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**ANDRIY RUDNYTSKYI AS
A UKRAINIAN SCHOLAR AND URBANIST**

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Abstract. The formation of the scientific work by Andriy Rudnytskyi, the founder of the Ukrainian Lviv Urban School in the second half of the 20th century, is considered. His scientific work related to the issues of urban ensembles formation and street-transport system in the cities of Western Ukraine, to the development of the Lviv's central part planning from the Middle Ages to the beginning of the 21st century as well as to the development of methodology for managing urban environment parameters is outlined. The results of scientific research presented in the monographs *Transport in Urban Planning* (1976), *Urban Management* (1985), and in numerous articles published during the 1960s–2000s are provided.

Key words: urban researches, urban environment, historical city ensembles, city transport system.

1. Introduction

Urban research in Lviv was initiated by Ignatius Dreksler (1887–1930), the first Head of the Department of Urbanistics at Lviv Polytechnic at the beginning of the 20th century. The topics of his research were broad. They involved issues of regional development, territory planning, building up of towns and cities, justification of Lviv's territorial development, etc. Urbanistics of Lviv and the region during the 1930s was studied by Stanislav Filippovsky (1883–1964) and Tadey Vrubel (1896–1974), who worked at Lviv Polytechnic, when Lviv was part of Poland before the Second World War (Posatskyy and Hanets, 2013).

The World War II changed the geopolitical situation in Eastern Europe, and Western Ukraine became the part of the Soviet Union, and Lviv was a Soviet city. Lviv Polytechnic changed dramatically: in 1945–1946, Polish teachers and students of the Faculty of Architecture moved to Poland. Under these conditions the only preserved Department of Architectural Design was attached to the Faculty of Engineering and Construction led by Professor Ivan (Jan) Bagenskyi, the single Polish scholar and architectural educator who stayed in Lviv after 1945.

Ivan (Jan) Bagensky proposed to Andriy Rudnytskyi, who graduated from Lviv Polytechnic with honors in 1951, to do a postgraduate course and in this way to fill in the scientific vacuum in the field of architecture and town planning, which was formed at that time in Lviv and the region of Western Ukraine. In 1955, under the scientific supervision of Professor Ivan (Yan) Bagensky A. Rudnytskyi defended his Ph.D. thesis *Architecture of a Regional Agricultural Exhibition* with the major “Urban Planning” (Vitajemo z juvilejem! 1998). At that time such topics were relevant to the development of all regional centres of Ukraine (within the Soviet Union), where such exhibitions were designed and built occupying large areas in the cities.

After completing all the career stages (from a lecturer to a professor) at Lviv Polytechnic, A. Rudnytskyi devoted his scientific activity to general and regional aspects of urban studies by projecting and exploring new directions, forming a scientific outlook of several generations of Lviv researchers in the field of architecture. It should be noted that in 1950s–1960s, he was the only scientist in Lviv in the field of architecture and urban planning, therefore, of course, he was engaged in a wide range of issues relevant to the city and the region. It was the time of the post-war reconstruction, accelerated industrialization and urbanization of Western Ukraine region. The cities of Lviv, Lutsk, Ivano-Frankivsk, Rivne, Ternopil were growing rapidly, and new towns of

Chervonograd, Novovolynsk, Novoyavorivsk, Novy Rozdil were emerging. In these and other towns and cities, large industrial zones and new residential areas of multi-storey buildings were developed, the cultural landscape of Western Ukraine region was changing.

2. Basic Theory Part

During the 1960s, in his scientific research Andriy Rudnytskyi reflected the topical problems of urban development in West Ukrainian region; he also worked closely with the chief architect of the Lviv region Andriy Shulyar studying issues of the street transport system, formation of urban ensembles, insolation of residential development, improvement and greenery of residential areas in the cities of Western Ukraine region. The results of the research are set out in numerous articles published in 1959-1965 in the journals *Residential Construction, Construction and Architecture*, and others.

