Odessa Urban Block:
Research & Analysis

Odessa

(Ukrainian: Одеса; Russian: Одесса;
to be referred to as Odesa along the official language policy) is the fourth largest city in Ukraine.

Population: 1,029,000 (2001 Ukrainian Census), 1,012,500 (est. 2004).

The city is a major seaport on the Black Sea, the largest port in Ukraine.

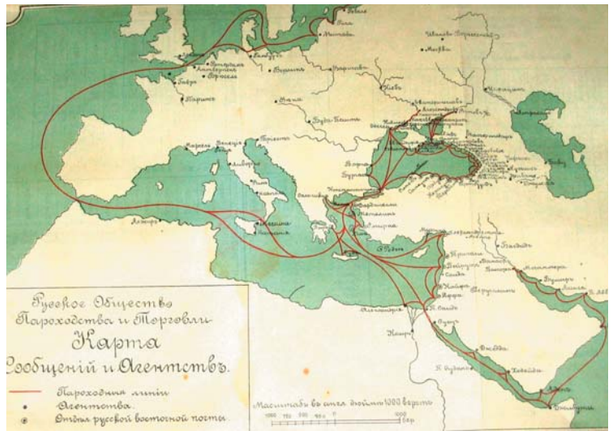
Foundation: 2nd September 1794

City Density: 6,141/km² (15,905.1/sq mi)

City Area: 163 km² (62.9 sq mi)

Elevation: 40 m (131 ft)

(source: http://en.wikipedia.org/wiki/Odessa)



Odessa is and has always been a very important harbour city on the Black Sea coast.

Most of the trade activities between what is today the Ukraine and the rest of Europe, predominately the Mediterranian regions, has gone through Odessa or the nearby Krim region.

That made the City of Odessa a rich and important place for traders and all the working men in the factories, the harbour and the warehouses.

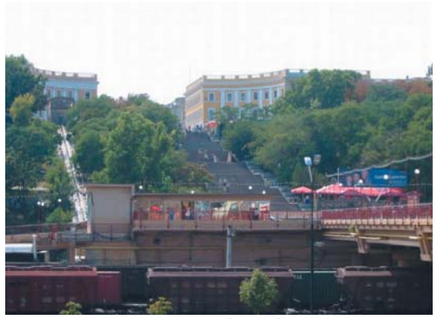
The Ukraine imported wine, oil, glass, ceramics, etc. and exported wheat, raw (building) materials, timber, slaves, etc. via the Marmara Sea to the rest of Europe.

These prospering trade relations lasted until approximately 1870, when the construcions for the 'Orient Express' railway line has been completed.

The new east-west-connection (Europe-Anatolia) brought the north-to-south trade to a fall and Russia was striken so hard, that it declared war on the Osman Empire (today´s Turkey).

Potemkin Stairs, appr. 100 years ago

Odessa´s Main Railway Station



Potemkin Stairs, as they appear nowadays

Pantelemonjovsky Curch

Pushkinskaya Street

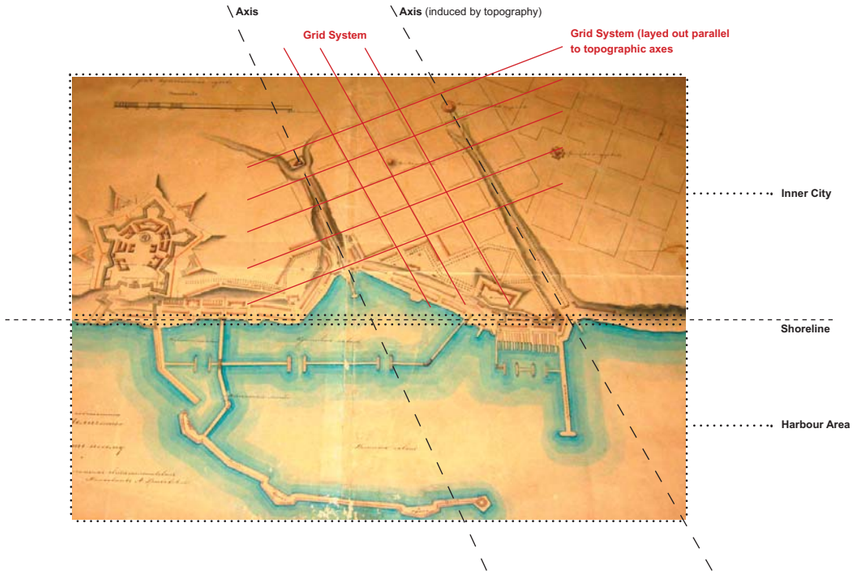
The public open spaces in Odessa are very wide and the Boulevards are seamed with shady trees.

That makes it very comfortable for a pedestrian to stroll around the city without having to worry so much about traffic our overcrowded places, like in many other cities.

But there is a problem with parking and the car traffic, wich gets worse from year to year, like in most other metropolitan areas in the world.

And there also seem to be only insufficient public transport, which also make the people use their cars instead of tramway or bus.

The blocks are very helpful for orientation in the city, a visitor who recognises the axes -the main streets- between the blocks will probably never get lost. That makes it easy to reach any destination in a very short amount of time.



Aims/Topics:

1. Enhance social Interchange

2. Creating new hierarchies of spaces

3. Enforce the differences between public and private

Measures:

1. Analysing old connections, creating new ones

2. New (i.e. changed) courtyards and rooftop spaces

3. Removing from courtyards and concentrating of vehicles

4. Zoning: public - semipublic - semiprivate - private

Definitions:

public: Streets, Places, Squares, Pavement, Pedestrian Zone, Parks

semipublic: Shops, Restaurants, Shopping Malls, Institutions, Municipality Buildings

semiprivate: Courtyards, Staircases, Pergola, most Outdoor Facilities

private: Apartments, Gardens, Balkonies, private Rooms

historical map of Odessa Harbour

some courtyards inside these blocks

Design & Layout by: Andreas Liska, 0130934 and Jarmila Rudenkova, 0626740

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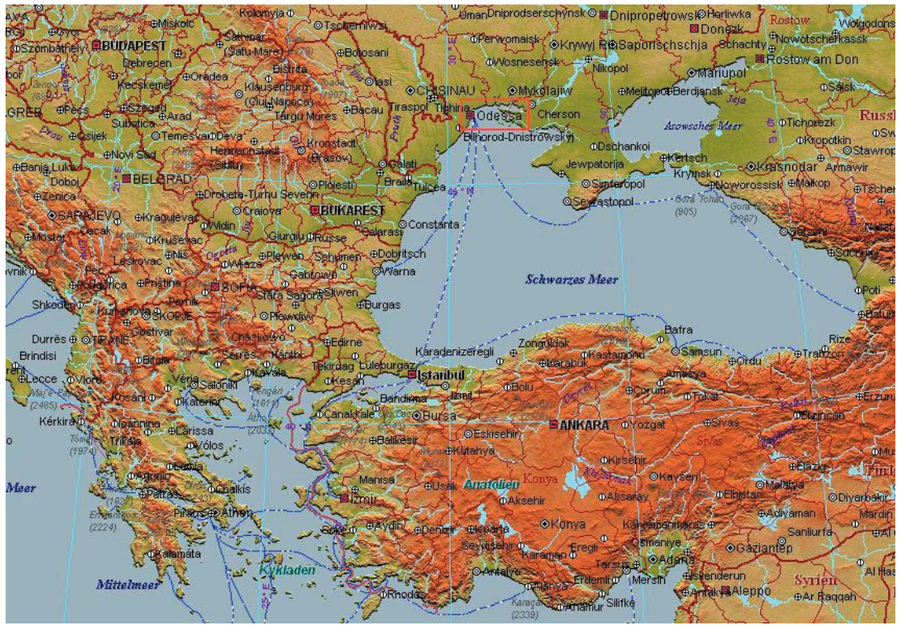

