

# CHARRETTE WORKSHOP REPORT

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Consortium

for

**Krakow Metropolis Association**  
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In accordance with the plan and timetable for the implementation of the contract No. 18/VI/2021 signed in Krakow, on June 15, 2021, we present a summary Report on the *Skawina Mobility Hub* Charrette Planning Workshop.

## Charrette planning process

Due to the scale of the project, its social importance, the complexity of the site functions and the number of stakeholders, at the stage of the final selection of the workshop technique we confirmed Charrette as the most adequate technique for consulting and involving the stakeholders in the physical design. Charrette workshops are based on the local community in decision-making processes concerning the city space, which is a common environment and should be shaped in the agreement of decision-makers, residents, and other interested parties.

## SUMMARY

The workshop was preceded by thorough analytical preparation and a participatory process in which we assumed a multi-stage stakeholder engagement. Through the online questionnaire the residents could decide on the topics and directions of all sessions and initially define dominant preferences and needs.

On 25 August 2021, the Consortium presented KMA with the materials necessary to conduct the workshops. The materials included presentations of the results of the preparatory work and analyses. As part of the initial research, detailed analysis of the materials provided by KMA was performed, with particular emphasis on the outcomes of the work of the URBACT Local Group; as well as urban inventory and query of archival sources, planning documents, own inventories of local environmental and infrastructural resources, urban services, and institutions operating in the area.

During the preparations for the Charrette, we collected knowledge and opinions in various ways – extending the possibility of expressing views by interested parties both during meetings and telephone conversations, as well as through electronic media. One of the important elements of the preparation was a meeting at the Skawina Municipality with the participation of the Mayor, Deputy Mayor and Municipality officers responsible for spatial development, with the owners of investment sites and possible developers.

The results of the query and analysis were presented during the first open Charrette Session on August 27. The methodology and plan for the Workshop were also presented and discussed.

On the second day of the Workshop, we performed a research walk with the stakeholders, listening to different voices concerning various places and the entire area being the subject of the Functional and Spatial Concept under preparation. Then, on the second and third day of the Charrette, several thematic and design sessions were run, sequentially and in parallel, according to the timetable presented on the 3rd page of this Report. The participants represented various groups: officials, town planners, developers, residents, community workers, and specialists in various fields related to the city's development.

All the participants showed true commitment. Particularly valuable was the participation of a group of residents and social stakeholders. They were not numerous, but very active. The representation of the Municipality and other local and metropolitan institutions invited to take part in thematic sessions was also significant. Some participants took

part in Charrette in a dual role of a local government official / specialist / expert, and a resident. The irreplaceable value of the workshop was getting to know and confront in one place and time different perspectives and opinions on a very wide range of topics – from public services, transport, security, to the advantages and deficiencies of public spaces, recreational infrastructure, greenery, and architectural aesthetics. All these aspects affect the quality of life in the city. The four-day workshop, during which it was possible to reflect on the possibilities of improving the quality of space and define the directions of the unenviable changes, confirmed the effectiveness of the workshop as a fundamental element of a modern urban management.

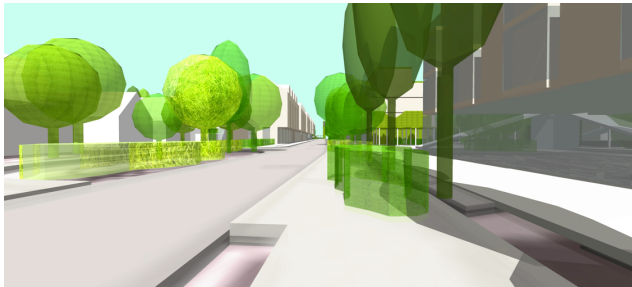
Our approach consisted of several participatory tools, including open discussion, brainstorming, addressing needs, weighing priorities, choosing between options, and testing solutions through joint sketching and working on a model. One of the important elements of the process was the collective mapping of critical places, collective memory, points of importance, gaps, conflicts, and spatial barriers.

The culminating moment of each of the four design sessions was the joint composing spatial interventions on a map. This element of creative involvement enabled an integrated approach to the complex urban issues discussed during thematic and design sessions. Thanks to this, it was possible to achieve the goal, which is to develop a common vision of site development.

Most of the conclusions learnt during the workshop were incorporated into the 3D model. It was presented during the last open session. After the public presentation and discussion, this model was revised in consideration of the



comments of stakeholders gathered at the final session. The adjusted model has been attached to this Report.



This Report, after approval by the KMA, will be the basis for the preparation of the functional and spatial concept of the area of the Skawina Mobility Hub (SMH) with its surroundings, as well as the development of conclusions and implementation guidelines for municipal spatial planning documents (SUiKZP, MPZP).

## PREPARATORY WORK

During the implementation of the project, i.e., from 15 June 2021, ongoing consultations and meetings with the Kraków Metropolis Association and the Municipality of Skawina representatives, and other Stakeholders, were conducted, as well as various forms of promotion of the planned Charrette.

