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STRUCTURE FORMATION PRINCIPLES OF PASSAGES IN THE LVIV CITY CENTRE

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Abstract: In the central area of the city of Lviv there were 15 passages, and only three of them maintained their initial function, while the rest ceased to exist despite preservation of 65-70% of space planning structure of quarters. Given due disclosure of this issue, alongside with the prospects for developing these premises, conditions of formation and establishment of the passages, and their spatial interaction, a significant part of urban space may be reintegrated into the city's cultural public sector by means of revalorization, since, as a rule, most passages were located on the transit routes between active social life clusters, and restoration of such facilities would balance and arrange human flows in the city centre by taking part of the human flow from the overcrowded streets into spacious passages with internal quarters, and this, in its turn, addresses the issue of preserving valuable city buildings constructed on the cusp of the XIXth and XXth centuries. Some other positive aspects of developing the passages in the central part of the city consist in balancing and diversifying public services, including passages into the already existing tour itineraries, drawing more taxes into the city treasury, establishing new, or rather restoring the decayed cultural centres of the city.

Key words: Lviv, historical environment, passages, architectural features.

Statement of the article objectives

Objective of this article is to identify trends in formation of relationship between the passages and the city planning structure, as well as to identify location principles and interrelationships between groups of passages, and systemize the passages of Lviv.

Presentation of the main research material

In the course of its development, every city undergoes certain city planning transformations: changes in planning structure, gradual dismantlement of defensive walls, laying new boulevards in place of old narrow medieval streets, formation of satellite town etc. When analysing such transformations we need to consider the two last conventional periods in development of the European city planning (starting from the XVIth century till the late XIXth century) through the case study of the city of Lviv (Bevz M., 2011). In the medieval period, the Rynok Square was the centre of Lviv community. The major community buildings comprised the City Hall and several buildings that formed a peculiar mid-market quarter with narrow trading pass ways. The so called trading streets of Pasamonicha and Bahatykh Kramiv were a prototype of city passages. Such midmarket trading streets were to be found

in many European cities (Wrocław, Krakow, Bruges etc.). Also, this principle was used in arrangement of the first trade fairs in the Eastern-European cities, such as the Makariv Fair (built in 1812 by architect George Quarengi) (Shumilkin, 1992) or rows of trading stalls in the Pryvoz Market in Odesa (also called Fruit Passage, built in 1912 by architect Nestrub) (Korob, 2020) in the Russian Empire. Brisk trading was also taking place in stores located on the ground floor of buildings along the square perimeter. Every week there was the market day, and twice a year the square hosted great fairs, each lasting for almost a month.

In the following period (at the early XIXth century), the central part of the city was gradually displaced from the Market Square to the new boulevard, which encircled the medieval city. This followed the 1777 resolution to dismantle defensive city gates (which hampered traffic and had lost their defensive function), and subsequently the city defensive walls and towers (Bevz M., 1994). According to research by I. Krypiakevych, provincial advisor Wilhelm Raizenheim resolved in 1821 to replace the neglected Eastern walls with a representational promenade, planted with Lombardy poplars and chestnuts, to be later called the Governor Walls (Bevz, 2001). Thus, the final stage of Lviv's new centre formation started in 1890 when the Poltva River waters were drawn into an underground collector (Shyshka, 1998). This led to formation of a chain system of boulevards and squares assuming the function of trading, business and cultural life of the city (modern Svobody Avenue, A. Mickiewicz Square, Halytska Square, Soborna Square, Mytna Square, Pidvalna and Vynnychenka streets, Danylo Halytskyi Square, Torhova Square).

