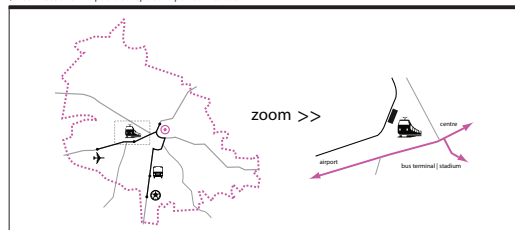


interaction

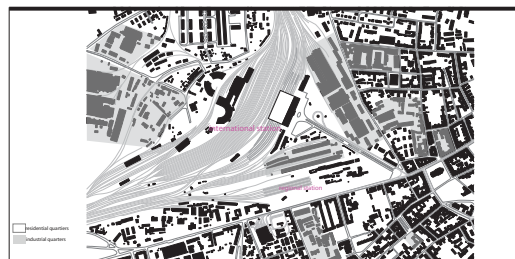
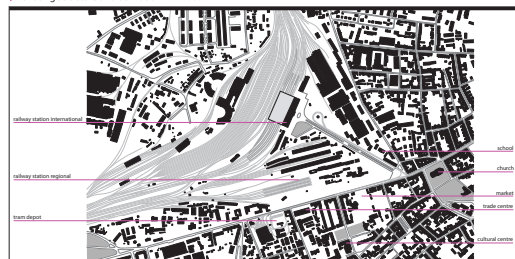
Ruth Wetcke 0425248
Petra Zwilling 0426898

design program OST EUROPOLIS, 2012 Railway Station Lviv / Lemberg
Vienna University of Technology | Institute of Urban Design and Landscape Architecture
University of Applied Sciences | Faculty of Architecture
National University of Architecture | Faculty of Architecture
Duisburg University | Faculty of Architecture
Duisburg University | Faculty of Architecture

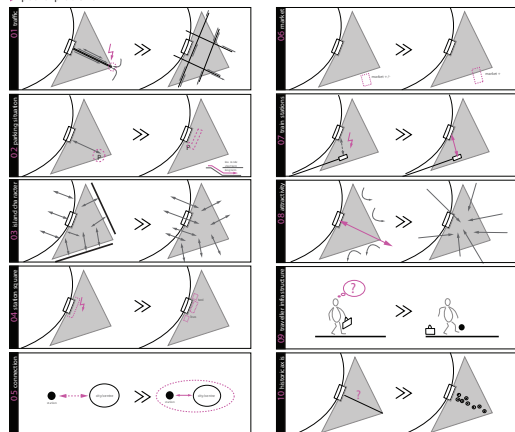
connections public transport and point of interests



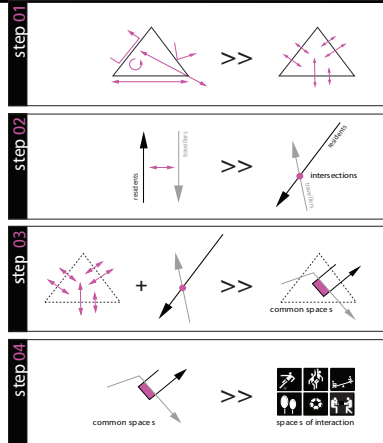
existing structure and utilization 1:10 000



