

**RENOVATION OF THE PORT TERRITORIES
IN THE HISTORICAL PART OF THE CITIES****Savytska O. S.,**PhD Arch, Professor, Department of Urban Planning,
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Abstract. The article defines the urban planning, economic, transport, environmental and aesthetic problems from the location of the port areas near proximity to the center. The disadvantages of the current position of the borders of cargo terminals and the associated transport and logistics infrastructure of Odessa are described, as well as the advantages of transferring the port outside the city and changing the functional purpose of the released space. The world tendencies of port territories renovation and their influence on the stable economic development of big cities with simultaneous providing guarantees of social safety sphere based on their: history; reasons which led to the necessity of changes; process of transformations is analyzed. The organic connection between the basic principles of renovation transformations and the emergence of positive changes in the social and economic spheres is traced. Examples of international experience of such changes in Genoa, Cape Town, and Marseille in the late XX – early XXI centuries are considered.

Keywords: renovation, port areas, sustainable development, project.

Introduction. In historic cities, the reconstruction of former industrial areas is an important problem of urban planning and development. Closure or reduction of production raises questions, one of which is the rational use of former industrial areas. With a lack of land for urban planning needs, the use of former industrial complexes is relevant. There is a need to transfer enterprises from the center to the outskirts of the city [2].

Analysis of the latest sources of research and publications. Theoretical and methodological basis of the study is the analysis of implemented in practice and published research works in Europe. A great deal of information about the current situation of the port territory of Odessa, as well as the world experience of its realization and operation, was found on the Internet portals. For example, the latter was found in the publications of Budurova M., Gogohia E., Zalewskaia A. Also, in writing the article, links to the Odessa Mayak website played a role to clearly demonstrate the severity of the problem.

Formulation of the task. To study the principles of changing the former industrial areas into a public area on the example of foreign projects. To substantiate the necessity of transferring the port area beyond the city border with a subsequent change of functional purpose.

The basic material and results. Renovation of port territories is widespread in developed countries. This process is oriented to meet human need for comfort and quality of the environment. Studying the world experience, it can be noted that the solution of the problem is formed in the creation of the connection of the port with the city, as well as changing the location of the industrial component of the port. The consequences can be significant, and favorable for the city itself, as well as for the port and businesses associated with it.

Historically, the port of Odessa is located in the central part of the city. It blocks direct access to the shore for everyone who is not involved in the port business. People not connected with the work of the port can pass only to the territory of the passenger terminal. International experience shows that opening access to the water for residents is a significant incentive for the development of public spaces, embankments, a variety of businesses, which improves the tourist potential of the city. The liberation of the territories near the sea terminal from the industrial zone will change a lot, especially considering the territorial limitation of the center and the lack of opportunities for its development. In Odessa, the opening of the port area will give a solution to a few urban planning and transport problems. There will be an opportunity to organize the connection between Kotovsky and Tairov by the shortest route. Also, the influence of the cargo port on the city ecology will disappear. Port relocation is an expensive project, but the maintenance of the port for the city has long ceased to be profitable, and business taxes after the renovation would significantly increase the city budget [2]. That is why the renovation is necessary for Odessa, and it requires competent and balanced decisions. The world experience of such cities as: Genoa, Cape Town, and Marseille. We will consider possible changes based on their example.

Genoa is one of the most famous examples of modern port renovation. In 934, the formation of Genoa as one of the largest ports of the Mediterranean began. Today, the port of Genoa is one of the main transport hubs of the Mediterranean Sea. The oldest part of the port is the port of Vecchia, a semicircular basin in the southern part of Genoa, where the main activity took place in the early twentieth century. Nowadays it is mainly operated by passenger ships. The port of Genoa began to develop in a westerly direction, a long breakwater was completed, forming an artificial harbor including an outpost and several basins, a steel mill, an artificial peninsula with an airport enclosing the new oil harbor. Landmarks and public spaces are the most significant component of the renovation of the port of Genoa. After the 1992 Expo, it was decided to redevelop the Old Port and to create within it a public entertainment area with the help of the world-famous Genoese architect Renzo Piano. Analyzing this decision, it can be noted that these changes are beneficial to the economy of the city. The development of services, culture, the introduction of innovative technologies, as well as increasing the tourist attractiveness of the coastal area and improving the environment - all these changes the standard of living in the city [1].