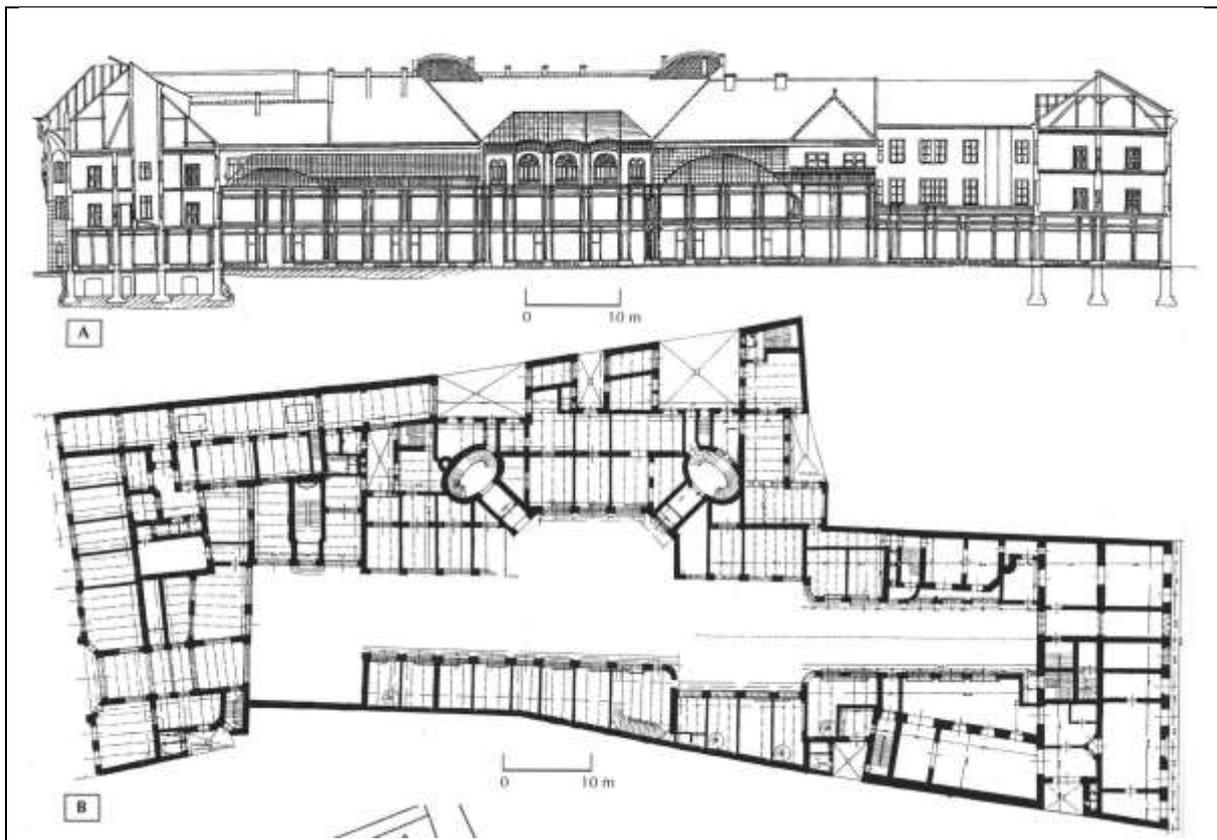


Fig. 1. Archival plan and cross-section of the building of the Mikolyash passage in Lviv (Lewicki, 2005).

Generally, most of the buildings located in the new city centre were of combined residential, office and trading purposes (Kryp'yakevych, 2004). At the beginning of the XVIIIth century, the first monument in Lviv was erected here in honour of Hetman Stanisław Jabłonowski to commemorate the

crushing defeat of Turks near Lviv in 1695, with the last trace of this monument lost in 1944, when the Soviet troops arrived in Lviv (Lemko, 2006). By the end of the XIXth century, the recently formed “boulevard ring”, first laid down in the first half of the XIXth century, became a definitive administrative and business centre of the city and comprised buildings with the exceptional architectural value: government house, archbishops’ palace, Museum of Commerce and Industry, Taras Shevchenko Scientific Society building, former Piller’s palace and typography, several hotels (George, Grand Hotel, European Hotel, City, Krakow Hotel, Imperial, Central Hotel, English Hotel, French Hotel), Skarbek theatre, Opera House, Handicraft Chamber (puppet theatre), Halytskyi Bank (Museum of Ethnography), Austro-Hungarian Bank, Halytske Credit Society building (1-5 Svobody Avenue), Mikolasz Passage, Mariacki Passage, Hausman Passage, “Belle Vue” Passage, Feller Passage and several more protopassage structures. This is one of the first European realizations of the centre as a ring encircling the downtown (Bevz, 1994). The functional solutions of these buildings also present a great interest. For example, the Skarbek theatre (modern M. Zankovetska Drama Theatre) was not only a theatre but also a whole business quarter. Besides the theatre, the building had offices, stores and apartments for a few hundreds of residents.