Odessa and it´s geographical surroundings

Odessa´s inner city area

project area

Shopping Mall

chosen block

Opera Building

North

analysed blocks

(- - - - - -)

Area of Research & Analysis
and our chosen block
scale 1: 2000

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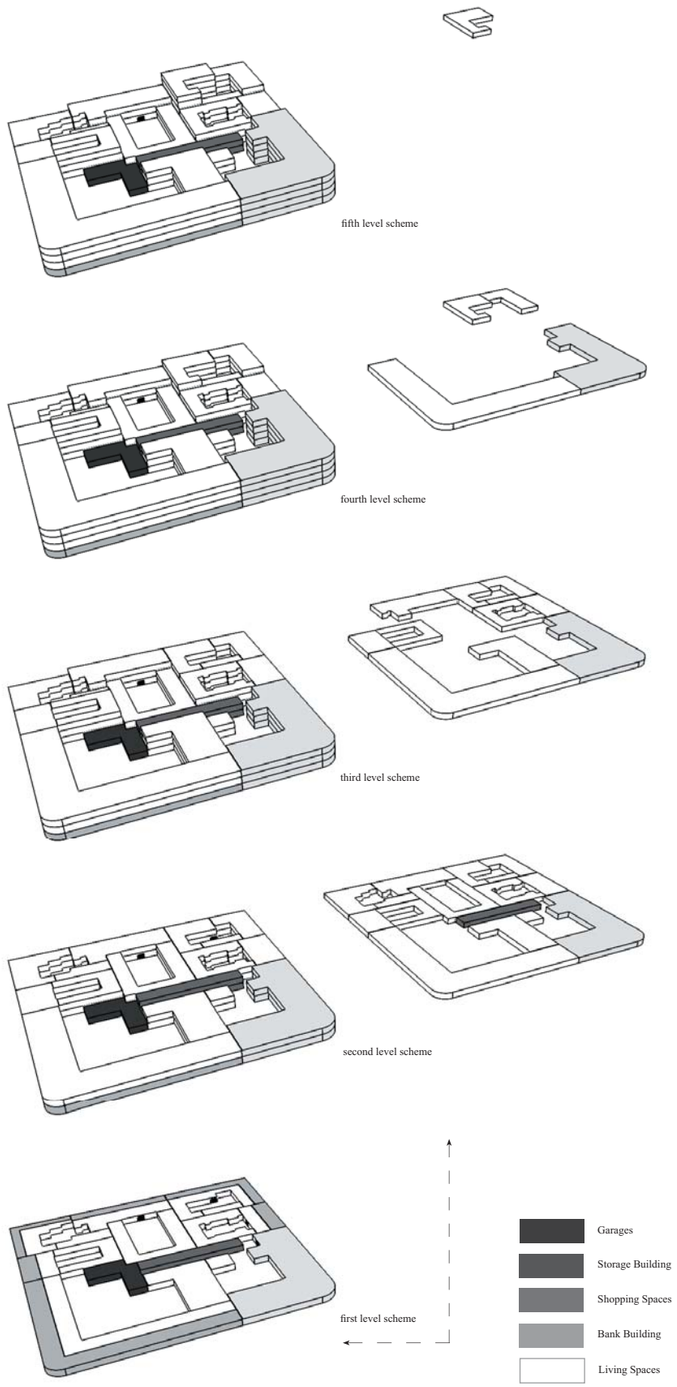
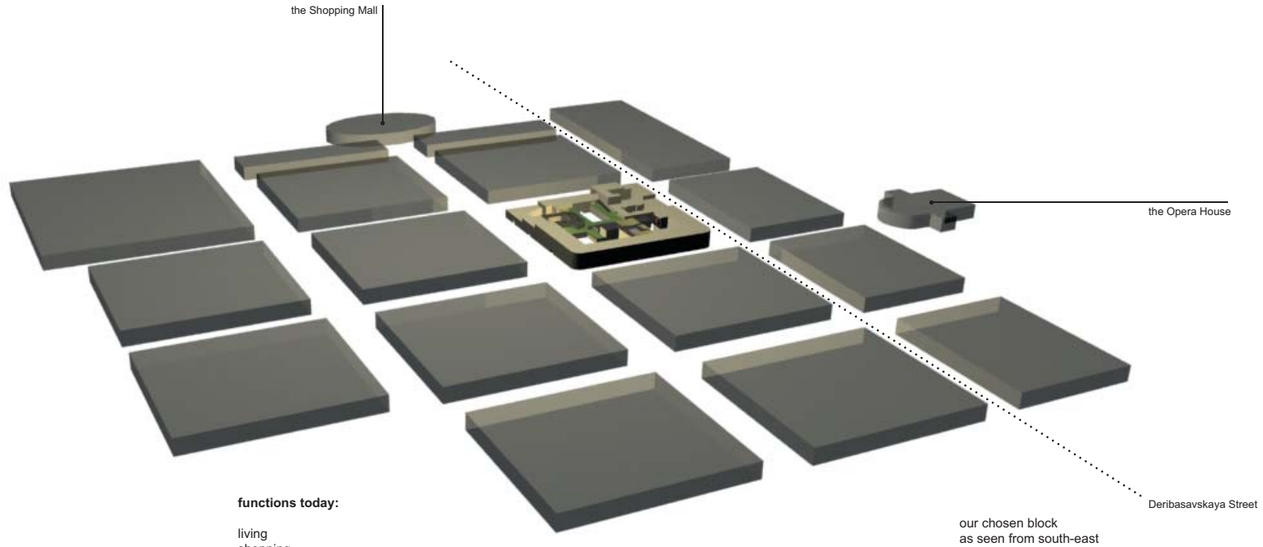
some courtyards inside these blocks



today´s functions, shown floorwise
(right: single floors extracted)



our chosen block
as seen from south-east

functions today:

living
shopping
working
relaxing

(aditional) functions tomorrow:
rooftop galleries
a restaurant or/and café at the courtyard
private rooftop gardens
a rooftop swimming pool
an open air cinema

topics and aims:
more light, less density
additional green, more shade
creating intern 'magnets' (attractions)
creating new individual spaces
enhance communication in the community
introduce new functions on different levels

Vision - Idea - Konzept:

Our impression -when we were in Odesssa in May 2007- was, that these blocks in the inner city are in danger of getting very heterogenic, because there is no rules and konzepts to organise the public spaces inside the blocks.

Everybody who wants to builds something (garages, barns, house extensions, etc.) does it. That´s what makes the buildt environment chaotic and difficult to use.