Pic. 1. View of port Vecchio



Pic. 2. Port Vecchio scheme

Cape Town. The port was founded on April 6, 1652 - Dutchman Jan van Riebeck built the first wharf here. Since 1860 the port of Cape Town became an important harbor in the eastern routes. Gold and diamond mining in South Africa required an increase in port areas. Although the Victoria and Alfred Basin was the industrial center of Cape Town in the 1960s, the area became somewhat isolated due to customs restrictions and fell into disrepair for several decades.

In the 1980s, the idea emerged of combining the center with the water line, combining port, residential and recreational functions. In June 1988, the plan began in the form of a redevelopment of the port around the Victoria and Alfred pools.

The Victoria & Alfred Waterfront concept included the idea of partially preserving the working condition of the harbor, utilizing the unique features of a particular site and using them to develop public areas. In 1990, the first phase of the project highlighted the need to restore historic

buildings and improve space in the Pierrehead neighborhood. The second phase of the project formed and developed dining and entertainment facilities to enhance the functions of the pier.

The third phase in January 1994 continued the development of the entertainment industry and shore protection enhancements. The fourth phase from 1996 to 1997 developed the hotel business. The fifth phase of development included residential development and mixed use development in the Watchtower area related to seafood extraction. The sixth phase of the V&A Waterfront was launched in 2004 and consisted of an addition to the residential complex, an expansion of the entertainment industry and the creation of offices. Each phase complemented the project with landscaping and helped create a complex that is a venue for annual events, contests, and festivals [5].

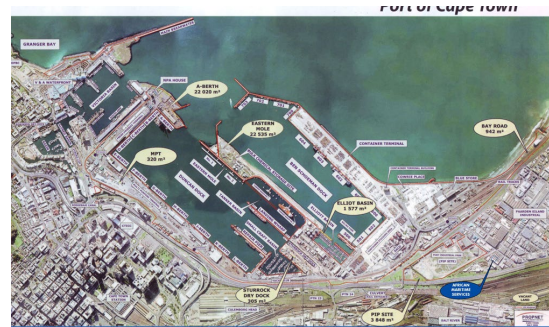
There are several basic principles that guided the renovation of the V&A Waterfront:

- Emphasizing the character of the waterfront and emphasizing the unique qualities of the waterfront.
- Multifunctionality of waterfront spaces.
- Respect for historical heritage.

This project has become one of the most successful examples of the renovation of port areas, managing to reconnect the city with its maritime heritage [3].



Pic. 3. View of port of CapeTown



Pic. 4. Scheme of port of CapeTown

Marseille. The development of Marseille was at its most dynamic between 1946 and 1975. After the independence of the colonies, many people migrated to the port cities. Marseille developed on the periphery, becoming a major agglomeration, and less of the budget went to the center, resulting in dilapidated buildings and increased insecurity in the area. This mistake was only noticed in the late 80s and led to the rise of environmental and image issues in Marseille. This led to the decision to renovate the northern part of the center. The port areas adjacent to the center were subjected to the biggest changes. Freight service has been moved to the northern harbor, focusing on ferries and cruise ships. Some port areas still block the city's access to the sea, leaving a three-kilometer shoreline [4].



Pic. 5. View of port of Marseille



Pic. 6. Scheme of port of Marseille

Conclusions. The port of Odessa needs high-quality modern renovation, which could improve the economic and ecological condition of the city and solve the infrastructure problems. In this connection, it is necessary to attract the attention of professionals, the public and investors to this issue. International experience shows that it is necessary to pay attention to the unique characteristics of the Odessa coast for productive modern formation and development, open access to the sea for inhabitants of the city and renew the connection between the sea and the city.

