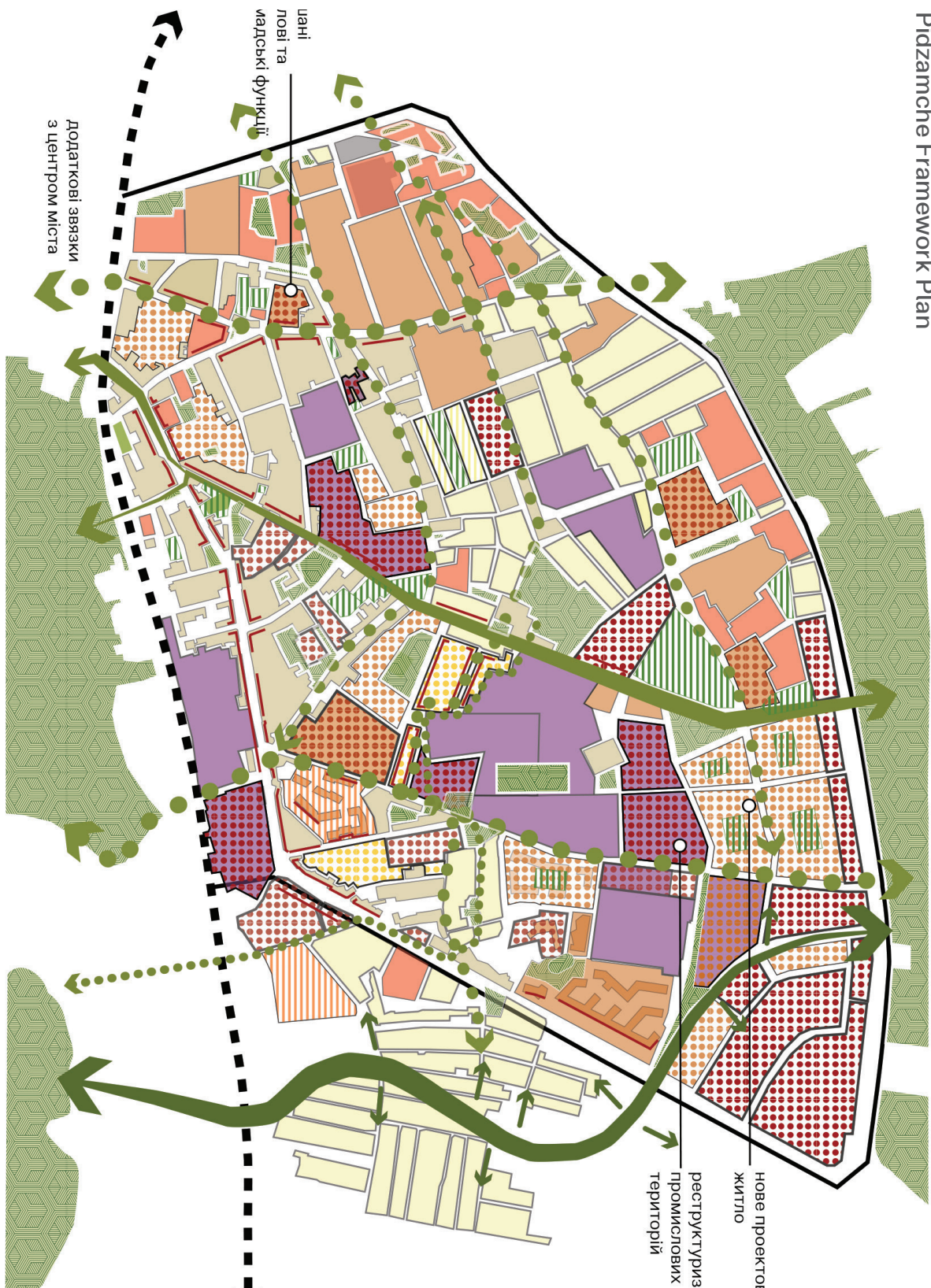
Pidzamche is a multilayer and different district and here housing, industry and creative cluster jobs together with public and green spaces will be united. So, the main thematic layers will be:

- Housing layer;
- Industry layer;
- Greenery layer;
- Transport layer.