The problem is, that the line between public and private is blurred and if someone reclaims some public space and builds something, that space is lost for the others (his neighbours, the community, etc.).

So the courtyards are getting less and less attractive and are used mostly for parking and as a place to store building materials.

Our intention is to reorganise the open spaces and give them new and decent functions, to be used by everyone.

Design & Layout by Andreas Liska, 0130934 and Jamila Rudenkova, 0626740

HARBOURPOLIS ODESSA 07

Networking - Netliving

Research & Analysis: Density, Today´s Functions

ПОРТОПОЛИС ОДЕССА 07

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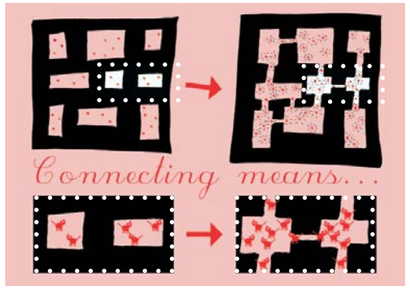
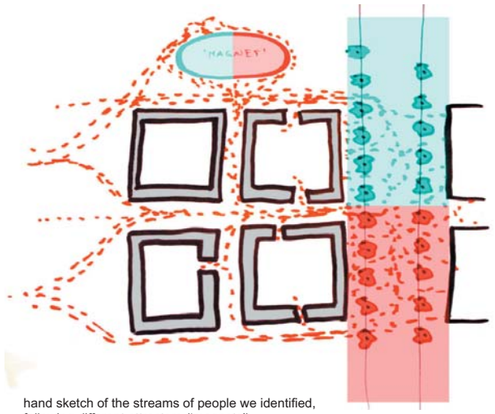
TU WIEN STÄDTEBAU LANDSCAPE



The connection between existing, but still seperated spaces & courtyards.

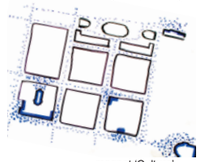
Nowadays all courtyards are reached independently by the people who live and work there . There is no real connection or any obvious social interchange ('community').

We are going to minimise that manko by creating distinctive connections and enhance the 'social flow' through the block (offering public facilities, building recreation areas, etc.).

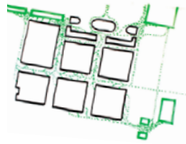


hand sketch of the streams of people we identified, following different attractors ('magnets')

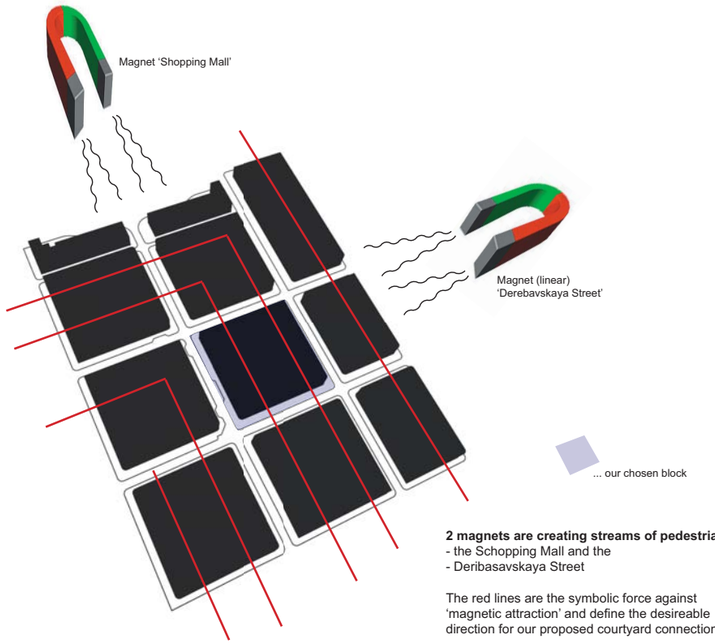
magnet 'Shopping'



magnet 'Culture'

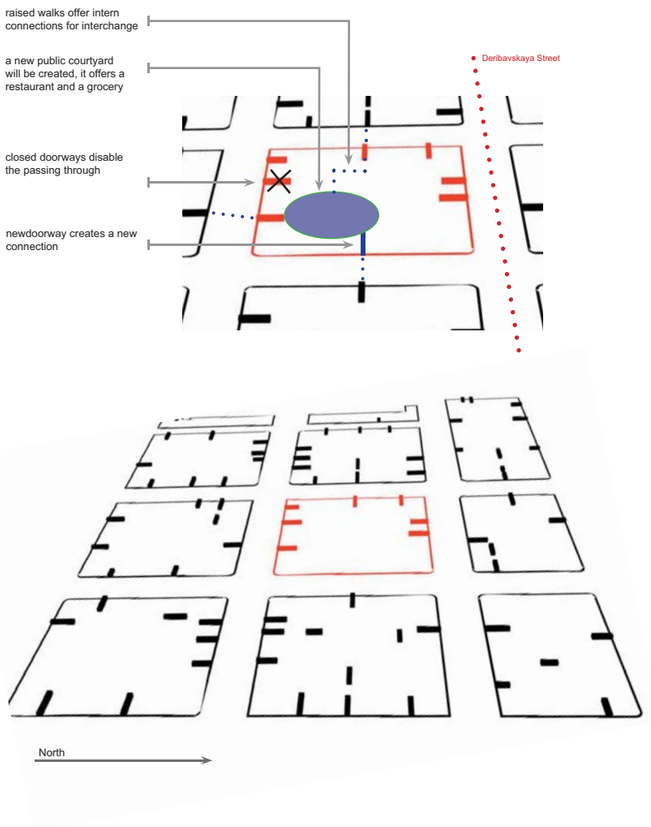


magnet 'Green Spaces'



2 magnets are creating streams of pedestrians:
- the Schopping Mall and the
- Deribasavskaya Street

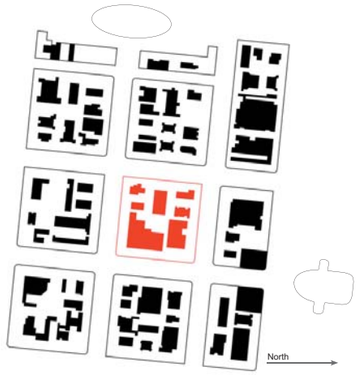
The red lines are the symbolic force against 'magnetic attraction' and define the desireable direction for our proposed courtyard connections.