Fig. 2. Photo of the interior of Mikolyash's passage in Lviv (Komar Z., 2014).

On the cusp of the XIXth and XXth centuries, Lviv, just as any other European city, was undergoing significant, sometimes even radical, city planning transformations of the historically stable environment. This may be compared to the famous Haussmann’s renovation of Paris (creation of radial promenades with demolition of all buildings hampering the way of newly designed city arteries), to similar reconstructive actions in Berlin or Vienna (construction of the Ring Road (Ringstrasse), which today serves as a small ring around the old town), Budapest, Prague.

In the end of the XIXth century, Lviv’s boulevard ring underwent another reconstruction stage: old 2-storied buildings of the XVIIIth - early XIXth centuries were reconstructed or replaced with new 4-5-storied buildings, and the first passages were formed (Bevz, 1994). Classical passages covered with

metalwork and translucent glass coating included the Mikolasz Passage (built between 1899 and 1901) and the Mariacki Passage. According to Patrice de Moncan, who was the first to describe Paris passages in his book *Le Guide Des Passages De Paris: Guide Pratique, Historique Et Litteraire*, the Hausman Passage, Belle Vue, Feller Passage (group of passages located in the boulevard ring), Gruners' Passage and the Coliseum Passage (passages in the Jewish city quarters) represent a traditional open type of urban passages (with no roofs) located in the chamber spaces with the ensemble development type, which is indicative of planned and systematic nature of such development, with two or more entrances, at least one of each had to be accessible for carts or other vehicles. In other cases, passages also designated internal quarter streets with the relevant services offered on the ground floors of buildings. As a rule, entrances into such internal streets had their own gates and could be locked if needed (Mel'nyk, 2020). There were several passages of this type, such as: Andreolli Passage, Kleyn Passage and Frukht Passage (the so called market passages), Laufer's Passage (passage in the medieval internal quarter space of the city within the walls), Hermans' Passage (passage located in the territory of the city's industrial area), Krempner's Passage, Vits' Passage (passages are located in the territory of Zhovkva suburb – Rohatka area in B.Khmelnytskyi Street (Mel'nyk, 2008; Mel'nyk, 2020)), Grunne Passage (passage in Stryi suburb within the formed ensemble of secession architecture).



Fig. 3. Conceptual project of reconstruction of the Mikolyash passage, 2007 (Department of Architecture and Conservation, Lviv Polytechnic).

Formation of the passage system as well as the boulevard semiring system was preconditioned by **social factors** (demographic explosion of the late XIXth century, active migration of people caused by the discovery of steam engine and railway / rail tracks to Lviv were laid in 1861 on the route Lviv-Przemyśl /, provision of new spaces and a certain level of sanitary conditions) and **urban factors** (active city development entailed development of new public spaces, and since Lviv had the radial ring planning scheme, the public use spaces had to be actively concentrated in the very centre in order to provide all citizens with the environment for interaction). However, due to lack of free space in the centre, they started to actively develop the internal quarters, which were gradually turned into passages.