Stages of the implementation of the district spatial development will start from the revitalization of the abandoned public spaces, creating the new attractive locations inside the area, improving the connections with a city center, creating a charming Zhovkivska street and increasing the role of Pidzamche station. After that, potential investors will be interested in the area development and will transform and revitalize former industrial areas.



# Pidzamche Framework Plan



## MODULE RESULTS

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### Vyhovskoho

The area of Vuhodskoho and is a Eco-Smart-City. Motto of the area development is “Garden within city walls” which symbolizes the uniting of three aspects: housing, leisure and nature. If these aspects will function well, a comfort and liveable environment will be created. In particular, a cozy atmosphere should be created inside the area, divided from the noisy highways. Spatial vision of the Vyhovskoho area consist of:

- Comfortable housing available for all;
- Uniting of three aspects: housing, leisure and nature;
- Openness and accessibility of the area.

Achieving the framework plan is shown in the picture. First of all, additional housing will be created to “close” inner yards. Secondly, attractive centers will be established - new public spaces, which will activate the local community. Step by step, small sized housing will be denser. A new office center will be created near Lubinska street, and the train stop will be relocated closer to this office center. Thematic layers will be:

- Greenery layer. The concept of a garden - green yards and green pedestrian network will unite essential places within the area.
- Transport management layer. Three schemes of transport organization will be

discussed with residents:

- Circular scheme;
- Dead-end scheme;
- Existing scheme.
- New housing. New buildings to create comfortable spaces (for example, the closing of the inner yards and formation of quarters) and densifying of the small-sized residential areas.

Stages of the process of spatial development:

The first stage - creating the pedestrian alley, which will connect important attractive places and will be a public space of the Vyhovskoho area.

The second step - creating the central public space of the Vyhovskoho area;

The third step - densifying of the small-sized housing and creating of the business center.









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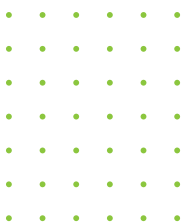
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Public space design

05



During the lecture part of the module “Planning and design of public spaces,” the use and implementation of public space concepts in Ukrainian and German cities were considered. Participants learned more about assessment criteria and public space analysis, summarized questions about the quality characteristics of the public spaces. Different aspects of the planning and construction of public spaces in Ukraine were discussed.

The public space concept is an idea of the space which meets the needs of people who would like to be there and which makes it accessible, safe, comfort multifunctional and aesthetic. It is a vision of a social space that is combined with different public activities, an equipped space that provides functions: recreational, communicational, entertaining, and others. The interesting experience of public space renovation in Europe was presented by German experts (renovation of former airport Tempelhof and renovation of the waste factory in Copenhagen). During the planning of public spaces, the main accent is to create comfort, beauty, and accessibility of the surrounding space. There are different criteria to describe public spaces. During the module four of them were reviewed:

- Opened public spaces;
- Closed public spaces;
- Semi-opened public spaces;
- Semi-closed public spaces;

During the reviewing of different aspects of planning and construction of public spaces in Ukraine, causes of the slow development of public (non-commercial) spaces were analyzed, for example:



- Outdated norms and standards of planning public spaces;
- Municipal companies are not interested in maintaining public spaces;
- High costs of projects (considering not only construction works but maintenance too).

Different newly constructed public spaces in Lviv were presented to participants and were discussed main obstacles and problems which happen during the planning of the public spaces in a city, for example:

- State construction norms;
- Budget;
- Consumer, residents and other stakeholders;
- Materials and production of them;
- Cooperation with subcontractors and partners.

## MODULE RESULTS

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### Pidzamche

Creating of new public spaces within the Pidzamche area is based on its spatial vision:

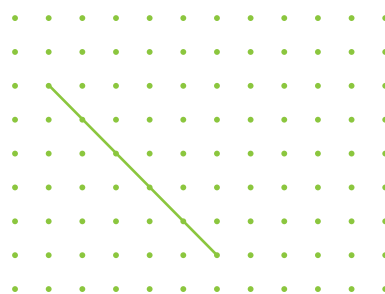
- Transform industrial territories into multi-functional quarters;
- Creating new connections;
- Creating green corridors.