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**РЕНОВАЦІЯ ПОРТОВИХ ТЕРИТОРІЙ
В ІСТОРИЧНІЙ ЧАСТИНІ МІСТ**

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Анотація. У статті визначено містобудівні, економічні, транспортні, екологічні та естетичні проблеми розташування портових територій у безпосередній близькості від центру. Описано недоліки сучасного становища кордонів вантажних терміналів та пов'язаної з ними транспортно-логістичної інфраструктури Одеси. Зокрема нерентабельність сучасного устрою міста, значні екологічні збитки від суден та доків, транспортний колапс міських пасажирських та вантажних потоків, відсутність можливості розвитку центральної частини міста у бік моря. Також зазначені переваги від перенесення порту за межі міста та зміни функціонального призначення простору, що звільнився. Зокрема: відкриття доступу до води мешканцям, внаслідок чого поява значного стимулу для розвитку суспільних просторів, набережних, різноманітного бізнесу, що покращує туристичний потенціал міста та емоційну складову для самих мешканців міста. Проаналізовано світові тенденції реновації портових територій та їх вплив на стійкий економічний розвиток великих міст із одночасним забезпеченням гарантій сфери соціальної безпеки на основі таких етапів становлення портів: історії основи; причин, що призвели до потреб у зміні; процесів перетворень. Реновація портових територій поширена в розвинених країнах. Цей процес має орієнтацію на задоволення потреби людини у комфорті та якості довкілля. Досліджуючи світовий досвід на прикладі подібних змін у Генуї, Кейптауні та Марселі в період кінця ХХ століття – на початку ХХІ століття, можна відзначити, що вирішення проблеми формується у створенні зв'язку порту з містом, а також зміни місця розташування промислової складової порту. Результати можуть бути значущими та сприятливими як для самого міста, так і для порту та бізнесу, пов'язаного з ним, за умови грамотних та виважених рішень на основі вивченого світового досвіду та з урахуванням особливостей історії Одеси та одеського узбережжя.

Ключові слова: реновація, портові території, сталий розвиток, проект.

РЕНОВАЦИЯ ПОРТОВЫХ ТЕРРИТОРИЙ В ИСТОРИЧЕСКОЙ ЧАСТИ ГОРОДОВ

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Аннотация. В статье определены градостроительные, экономические, транспортные, экологические и эстетические проблемы расположения портовых территорий в непосредственной близости от центра. Описаны недостатки современного положения границ грузовых терминалов и сопряженной с ними транспортно-логистической инфраструктуры Одессы. В частности нерентабельность современного устройства города, значительный экологический ущерб от судов и доков, транспортный коллапс городских пассажирских и грузовых потоков, отсутствие возможности развития центральной части города в сторону моря. Также указаны преимущества от переноса порта за границу города и смены функционального назначения освободившегося пространства. В частности: открытие доступа к воде жителям, вследствие чего появление значительного стимула для развития общественных пространств, набережных, разнообразного бизнеса, что улучшает туристический потенциал города и эмоциональную составляющую для самих жителей города. Проанализированы мировые тенденции реновации портовых территорий и их влияние на устойчивое экономическое развитие крупных городов с одновременным обеспечением гарантий сферы социальной безопасности на основе таких этапов становления портов: истории основания; причин, приведших к потребностям в изменении; процессе преобразований. Реновация портовых территорий широко распространена в развитых странах. Этот процесс имеет ориентацию на удовлетворение потребности человека в комфорте и качестве окружающей среды. Исследуя мировой опыт на примере подобных изменений в Генуе, Кейптауне и Марселе в период конца XX века – начала XXI века, можно отметить, что решение проблемы формируется в создании связи порта с городом, а также изменения места расположения промышленной составляющей порта. Результаты могут быть значимыми и благоприятными как для самого города, так и для порта и бизнеса, связанного с ним, при условии грамотных и взвешенных решений на основе изученного мирового опыта и с учетом особенностей истории Одессы и одесского побережья.

Ключевые слова: реновация, портовые территории, устойчивое развитие, проект.