REDEFINING THE BALTIC WAY

EXPLORING OPPORTUNITIES TO CONSOLIDATE THE STRUCTURE OF PANEVEŽYS

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Vilnius  Klaipėda  Panevėžys  Kaunas  Šiauliai
Geopolitical shift
Shift of spatial model
Structural transformations of Panevėžys

Problem
Research focus
Methodology
Trends
Spatial analysis of Panevėžys

Approach
Vision for Panevėžys
Strategic places
Strategic focus

Strategies
Key interventions
Detailed design
Reflection

The Baltic way
Conflicts
Just before 1990, people were creating a synergy in the drive for freedom that united the three Baltic States.

A human chain stretched between the three capitals of the Baltic States - Tallinn, Riga and Vilnius.
In 1990, Lithuania declared independence from Soviet Union and the country was accepted to European Union in 2004. The position of Lithuania in political and economic networks has shifted radically.

The transition between two ideological, economic and political systems that have different form of interaction between urban form, people and economic attractors is complicated and is not complete yet in Lithuania and in CEE in general (Sykora, 2006).
The concept of a ‘group settlement system’ (a normative version of Christaller’s Central Place theory) was devised in the beginning of the **1960s** in Lithuania.

The end of regional and urban **redistributive policies** means that cities depend more than in the past on their **endogenous** economic and social potentials (Musil, 2005).
The improved accessibility to economic networks within metropolitan area had a significant impact on the rearrangement of urban activities. Land along these corridors is set aside for the construction of new shopping malls, production facilities, distribution centres and low density housing areas.
CONTEXT: STRUCTURAL TRANSFORMATION

XIX CENTURY

- Geopolitical shift
- Polycentric urban system
- Compact city structure
- Industry-based economy
- Centralized ‘top-down’ planning
- Growing population

SOCIALIST (1940-1990)

- Shift of spatial model
- System based on market forces
- Sprawling city structure
- Service-based economy
- Decentralized, poorly coordinated, market-oriented planning
- Shrinking population

POST-SOCIALIST (1990-PRESENT)

- Conflict

PLAN FOR 2027

Historical concentric model and a more linear development after 1990, source: author’s image.

Shifting centre towards the periphery, source: author’s image.

Creating economic development opportunities became the overriding concern.

With their decisions governed by the logic of chasing the highest profit, developers have shown little interest in developing close links with local communities undermining the prospects for sustainable future (Robinson, 1996).
Developer oriented planning is not ensuring wider interests of society.

Present trends of shifting centres and urban sprawl is moving Panevėžys away from sustainability.
CONFLICT: STRUCTURAL EFFICIENCY

THREATS FOR STRUCTURAL EFFICIENCY OF THE CITY:

Loss of urbanity; increasingly expensive to maintain urban structure by shrinking population; decreasing efficiency of public transport and city-wide systems; lack of complementarity of functions; monofunctional zones.
CONFLICT: SOCIAL SUSTAINABILITY

THREATS FOR SOCIAL SUSTAINABILITY IN THE CITY:
Diminishing access to jobs, housing and services for lower class residents; social stratification and fragmentation; loss of private entrepreneur profit due to decreased urban density in central areas.
CONFLICT: ENVIRONMENTAL SUSTAINABILITY

THREATS FOR ENVIRONMENTAL SUSTAINABILITY IN THE CITY:
increase in the levels of air and noise pollution; mono-functional territories; loss of open space; spatial fragmentation; derelict brownfields; unmaintained public space; overcrowding and decaying socialist housing.

PROBLEMS OF THE SPATIAL PLANNING SYSTEM:
lack of cooperation between institutions responsible for planning in different scales; economic relations are emphasized over other issues; insufficient planning rules are still based on land use planning instead of strategic planning.
**PROBLEM STATEMENT**

Expansive urban development in Panevezys is not leading towards socially and environmentally sustainable future.

VALUES OF SOCIAL SUSTAINABILITY:
1. Social coherence in and between all the parts of the city;
2. Livable and vital living environment;
3. Equal access to facilities;
4. High quality of individual and communal life.

VALUES OF ENVIRONMENTAL SUSTAINABILITY:
1. Low emissions through mobility patterns;
2. Efficient use of natural assets (land and natural surroundings).

The city is getting more dispersed and increasingly more expensive to maintain by shrinking population.
AIM OF RESEARCH

The aim of the study is to explore the possibilities to consolidate the city structure of Panevėžys.