Common features and characteristics of developing regional centres of the region as well as the formation of urban ensembles during the postwar decade were revealed in the studies of the cities of Lviv, Ternopil, Rivne (Shuliar and Rudnytskyi, 1959; Rudnytskyi, 1964). Professor Rudnytskyi researched and described general features and specific town-planning differences of these cities during the post-war construction and reconstruction processes. Investigating the already complicated problem of organizing street-transport network in the developed cities of Western oblasts of Ukraine, A. Rudnytskyi and A. Shular offered principal schemes of organizing traffic in the reconstructed cities with dense buildings blocks. At the same time, the transport situation in the historical centre of Lviv City was studied in detail, and based on theoretical generalizations practical recommendations to organize transport and pedestrian traffic were formulated (Rudnytskyi and Shuliar, 1964; Rudnytskyi, 1965).

The subject of the study was connected with the preparation of materials for the master plan of Lviv in 1966. A. Rudnytskyi considered transport problems to be inherent part of spatial problems of the city, emphasizing that “while solving engineering problems, one should not forget that public transport lines should be considered as the main axis of perceiving architectural image of our cities” (Rudnytskyi, 1965, p. 10). It should be noted that a number of those days principled recommendations have not lost their significance today, which can be proved, for example, by the implementation of the circular traffic movement scheme at the crossroads of the streets of Horodotska and Shevchenko in Lviv in 2014.

A prominent place in the scientific activity of A. Rudnytskyi during the 1960s belongs to the study of urban planning aspects of historical areas development issues in a modern city ensemble. After all, Western Ukraine is a region where numerous historical city ensembles have been preserved and architectural monuments in historical and artistic terms are connected with the European cultural heritage.

A. Rudnytskyi was the first to propose in 1966 Western Ukraine cities classification by the degree of preservation of their historical ensembles and their modern use. Three characteristic types of town-planning situations were singled out: I – historical area of a city has preserved its planning structure and ensembles of development; a) a historical complex is one of the elements of the city ensemble; b) a historical complex dominates in the city's space. II – a historical area of a city has preserved its planning structure and some architectural monuments; a) a historical area is the main public centre of the city, b) a historical area does not perform public functions, the modern centre is located elsewhere, c) a historical planning structure covers most of the city territory (Rudnytskyi, 1966).

The study of a large amount of archival and literary sources as well as nature surveys of the area provided the basis for A. Rudnytskyi to make up in 1966 a rather detailed scheme of planning the city centre of Lviv in the 13th–14th centuries. That was the first publication in the process of studying the beginning of the city territorial development during the Galician-Volhyn kingdom which provided a clear idea of the landscape features, street tracing, location of the major structures in relation to the urban development situation in the second half of the 20th century (Fig. 1). Almost twenty years later, Prof. Rudnytskyi returned to the topic of the Lviv's central part formation in the last quarter of the 13th–14th centuries. In 1984, he put forward the hypothesis about almost simultaneous existence of two city centres in the neighboring territories: the primary – located between the central part of the ancient city and the Poltva river with a network of irregular quarters around the market square (now the Old Market Square) and the secondary – located to the south, also near the Poltva river, on the flat area with a network of regular neighborhoods around the present-day Market Square (Istorija Lvova. red. Sekretarjuk. 1984). It should mention that further archaeological excavations in general confirmed this hypothesis (Fig. 2).

Fig. 1. Lviv city center in the 12th–14th century on the background of planning of the central city area in the 20th century

Legends: 1 – central city area formed in the 19th–20th century; 2 – area of the modern new part of the public city center; 3 – medieval urban nucleus (14th–15th century); 4 – Dytynets (city fort) of the 12th–13th century; 5 – housing development site of the 12th–13th century; 6 – main city temple; 7 – central square; 8 – market place near the city gates; 9 – major routes of the 12th–13th century; 10 – Poltva River (Rudnytskyi A., 1966)

