KB589A

Vilnius Railway Station Complex, Central Station Square and Public Transport

Terminal international open architectural project competition

EXPLANATORY NOTE

1.1 Urban idea for Competition Territory and Naujininkai centre

Competition Territory

Project objectives

The aim of the project is to create a **place of encounters** where different people meet together and experience the **Lithuanian spirit of naturality and openness.** The desired added value of the project is, above all, to make foreign visitors in Lithuania discover the **Scandinavian character of the country and its people** from the moment they arrive to. Moreover, for Lithuanians coming from around the country the project is meant to make them feel that their capital belongs to them. Using the railway station would be intended to become an integral part of **experiencing** the city and the whole country.

Essential to the achievement of these objectives is the **integration** of the Railway Station, Bus Station Central Square and adjacent spaces, building and other objects into a single and **coherent urban assembly.** By doing so, both sides of the railway station (north and south) would be connected in a way that would be particularly **friendly for pedestrians, cyclists and people who need and/or want to spend time here.** An integral part of the project would be its extensive **enrichment** of the natural elements present there. The newly introduced natural elements follow the elements of **nature typical for Lithuania.**

The whole project site would become a multifunctional centre which **attracts the inhabitants** of Vilnius and beyond, notably those living in adjacent neighbourhoods, making the **guests of the city feel like if they were at home.**

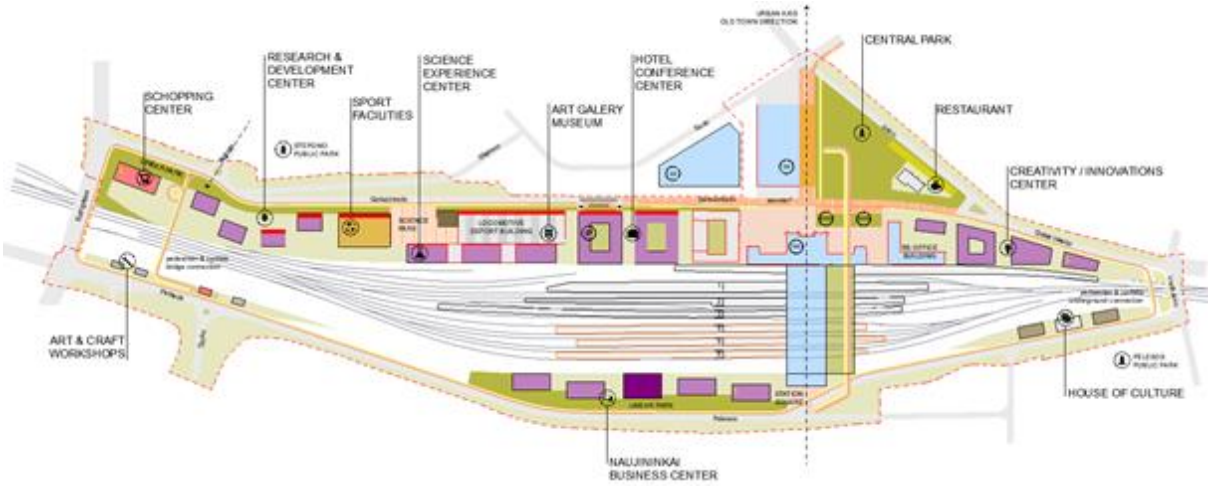
Traffic system

The project promotes **sustainability of the city traffic infrastructure** and **prioritizes pedestrian and bike traffic.** The streets surrounding the study area have been adapted for cyclists by building new dedicated paths. Three new connections have been designed to facilitate communication to the other side of the tracks. The project involves the construction of a pedestrian and cycle bridge linking Dzuku Street with Algirdo Street and the Stepono Public Park, which is due to be modernized. Another new connection provides transport under the tracks, linking Gelezinkelio Street to Peleos Public Park. The most important connection is the green footbridge that runs along the new station terminal. It connects the planned linear

park along Pelesos Street with the existing Central Park. Traffic calming in the form of a woonerf in the section of Gelezinkelio Street, at the bus stations, the railway station and Central Park is also crucial. This involves the complete exclusion of the existing cobblestones on the axis of the railway station from traffic. The conservation-protected cobblestones have been earmarked for recreational and leisure functions. Taxis can enter the woonerf. Temporary KISS&RIDE stopping places are also envisaged. It is assumed, however, that the proposed architectural solutions in the given section of the road will encourage only pedestrians and cyclists to use it. The course of the pedestrian-bike connections of the green terrace over the tracks and platforms of the station with the level of the ground on both sides of the station are shaped in a way that allows for **proper relations between pedestrian and bike traffic.** The space in front of the entrances to the railway station is free of the bike traffic in transit. The pedestrian-bike ramps reach the ground level in proper distance from the railway station entrance spaces. On the southern side, the pedestrian-bike bridge serves also as a roof over the entrance to the railway station.