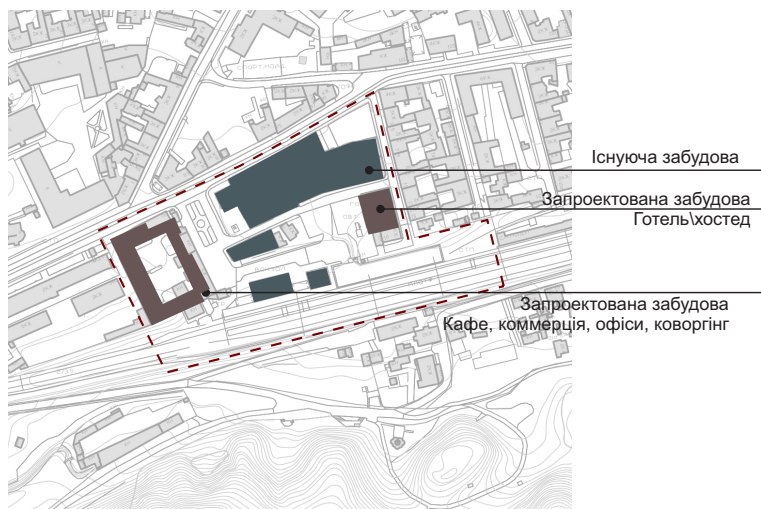
So, through the transformation of industrial territories in Pidzamche, creating pedestrian connections, the new public spaces will be established. As an example, there is a connection between Zhovkivska street and Bohdana Hmelnytskoho street. Based on that connection new public spaces will be created, and therefore it will be a magnet for the local community. An accent is given to the development of green public spaces, such as the renovation of existing green resource and creating of new ecozones.

Accent on openness and accessibility of public spaces is made on Pidzamche. In particular, near the Pidzamche station, an office building with co-working is going to be built. Also, the reorganization of traffic is planned. Public space concept near the Pidzamche railway station is described as a friendly space, open and hospitable living room, which is always

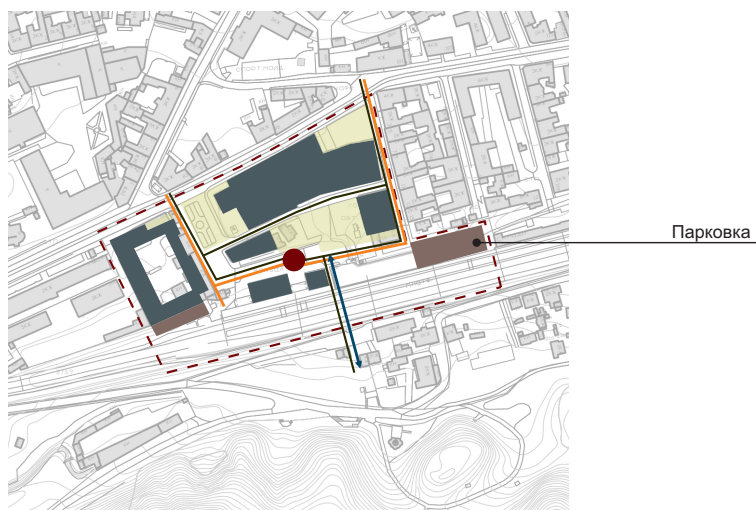
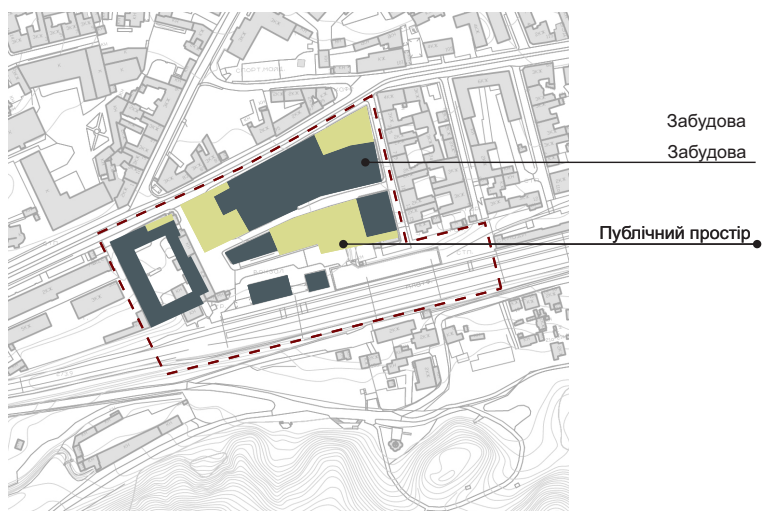
ready to welcome guests and residents of the city with parking facilities, comfort pedestrian, and buffer zones.