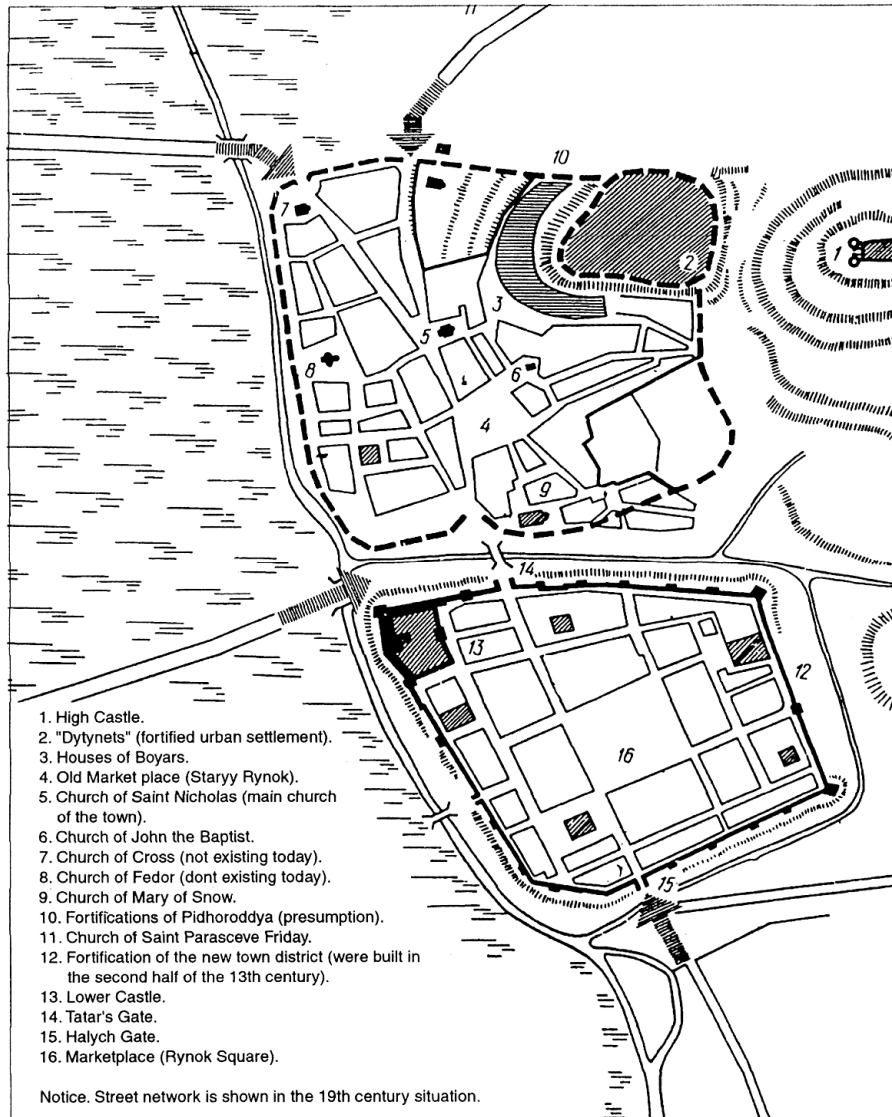
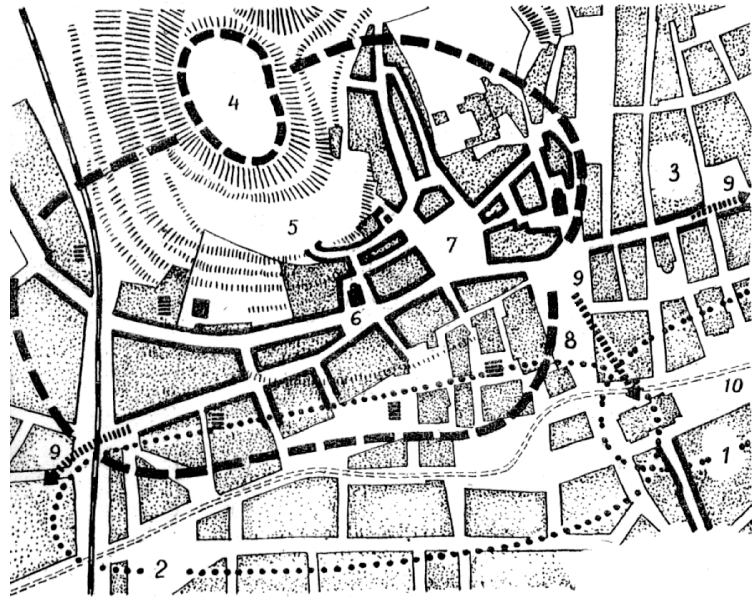