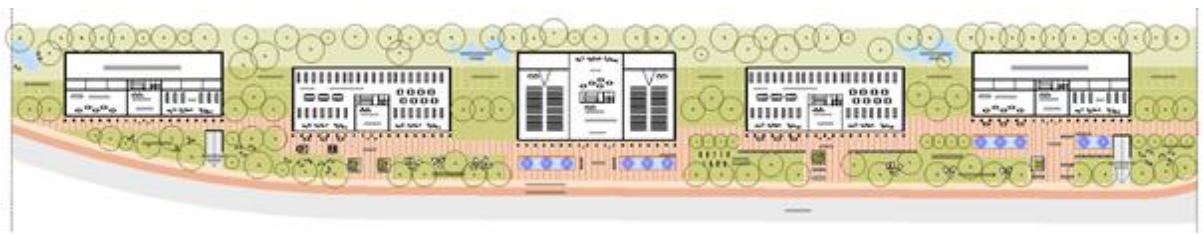
Functional layout

Along Pelesos Street on the south side of the tracks, a Business Centre is proposed, consisting of four office buildings with services in the ground floors and a conference hall. The Business Centre is preceded by a linear park representing the complex for international entrepreneurs visiting Vilnius. The centre is located next to the new entrance to the railway station. On the same street, next to the planned underground tunnel, there are social housing buildings and a local House of Culture in an adapted building at Paleos street, no 24. At the other end of the street there are workshops for craftsmen and artists. On the site of the former Railway Museum, a centre for creativity and new technologies has been designed on the east side of Gelezinkelio Street. These are environmentally friendly buildings with green terraces on a slope overgrown with greenery. The existing buildings on both sides of the railway station retain their function and remain unchanged. The building at Gelezinkelio 8 is replaced by a hotel and a two-storey car park for station passengers. The historic Locomotive Repair Building next door is turned into a Technology Park and Experience Centre. The Railway Museum is relocated here, using the tracks leading up to the building. The next building along the street is the Sports Centre with a green recreational roof and an outdoor gym. Further along is the Research & Development Centre. These are 8-storey high point buildings surrounded by green parkland. The intersection of Gelezinkelio and Svitrigailos Street is crowned by an office building with a shopping centre on the ground floor. It has 10 storeys and is located on a hill, so it is a height dominant introducing the complex.



Naujininkai centre

The Naujininkai Business Center consists of four office buildings with services and coworking spaces on the ground floor and a conference hall building located in the middle of the site. The buildings are located parallel to the tracks, thus isolating the district from the noise coming from the tracks. Active groudfloors and the linear park create the place of integration between inhabitants of Vilnius and the visitors of the city who come to the Centre. They are meant to **encourage establishing relations.** The place is **full of life whole day and whole year**. The facades of the buildings are moved in relation to the street creating pockets of public squares with recreational and leisure functions. The squares are surrounded by air-purifying greenery providing shade in the form of trees and shrubs. There are two entrances to the underground garages serving the Centre. The entrances to the buildings are at street and path level. Behind the park and the squares, along the shorter side of the buildings, the area lowers. The slope is overgrown with greenery restricting access to the tracks. There are natural retention reservoirs in the depression to store excess water flowing from the higher ground. Rainwater overflows between the reservoirs on the slope, allowing it to be aerated and purified. After this process it is suitable for reuse, e.g. for watering the vegetation of the linear park. The difference in level between the areas can be seen in the shape of the buildings. On the street side the buildings have 4 stories, while on the track side they have 6 storeys. The pro-ecological character of the Business Centre is emphasised by the design of the green façades of the buildings, which support the natural ventilation of the buildings and prevent overheating. The construction of the buildings is based on a regular grid framework. The communication core consists of a staircase and two lifts located in the centre of the buildings. The clear communication layout allows easy orientation from the space for occasional business visitors and foreigners. The compact volume of the buildings reduces heat loss and minimises the use of materials. The regular divisions of the façade provide elegance adequate to the function of the buildings.