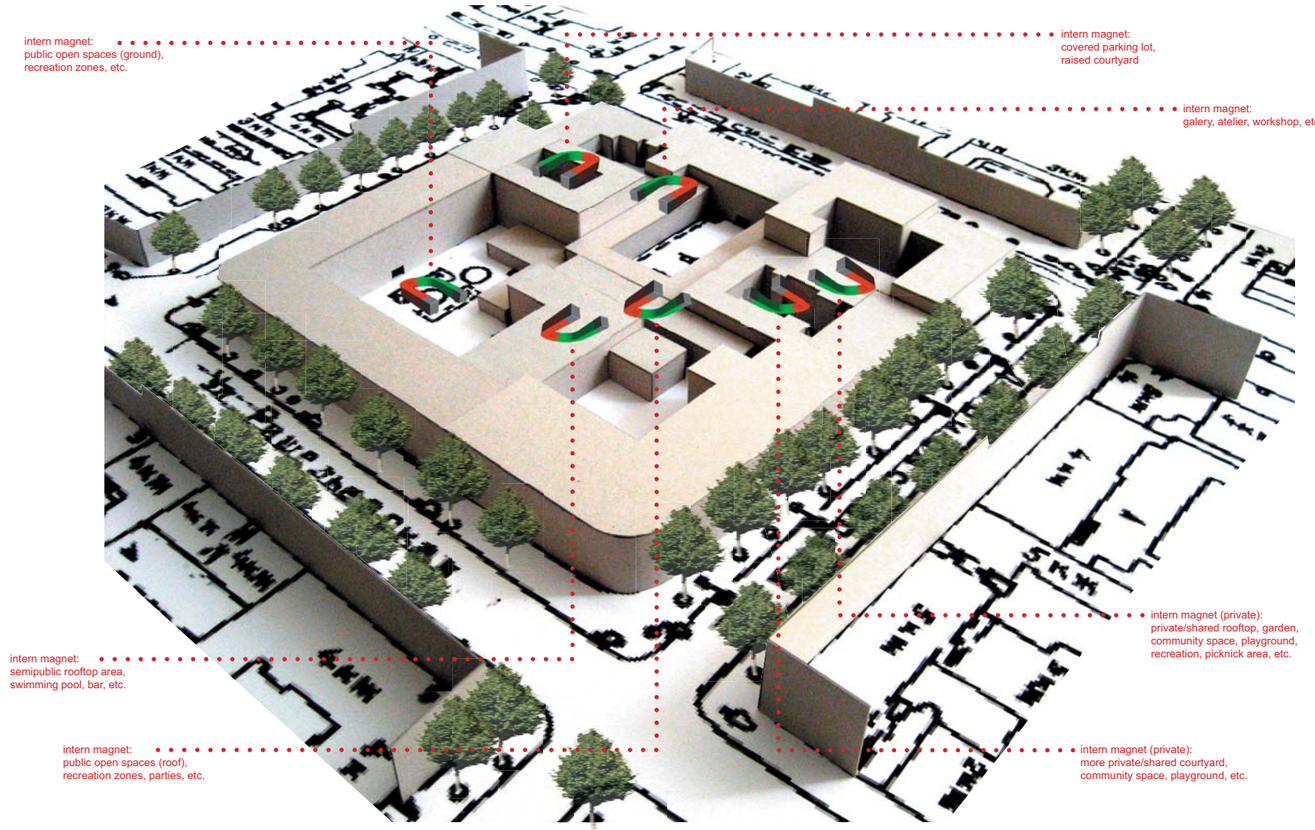
The eastern side of our chosen block has -which is somehow remarkable- no connection to the public space outside. That offers us the possibility to place an opening there.

We are going to place that opening opposite the opening on the other side of the road to create a new connection between these two blocks. That new connection is orthogonal to the attraction line of the 'magnets' we identified earlier, so that there is no danger for that courtyard to be used as a shortcut.

Further we are going to close the middle pathway on the southern side of our block for pedestrians and plan to put a parking space in this location. That means we are going to raise the courtyard to the second floor, which has also the advantage of providing more light to it.



red: chosen block with courtyards
black: surrounding blocks with courtyards



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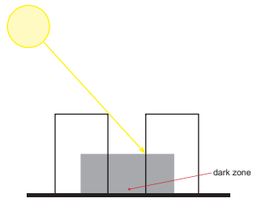
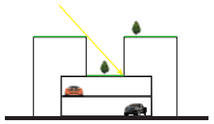
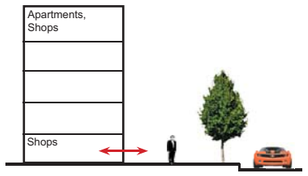


very badly lit courtyard

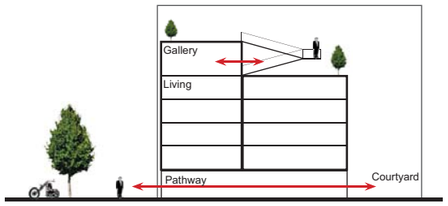
raising of the courtyard offers more light
and creates a building to park inside



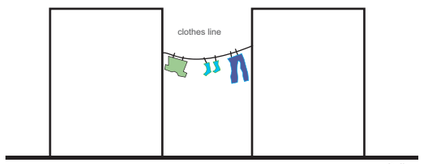
aim:
in all the other courtyards the cars can be removed,
now it´s possible to use the courtyards again (for relaxing, communication, etc.),
cars are protected of theft and vandalism;

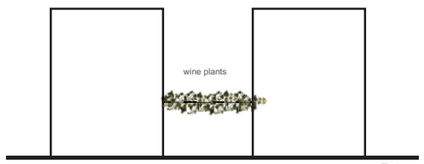


Shopping Walk at the
Deribavskaja Steet

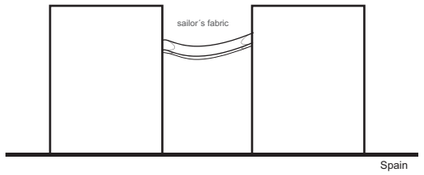


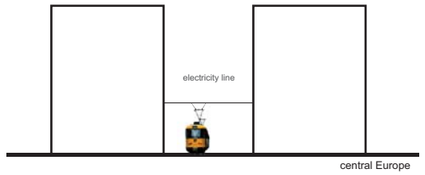
rooftop areas are reachable from
inside (via staircases) or from the
outside (ramps, stairs, etc.)





Connecting Buildings is done in every country in a different way....:





connections (doorways) extracted

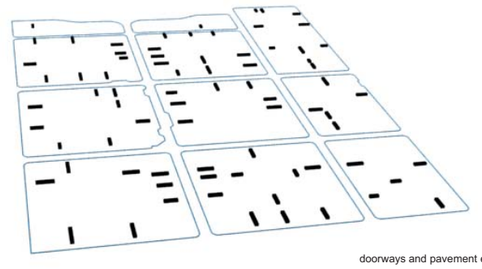
The most important aspect of block structures is the intern layout of ways and the different connections.

Courtyards are mostly calm, sometimes shady and giving the people there the feeling of being ‘in’(a room or space).

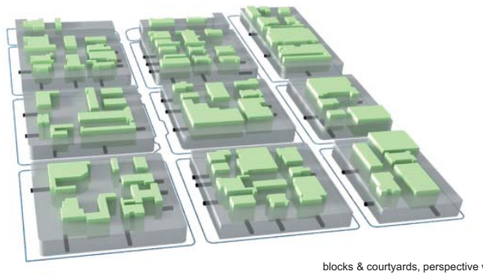
That fact creates privacy, because most people slow down their walking pace and look for a second around.