## CONSULTATION PRIOR TO WORKSHOP

The consultation process was conducted through face-to-face meetings and via electronic media, including:

- E-mail correspondence (according to the list established by the Municipality of Skawina, and supplemented by our Consortium on an ongoing basis)
- Telephone calls - information, interviews, and arrangements with the parties
- Visits - incl. on-site meeting of the Consortium with representatives of the Municipality responsible for urban management in Skawina, and other stakeholders - 07.2021
- Working meetings - with representatives of the milieu of local developers and owners of sites located at the Skawina Mobility Hub, with the participation of the Mayor of Skawina and the Deputy Mayor - 08.2021
- Internet survey: "A Vision of the Skawina Mobility Hub with its surroundings"  
<https://forms.gle/VD8p3YuXiAwAbRiv7>
- Internet survey: Skawina Charrette Workshop – selection of thematic sessions  
<https://forms.gle/ANqzHqHJSePWndvm6>
- Questionnaire "A Vision of the Skawina Mobility Hub" available at UMiG Skawina
- Consultations with representatives of the URBACT Local Group

## PUBLIC RELATIONS

Promotional materials had been prepared by the Consortium in electronic and printed form. They were being distributed mainly by representatives of the Municipality – around the Skawina Mobility Hub area, in the town centre, in municipal facilities, to residents' mailboxes, and in the public space in the form of posters and leaflets. These materials were also published on the websites of the KMA and Skawina Municipality.

An important element of the promotion was also an online questionnaire promoted among the Stakeholders and on the websites of both institutions. By the day when the

workshop started, over 70 completed questionnaires have been collected.

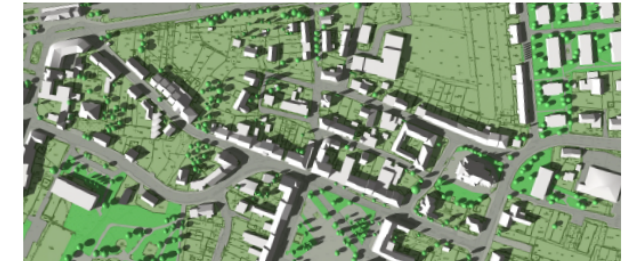
The local parish was also involved in the promotion of the Workshop, and information about it was provided during the Sunday parish announcements.

Below is a copy of the front page of the invitation leaflet distributed before the Workshop.

25-31 sierpnia 2021 - Pałac Sokół - Park Miejski w Skawinie

### Zapraszamy do udziału w warsztatach Charrette dotyczących Skawińskiego Centrum Komunikacyjnego z otoczeniem

Projekt obejmuje teren pomiędzy ulicami:  
Kolejową, Niepodległości, Mickiewicza i Krakowską  
wraz z Osiedlem Stare Miasto



SPOTKANIA OTWARTE - DYSKUSJE  
SESJE TEMATYCZNE I PROJEKTOWE  
WIZJA ROZWOJU

Organizator: Stowarzyszenie Metropolia Krakowska  
ul. Reymonta 20, 30-059 Kraków - [biuro@metropoliakrakowska.pl](mailto:biuro@metropoliakrakowska.pl) - [www.metropoliakrakowska.pl](http://www.metropoliakrakowska.pl)  
we współpracy z Urzędem Miasta i Gminy w Skawinie



## WORKSHOP PROGRAM

Wednesday 25 August

**open meeting**

17:00-19:00 : Introduction to the Charrette

**Thursday 26 August**

**site visit**

10:00-12:00 : Research walk

**thematic sessions**

13:00-14:00 : Mobility and Transport - solutions for pedestrians, cyclists, users of public transport and the Mobility Hub

14:00-15:00 : Car traffic and parking

**open sessions**

15:00-16:00 : Presentation of the results of thematic sessions + discussion

16:00-17:00 : Development along Kolejowa St. and connections with the Market Square

17:00-18:00 : The identity of the place – memory, locality, architecture, townscape character

**Friday 27 August**

**thematic sessions**

10:00-11:00 : Social services: administration, education, culture, and health

11:00-12:00 : Shopping and gastronomy, free time and public space

**open sessions**

13:00-14:00 : Presentation of the results of thematic sessions + discussion

14:00-15:00 : New public space and greenery

15:00-16:00 : Sport and active recreation facilities + Spatial qualities of Staromiejskie Estate

**open meeting**

16:00-18:00 : Working presentation of the results and discussion

**Tuesday 31 August**

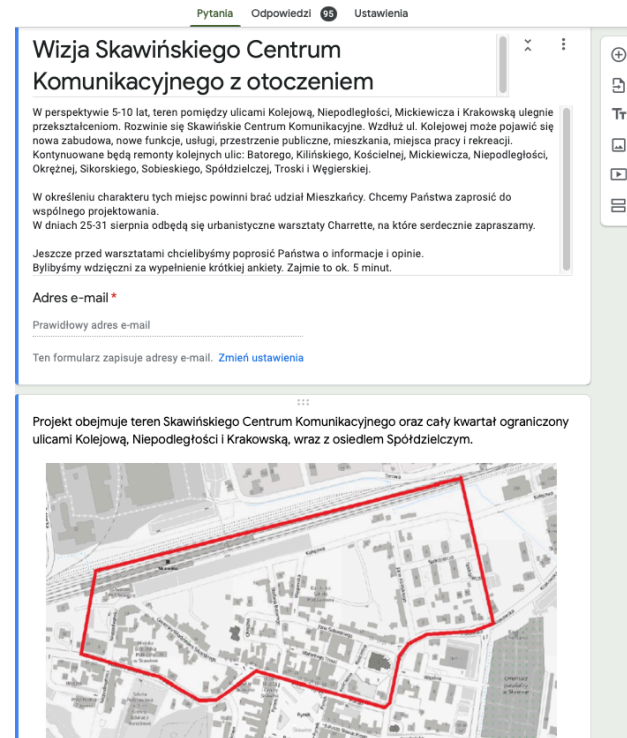
**open meeting**

17:00-19:00 : Summary of the Charrette

## ADDITIONAL FORMS OF CONSULTATION

During and after the workshop, to collect a greater number of opinions and to make it easier for residents to express themselves freely on issues important to them, the communication channels were extended to include further forms of involvement and consultation:

- Internet survey "A Vision of the Skawina Mobility Hub with its surroundings" was being active until 30 September 2021 at <https://forms.gle/VD8p3YuXiAwAbRiv7>
- Printed questionnaire - available during the workshop
- Comment sheets for each street in the SMH area - available during the workshop
- General project notes sheets - available during the workshop



## COURSE OF THE WORKSHOP

### DAY ONE: Wednesday 25.08.2021

17:00-19:00 – **open session**

#### Introduction to the Charrette

- ◆ Welcome address
  - Tomasz Ożóg, Deputy Mayor of Skawina
- ◆ URBACT and RiConnect
  - Martyna Kierska, Kraków Metropolis Association
- ◆ How are Charrettes used in planning and design
  - Professor Kinga Racoń-Leja and Dr Tomasz Jeleński
- presentation of the methodology of the Charrette workshops
- action plan (August 25-31 + development and consultation of the Spatial Concept)
- presentation of urban analyses
  - reference to the outcomes of the URBACT Local Group
- ◆ presentation of the preliminary results of the survey "A Vision of the Skawina Mobility Hub with its surroundings "
- ◆ discussion

#### Urban analysis

The results of the Consortium own analyses were presented:

- GIS Resource Studies [sip.gison.pl]
- Demographic analyses of the Town and Commune [bip.malopolska.pl] - age structure, analysis of registration and deregistration (2018-2019), the population of working age (2018-2019). The trends show a slight contraction of the urban population and a slight increase in non-urban areas.
- Built-up areas were analysed (Schwarzplan / Nolly plan). That showed to what extent the area in question is still free of buildings. This observation was a big surprise for the workshop participants.



- Extract from planning documents, including Spatial Strategy (SUiKZP) and Local Plan (MPZP) - indicating the domination of residential and mixed-use zones, and the scarcity of recreational spaces in the area.
- Historical studies indicated listed and registered architectural and urban monuments [SUiKZP, Communal Program for the Protection of Monuments] and the preserved structures of the mediaeval urban layout of the market square and adjacent town quarters [research by prof. D. Kuśnierz-Krupa]. The boundaries of the historic area of the city, designated by the Regional Heritage Conservator, were also presented [WKZ Decision, 2020; challenged by the Municipality of Skawina].



- The Municipal Revitalization Program of Skawina Commune defines the area in question as DEGRADED and in the immediate vicinity, an area subject to revitalization has been designated (Rzepnik) [GPRGS 2016], indicating the concentration of negative social and crisis phenomena.
- The area is undergoing transformation [analysis of changes on Goggle Maps], the visible transformations concern the railway area and Park & Ride, and the construction of the

JPII Primary School. Expansion of the technical infrastructure and building permits in the area indicate an interest in extending residential functions [sip.gison.pl].

- The ownership structure [sip.gison.pl], the heights of the existing buildings, detailed functional analyses including active frontages were presented [Consortium's own research - status update from sip.gison.pl].
- The analyses and results of consultations on local bus lines (MPK SA) and the Agglomeration Lines were presented [openstreetmap.org; mpk.krakow.pl], and a map of the station's pedestrian accessibility [www.gminaskawina.pl].
- Metropolitan mobility solutions [SUiKZP, MPZP] increase possible transformations of the area and might have a significant impact on the future intensity of traffic.
- The small number of green spaces in the very area is problematic [SUiKZP, own analyses, OpenStreetMap].

### Opinions, requests, and recommendations from the URBACT Local Group

Conclusions from the work of the URBACT Local Group under the RiConnect program were presented: Strengths and weaknesses of the area; Desired development directions, and Visions of the SMH area in 10 and 30 years. Detailed recommendations were presented in the fields of spatial and functional qualities of the area, mobility, greenery, green infrastructure as an element of urban development and the direction of the desired changes, as well as proposed pro-social activities.

#### Wizja obszaru objętego Zintegrowanym Planem Działań

IV spotkanie Lokalnej Grupy URBACT

Wielofunkcyjny i atrakcyjny z punktu widzenia mieszkańców i pasażerów i współtworzony przez nich kompaktowy obszar miasta stanowiący część nowego centrum oraz łącznik pomiędzy Rynkiem w Skawinie, a zintegrowanym węzłem przesiadkowym, oparty na następujących filarach:



- wizja jako próba opisu docelowego charakteru obszaru objętego Zintegrowanym Planem Działań
- wizja oparta o analizę przestrzenną obszaru oraz podsumowanie kwestionariusza przeprowadzonego wśród członków Lokalnej Grupy Urbact
- podkreślenie idei zrównoważonego rozwoju oraz woli zaangażowania lokalnej społeczności w rozwój obszaru



The vision of the area covered by the Integrated Action Plan was defined as "a multifunctional and attractive for the residents and passengers/tourists; a co-created compact city area, which is part of the new town centre and a link between the Skawina Market Square and the Mobility Hub; based on the pillars of sustainability, co-creation, and local identity" (URBACT LG).

### DAY TWO: Thursday 26.08.2021

10:00-12:00

#### Site visit – research walk



The second day of the Workshop started with a research walk with the stakeholders discussing various places and the entire area of SMH and its surroundings.