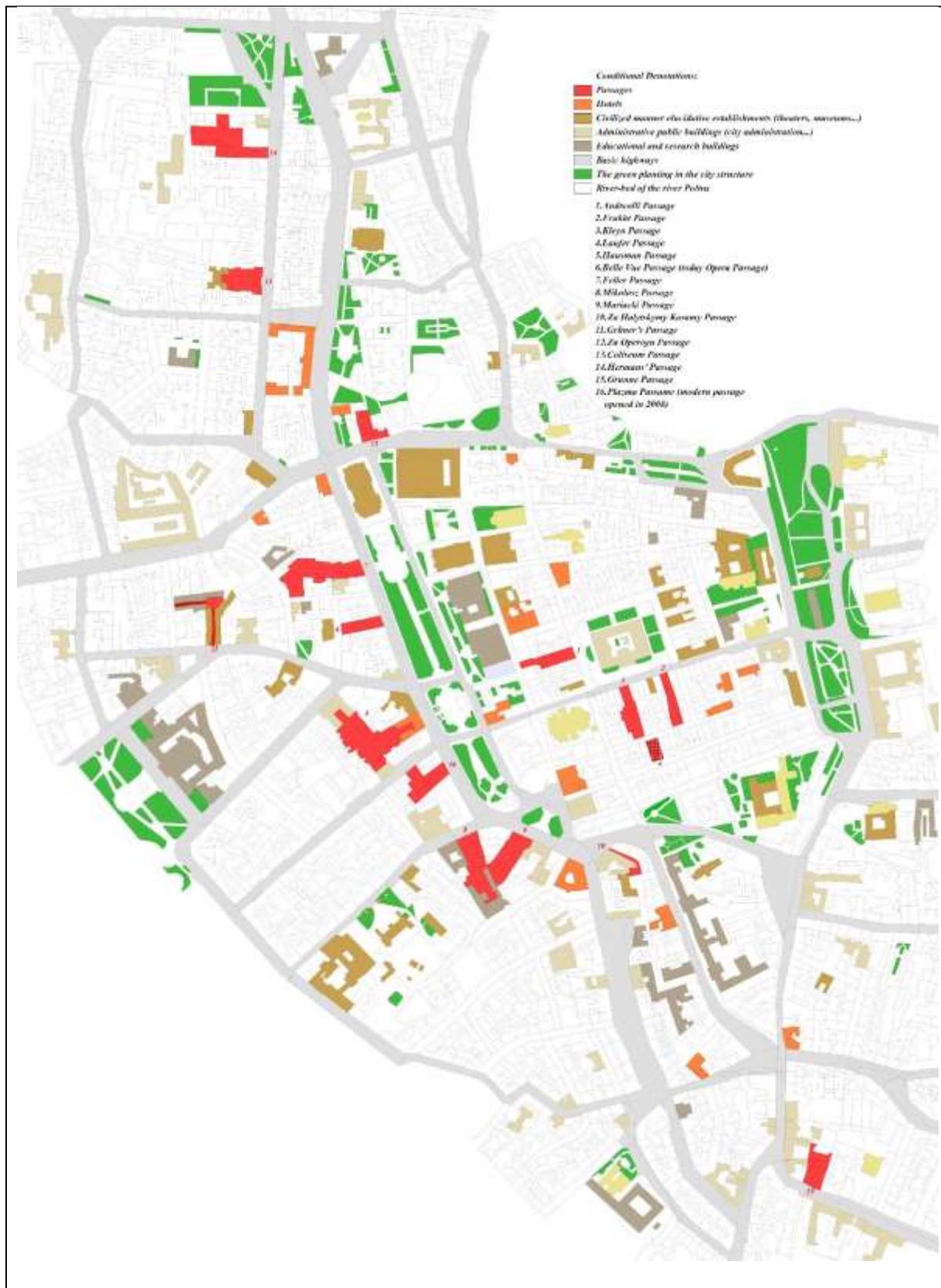


Fig. 1. Location of historic passages in the structure of the central part of the city of Lviv.

The system of Lviv city passages had been finally formed by 1925 (Kotlobulatova , 1995), with the completion of all decoration works at the Mariacki Passage. Historically, there were 15 passages

functioning in the city, three of which were protopassages. In the chronological sequence of their development, the passages repeated evolutionary transformation of urban spaces in the direction from the medieval environment towards newly laid boulevards of the late XIXth century.

The reconstructed list of Lviv passages is below: **Andreolli Passage** → **Kleyn Passage** → **Frukht Passage** → **Laufer Passage** (group of the oldest passages which, together with the midmarket trading streets of Pasamonnicha and Bahatykh Kramiv (streets here are the equivalent of rows of trading stalls widespread in the South-East Europe), formed the system of Rynok square passages of the first half of the XIXth century). In the next phase were created: → **Hausman Passage** → **“Belle Vue” Passage** (today Opera Passage) → **Mikolasz Passage** → **Mariacki Passage** → **Feller Passage** → **“Behind the Halychyna Cashdesk” Passage** → **Passage in Smocha Street** → **“Za Operoyu” Passage** (the last three were protopassages, and the whole group formed the passage system in the new city centre, i.e. the boulevards, and represented the most upscale group of city passages) → **Colloseum Passage** → **Hermans’ Passage** (group of two passages located in the industrial area of the city /close to the Gas Factory/ and intended for the working class people) → **Vits’ Passage** → **Krempner’s Passage** (group of passages in Zhovkva suburb, where the major city manufactories were concentrated) → **Grunne Passage** → **Grüner’s Passage** (passages, which do not form any structure but are located at the intersection of important city arterial streets). Most of the listed passages were formed in the result of reconstruction or rebuilding of the existing buildings and only eight of them were built as a new: Hausman Passage – Mikolasz Passage – Mariacki Passage – Belle Vue – Feller Passage – Passage in Smocha Street (Lemko, 2009) – Colloseum Passage – Grüner’s Passage.