The quality characteristics of public spaces in the Pidzamche area are good air quality and small-sized buildings and greenery. They create a feeling of coziness and safety. Most public spaces abandoned, so revitalization of existing spaces and creating new ones are the main tasks.





Maintenance  
the territory  
near Pidzamce  
station



## MODULE RESULTS

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### Vyhovskoho

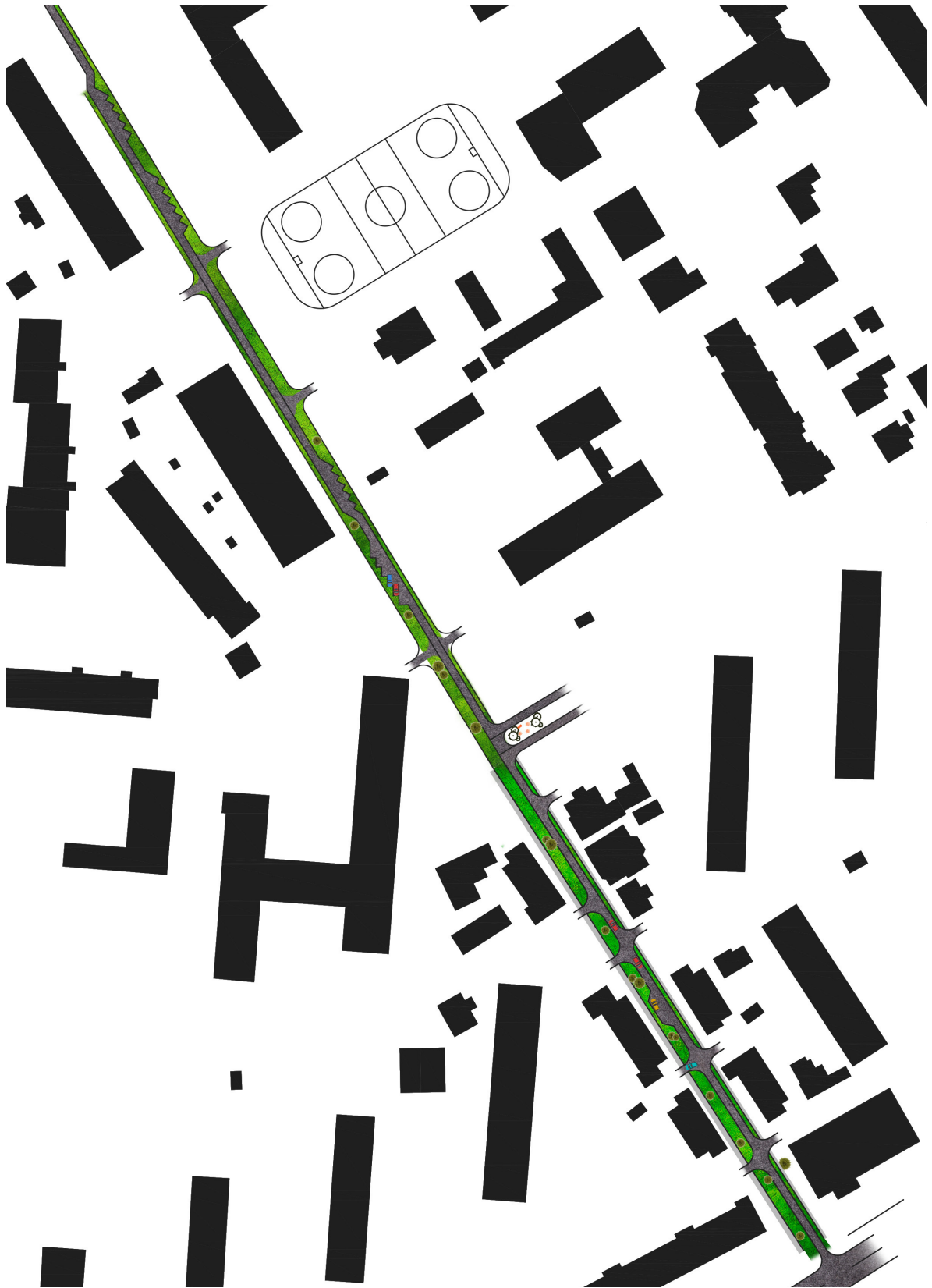
Planning of public spaces in the Vyhovskoho area is based on the vision of the areas - Garden within city walls. The main accent during the planning of public spaces was to create green zones and connections. Planning was done with the engagement of citizens, based on the results of the sociological survey. So, the concept described as it will be a narrow pedestrian public space that will connect yards and main places that attract citizens. The vision of the public space is to create not a typical yard, but a public space for all which will motivate citizens to leave their houses and spend more time in the fresh air, walking through the area.