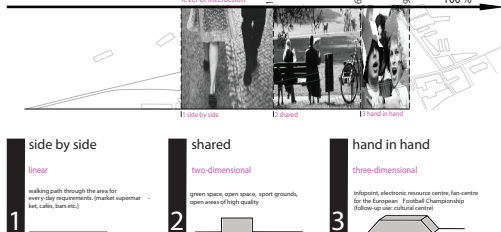
pool of problems



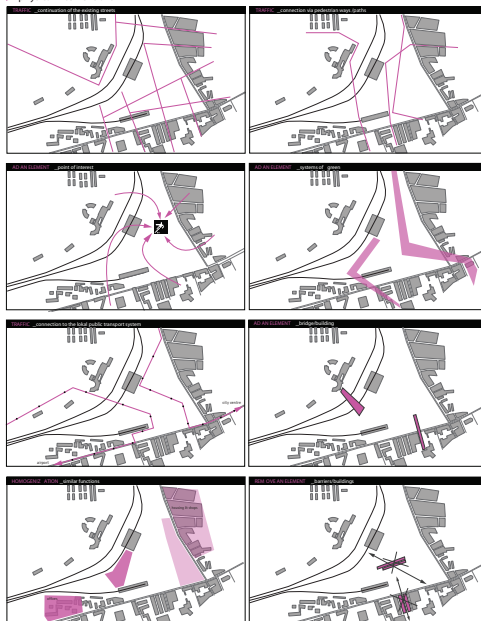
integration by interaction



social interventions



physical interventions



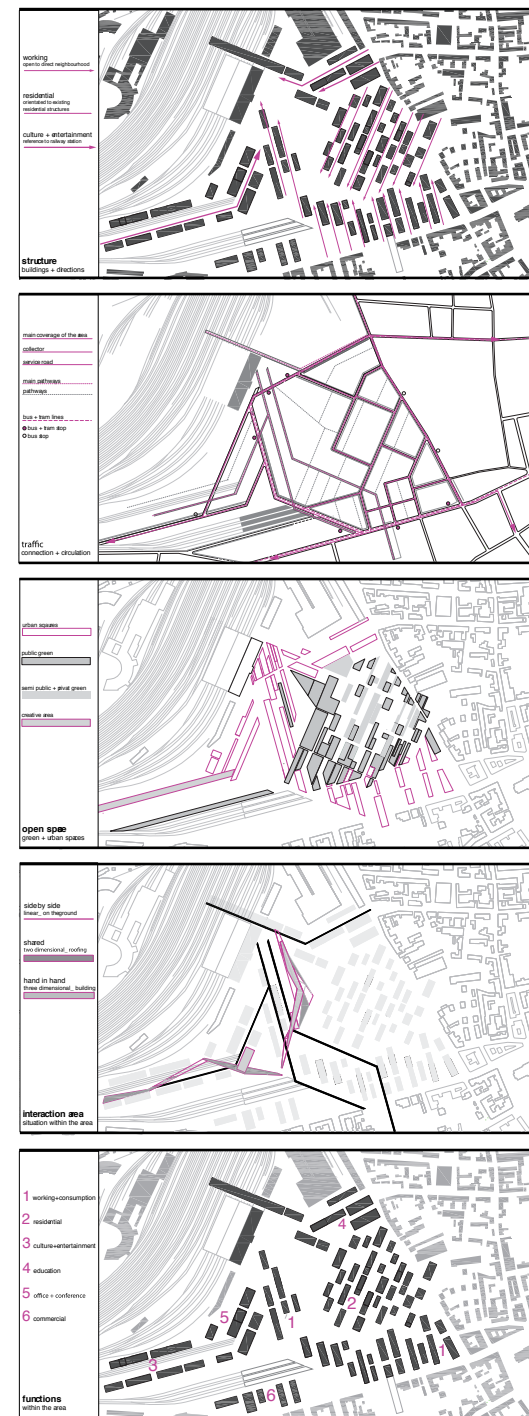
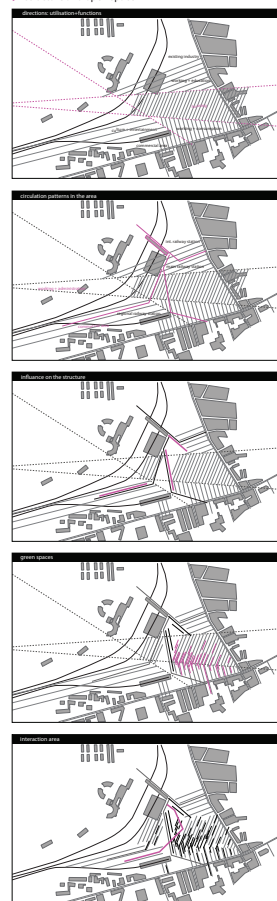
integration by interaction

The planning area is situated close to the historic centre of Lviv. Currently it is characterised by heavy traffic, chaotic unorganized building structures and an erratic mixture of different functions. We challenged ourselves to create an urban development where housing and urban infrastructure, including the railway stations can co exist. High quality urban spaces will connect the stations with the urban development and allow for a 24/7 continuous activity.

Our vision for the area is based on the current isolated character of the railway district within the city context. Apart from a very dominant street axis there is hardly any connection between the surrounding neighbourhood and the planning zone. Travellers arriving and departing from the international railway station only pass through the area because of the lack of infrastructure for travellers and quality public space.