That´s why we wanted to emphasise these values of the open spaces and create new hierarchies

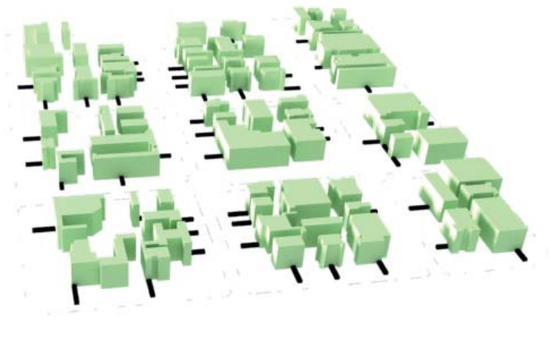
This means we are going to make some courtyards more private, and others more public, and there is our idea to use the rooftop areas for relaxing, communicating, gardening, etc..



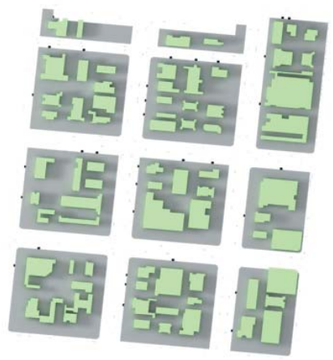
doorways and pavement edges



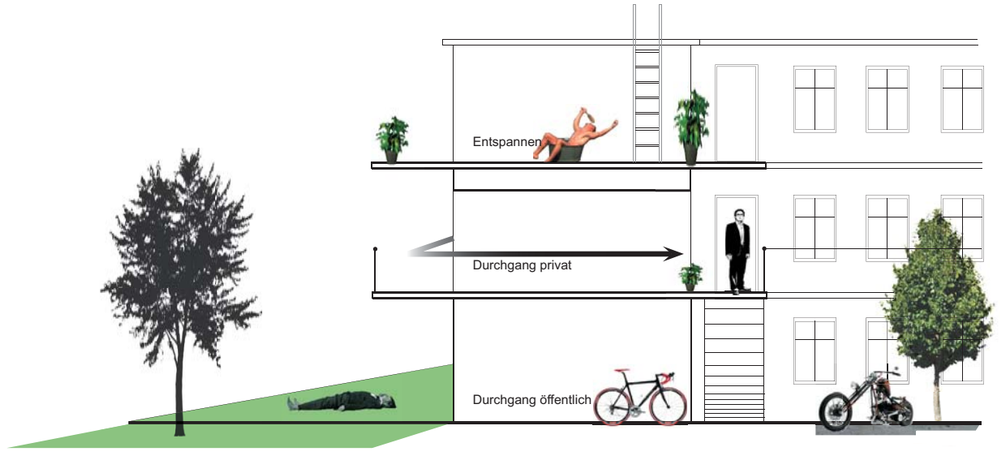
blocks & courtyards, perspective view



connections (doorways) & courtyards (green: air, ‘emty’ space)



blocks & courtyards, bird´s view



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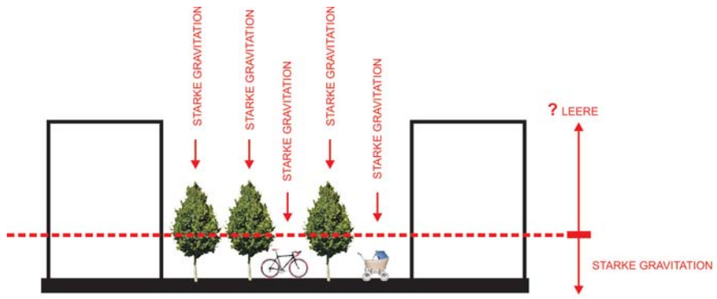
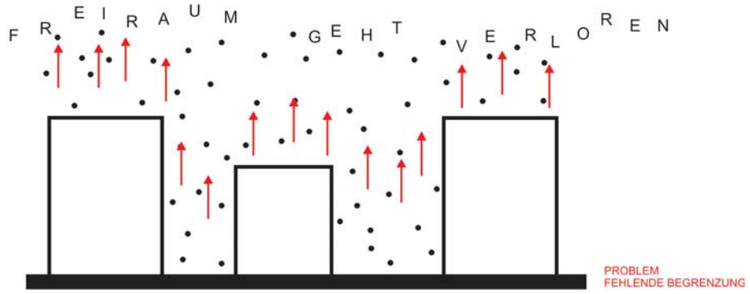
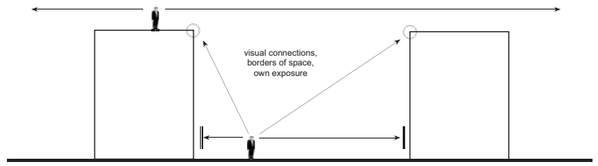
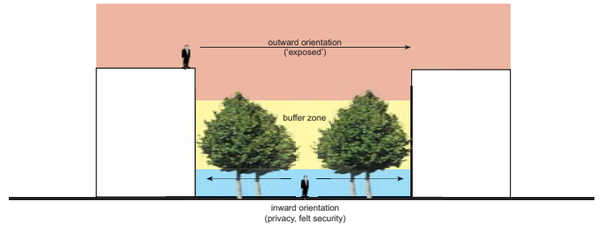
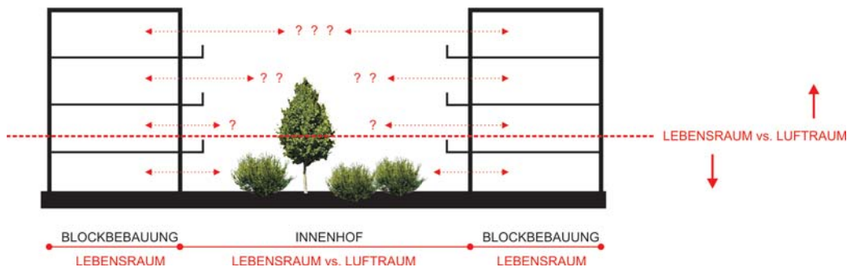
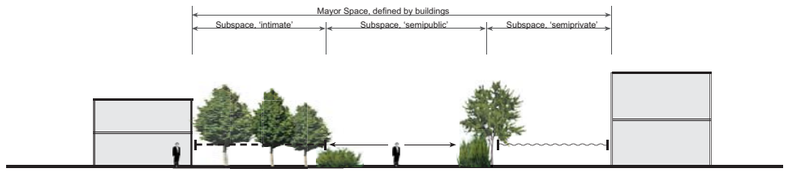


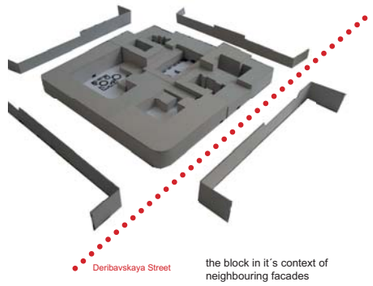




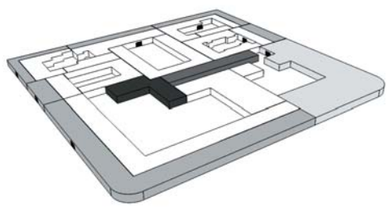




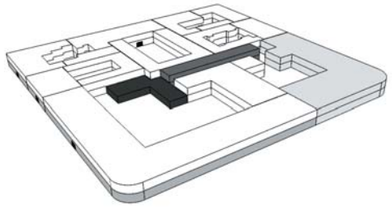




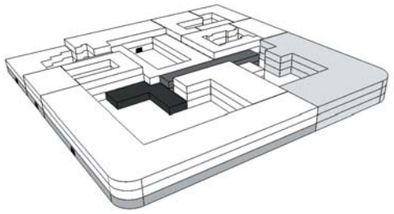
the block in it´s context of neighbouring facades