Quality characteristics of public spaces in the Vyhovskoho area today defined as:

- greenery;
- unwisely cut old trees;
- bad quality road pavement;
- water-resistant pavement;
- monotonous public spaces.





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Mobility

06





The theoretical part of the module “Mobility” was about:

- learning of traffic safety in the streets;
- getting familiar with traffic management on the roads and streets;
- getting familiar with transport concept;
- analysis of pedestrian mobility.

Mobility plays a vital role in city development. During the lecture part of the module, an evolution of transport routes was presented. For example, in Europe pedestrian mobility is predominant. In America using private cars prevail. However, there are common aspects of all - the use of public transport. Moreover, this feature is a crucial task for promoting and developing better mobility in cities.

The safety of people is the main challenge in the context of urban mobility. First of all, to provide safety in a city, it is essential to understand the difference between a road and a street. Safety depends on the public transport priority, pedestrian mobility and an opportunity to park a car in contrast to a road, where car moving is the most priority aspect. The design of the street should be oriented to a type of street and gives users an understanding of how to use a street. A crucial factor is a transport order. In Lviv, there is an example of the well-reconstructed road into the street - Pidvalna street. After the safety island was constructed, the number of traffic accidents decreased a lot.

Another essential aspect of the transport planning in a city is to take into consideration pedestrian mobility and analysis of the problems which people have when they are walk-

ing. Statistics of transport safety following pedestrians are:

- 10% of victims in traffic accidents are pedestrians;
- 40% of all deaths are deaths of pedestrians;

Usually, pedestrians are facing problems, such as:

- badly maintained space;
- small areas for pedestrians
- barriers for pedestrians (parked cars, “street furniture” and others)

Based on the analysis of the main activities which could increase pedestrian mobility, there are eight main features:

- direct connections;
- network without barriers;
- safe pedestrian crossings;
- wide sidewalks and pedestrian crossings;
- attractive places;
- safety ways;
- combination of pedestrian routes and public transport;
- safety speed for public transport.

## MODULE RESULTS

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### Pidzamche

Participants defined and analyzed the main problems of mobility in Pidzamche in the context of analysis of pedestrian part, accessibility, cycling infrastructure, and public transport.

Main problems of pedestrian movement are:

- narrow sidewalks
- no direct connections between attractive places;
- reconstructed Bohdana Hmelnytskoho street, Zamarstynivska street, Haidamatska street did not improve pedestrian zones and increase the danger for pedestrians;
- no pedestrian crossing where many people are crossing roads;
- bad connection between the central part of the area with public transport stops (10-15 min. To the closest stop);
- badly maintained Pidzamche station for pedestrians.