13:00-15:00 – thematic session

#### Mobility and Transport

– Skawina Mobility Hub

– Solutions for pedestrians, cyclists, and public transport

14:00-15:00 – thematic session

#### Car traffic and parking

Discussions and design workshops on transport and mobility issues were conducted in teams. Before the workshops, the main planning conditions were recalled, including:

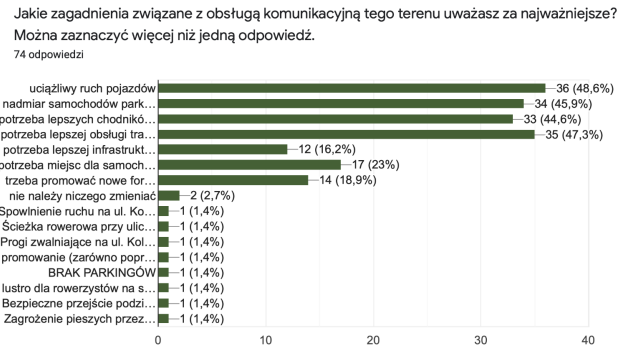
- Traffic changes on the southern edge of the area. It is planned to slow down the traffic on Krakowska - Mickiewicz St. (ultimately a change from the main road to the collective road), which was conditioned by the closure of the northern bypass of the city (completed) [source: SUIKZP].
- Transport changes at the northern edge of the area. A connection between Torowa Street and Tyniecka Street is proposed, as a collective road [source: SUIKZP].
- Launch of the Agglomeration Railway with the Park & Ride Skawina Station (300 + 200 parking spaces for railway users). Currently, two railway lines no.94 Kraków Płaszów - Oświęcim and no.97 Skawina - Żywiec run through the Skawina Commune, where 9 railway stops are located, incl. Skawina Railway Station.
- Research on isochrones of time access to the Railway Station indicated good accessibility (5, 10, 15 minutes) [<https://www.gminaskawina.pl/srodowisko/mobilna-skawina/komunikacja-kolejowa#gallery-2>].
- Skawina is well served by public transport - agglomeration lines of Kraków MPK SA. At SMH there is a stop of one line 273 (on the loop near the Railway Station), the rest within walking distance (on the edge of the area) - Skawina Szkoła, Skawina Rynek and a little further Skawina Cemetery. These are 14 agglomeration lines - 203, 213, 223,233, 235, 243, 245, 253, 263, 273, 283, 772, 903 night).
- The city has designated a small area of paid parking zone at the Market Square, Słowackiego St. and Konopnickiej St.

The **RiConnect URBACT Group's opinions** and recommendations regarding the local transport were presented:

- Actions to minimize car traffic.
- Safe access to stops (e.g., descent from railway platforms as close as possible to Batorego St.), safe pedestrian and bicycle infrastructure connecting SMH with the Centre (including woonerfs), bicycle infrastructure towards Kraków (Krakowska St.) and Staromiejskie Estate (Mickiewiczza and Piłsudskiego St.).
- Supplementing the infrastructure of sustainable mobility in the area - organization of bicycle and scooter rentals,

setting up tasteful boards with a town plan and tourist route plan, charging point for electric buses at SMH.

The results of the survey in transport and mobility were presented, pointing out severe vehicle traffic, cars parked on city streets, the need for better public transport and better sidewalks.



## SESSION OUTCOMES

The first team dealt with the problems of pedestrian movement. The threats related to parking cars were indicated, which, despite Park & Ride (and the possibility of using it for free so far by everyone), park in all possible – not necessarily legal – places. The problem also concerns trucks - delivering goods to shops, and passenger cars of employees working in the centre.



The problem will worsen after the possibility of using Park & Ride by people not using the public transport system is closed. The sidewalks do not always allow for easy

movement of pedestrians, and they do not always meet the needs of people with disabilities or with babies.

Example of Batorego St. (which has been transformed into a traffic calmed street of the woonerf type) gains a positive response among the inhabitants, although there are attempts to misuse this space: to drive through it against the current and at excessive speed. During the workshop, the residents indicated the need to improve the conditions of pedestrian movement through:

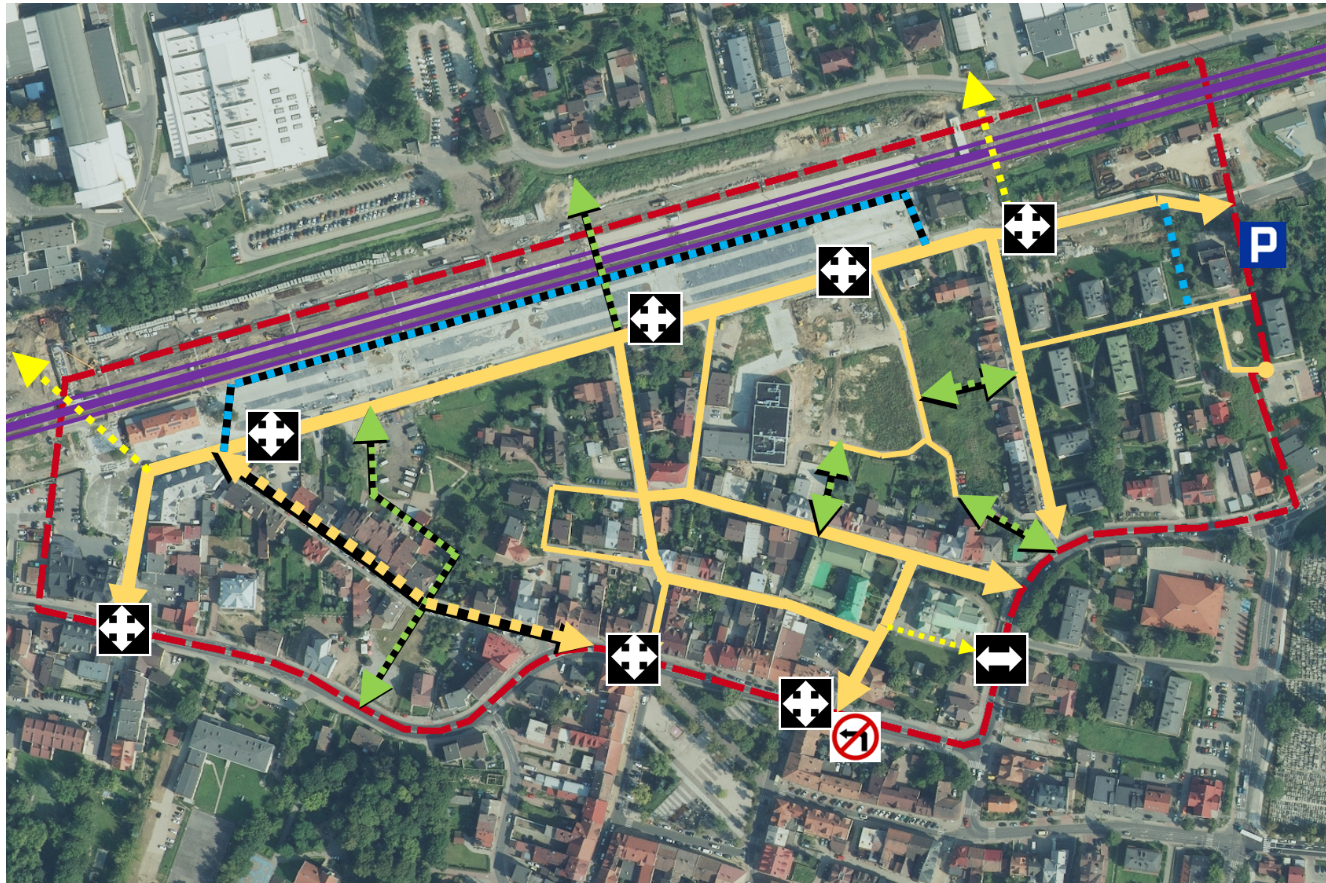
- creating woonerfs with a clear preference for pedestrians,
- recognizing the urbanity of streets and that pedestrians have priority,
- creating separate pedestrian routes, functioning as shortcuts and internal passages, linking important points in the area and its vicinity with a wider pedestrian network.

The structure of the pedestrian network was analysed during the session. That showed an uneven distribution of connections – too long urban blocks along Kolejowa Street. The dense grid of streets and urban blocks around the Market Square grows larger and disappears towards the Kolejowa Street.



The conclusive pedestrian network map (on the next page) illustrates:

- recommendations for additional pedestrian routes and connections that improve the density of paths passing through the interiors of the urban blocks.



- it was proposed to connect the planned school pitch with the surrounding residential blocks with a path (making it accessible to young people from the surroundings).
- the erection of elevated pedestrian crossings was considered - which turned out in the discussion to be unlikely due to the traffic of trucks and buses - hence the need for other solutions, such as colour and light markings on streets to calm down the traffic. This issue is particularly important when accessing residential and educational facilities.
- an additional passage was proposed connecting the end of the railway platform and the extension of Batorego Street.
- the need to refurbish Sikorskiego Street was noticed.

- for the widening of the pavement along the southern edge of Kolejowa Street, it seems important to move the bicycle path to the area next to the railway tracks (southern edge of P&R).

During the session in the second team, problematic areas, and places in terms of car movement, parking, and public transport were designated. The mapping was the basis for further work. The problems were discussed in detail using the observations from the site visit.

### CONCLUSIONS

- Inclusion of the northern zone (north of the railroad tracks) in the redevelopment process: Introduction of a P&R car park with a minimum of 100 parking spaces for

those arriving from the north side of the town. This solution would reduce traffic on Kolejowa Street and the entire city centre. The necessity of a road connection (in line with the Local Plan) between Torowa and Tyniecka Streets was indicated. Attention was drawn to the necessity to run a comfortable bicycle path and pedestrian path in this area as well as to preserve the trees.