In terms of its composition and planning structure, Hausman Passage is a classic equivalent of a trade court: the building design provides for the court-type structure, with three entrances, and the initial focal point in the square. Having analysed the development structure and systematized the passages location in the city, and in view of the relatively short period of active development of this urban spaces network, from 1803 to 1925, it may be stated that the phenomenon of Lviv passages had a common architectural and engineering basis, common principles of space management and mainly commensurate general features. Lviv passages may be characterized by the following:

1. Active development of the midmarket quarters, Lviv is the only city in Europe with three passages located in the Rynok Square (Andreolli Passage, Kleyn Passage, Frukht Passage), with as little as one passage in the market squares of Prague, Leipzig, Bruges and Wrocław.
2. Forming a “horseshoe” of passages around the overlaid space of the Poltva River on a newly built boulevard ring.
3. Extensive use of such passage type as trade court (Cour du Comers), which appeared in Paris and was widespread in Britain and Scandinavia, bypassing Central Europe.
4. Establishment of an ethnically oriented passage on the basis of the city’s Jewish community, which was settled in the area of Jewish theatre of Coliseum, with the street leading to the theatre being turned into a passage (passages in different Jewish community districts included Laufer Passage, Coliseum Passage, Hermans’, Grüner’s, Vits’, Krempner’s); besides, the vast majority of passages was owned by Jewish people.
5. Establishment of passages in the industrial districts of the city.

Passages, which were evolving for over 120 years of their development, had a significant impact on formation of various types of public and trading complexes, they were changing in response to historical and social challenges faced by the society, but nevertheless preserved their well-defined layout structure, their planning and functional model with the recognizable image. When a certain object is formed as a structural type or phenomenon in the history of architecture, all these peculiarities must be characterized by a series of common features.

First of all, these must be city planning features (relation to the planning and space structure of the city, inside-quarter location, level of integration into the urban environment and certain evolutionary changes of such environment caused by the passage appearance).

Secondly, we cannot leave unnoticed the form-building features of space development, space structure, functional and space load of such places, stacking plans of the facilities – these all are planning and space features.

Table of structure formation principles of passages in the Lviv city centre.

Table 1.