Opportunities to steer some developments to brownfields, socialist housing estates and unused territories in the inner city will be researched in order to achieve more efficient operations and more responsive services.
There has been a lack of clear visions and strategic planning concepts for the city. Consequently urban development has fallen under strong influence of neo-liberal market conditions that ignore long-term effects and wider interests of society.

There is a gap of applicable practical methods and innovative solutions for planning a shrinking city in CEE countries.

How to consolidate the city structure of Panevezys by restructuring historical structures and undeveloped central areas of the city?
RESEARCH

Trends

Position of the city on the regional scale

Spatial analysis of the city
HOW DID THE CITY EVOLVE?

PANEVEZYS 1947
26,000 inh.
Agricultural economy

PANEVEZYS 1990
130,000 inh.
Density 4356, inh/km²
Industrial economy

PANEVEZYS 2013
105,000 inh.
Density 2019, inh/km²
Service-based economy

PANEVEZYS 2027

?
Comparison of cities: Delft and Panevėžys, source: author’s image.

DELFT
- Population: 96,100 inhabitants
- Area: 24.08 km²
- Density: 4,180 inh/km²

PANEVĖŽYS
- Population: 105,000 inhabitants
- Area: 52 km²
- Density: 2,019 inh/km²

Comparison of cities: Delft and Panevėžys, source: author’s image.
What is causing urban sprawl?

- There is a correlation between the real estate price of an area and its activity.
- The suburban land is the area of biggest activity presently.
- However, the central part of the city has a strong demand for new office, service areas and residential buildings, of which, there is almost no supply.
The current triangle (architect, developer, builder) still caters to a ‘spatial reality’ that is not efficiently connected with issues related to sustainable economic growth, social diversity and justice, and stewardships over natural and environmental resources (Friedman, 2005).
WHAT IS CAUSING URBAN SPRAWL?

Population and automobilization levels in Panevėžys, source: stat.gov.lt

ROAD INFRASTRUCTURE - 1.7% OF THE REGIONAL LAND USE

Main mobility arteries in the region, source: author’s image.
WHAT IS CAUSING URBAN SPRAWL?

NON RESIDENTIAL PROGRAMME:

- Railway ‘Rail Baltica’.
- Logistic centres.
- Industrial zones. 470,000 m².
- Shopping malls and commercial complexes:
  - Office space 30,000 m²;
  - Warehouses/offices/industry 22,000 m²;
  - Retail of construction/furniture 39,000 m²;
  - Automobile maintenance 12,700 m²;
  - Hotels 22,400 m²;
  - Entertainment 10,000 m².

RESIDENTIAL PROGRAMME:

- Low-density family houses 25000 m²/year.
- Renovation of socialist housing estates.
WHAT IS CAUSING URBAN SPRAWL?

WHAT IS CAUSING URBAN SPRAWL?

CHANGED LIFESTYLE

Through the reconstruction of historical development of the city the concentric expansion could be seen as the main prevailing principle of growth. However the most recent development in the post-socialist period as well as the planned development of the next decade indicate urban sprawl and decentralization. The role of mobility patterns based on private automobile came to play a dominant role in urban transformation as it did in other post-socialist cities (Grava, 2007). New residential developments have been built in the city periphery and out in the region in forms of low density houses in the open countryside or more organized suburban developments and village extensions, all of which well connected to main roads and highways. Logistics terminals and warehouses are the other particularly dominant types of development around Panevezys, situated along the main highways of national and international importance.

Suburbanization in Lithuania, appearing around the largest cities, is related to the economic trends, spatial development policies and newly emerged living patterns as well as the aspects of mentality and tradition. Along with increased mobility and improvement of living standards there has been a dramatic turn to celebration of consumerism in the society, which previously had been constrained by a number of limitations and insufficiencies of the communist regime. deregulation of land market and uncomplicated conversion of the agricultural land to urban uses became a standard procedure (Stanilov, 2007). In Lithuania, as an example, even with some legal restraints, many suburban housing was built on the agricultural land under the cover of country homesteads. The amount of agrarian land is foreseen to be reduced by 10% in fifteen years.

As the number of inhabitants in the city decreased by 23%, the surrounding region witnessed a 4% increase. This kind of suburban development is already causing particular problems in Panevėžys, which might become a serious threat in the future. Lack of infrastructure, daily services, basic facilities and public transportation is not only the problem of emerging suburbia and its residents, but on the larger scale of the whole city it is a potential environmental and societal threat in terms of pollution caused by dispersed traveling patterns as well as social segregation and loss of urban social life (Dieleman and Wegener, 2004).