Main problems of accessibility:

- many barriers (railway, industrial zones, and others);
- high curbs;
- bad pavement;
- a far distance from public transport stops;
- no boarding platforms;

Main problems of cycling infrastructure:

- lack of cycling infrastructure;
- no parking facilities for bicycles;
- no bicycle renting facilities;

Main problems of public transport:

- no public transport stops in the central part of the area;
- some streets have only one type of public transport;
- dangerous boarding facilities.

Participants created different variants of traffic management and the design of the streets. In particular, Dolynskoho street and Bohdana Hmelnytskoho street.



Traffic management near Pidzamche station



Street profile

Street profile

## MODULE RESULTS

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### Vyhovskoho

During the work on mobility topic in Vyhovskoho area, transport connections of the district with other parts of a city were analyzed, problems were found in transport system functionality. Also, participants classified streets into such types as:

- citywide importance highways;
- district importance highways;
- streets which informally equal to highways;
- intersections with regulated traffic.

Pedestrian connections were divided into primary and secondary. Also, public transport stops, places for parking, garages and informal places for parking were analyzed.

Participants developed main areas of work in the sphere of mobility which is needed to be implemented within the area. For better comfort for pedestrians next actions need to be implemented:

- barrier-free and inclusive spaces;
- logical ways with based on the citizens' opinion;
- quality of the pavement.

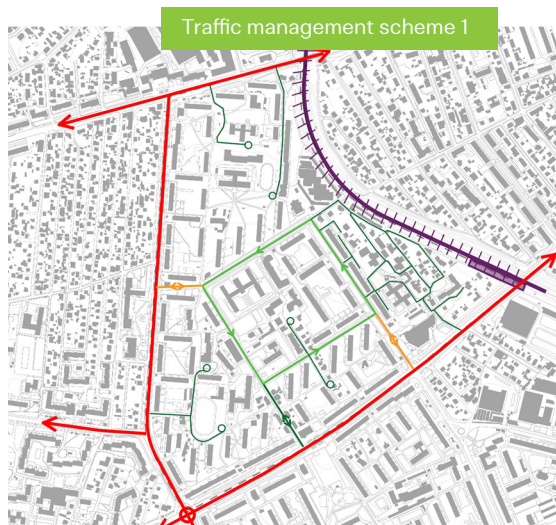
Increasing the safety in Vyhovskoho area is planned to be implemented through:








- better pedestrian crossings through highways;
- decreasing the traffic speed;
- creating better lightning on roads;
- decreasing transit cars.

Cycling infrastructure, walking, public transport are crucial aspects of ecology-oriented district development.








Three schemes of traffic management were developed for further developing with residents.












-  Highways
-  Residential street with active traffic
-  Residential street with slow traffic
-  Bystreets
-  Dead-end streets
-  Railway
-  Train stop



-  Highways
-  Residential street with active traffic
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-  Highways
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-  Residential street with slow traffic
-  Bystreets
-  Dead-end streets
-  Railway
-  Train stop

# STUDENT ACHIEVEMENTS



**6** training modules

**27** invited Ukrainian and foreign experts

Over **5000** hours of work (number of person-hours)

**1300** cups of coffee drunk

**7** public events

**225** participants in public events

**1** excursion to Germany

Over **40** references in local media

Geographic distribution



17 - Lviv	1 - Ivano-Frankivsk	1 - Korosten
2 - Dnipro	1 - Ternopil	1 - Pyriatyn
1 - Kyiv		

Professional distribution of project participants

8

architects

2

architects  
students

1

lawyer

6

local govern-  
ments officials

1

transport  
engineer

1

geographer

3

philologists

1

political  
scientist

1

manager



Gender distribution  
12 women i 12 men





Підзамче має характерну типологію, яка є комфортною і масштабною для людини. Її треба зберегти, оскільки це один із факторів, який формує унікальну атмосферу району