Name	Building Date	Proprietor	Architect	Size	Stylistic Direction	Location in the City Structure	Planning Type	Functional Zones	Presence of Coverage	Levels	Storey	Technical State	Rebuildings	Modern Uses	Notes
Passage Archboldy	1800	Dvornik and Džerbak (Austrian)	—	L. 85 m, W. 4 m, Sq. 5x5,5m.	renaissance	Market Square, 19 – Tereshko Street, 12.	linear, direct with a small area from the side of Market Square	free commodity realization	No	One	74-75 %	satisfactory	1803, 1825, 1925, 1950s; end of 1990s.	Trade passage-way, proceeding in passage status	First passage in Central Eastern Europe. Sight of architect's project; number 126/27. Former building of Korytovsky
Green Passage	Middle of XIX cen.	Klein	—	L. 80m, W. 3m, Sq. 12 m.	renaissance classicism	Market Square, 18 – Street Starosvyetka, 7.	linear, direct with a small area from the street side	free commodity realization	No	One	30-35 %	non-satisfactory	1910, 1919-1921, 1950s, 1980s.	An inner quarterly, court passage-way is with public functions	One of Market passage, monument of architect's project; number 134/17, former building of Korytovsky
Frank's Passage	Middle of XIX cen.	Frank	—	Long 81,5 m, Width 3,2m.	renaissance classicism	Market Square, 12 – Street Starosvyetka, 38.	linear, direct with a fragment	free commodity realization	No	One	75-80 %	satisfactory	1920s, 1950s, 1980s.	An inter-quarterly passage-way divide between houses which from the passage	The unique arcade in Europe in the complex of architect's project; monument of architect's project; number 126/11; former building of Tyghlovivka
Herman's Passage	1895	Gaumann	—	L. 140 m, and 100 m, W. 8 – 8,5 m, Area 284 m ²	classicism, historicism, modern (occasional)	Doroshenko St., 8 – Sichovyk St., 3 – Pros. Svobody, 12; all spaces of Kryva Lypa St.	linear, direct, «I-form» with the three-cornered square in the middle of space	free commodity realization	No	One	40-45 %	excellent	inter-reform period, end of 1940s, 1990s, 2007-2010	Trade court (such Cour de Commerce Paris) with the developed services system	Unique passage, such type in Lviv. Passage with the oldest one in the own structure in Europe
Passage «Bella Vista»	1897	—	—	L. 38m, W. 13m.	classicism, modern	Len Kofak St., 8 – Pros. Svobody, 27.	linear, direct, includes two houses	free commodity realization, for a level	In the fifth level	Historical two, but new four levels	40-40 %	excellent	1930s, 1980s, 2008-2010	Trade passage which operates on principle of department store	The function of the passage retained after 100 year of setting
Celozon Passage	1896-1900	Abraham and Jacob Herman	Feldner, Shoren	L. 40m, W. 10m, Sq. 17,3 + 15 m.	classicism, modern (occasional)	M. Kofak St. – 23, 23a, 23b, 23, 23a, 23b.	linear, direct, includes an area before a Jewish theater	free commodity realization	No	One	45-60 %	satisfactory	end of 1940s, 1975, end of 1980s.	A trade side-street is with the developed houses with the developed system of services	Passage includes in own structure a theater «Colozon» which gave its name, all the building is suitable.
Mikolaj's Passage	1896-1901	Georg Mikolaj	I. Leczycki, A. Zakharevych	L. 120m, W. 8m, Sq. 576 m ²	classicism, neorenaissance, modern	Kopernik St., 1 – Vasnyj St., 8	linear, difficult with an area in the middle and fragment	free commodity realization, for a level	In the third level	Three	60-25 %	non-satisfactory	1890, 1920s, second half of 1940s.	Privately quarterly court	A court of passage is 1 million 5. here Jan Ziegler dwelled in
Green Passage	1896-1901	—	—	L. 17,7 m, W. 20m, W. 70m.	historicism	Zelena Street – 5, 5a, 7.	linear, symmetric, «I-form»	free commodity realization	No	One	70-80 %	satisfactory	second half of 1940s, 1980s.	Court of dwelling houses	Passage was specialized on dwellings of public food consumption
Director's Passage	End of XIX cen.	Grynow	D. Wankowsky	L. 113m, W. 5,5- 5m.	modern historicism, secession	Sq. General Geymondo, 5 – Mestrynskyj St., 8.	linear, difficult with a turn, «I-form»	for a level, from commodity realization	Partly, in the third level	Two	34-60 %	good	1912, 1918, 1945, 1978, 2007... etc.	Theater, university and housing apartments	Passage located in the theater and public building structure
Herman's Passage	Begin of XIX cen.	Abraham and Jacob Herman	—	L. 147m, W. 7 – 15 m.	historicism, modern (occasional and architectural secession)	M. Kofak St., 47 – Tereshko St., 5.	linear, direct, «I-form»	free commodity realization	No	One	15-30 %	good	1922, 1930, end of 1980s.	Privately quarterly court where parking is presently located	The unique historical passage in Lviv where parking is presently located
Mutacki Passage	1900-1925	Jan Spreitzer	Ferdinand Kasper	L. 70 m, W. 10 m.	neoclassicism, modern	Prospect Svobody, 42.	linear, direct	free commodity realization, for a level	In the second level	Two (partly – public – basement)	85-85 %	excellent	1890s, 1904, 1945, 2007.	Trade Passage	Unique passage in Lviv which lasted without closing from the day of opening
Fel'der Passage	1905-1920s	Sarcel Fel'der	—	L. 115m, W. 8 m.	classicism, historicism (occasional)	Pros. Svobody, 12 – Street 1. Mykhailivsk (to the left) with Street Nalycovycka	linear, direct with an inscription 1899	free commodity realization	No	One	50-60 %	excellent	1900s, middle of 1980s, begin of 2000s.	A street on which began to appear function of arcade	All of buildings in which began to appear function of arcade
Plasma Passage	2007-2010	—	—	L. 87 m, W. 8 m.	functional architecture, postmodern	Pros. Svobody, 5 – Doroshenko St., 3	linear, difficult, «I-form»	for a level, from commodity realization	In the third level	Two	100 %, rare use, modern, asymmetric	excellent	2005-2008s.	Shopping Center like passage.	Professional reconstruction of houses which were in unsatisfactory technical state
Passage Behind the Gofshyina Cathedral	Begin of XIX cen.	—	—	L. 55 m, W. 5 m.	classicism, historicism, modern	Nyftankivskyj Sq. – Mickyevych Sq.	linear, direct with a turn	free commodity realization	No	One	50-70 %	satisfactory	1890s, middle of 1980s.	City side-street	Passage historical elevation
Passage Behind the Opera Theater	End of XIX cen.	—	—	L. 45 m, W. 4,5m.	classicism, historicism	Starytska St.	linear, direct	free commodity realization	No	One	40-45 %	good	1950s, 1980s.	City trade side-street	Passage historical elevation, opened in 1930