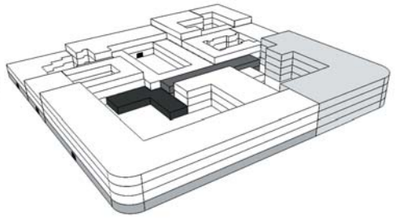
ground floor scheme



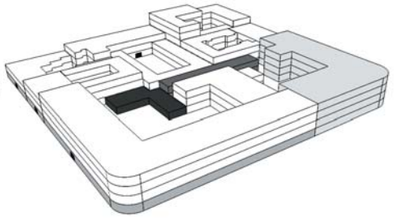
first floor scheme



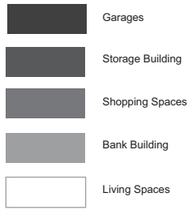
second floor scheme



third floor scheme



fourth floor scheme



today´s functions, shown floorwise

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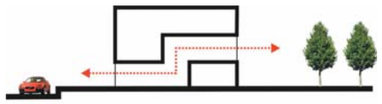
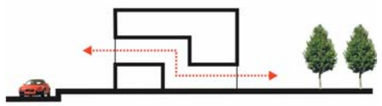
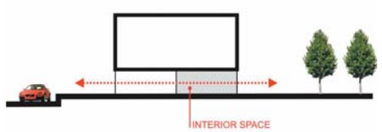
leichter Zugang von der Straße &
erschwerte Erschließung des Hofes
= Innenhof wird halböffentlich
(einsehbar, aber nicht als Weg nutzbar)



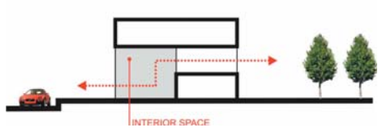
Ausblick auf die Straße und die
gegenüberliegende Häuserfront,
eventuell als interne Terrasse oder offener
Freibereich nutzbar, öffentlich orientiert



links Durchgang (schmal), rechts
offener öffentlicher Raum (breit),
als witterungs- und sonnengeschützter
Raum für Veranstaltungen nutzbar

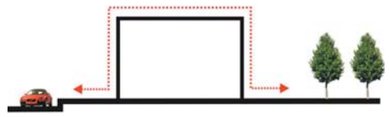


hoher offener/öffentlicher Bereich,
zur Straße hin orientiert, mit einem
halböffentlichen Zugang zum Innenhof;
direkte Erschließung eines Flachdaches
denkbar

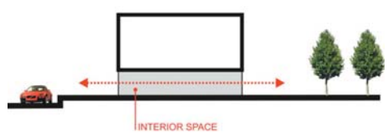


direkter Zugang/Zufahrt
derzeitige Situation der Erschließung

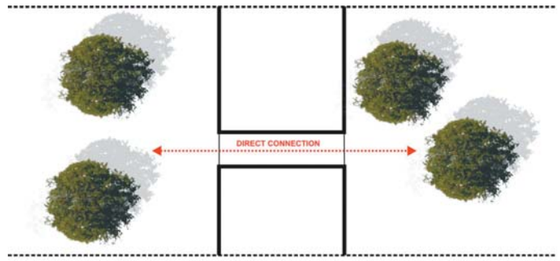
mögliche neue Erschließungsvariante
über die Dächer,
kein Eingriff in die Bausubstanz nötig,
aber aufwändige vertikale Konstruktionen
(Rampen, Treppen, etc.)



erweiterter/verbreiterter Durchgang durch
das Gebäude, Schaffung eines
halb-öffentlichen Innenraumes für den
witterungsgeschützten Aufenthalt

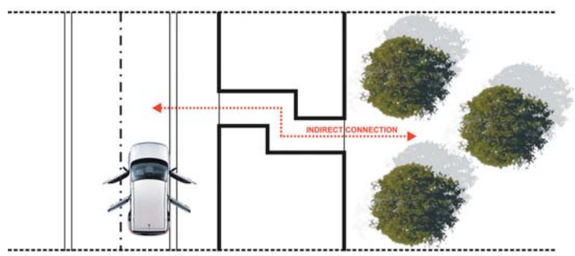


erhöhter Durchgang, obere Erscchließung-
szone,
interner offener/öffentlicher Bereich,
direkte Erschließung eines Flachdaches
denkbar,
Erschließung des Straßenraumes schwierig