**Ярина Гнопко**



Територія [в районі вулиці Виговського] має певний затишок, а від магістралей відгороджена рядом багатоповерхових будинків, що створює ефект внутрішнього осередка посеред міста

**Ростислав Білинський**



“Ми бачимо Підзамче як територію з великим потенціалом, на якій можна утворити осередки для розвитку та розваг мешканців, які будуть перш за все доступними та сучасними ”

**Алла Матяш**



“Просторова візія [ району вулиці Виговського] місто сад у міських мурах. По периметру урбанізовані простори, активні вулиці з комерцією. Всередині кварталу зелені оази з затишними дворами ”

**Пелешак Марина**



### Speakers and Teachers:

**Julian Chaplinsky** – Chief Architect of Lviv

**Stefan Gabi** - Expert in Urban Planning,  
Urbanist at City Institute

**Ksenia Yemshyna** – Facilitator at Association  
of Facilitators in Ukraine

**Tetiana Prykhodko** – Head of Programme of  
Analysis and Research at City Institute

**Maksym Terletsky** – Project Manager at City  
Institute

**Anton Kolomieitsev** – Ph.D. in Architecture,  
docent at Institute of Architecture, Lviv  
Polytechnic University

**Oleksandra Sladkova** – Head of Urbanistic  
Department at LCE “Institute of Spatial  
Development”

**Oleksandr Shutyuk** – Public Activist, Designer

**Chrystyna Chornous** – architecture at LCE  
“Institute of Spatial Development”

**Pavlo Syrvatka** – Head of the Department  
of Sustainable Transport Systems at LCE  
“Lvivavtodor”

**Roman Zubachyk** – Head of the Department  
of Transport Planning and Modelling at LCE  
“Lvivavtodor”

**Konstantyn Baranuk** – Chief Specialist of  
Transport Office at Lviv City Council

**Orest Oleskiv** – Project Manager at City  
Institute

**Olha Kryvoruchko** – Ph.D. in Architecture,  
docent at Institute of Architecture, Lviv  
Polytechnic University

**Oleksandr Kobzarev** – Director at City  
Institute

**Moritz Maikämper** – Scientific Assistant at  
Chair of Urban Management at BTU Cottbus-  
Senftenberg

**Stephan Pönack** – Urban Planer, die  
StadtAgenten Cottbus e.V.

**Prof. Dr. Silke Weidner** – Head of Department  
of Urban Planning, BTU Cottbus-Senftenberg

**Jochen Gauly** – managing director bgh  
Bürogemeinschaft Gauly & Volkmann (bgh.)  
Leipzig

**Marc Heinisch** – Urban Planer, die  
StadtAgenten Cottbus e.V.

**Tanja Heymann** – Urban Planer, die  
StadtAgenten Cottbus e.V.

**Prof. Markus Otto** – Dean Faculty of  
Architecture, Civil Engineering, Urban  
Planning BTU Cottbus-Senftenberg

**Christoph Wessling** – Scientific Assistant  
Chair of Urban Design at BTU Cottbus-  
Senftenberg

**Prof. Anna Lundqvist** – Head of Chair of  
Landscape Architecture at BTU Cottbus-  
Senftenberg

**Monique Jüttner** – Scientific Assistant Chair  
of Planning in postindustrial landscapes

**Dr. Jens Adam** – Anthropologist at Technical  
University of Berlin

**Manuel Oertle** – Project Manager at Basler &  
Hofmann AG

**Rupert Wimmer** – Head of Transport and  
Urban Space Department at Zurich City  
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### Course participants:

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Andryi Baziv

Andryi Braychuk

Anna Smaliychuk

Bohdan Ben

Elyzaveta Gertsman

Maksym Kurko

Marta Buriak

Marta Pastukh

Maryna Peleshchak

Maryna Zergani

Mykyta Makukhin

Oleksandr Kobzarev

Oleksandr Odytnets

Olena Chepurnova

Olena Ivanytska

Orest Oleskiv

Rostyslav Bilynskyi

Vitaliy Kvyach

Yaryna Hnopak

Yuriy Poslyednichenko

Volodymyr Radevych

Olya Nukorak