Thirdly, these are visual characteristics of the space: the form of structural intersections, peculiar design of buildings and its impact on their exterior, floor type of the passage, peculiarities of determining the entrance lobby, distinctive common values and principles of passage interior formation (interior of the transit gallery).

Fourthly, this is functionality and content of the space: arrangement patterns of the passage structural units, communication relations between them, interrelations of functions (store – variety theatre – bureau – restaurant – apartments).

Fifthly, this is the style of decorations and visual perception of the space: window dressing, art elements in the passage space structure, visual advertising elements, lighting type. All these characteristics on the five basic levels may give a comprehensive assessment of the environment, they may form basis for restoration of passage space types in any period of the building's historical

development, they may be applied in reconstruction and repair works, they contribute to professional approach in adapting certain buildings and spaces to shopping arcades, conducting comprehensive revalorization of passage systems in the city centres.

Passage as a complex integral system, on the one hand, becomes a transit chain between the city quarters, and on the other hand, it becomes public space integrated into the street structure. Major elements forming the passage internal space are as follows (Urbakh, 1992, Ikonnikov, 1996):

- the existing quarter structure (space and communications framework);
- urban space and the market, which dictate the proper content of the passage internal space;
- type of the existing space directly influencing the planning structure;
- singling out a transit gallery from the passage space structure as a functional and compositional nucleus of the whole complex;
- functional and space relations in the passage internal space;
- compositional structure, connection of horizontal and vertical communications;
- stylistics of the existing buildings, street interior;
- decorative elements, lighting and advertising in passages;
- microclimate processes (humidity and temperature, aerating and insolation).

Passage located in the historically formed urban environment must be based on such factor as a city tradition, and the complex itself must be related to a certain place and nature of such place. City passage is an idea, a principle, but not always a certain form; its internal space as part of the urban environment must be designed by the principle of multifunctional nature of the urban space (Coleman, 2006). The most common idea of passage is its interpretation as a model of a street, a city, with the key qualities of such space: the quality of way (trading street) and the quality of place (trading centre). This duality represents the nature of passage, just as any other public building: it partially belongs to the city level, but at the same time it belongs to the level of building, since it provides people with certain comfort. Today, the critical aspect of the comprehensive passage interior design is to form the image of shopping arcade or the atria row. The main characteristic of the passage space is symbiosis of the gallery with a row of public spectating halls, their organic interrelation, informational richness of all areas, large-scale versatility. Across the whole Europe, the principle of passage arrangement and their visual solutions are rather similar regardless of the territory, since most of them were developing in the global general European environment, and the only thing distinguishing Eastern-European passages from Western-European or insular British passages is the national influence of the prevailing continental style.