Conclusions

- There is a strong tendency of suburbanisation in Panevezys while the population is migrating to the region and shrinking in general;
- This is causing problems in the inner city and is threatening the agrarian land in the region.

Suburban development is already causing particular problems in Panevėžys, which might become a serious threat in the future.
SPRAWL - THREAT TO AGRICULTURAL LAND

Zone of the most fertile land of Lithuania, source: comprehensive plan of Lithuania, 2002.

AGRICULTURAL LAND 57% > 45% OF THE REGIONAL LAND USE

Threat of sprawl to the agricultural land, source: author’s image.
SPRAWL - ENERGETIC AND ECOLOGICAL THREAT

CONSUMPTION OF BIOFUELS IS PLANNED TO BE INCREASED
30% > 60%

Price comparison of natural gas and biofuels, source: author’s image.

Threat of sprawl to forests, source: author’s production.
LOSING THE QUALITY OF LANDSCAPES...

QUALITIES OF THE CENTRAL CITY:
Good quality public space; high density of inhabitants; existing infrastructure; existing public transport; existing social infrastructure and services; urban identity.

QUALITIES OF THE AGRARIAN LAND:
Countryside identity; agrarian and biomass production - important for the economy.

QUALITIES OF NATURAL LAND AND FORESTS:
Protection of ecosystems; source of wood; flora and fauna; recreation.
... BECAUSE OF THE EMERGING SUBURBIA

FEATURES OF SUBURBAN DEVELOPMENT:
- Low density;
- No social infrastructure;
- Poorly managed public space;
- Gated communities;
- Need for new infrastructure;
- Low reachability of public transport;

BUT:
- More spacious;
- More private land that is cheaper.
THE RISING IMPORTANCE OF ‘VIA BALTICA’

Traffic intensity in Baltic Sea region, source: NORDREGIO.

Relative size of cities in Lithuania, Latvia and Estonia, source: author’s production.

Factsheet:

- Territory of the city – 50 km²;
- Population of the city – 107,578 inh;
- Population of the region - 146,000 inh;
- Population of the metropolitan area - 242,000 inh;
- Population density in the city – 2152 inh/km²;
- Number of companies – 3191.

-Panevezys is a centre of non-daily and regional services of the metropolitan area (60 km radius).

-The economy in the region is rising while the population is shrinking.
MAIN INFRASTRUCTURAL LINES AND TYPOLOGICAL AREAS

Main infrastructural lines, source: author’s production.

Different morphological areas in Panevezys, source: author’s production.
Different patterns developed in different periods, source: author’s image.

21st century development, source: author’s image.

Socialist development, source: author’s image.

Historical development, source: author’s image.
Patterns of 21st century urban development in Panevezys, source: author's production.

21ST CENTURY DEVELOPMENT - SPRAWL
SOCIALIST CIAM PART

Patterns of the socialist urban development part, source: author's production.
HISTORICAL CENTRE

Patterns of the historical services, source: author’s image.
## WHAT ARE THE TYPOLOLOGIES?

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logistic centres</td>
<td>New centre Rail Baltica</td>
</tr>
<tr>
<td>New industry</td>
<td>470,000 m² short-term</td>
</tr>
<tr>
<td>New wholesale</td>
<td>20,000 - 30,000 m² short-term</td>
</tr>
<tr>
<td>New malls</td>
<td>100,000 m² short-term</td>
</tr>
<tr>
<td>Low density housing</td>
<td>25,000 m²/year</td>
</tr>
<tr>
<td>Old industry</td>
<td>Abandoned</td>
</tr>
<tr>
<td>New offices, services</td>
<td>100,000 m² short-term</td>
</tr>
<tr>
<td>CIAM</td>
<td>Renovation</td>
</tr>
<tr>
<td>Central housing</td>
<td>No supply</td>
</tr>
</tbody>
</table>

Programme and typology of processes, source: author's production.

Different typological areas in Panevėžys, source: reproduced from www.maps.lt.

- 21st century
- Socialist industry
- Socialist housing
- Low density housing
- Block structure
WHERE ARE MAIN URBAN ACTIVITIES?

JOB CONCENTRATION

RESIDENTIAL CONCENTRATION

Job concentration, source: author’s image.

Residential concentration, source: author’s image.
HOW ARE PEOPLE TRAVELLING?

PRIVATE MOTORIZED TRANSPORT MOBILITY

Local public transport intensity, source: author’s production.