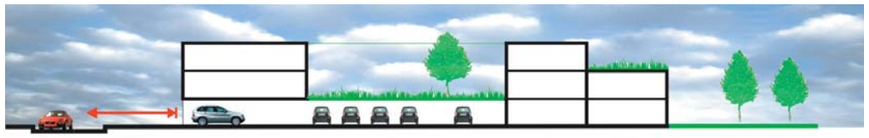


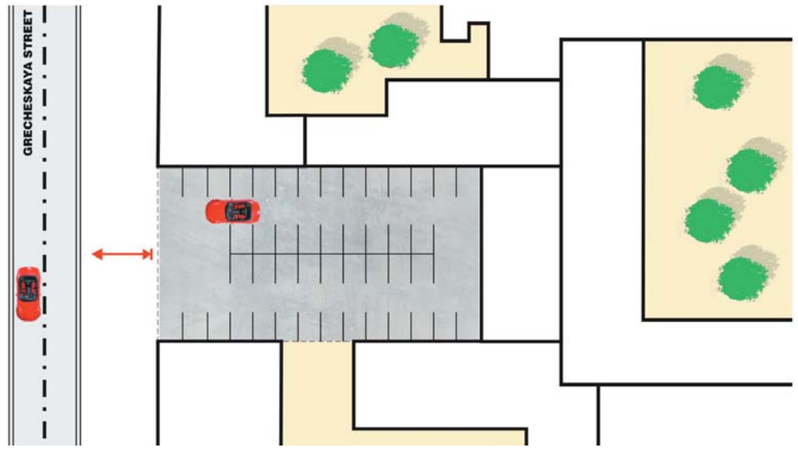
CONNECTION COURTYARD & COURTYARD

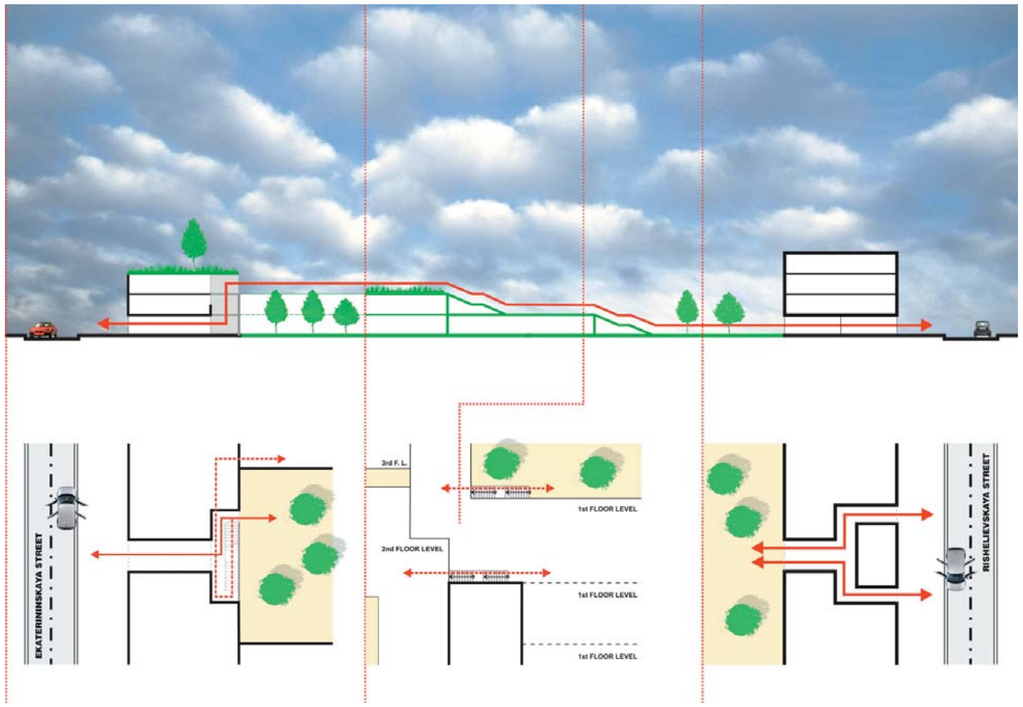
das gleiche ist in horizontaler Richtung
denkbar:
direkte Verbindungen erhöhen die Flußdichte
und -geschwindigkeit der Passanten,
indirekte verringern/verlangsamen beide



CONNECTION STREET & COURTYARD







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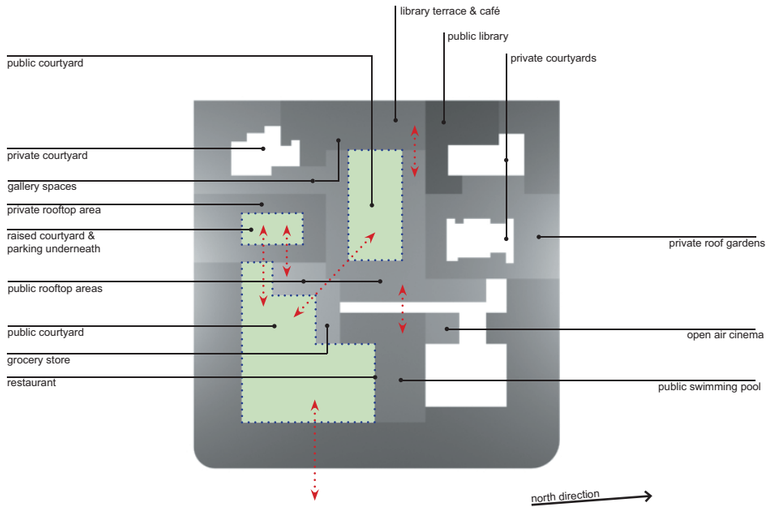
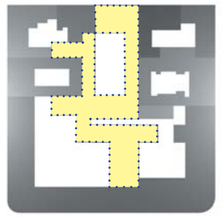
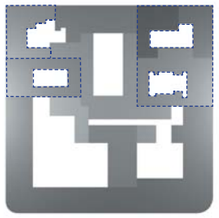
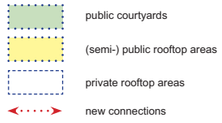
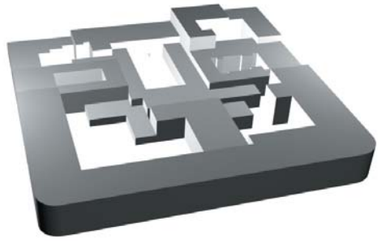


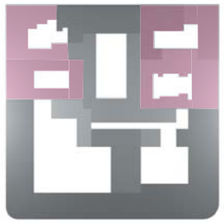




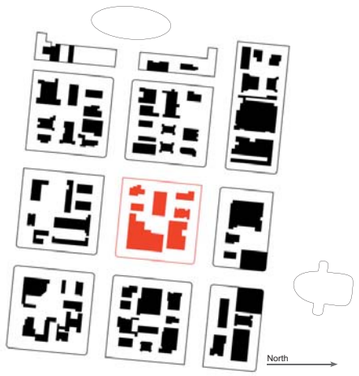


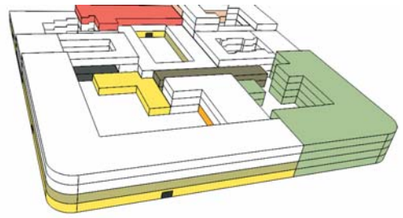
areas of new functions



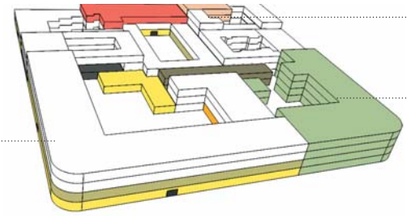


zonal spread of new functions

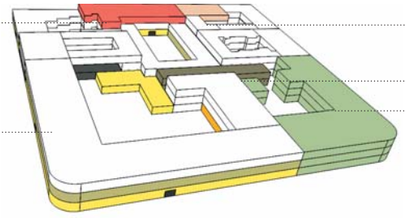




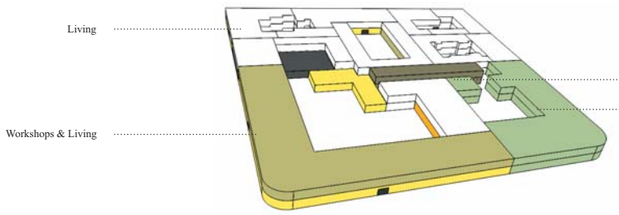
fifth level scheme



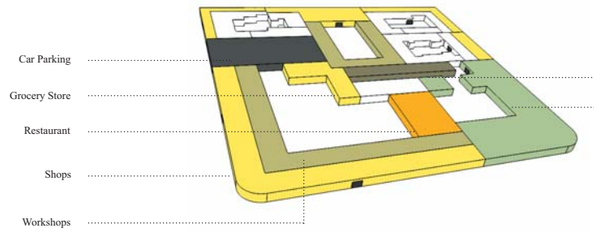
fourth level scheme



third level scheme



second level scheme



first level scheme

new functions, shown floorwise

Design & Layout by: Andreas Liska, 0130934 and Jarmila Rudenkova, 0626740

HARBOURPOLIS ODESSA 07

Networking - Netliving

Proposed functional Renewals: Scheme of new Districution of Functions, Schown in Bird View and in horizontal Sections

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Vienna University of Technology
Institute of Urban Design and Landscape Architecture
Prof. Klaus SEMSROTH Dr. Andreas HOFER