Fig. 2. Central part of Lviv in the end of the 13th–14th centuries (Istoriija Lvova, 1984)

During the 1960s, when doing the project for the formation of the historical nucleus of Lviv (1969) and the detailed planning of the central part of Lviv (1970) Andriy Rudnytskyi was collaborating with Roman Mykh, Lviv's chief architect, and Yaroslav Novakivskyi, the Head of the planning workshop of the Lviv branch of the "Dipromist". According to R. Mykh, "This was the first attempt to comprehend the centre of Lviv in the context of all its urban and social problems ... The main concept of the detailed planning project was to make a shift from a mono-centric to a polycentric system of the city centre ... Apart from the nucleus of the centre behind the Opera House planned by the general development plan, three additional centres were considered: at the intersection of Lychakivska and Pasichna streets, near the intersection of Horodotska and Bandery streets, in Stryiska Street near Stryisky Park." (Arhitektura Lvova:chas i styli. XIII–XXI st. red. Birjuliov. 2008, p. 612). Formation of the polycentric structure of the city centre has still been only partly implemented and remains relevant to urban development of Lviv City at the beginning of the 21st century as well. In the detailed planning project, they also justified the necessity to organize a separate zone of cultural heritage protection in the city centre, which was taken into account in 1975 when creating a historical-architectural reserve of 120 hectares in area.

The material accumulated over a decade formed the basis of the textbook, in fact, by its content and form of presentation it is a small monograph *Development of the Cities of Western Oblasts of the Ukrainian SSR and Their Socialist Reconstruction*, which was published in 1971. Despite a small volume, the publication for the first time systematized and analysed the classification of the urban ensembles reconstruction process as well as of city centres in Western Ukraine during the 1945–1960s against the backdrop of their long-term historical development.

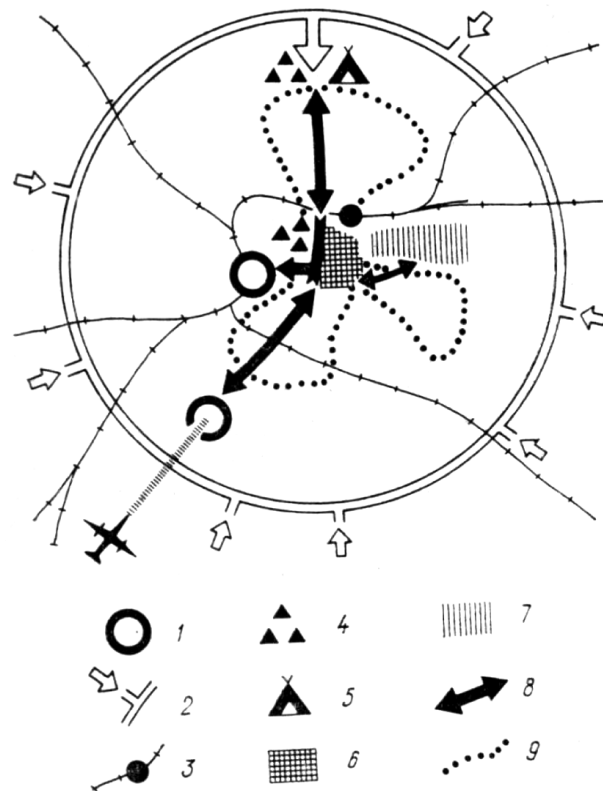
A. Rudnytskyi proposes to distinguish four main urban development patterns and considers them on the specific examples: 1) fundamental reconstruction of an urban built up area. (Ternopil); 2) development of the central ensemble of a city at the expense of free territories development (Lutsk); 3) new structure of a city ensemble in an old built-up area (Rivne); 4) cities with a preserved compact city-planning structure (Lviv, Chernivtsi, Ivano-Frankivsk) (Rudnytskyi, 1971). The publication also deals with the development of a system of public service of residential areas, industrial construction, planning of greening and supplying cities with water. Writing about the directions of transport system development in the cities of Western Ukraine, the author emphasizes the need to form pedestrian zones in the historical centres of the cities.