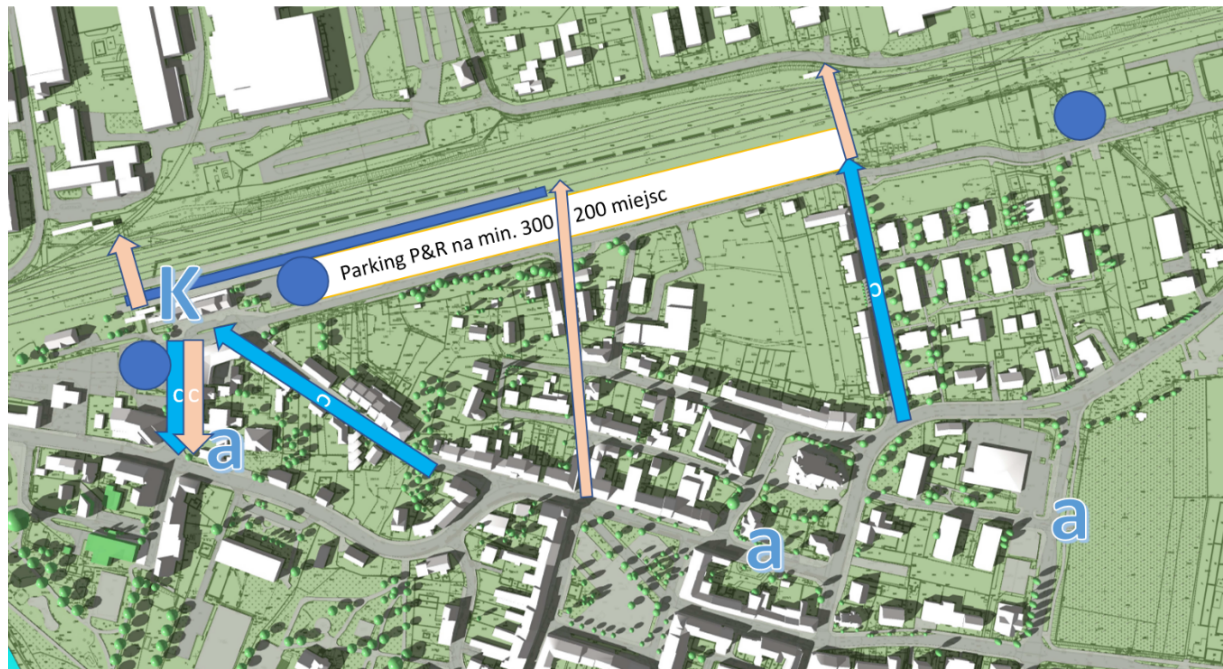
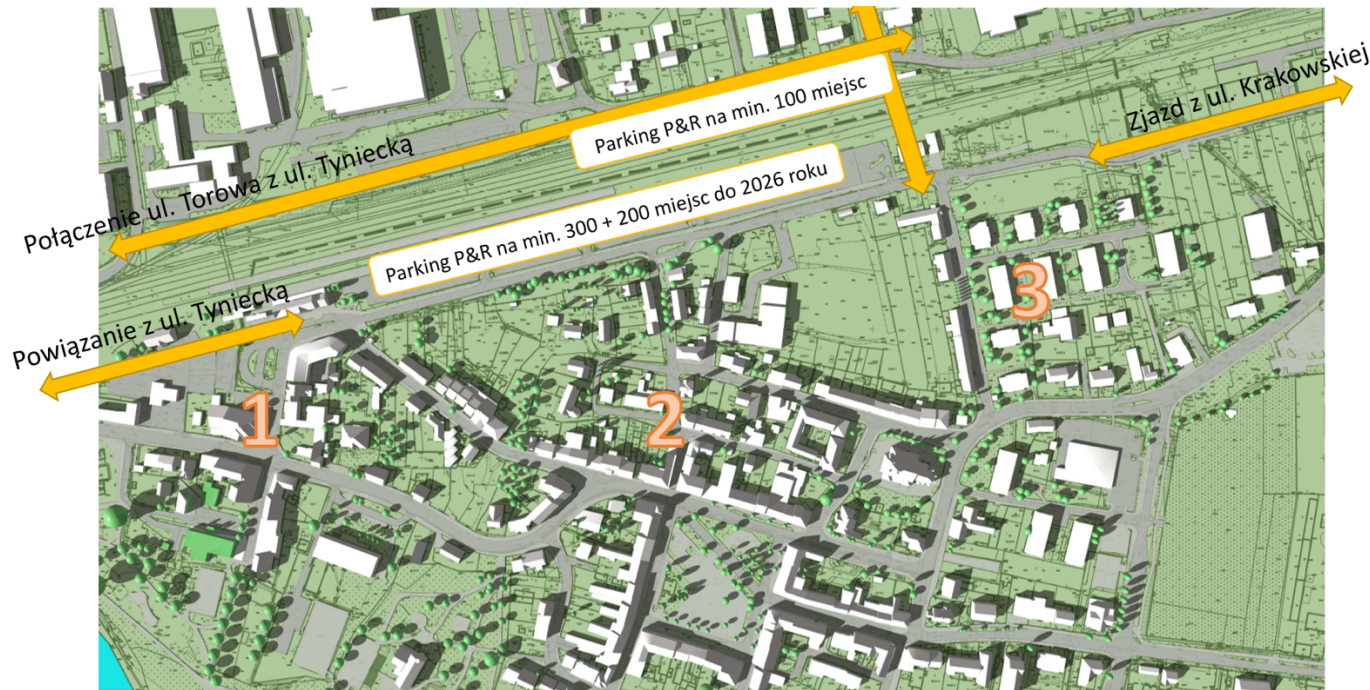
- The problem for the entire SMH area and the city centre is the complicated connection between Kolejowa and Krakowska Streets. The intricate crossroads currently prevent buses from being directed there. They must move along the Niepodległości and, in the future, Kilińskiego Streets.
- An additional opportunity is the possible release of some P&R spaces (after 2026) for parking other cars than belonging to commuters (which could ease the parking problem in the town centre).
- In the future, the Municipality intends to allocate the area of the current P&R to a public-private mixed-use investment, leaving the P&R functions on or under the ground.

Three problem areas have been identified:

**[1]** Niepodległości Street, **[2]** Batorego, Okrężna, and neighbouring Streets, **[3]** Staromiejskie Estate with Kilińskiego Street.

**1** – In the area of Niepodległości St. and the Railway Station, following problems and needs have been identified:

- The launch of the agglomeration railway will result in



increased car traffic in the entire area. The implementation of new investments planned by developers and, in the future, by the Municipality along Kolejowa St. will bring the same effect.