LOCAL PUBLIC TRANSPORT MOBILITY

Car traffic intensity, source: author’s production.
REGIONAL PUBLIC TRANSPORT MOBILITY

Regional public transport routes and locations of the terminals, source: author's production.

BICYCLE MOBILITY

Regional cycling paths in Panevėžys, source: author's production.

Legend

- Existing lanes
- Recommended new/upgraded lanes
CONCLUSIONS: CITY CENTRE - MOST ACTIVE AND ACCESSIBLE AREA
CONCLUSIONS: REGIONAL AND LOCAL NETWORKS ARE NOT EMBEDDED WELL

REGIONAL SCALE
- Regional transport infrastructure
- Regional public transport terminals
- River Nevėžis
- Services of regional importance

CITY SCALE
- Mobility patterns
- Living - working relation
- City infrastructure
- City-wide systems
- Non-daily services

LOCAL SCALE
- Daily services
- Local infrastructure
- Land-use
- Spatial conditions of urban places

Structural importance on different scales, source: author’s image.
CONCLUSIONS: REDUCE SPRAWL, REUSE HISTORICAL STRUCTURES

Insufficient recycling of the historical structures and unbalanced post-socialist development bring threats of social and environmental sustainability, particularly in terms of social segregation, loss of urban vitality, inefficient land use, environmental pollution and expensive to maintain urban structure.

Alternative strategies that would aim to defend public interests and bring people back to the city are needed.

Furthermore, a qualitative redevelopment of the existing structure is necessary to improve the operations and make the services more responsive.
VISION AND STRATEGIES

Approach

Vision

Strategies
**APPROACH: AIMED QUALITIES**

**Sprawling City**
- Zoned development
- Social and functional segregation
- Car dependence
- Disconnected public spaces
- Parking, buildings and freeways
- Minimum parking spaces
- Sense of anonymity
- Large scale developments
- Superstores and big shopping complexes
- Driven by market forces
- High energy
- High carbon dioxide emissions

**Compact City**
- Mixed-use development
- Social and functional integration
- Predominance of pedestrians and cyclists
- Interconnected public spaces
- Planning for walking and cycling
- Parking space capping requirements
- Sense of community
- Neighbourhood-human-scale developments
- Corner shops, local shopping areas
- Driven by a vision
- Low energy
- Low carbon dioxide emissions

Adopted from Dennis and Urry, 2009: 113
APPROACH: REDEFINING VIA BALTICA

Redefining ‘Via Baltica’ back to the historical road, source: author’s image.

Historical concentric development

Linear post-socialist development

Proposed central development

ADVANTAGES

- More compact structure would be cheaper to maintain and easier to control its city-wide systems, as public transport, green structure.

- More compact structure would use the existing road, electricity, gas, water, internet infrastructure, without a need for new construction.

- Mixed-use development would be integrative socially and functionally, creating environments more suitable for service-based economy.

DISADVANTAGES

- Requires a change in spatial planning towards a more strategic and cooperative between public/private sectors.

- Requires a long-term action plan for a fluent implementation of the strategies, might be more expensive short-term.
APPROACH: RETURNING TO THE URBANITY OF THE HISTORICAL CENTRE

Returning to the historical core and finding a more compact structure through different typologies, source: author’s image.
**APPROACH:** FINDING COMPACT CITY FORM BY CONSOLIDATING STRUCTURE

Growth oriented planning in Panevezys, source: author’s image.

‘Decline’ oriented planning in Panevezys, source: author’s image.

**HISTORICAL**

XIX CENTURY

SOCIALIST

POST-SOCIALIST

POST POST-SOCIALIST

POST POST-SOCIALIST

HISTORICAL
VISION: DIVERSITY OF LANDSCAPE WITH STRONG IDENTITY

Buildings and structures are forming clear identities (AFTER)

Buildings and structures are not forming clear identities (BEFORE)

Current nodes of mobility, source: author’s image.

Aimed combined nodes of mobility, source: author’s image.

Aimed consolidation of the Northern axis, source: author’s image.
VISION: FROM GREENFIELD TO REUSE

In order to combat the negative impacts of driveable suburbanism, focus should be on:

1. Urban restructuring;
2. Urban transformations;

Strategy 1: Upgrading public transport system:

- New BRT line.
- Upgrade of existing routes.

Strategy 2: Developing the Central-Northern axis of the city:

- Inter-modal public transport terminal;
- Intensification and public space upgrade for the city centre;
- Socialist housing estate regeneration and intensification.