In 1960s, in Western Ukraine, accelerated urbanization was underway due to the development of industry, primarily in the regional centres – Lviv, Lutsk, Ivano-Frankivsk, Rivne, Ternopil, Chernivtsi, and Uzhgorod. Territories of the cities were growing considerably and complex issues concerning organization of transport links between industrial and residential areas of the cities, community centres and mass recreation areas were arisen. It caused a need to develop a theoretical generalization of transport problems in the cities and methodological approaches to their solution. Studying rich factual material about domestic and foreign practices and its theoretical comprehension as well as determining methodological approaches laid the foundation for the monograph *Transport in City Planning* published in 1976. The author chooses to systematically consider the main requirements for planning cities and designing their elements, based on the conditions of providing necessary level of transport service for the population. Particular attention is paid to presenting criteria for the objective assessment of the efficiency of solutions to city transport service (Rudnytskyi, 1976).

Saving time for the city inhabitants through rational organization of transport connections was the main criterion of the author. The monograph describes methods of determining economic efficiency of planning decisions in the field of transport systems and evaluating architectural and compositional significance of urban areas, depending on their location in relation to transport routes.

The material of the monograph is presented in seven sections: 1. Designing urban transport networks; 2. Urban public transport; 3. Organization of pedestrian traffic; 4. Freight and special transport; 5. Car transport; 6. Outward transportation in cities and settlement systems; 7. Transport movement and architectural ensemble. The text material is accompanied by clear pattern-models reflecting both general theoretical positions (network of intercity high-speed passenger transport, classification of urban communications, pedestrians contact with transport, ways of solving the problem of changes in urban public transport, provision of transport for tourists in the conditions of a large city, organization of transport service for a public centre of a middle-sized city, etc.), and specific architectural and planning situations (protection from transport noise, mutual arrangement of pedestrian and transport communications in a residential area, etc.) (Fig. 3).

Fig. 3. Transport service of tourists' journeys in a big city.
Legends: 1 – tourist arrival points (railway station and airport); 2 – automobile tourist arrival routes; 3 – suburban railway station; 4 – tourist hotels; 5 – camping for motoring tourists; 6 – pedestrian area in the city center; 7 – skansen; 8 – typical connection routes for tourists; 9 – sightseeing routes. (Rudnytskyi, 1976)



A. Rudnytskyi's monograph systematically and comprehensively examines the methodical approaches to the design of urban transport systems, taking into account planning-and-architectural and compositional criteria, the latter being specially emphasized, which at that time was new in the theory of designing urban transport systems in our country. At the same time, the author did not try to describe individual examples and solutions, but outlined the methodological principles for solving transport problems.

When the activity of the Faculty of Architecture in Lviv Polytechnic was resumed in 1971, the scientific bulletin *Architecture and Town Planning* was launched. In the articles published there, A. Rudnytskyi formulated the main directions of forecasting the development of urban systems and the preconditions for their integrated management. The author proposed the clear methodology for studying complex urban systems from two points of view: "from the person" and "from the environment" (Rudnytskyi, 1975; Rudnytskyi, 1977). Professor Rudnytskyi, one of the first in Ukrainian urban science, emphasized the need for a comprehensive understanding and study of all aspects of human life environment, from natural environment to characteristics of a human person and patterns of his/her behaviour.

Working actively in architectural science Andriy Rudnytskyi never forgot about training young scientists for Lviv Polytechnic. His first postgraduate students who successfully defended their Ph.D. thesis on the problems of developing the cities of Western Ukraine region were B. Posatskyy (1972) and A. Ilgunas (1974). In his research, B. Posatskyy scientifically grounded the directions of reconstructing small and medium-sized cities of Western Ukraine region, depending on the landscape and compositional characteristics of the area as well as on urban territory and how the settlement planning and settlement development have been preserved (Posatskyy, 1972). In the work of A. Ilgunas methodological approaches to assess the composite value of industrial buildings in a historically developed large city (for example, Lviv) and to preserve their significance in the urban ensemble in the process of modern city development were described (Ilgunas, 1974).