- There is a need to better integrate the rail and bus stops and to improve the accessibility of this area for the buses. It would be optimal to run 3 city buses in this area, which would also require relocation of stops. Currently, Niepodległości Street serves as a bus link, which should rather be a convenient pedestrian route. It is already the main place for access to buses. To improve the situation, it is planned to open up Sikorskiego Street and Niepodległości Street for busses (which will entail the necessity to resolve parking issues in this area while extending the possibility of busses passing through).

- The problem of the location of the bus charging station planned by the city requires additional decision-making measures. The residents of Staromiejskie Estate do not agree to occupy the adjacent green patch at Torowa Street for this function. Instead, they require there a new recreational space for residents of all ages.

- In terms of urban public transport, there was a proposal to run a bus on the north bypass, which could reduce car traffic in the city.

- The problem of servicing the railway station - regarding information (lack of clear information about trains, busses, and public services) and the problem of access to the public amenities (such as toilets) was pointed out. The need to maintain the proper condition of Niepodległości Street as the main pedestrian route between the bus stop and the railway station was noticed. In the future, such a function could be taken over by Batorego Street (through a connection leading to the end of the railway platform onward Batorego St. extension) - this is potentially the best pedestrian connection between the station and the Market Square.

Problems of the areas:

**2** – Batorego, Okrężna, and neighbouring Streets (central residential zone)

**3** – Staromiejskie Estate and Kilińskiego Street are shown on the next page.

## 2. COMMENTS ON CENTRAL RESIDENTIAL ZONE



### Several educational facilities v. inappropriate transport infrastructure:

- JP11 Catholic School - 65% of children are driven to the school, which generates significant traffic on Węgierska St.
- The need for a safe pedestrian crossing for children across Kolejowa St.
- Other educational facilities - problem with driving children to, which generates significant traffic (in the morning and afternoon) - the need to control the stopping time (Kiss&Ride) or transport service (school bus).

### Problems for residents:

- No parking spaces for services
- Many non-residents parking
- Possible worsening of the problem after closing the P&R
- Reckless driving, parking in prohibited places

### Need for calming the traffic

- Introduction of a parking zone for residents + Kiss&Ride and parking spaces designated only for suppliers
- Introduction of a paid parking zone



## 3. COMMENTS ON THE STAROMIEJSKIE ESTATE AND KILIŃSKIEGO ST.



The **problem with parking** in the housing estate resulted in the partly appropriation of a green patch at Kolejowa St. for parking (an unpaved area, without proper pedestrian access).

There is a need to include Kilińskiego St. as a route for buses, thus the need to correct the exit from Krakowska St. appears.

### Possibilities of solving the problem of parking for residents:

- Parking along Kilińskiego St. (designation of Kilińskiego St. as a one-way street).
- A small car park in a part of the green patch at the corner of Kilińskiego and Kolejowa St.
- Searching for other locations (e.g., plot behind the Railway).







quality of pedestrian spaces: sidewalks occupied by cars, lack of benches, high curbs, all make it difficult for people with special needs to walk, using special cars, and access services.

The presence of free meals and donation points for the poor and homeless is a problem for some due to anti-social behaviour - drinking alcohol in public places, leaving garbage, etc. Therefore, there is a problem of places and amenities that may encourage such behaviours in public spaces and semi-private ones in residential areas.

During the session, the specific places were discussed (marked on the model). Several problems require an individual and sensitive approach.

In view of the educational functions, the issue of special care is the paths to school, crossings - which require signs (e.g., creating a local 'Agatka' beware sign) as well as adequate lighting in the afternoon and evening hours.

### 13:00-16:00 – thematic sessions

#### New public space and greenery

#### Sport and active recreation facilities + Spatial qualities of Starmiejskie Estate

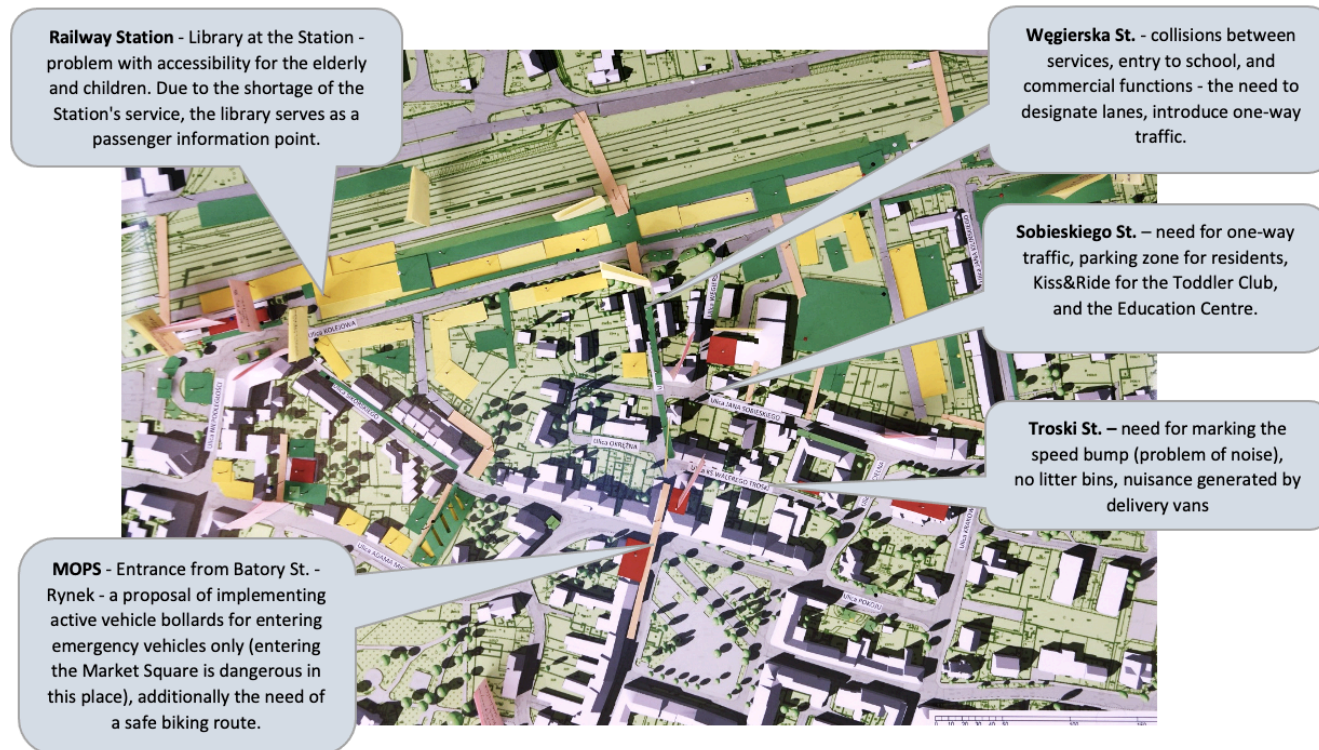
Questions were asked about the specific functions of the future complex of buildings along Kolejowa Street. How should it relate to public space?