We want to integrate the area into the city context of Lviv and abolish the isolated character that it currently has. With the use of structural action (physical interventions) such as creating a working transport scheme and removing superficial barriers we want to break up the isolation of the area. However, for us integration does not only refer to structural measures but also to human aspects. Travelling is by nature characterised as a hectic flowing motion, however, we wish to create public spaces where people from all over the world (travellers) can mingle with people from Lviv (residents). These places (interaction area) are situated at the intersection of the main movement flows (main paths) and provide one dimensional spaces such as pathways (side by side), two dimensional places such as a grand stand (shared) or three dimensional structures such as a youth centre (hand in hand).

structure and open space



analysis

connections | existing structure | utilization | pool of problems

superior concept

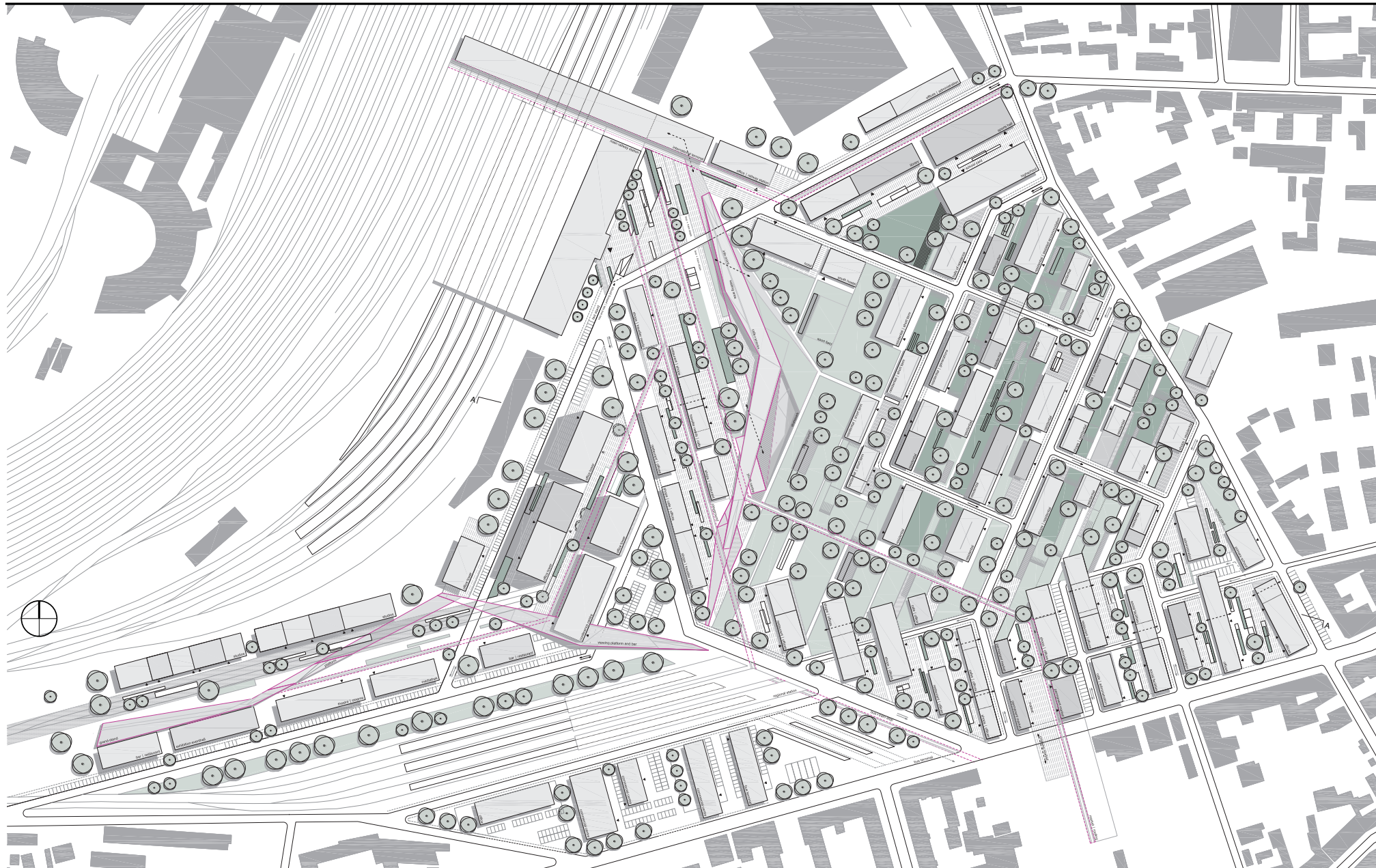
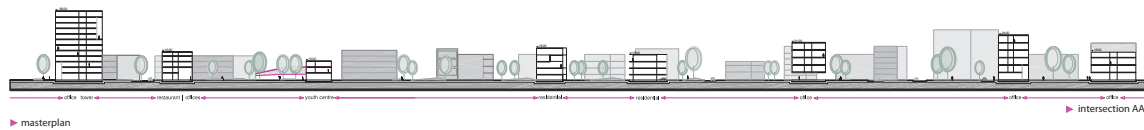
step 01 - 04 | social interventions | physical interventions