The problem of integrated urban environment management was the subject of discussion at the large and representative scientific conference *Problems of Urban Environment Management* held in Lviv in autumn, 1979. A. Rudnytskyi, who was one of the initiators and organizers of the conference, delivered a report "Issues

of the methodology of urban environment management” which caused a considerable interest. It was to this issue that A. Rudnytskyi devoted the next decade and in 1985, he published the results of the research in the monograph *Management of Urban Environment*. Despite certain ideological and socio-political limitations of the Soviet time, the work was based on a comprehensive understanding of urban environment, the main feature was determined to be its integrity, in the author’s wording “indivisibility” (Rudnytskyi, 1985). The material is consistently delivered in three sections: 1) Fundamentals of urban environment management (peculiarities and theoretical basis of the management process were considered there). 2) Urban environment as an object of management. The author considers mutual relations of a society with the spatial environment and defines a city as a social-spatial complex, social and territorial integrity and one of the forms of socio-spatial organization of a society. The researcher also distinguishes the two main elements as the basis of city modelling for the needs of management: people and the environment surrounding them. Thus, the urban environment, which has to be and can be managed, is considered to be the sphere of objects as well as social sphere that both surround a person in a city, that is, everything on the background of which and with which life of people and all city processes take place. The author devotes special attention to “city physiology”, he studies modelling of the processes of urban environment functioning, the mechanism and the system of its management in order to intensify usage of material, energy and labour resources. A. Rudnytsky stresses the criteria for assessing urban environment in terms of using efficiently time resources by a city resident or a guest. 3) Implementation of urban environment. The author creates a management goal tree and determines methods and algorithms for solving problems of urban environment management, while determining the place of experiment in this process.

Time has passed, and it becomes obvious that A. Rudnytskyi's methodology of urban environment management is based on objective preconditions and its main provisions are universal and stay relevant to this day, despite radical socio-economic transformations in Ukraine.

At the end of the 1980s, the “perestroika” took place in the Soviet Union, for the scientific sector it meant a significant weakening of communist ideological constraints and political control. In Ukraine, the T. Shevchenko Scientific Society (ShSS) resumed its activities in Lviv, its first scientific session took place in March 1990, where Professor Rudnytskyi delivered the programmatic report “Ukrainian National Renaissance and Architecture” (Rudnytskyi, 1992). He emphasized that the revival of Ukrainian architecture and urbanism should be considered as fulfilling by the Ukrainian state its duty to its own people and that it is possible only in the context of sovereign development of the Ukrainian people as part of the Ukrainian national culture as a whole. Soon, the Architectural and Town Planning Commission of the ShSS was formed. It became part of the Art Studies Section headed by Volodymyr Ovsyichuk, and A. Rudnytskyi headed the Commission.

For the first time since 1945, artificial scientific priorities caused by the communist ideology stopped functioning in Ukraine. Then it was possible to discuss and exchange ideas freely, new horizons have opened for scientists. In particular, it was possible to explore the true history of the Ukrainian architecture and urban planning, to bring back forbidden and forgotten names and works, to explore historical cities and their development. This resulted in the volumes of *The ShSS Notes*. Initially they were *Works of the Art Studies Section*, and later – *Works of Architecture and Urban Development Commission*. A. Rudnytskyi did a lot to organize the work of the Commission. He constantly emphasized the importance of the ShSS functioning as an independent scientific forum of the international level.

Andriy Rudnitskyi, together with Oleh Kupchynskyi and Volodymyr Ovsyichuk, made up the editorial board of the first *Notes of the ShSS, Works of the Art History Section* (volume CCXXVII, 1994); later he was a member of the editorial boards of the *ShSS Notes, Works of the Architecture and Urban Development Commission* (volume CCXLI, 2001; volume CCXLIX, 2005; Volume CCLV, 2008). There in 2001, A. Rudnytskyi published his article *Tasks and Ways of Development of Ukrainian Urbanism and Architecture in Modern Conditions*, in which he identified the main issues that required a solution in our country. The first one was the problem of choosing the most appropriate type of housing for Ukraine. The second one was identification and demarcation of protected territories and complexes of historical and architectural value. The third one was optimization of the transport system in Ukraine in general and in each settlement in particular. The fourth one was the purposeful formation of tourism industry in Ukraine (Rudnytskyi, 2001). Since that time

some progress has been made in solving each of these problems, positive changes appear to have taken place in the development of the national transport system as well as tourism, in Western Ukraine region in particular.