New city model is expected to:

- reduce suburban sprawl;
- facilitate suburban periphery;
- increase usage of public transportation;
- increase quality of public space;
- regenerate socialist housing estates.
STRATEGY 1: IMPROVING PUBLIC TRANSPORTATION SYSTEM

Impression of Bus Rapid Transit (BRT) system, source: Buinevicius 2010.

Concept of the new transport system: author’s image.

Public transport nodes, source: Muliuolyte, 2010.

Main Bus Rapid System nodes: author’s image.
ACTIVATING PUBLIC SPACE

**BRT** routes would bring impulse to reconstruct transport corridors into quality public space.

Furthermore, it would extend potentials of the existing public space and enhance mixed-use development opportunities around the BRT stops.

CONNECTING ACTIVITY ZONES

**BRT** routes would embrace objects of city and district importance, reinforcing public places and improving accessibility to services.
Private developers and investors have become powerful and important players, whose activities in the land development process should be more efficiently regulated (Stanilov, 2007: 407).

The private financing should be attracted to partnerships with the public sector (Kessides, 2000) to ensure the interest of the civil society.
DEVELOPING THE CENTRAL - NORTHERN AXIS

Consolidation of the Northern axis of Panevezys, source: author's image.


Short-term development, source: author’s image.

Long-term development, source: author’s image.
DEVELOPING THE CENTRAL - NORTHERN AXIS: AIMS

1. NEW STATION COMPLEX:
- Integrity and hierarchy of transport;
- Embedded regional-local networks;
- Brownfield redevelopment with programme of a city sub-centre.

2. REGENERATION OF SOCIALIST HOUSING ESTATES:
- From ‘tree’ structure into an urban network;
- Mixed-income community;
- Variety of housing and typology;
- Clear public-private space relations;

3. URBAN ACUPUNCTURE IN THE CITY CENTRE:
- Continuous, diverse ‘mixed-use’ urban area;
- More urban public space;
- Predominance of pedestrians and cyclists;
- Continuity, crossing different structures;
- Small-medium sized firms/corner shops.

Pilot projects of the vision (black-non residential buildings), source: author’s image. Strategic focus of the city, source: author’s image.
URBAN ACUPUNCTURE IN THE CITY CENTRE
- Continuous, diverse ‘mixed-use’ urban area;
- More urban public space;
- Predominance of pedestrians and cyclists;
- Low carbon dioxide emissions;
- Small-medium sized firms/ corner shops.

REGENERATION OF SOCIALIST HOUSING ESTATES
- From ‘tree’ structure into an urban network;
- Mixed-income community;
- Variety of housing and typology;
- Clear public-private space relations;
- Low energy.

NEW STATION COMPLEX
- Integrity and hierarchy of transport;
- Embedded regional-local networks;
- Brownfield redevelopment with programme of a city sub-centre.
**NEW STATION COMPLEX**

Programme for the complex:
1. Regional and local transport terminals;
2. Functions for the sub-centre of a city;

The new complex will allow to:

- establish multi-modal transport change point;
- facilitate for the suburbia better;
- bring more urbanity to the fringes of inner city;
- generate impulse for regeneration of the socialist housing estates.

Aksonometric view of abandoned brownfield, source: author’s image.
BROWNFIELD REDEVELOPMENT: FORMER MEAT REPRODUCTION FACILITY

Former meat reproduction factory, source: author’s image.

Former train platform of the factory, source: author’s image.

Existing relation with the railway, source: author’s image.

Ground floor space, source: author’s image.
PUBLIC TRANSPORT NODE: ORGANIZATION

Functions:
- Railway terminal
- Pedestrian bridge
- Regional bus terminal
- BRT
- Parking garage
- Taxi space
- Bicycle storage

1. Location in the city centre, source: author’s image.

Transport nodes in the station complex, source: author’s image.
SUPPORTING THE NORTHERN AXIS OF THE CITY

Axonometric view of transport nodes in the station complex, source: author’s image.

Functions:
- Railway terminal
- Pedestrian bridge
- Regional bus terminal
- BRT
- Parking garage
- Taxi space
- Bicycle storage
Section across the public transport node, source: author’s image.
AVAILABLE SPACES

130 m²
430 m²
830 m²
430 m²
1600 m²
1400 m²
1900 m²
4800 m²
2200 m²
2600 m²
3600 m²
3900 m²
5000 m²
12000 m²
REFERENCES

Telliskivi creative city, Talinn, Estonia

Scheme of organization of the Telliskivi creative city, source: author’s image.