This question was related both to the developers' plans on the southern side of Kolejowa Street and the Municipal or PPP investments considered on the northern side after the Park & Ride is released and the parking function might possibly be built over and/or moved to the underground garage. The development on the existing car park might also include the functions of the bus station on the ground floor.

#### Ideas

- The SMH site should become a showcase of the city - with attractive architecture, a place to also present local personalities, art, and products. It was proposed to introduce a piece of street furniture in the form of the SKAWINA sign.
- Functions around the station - tourist information, hotel, taxi stands, travel agencies, shops, and dedicated parking places for public transport and local services.
- Housing functions in the green - residents-friendly space; a green buffer zone of the railway; relocating bicycle route to the area along the tracks; rows of trees, pocket gardens, green roofs and walls.
- City square - the need to create an active public space: in the current bus terminus or the space on the extension of Batorego Street (in the present parking lot). The two were indicated as possible locations for the development of the square).

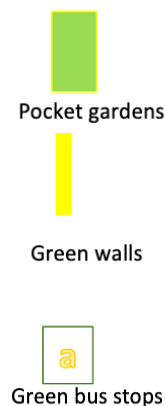
The recommendations from the URBACT Local Group were discussed: Development of street architecture including green areas and unsealing of surfaces; Nature-Based Solutions of bioretention: infiltration amenities and decorative plantings retaining rainwater. Shading trees; green passages; elevations overgrown with climbers; green roofs and terraces.



Examples of good practices concerning street architecture, greenery, and NBS were presented.

The results of the survey in terms of the demand for public space functions were discussed. The priorities from the survey were referenced, also pointing the need for rows of trees, pocket gardens, NBS, green roofs, walls, and lawns.

Places for gardens and plantings have been identified. Potentially green spaces have been marked on the prepared model, including: **recreational** (JPiI school playground and the area at Staromiejskie Estate), **green screens and canopies** (along the railway - to the north and south, and on Kilińskiego St. west), **pocket gardens** (inside new urban blocks, at the bus terminus at Niepodległości Street, next to the Museum, at the junction of Sikorskiego Street with Mickiewicza Street, and Mickiewicza / Sikorskiego and Kilińskiego / Krakowska Streets), **green walls** (on the closed cinema building and gymnasium at Sikorskiego Street), **green roofs** (everywhere possible). The attention was drawn to significant difficulties with new tree plantings in narrow streets and in the area adjacent to the railroad (post-industrial, possibly contaminated ground).



## DAY FOUR: Tuesday 31.08.2021

17:00-19:00 – open meeting

### Summary of the Charrette

The Charrette process ended with a presentation summarizing all the workshops and their outcomes. The final element of the presentation was the visualization of the conceptual design prepared in a participatory way and presented in the form of a 3D model.



The presentation sparked a lively discussion. There were concerns that new investments might be too intense and lower the quality of living in the neighbourhood. Possible corrections were proposed to limit the height of buildings, especially in the second line from Kolejowa Street. The issues of the scale and character of Skawina's architecture were raised again. Opinions about the necessity to preserve the identity of a small town and designate more places for greenery and recreation were dominant.

After the workshop, adjustments were made to the model, considering, where possible, the opinions from the final discussion.

Attached to this Report is an urban visualization: The concept for the development of the Skawina Mobility Hub with its surroundings and adjacent areas. It is a result model that considers the investment plans of the landowners as well as the expectations of the inhabitants, and the plans of the local government. The model presents the designed extensions to the incomplete urban blocks, the elements of mobility infrastructure, the architecture of public space, and greenery.

## Skawina Mobility Hub

and its surroundings

### CHARRETTE WORKSHOP REPORT

Skawina, 25-31 August 2021

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Consultation and design process: Charrette Workshop and the functional and spatial concept of the Skawina Mobility Hub with its surroundings, is implemented as part of the RiConnect project - Rethinking mobility infrastructure to reconnect cities, under the URBACT Program, co-financed by the European Regional Development Fund.