Thinking by European categories, A. Rudnytskyi planned to carry out scientific researches together with urban scholars from neighbouring countries and thus jointly train highly skilled professionals in the field of architecture and urbanism. For this purpose, a specialized Academic Board for the defense of thesis in the majors: “Theory of Architecture, Restoration of Architectural Monuments”, “Architecture of Buildings and Structures”, “Town Planning and Landscape Architecture” should have been organized at Lviv Polytechnic. The members of the international Academic Board were to be: A. Rudnytskyi (head, Lviv), B. Cherkes (deputy head, Lviv), B. Posatskyi (academic secretary, Lviv), A. Bem (Krakow), Y. Bogdanovsky (Krakow), V. Durmanov (Lviv), R. Zhuk (Montreal), T. Zaremska (Warsaw), M. Kubelik (Vienna), O. Kuzmych (Rivne), K. Kucha-Kuchynsky (Warsaw), G. Lavryk (Kyiv), O. Lesyk (Lutsk), T. Panchenko (Kyiv), I. Fomin (Kyiv), S. Yukhnovych (Krakiv), V. Shtolko (Kyiv), D. Yablonsky (Kyiv). However, in the post-Soviet scientific bureaucracy, this ambitious European project was not successful.

3. Conclusions

The scientific heritage of Andriy Rudnytskyi, his contribution to the formation of scientific research areas of the Lviv architectural school is difficult to overestimate. Andriy Rudnytskyi was engaged in scientific activities in the field of urbanism for over 60 years. He always formulated problems and outlined ways of their solutions, taking into consideration topical needs and perspective directions of developing cities and territories in Western Ukraine region and in Ukraine in general, while adhering to European trends and tendencies in urban studies. Professor Rudnytskyi as a scientist-urbanist managed to achieve a lot in difficult times, urbanism became the essence of his life, he was engaged in it on the call of his soul, and not only because it was his duty, therefore his concepts are relevant today as well.

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АНДРІЙ РУДНИЦЬКИЙ – УКРАЇНСЬКИЙ НАУКОВЕЦЬ УРБАНІСТ

Анотація. *Пройшовши всі службові щаблі (від асистента до професора) у Львівській політехніці, А. Рудницький присвятив свою наукову діяльність загальним і регіональним аспектам урбаністики, формуючи науковий світогляд кількох поколінь львівських науковців у галузі архітектури. Впродовж 1950–1960-х рр. він був єдиним науковцем у Львові архітектурно-містобудівного профілю, тому займався широким колом актуальних для міста і регіону проблем. Чільне місце у науковій діяльності А. Рудницького впродовж 1960-х рр. належить дослідженню містобудівних аспектів проблеми розвитку історичних ділянок міст у ансамблі сучасного міста. Адже Західна Україна є регіоном, де збереглися численні історичні міські ансамблі і пам'ятки архітектури в історичному і мистецькому сенсі пов'язані з європейською культурною спадщиною. Спільні риси і характерні особливості розвитку обласних центрів регіону та формування міських ансамблів впродовж післявоєнного десятиліття були виявлені на прикладах Львова, Тернополя, Рівного. А. Рудницький вперше у 1966 р. склав достатньо детальну схему планування міського центру Львова у XII–XIV ст., а у 1984 р. висунув гіпотезу про існування у Львові в останній чверті XIII–XIV ст. на сусідніх територіях майже одночасно двох міських осередків. У монографії “Транспорт в плануванні міст”, опублікованій у 1976 р., автор у системному аспекті розглянув основні вимоги до планування міст та проектування їх елементів, виходячи з умов забезпечення необхідного рівня транспортного обслуговування населення. Особлива увага надана викладу критеріїв об'єктивної оцінки ефективності вирішень транспортного обслуговування міст. А. Рудницький на зламі 1970–1980-х рр. науково досліджував проблеми методології управління міським середовищем. Результати опубліковані в монографії “Управління міським середовищем” у 1985 р. Незважаючи на певні ідеологічні та суспільно-політичні обмеження радянського часу, праця оснований на комплексному розумінні міського середовища, головною ознакою визначається його цілісність.*

Ключові слова: *урбаністичні дослідження, міське середовище, історичний міський ансамбль, міська транспортна система.*