At the present stage, it is reasonable to speak, first of all, about the gradual restoration of historical passways, trading passages and courts, city palaces, planning structure in depressive city districts (Pidzamche, Staryi Rynok, Pryvokzalna Street). The start of the XXIst century brought about the aggravated need of filling urban environment with multifunctional complexes in the central part of the city as well as in its new districts. Given a difficult city planning situation with a limited territory, one of the ways to solve this issue is to restore and rehabilitate historical locations of commercial passages, making proper functional and technological modifications as required by the modern day needs, as well as to open new public complexes in the historical setting on the basis of the existing derelict historical buildings of former factories and engineering constructions of the late XIXth century (breweries, weaving factories, old stations). And Pasaż Stary Browar opened in Poznań in 2003 may be taken as a role model in this process. The passage is located in the territory of old city brewery (Huggers' Brewery), and was designed by Ryszard Kaja (Centrum, 2012). A series of awards certify the righteousness of such solution, among which: Złoty Ołówek 2003 won in the Polish national architectural contest, Best Shopping Centre in the World in the category of medium shopping facilities won on December 9, 2005 in Phoenix, Arizona (awarded by ICSC – The International Council of Shopping Centers 2005), Best European Shopping Centre of Medium Capacity 2005 (Coleman, 2006).

The similar idea was implemented in Lviv in 2015, when the Forum Lviv complex was opened in the former gas factory territory, between Panteleymon Kulish, Pid Dubom, Dzherelna and Tsekhova streets, close to the Hermans' Passage. This project creates new social spaces in the city and also solves the problem of historical buildings preservation through rehabilitation of the area surrounding the said centre. Such practices were popular far back at the beginning of passage construction era. In Europe, these practices were taking place during one century– from the early XIXth to the early XXth centuries, when the existing buildings and spaces between them were transformed into passages and arcades. After World War II, such method was more seldom used due to the influence of post-modernism architecture leading to increasing construction of new passages in place of old buildings, which thus preserved the historically formed heritage of the place.

Conclusions

It may be concluded that passages ended a certain epoch in the architectural and space evolution of central parts of the European cities. This last epoch, as well as all the preceding, followed the same regularities in development of the functional and planning structure of the city centre: city growth caused increasing crisis of its centre and, therefore, new forms of transport and functional arrangement of the public nucleus were to be found. That is why in the XIXth century the ideas of ring roads encircling the city centres appeared, as well as the ideas of passages, indoor markets, public transport. However, this epoch was ended with the appearance of motor transport and preceded the new major crisis in architectural and communication arrangement of the big city centre.

Therefore, central general municipal functions were performed not only by the system of streets and squares with open, generally accessible, transit, promenading and entertainment spaces, but also by a designated part of special public buildings with open access. To the same, or sometimes even greater extent, these municipal leisure and entertainment spaces in the city centre were passages, galleries, spectator and recreational buildings (theatres, philharmonic hall, community buildings). This unbreakable relation between the public development and public open space with the street-type planning structure is characteristic of all stages of the planning system development and transformation in the city of Lviv.

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ПРИНЦИПИ ФОРМУВАННЯ СТРУКТУРИ ПАСАЖІВ У ЦЕНТРАЛЬНІЙ ЧАСТИНІ МІСТА ЛЬВОВА

Анотація: У центральній частині міста Львова у минулому було 15 пасажів і лише три з них збереглися досьгодні зі своєю початковою функцією. Решта припинили своє існування, незважаючи на збереження 65-70% планувальної структури кварталів, всередині яких вони розміщувалися.

З огляду на неналежне розкриття цього питання, поряд з очевидними перспективами відтворення та розвитку цих об'єктів, у статті розкриваємо умови виникнення та формування пасажів, розкриваючи їх становлення у взаємодії з функціонально-просторовою структурою оточення. Значна частина колишніх пасажів може бути відтворена та реінтегрована у міський культурний громадський сектор шляхом ревалоризації, оскільки, як правило, більшість з них розташовувались на транзитних шляхах між кластерами активного громадського життя. Відновлення таких споруд врівноважило б і впорядкувало людські потоки в центрі міста, взявши частину людського потоку з переповнених вулиць у просторі проходи та внутрішнє середовище кварталів, а це, у свою чергу, сприяло б вирішенню питання збереження цінних міських комплексів та будівель, побудованих на порозі XIX-XX та XX століть.

Деякі інші позитивні сторони відтворення та розвитку пасажів у центральній частині міста полягають у збалансуванні та урізноманітненні функціональних послуг, включаючи під'єднання пасажів до вже існуючих мереж торгових та культурно-розважальних об'єктів центру міста. Реконструйовані пасажі дозволили б залучити більшу кількість податків до міської казни, створили б нові, а точніше відновили б занепаді культурні осередки у центрі міста.

Ключові слова: Львів, історичне середовище, пасажі, архітектурні особливості.