development

structure | open space

layers 1:5000

structure | traffic | open space | interaction area | functions

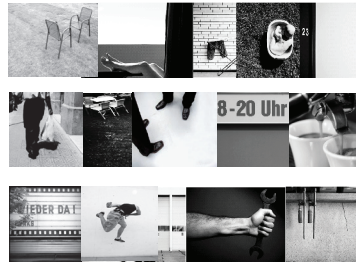


interaction

Ruth Wetcke 0425248
Petra Zwilling 0426898

design program OST EUROPOLIS 2012 Railway Station Lvlv / Lemberg
Vienna University of Technology (Institute of Urban Design and Landscape Architecture)
University of Applied Sciences (FH Technikum Wien) (FH Technikum Wien) (FH Technikum Wien)
National University of Applied Sciences (FH Technikum Wien) (FH Technikum Wien) (FH Technikum Wien)
Dipl.-Ing. Petra Zwilling (FH Technikum Wien) (FH Technikum Wien) (FH Technikum Wien)

OST EUROPOLIS 2012



► functions of the main areas

residential_35%

residential: retirement, social areas,
private residential, school, relaxation
building height: max. 10 m

working_consumption 25%

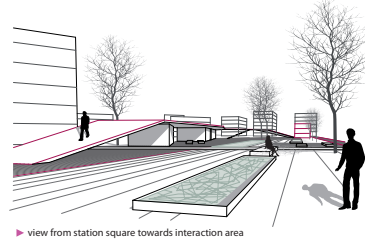
working: education 12%
working: conference centre 18%
work: shop, eat, learn
building height: max. 20 m

culture+entertainment_15%

dance, sing, exhibition,
entertainment, meet, network
building height: max. 10 m

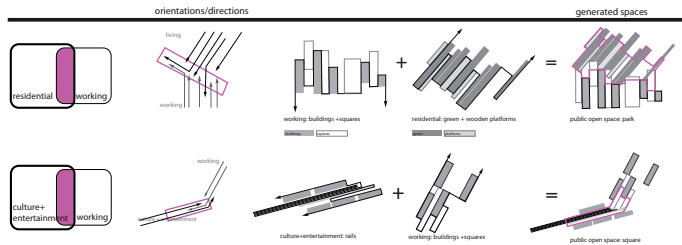


► view from working area towards residential area

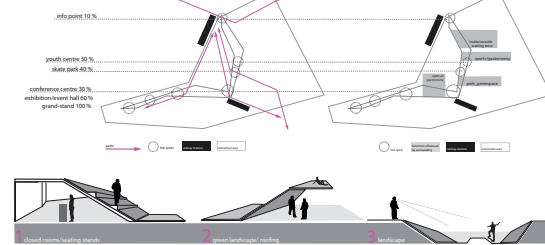


► view from station square towards interaction area

► public space intersections

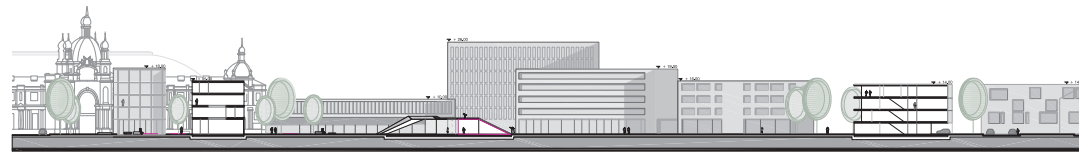


► interaction area



► numbers and facts

building footprints	building structures	inner traffic	frequency	width	special function	open space	demonstration function	elements	material	shape
residential 17.340 qm	terraces and through-paths in the ground floor zone	free public space with residential character	free public space with residential character	filtration	adaptation	differentiated in public open space and private area	rehabilitation	green	lawn + wood	rectangular
working+consumption 23.743 qm commercial 4.824 qm	terraces and through-paths in the ground floor zone	free public space with residential character	free public space with residential character	adaptation	adaptation	differentiated in public open space and private area	communication	squares + plants	paving + stone	rectangular
culture+entertainment 7.775 qm	single low-level structures	free public space with residential character	free public space with residential character	adaptation	adaptation	differentiated in public open space and private area	action	rails	steel + gravel	rectangular