Westergasfabriek, Amsterdam, The Netherlands

Scheme of organization of Westergasfabriek, source: author’s image.
Other functions planned to be directed into the sub-centre of the city:

Indoor:

1. conference rooms;
2. retail/wholesale commerce;
3. travel hotels;
4. Services;
5. entertainment;

Additional:

6. workshop spaces;
7. cheap offices;
8. cultural spaces;
9. lofts;

Outdoor:

10. Terrace;
11. Park;
12. Recreation.
STRATEGIC ACTIONS

- **Managing public transport stakeholders.**
  Creating a partnership between public transport operators and the municipality.

- **Managing the property.**
  Convincing the proprietor to invest to the brownfield redevelopment or sell the property for an operator.

- **Forming a PPP.**
  The project is feasible for private operators. Public sector would be ensuring interests of a wider public.

- **Changing land use.**
  Preparing land use change from industrial/warehouse to multifunctional. The TOD principle would encourage higher densities around the station complex.

- **Negotiating incentives.** A flexible rent system - would be needed to attract various incentives (‘pay or refurbish on your own’).
The aim of the pilot project is to demonstrate:

- integration of connections between the station and the city centre;

- possibilities of intensification in the socialist housing estates;

- possibilities of forming clearer public-private space relations;
GROUND FLOOR USE INTENSIFICATION NEAR TRANSIT LINES

2. New buildings
   Existing buildings
   New buildings

LEGEND

Location in the city centre, source: author’s image.

Example of ground floor use, source: maps.google.com

Extension of the existing tree-like structure,

Figure. Main transit lanes and aimed non-residential ground floor use, source: author’s image.
INTENSIFICATION WITH NEW TYPOLOGIES

Existing typologies in the area

New typology - residential with ground floor use

New typology - Low rise blocked residential

Intensification plan, source: author’s image.
IMPROVING PUBLIC-PRIVATE SPACE RELATIONS

- New private and semi-private spaces, source: author’s image
- Reference: Westergasfabriek, Amsterdam, Kees Christiaanse.
- Reference: Kempe Thill, MVRDV.
- Reference: Neutelings, Hollainhof, Gent.

LEGEND

- New buildings
- Private/semi-private spaces
IMPROVING PUBLIC-PRIVATE SPACE RELATIONS

New residential houses and new private/semi-private space, source: author’s image

Residential block after intensification, source: author’s image

LEGEND
- New ground floor use
- New residential use
- Semi-private space
PUBLIC SPACE IN THE CITY CORE: THE PEDESTRIAN BRIDGE OVER THE RIVER
PUBLIC SPACE IN THE CITY CORE
CREATING A NEW SUPPLY OF BUILDINGS

Aimed new construction, source: author’s image

Aimed structure of public space, source: author’s image
REFLECTION: SUMMARY OF THE THESIS PROJECT

POST-SOCIALIST TRENDS - THREATS TO SUSTAINABILITY

Urban sprawl and population shrinkage in Panevėžys.

Socio-spatial fragmentation in Panevėžys.

Automobilization trends in Panevėžys.

Before: 10 %
New: 88 %

Before: 90 %
New: 10 %

Threats of sprawl in Panevėžys.
RETURNING TO URBANITY: FROM SPRAWL TO COMPACT STRUCTURE
URBAN ACUPUNCTURE IN THE CITY CENTRE
-Continuous, diverse ‘mixed-use’ urban area;
-More urban public space;
-Predominance of pedestrians and cyclists;
-Low carbon dioxide emissions;
-Small-medium sized firms/ corner shops.

REGENERATION OF SOCIALIST HOUSING ESTATES
-From ‘tree’ structure into an urban network;
-Mixed-income community;
- Variety of housing and typology;
-Clear public-private space relations;
-Low energy.

NEW STATION COMPLEX
-Integrity and hierarchy of transport;
-Embedded regional-local networks;
-Brownfield redevelopment with programme of a city sub-centre.
CONSOLIDATING THE CITY CENTRE

NEW STATION
URBAN STREETS
REGIONAL HOSPITAL
RIVER PARK
CULTURAL ZONE
SPORT ARENA
SERVICES & COMMERCE
CITY CORE
REDEFINING THE BALTIC WAY

EXPLORING OPPORTUNITIES TO CONSOLIDATE THE STRUCTURE OF PANEVEZYS

THANK YOU

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Vilnius  Klaipėda  Panevėžys  Kaunas  Šiauliai

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