University Lviv Polytechnic Department of Architecture
Prof. Bohdan TSCHERKES Prof. Viktor PROSKURJAKOV
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Dr. Tatyana POLONSKAJA Dir. Sergey SYURKO
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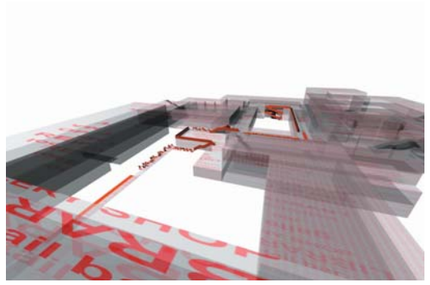
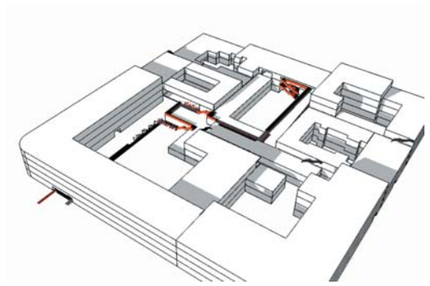
Donbas National Academy of Civil Engineering and Architecture
Prof. Hafisulla BENAI Doz. Valeriy SCHAMRAJEVSKYY

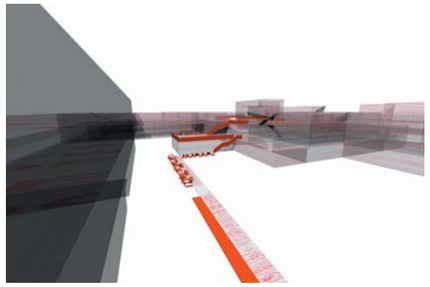
TU WIEN STÄDTEBAU LANDSCAPE



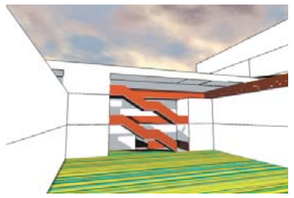
the new connection through the block



the band, which connects all new functions



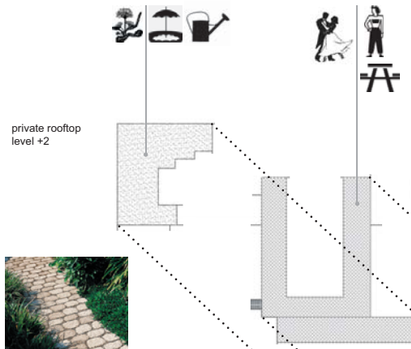
the band, which connects all new functions



the western courtyard´s entrance

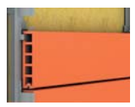
the eastern courtyard´s way up

North

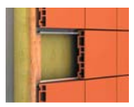


spaces and functions

Daylight Panels



Courtyard Wall Covering



Outdoor Ground Surface

Floor Lighting

Open Space Drainage

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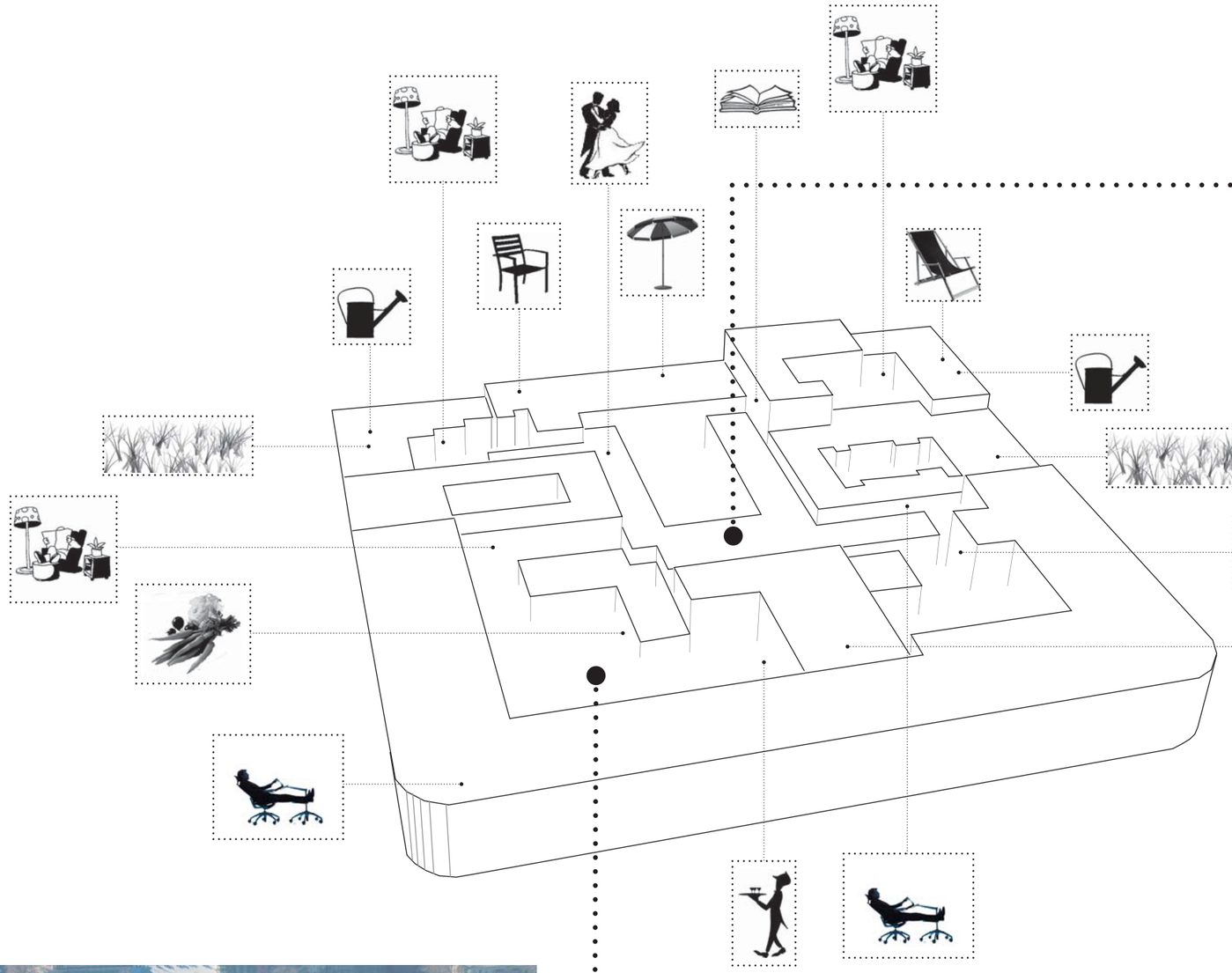
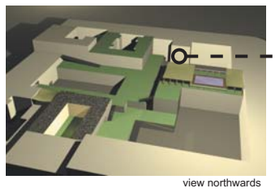
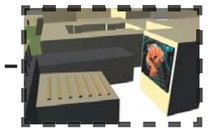
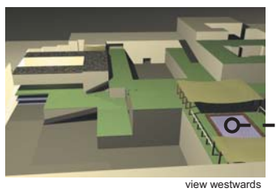



view northwards


open air cinema

view direction of axonometry above


view westwards

rooftop swimming pool area

Design & Layout by: Andreas Liska, 01303934 and Jamila Rudenkova, 0626740

HARBOURPOLIS ODESSA 07

Networking - Netliving

Proposed functional Renewals: Axonometric View with Icons, Renderings & Collages

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