► Intersection BB 1:500

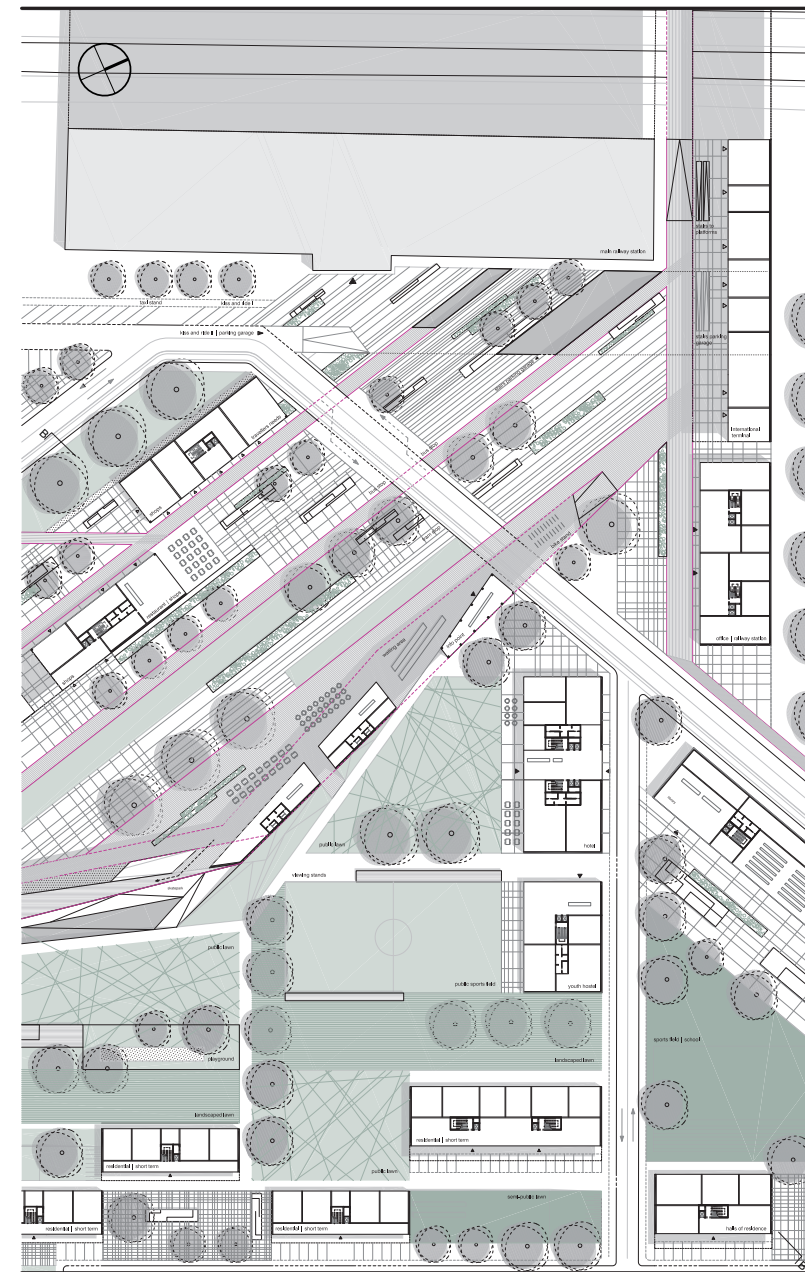
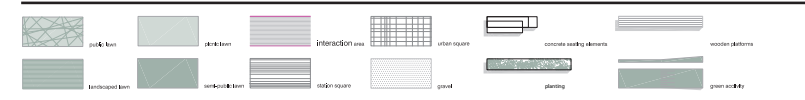


► phases of construction

►► concept implementation

functions of the main areas | views | public space intersections | interaction area | numbers and facts | materials | Intersection BB | phases of construction

► legend open space



►► planning 1:500

masterplan | legend open space