1.2 Architectural idea for Railway Station Complex, Stories Square and PT Terminal

Railway Station Complex

The existing railway station building is characterised by a geometric mass made up of juxtaposed cuboid volumes. To emphasise the architectural expression of the Station, the new terminal is designed as its opposite. Its volume is a uniform flowing form with a rounded roof shape. The juxtaposition of the two opposing volumes complements the contrast and brings out the most valuable features of each form. However, the link between the objects is clearly visible. The new terminal is an extension of the main body of the existing building and has the same width. The axis of the urban development and the symmetry of the layout are preserved. They include the terminal over the tracks, the new entrance to the complex from the south, as well as the plazas on both sides.

The main expectation of the Ordering Party was to connect the districts on both sides of the tracks and to make the services located in the station accessible to both travellers and residents. In the design, these requirements are met by attaching a green terrace to the side of the terminal. This terrace is accessible directly from the terminal, where the services are located, as well as from a footbridge which connects to the terrace on two sides. The footbridge forms a link between the Business Centre in the south of the area, the new terminal of the Railway Station, the Central Park and the Bus Station. It therefore leads through the key elements of the complex. Moreover, it is not only a purely a transport link for travellers. It connects green recreational areas, i.e. the rope park at the Business Centre, the Station's green terrace and the Central Park.

Stoties Square

The aim of the project is to create a friendly space for passengers to wait for the train and to emphasise the representative function of the facility as a gateway to the city.

The square was designed as a **public space combining representative functions with the possibility of spending time and rest, as well as with the nature characteristic for the Lithuanian landscapes**. On both sides of the square, two biologically active spaces have been symmetrically separated - forests inscribed in a square projection, which contrast with the orderly form of the square by their natural form.

Thanks to the introduction of the projected forests, the square gains new proportions. It becomes smaller, more intimate, because its two new facades - the walls of the forest - enclose the space on both sides.

The project assumes the introduction of the most important functions accompanying the public space of the square, which is at the same time a showcase of the city and a place to rest before or after a trip. The symmetrical assumption assumes locating fountains hidden in the floor of the square on both sides of the entrance to the main building of the station and a temporary pavilion which is both a tourist information centre and accompanying services - a kiosk and a small flower shop. In addition, there will also be a seating area.

The floor of the square is made of large-size concrete slabs. There are grooves in the floor which are dedicated to blind and visually impaired persons.

The floor of the square has been made free of any thresholds or curbs in order to allow free movement of people in wheelchairs.

PT Terminal

The new terminal of the bus station was designed in the direct vicinity of the representative pedestrian passage on the axis of the railway station building. The entrance to the platforms is from this route, where service pavilions and places for rest and recreation have been designed.

The roofing of the platforms was designed as a spatial wooden structure of varied height and simple form, which would not compete with the historic railway station building.

1.3 Description of Railway Station Complex solutions:

Functional arrangement of the buildings under design and redevelopment:

The existing railway station building

The main entrance on the axis of the building leads to a two-storey, representative hall. It houses train arrival and departure boards and ticket machines. It is a meeting place for travellers and local residents. From the lobby, escalators and lifts provide access to the new terminal on the 3rd floor or to the subway. The ticket offices and the hotel entrance are located in the right wing of the building. In the left wing there is the entrance to the administration area. The remaining premises on the ground floor are adapted to commercial functions. The commercial premises are accessible both from inside the building and from the entrance square. On the mezzanine floor there are office and administrative premises. The second floor of the central body of the building is used for local community activities. Conferences, exhibitions and special events are organised here. The large areas of the rooms allow for different ways of arranging the space depending on the type of event planned. These rooms are accessible from separate staircases and lifts, which eliminates the problem of party guests mixing with travellers. Hotel rooms are located on the floors of the right wing of the building. Six rooms for 2 or 4 people with private bathrooms are available. On the floors of the left wing of the building there are administrative rooms and staff social rooms. In the underground part, in the largest room on the axis of the building, there is a self-service baggage storage in the form of lockers and post boxes. This room is accessible from the internal communication as well as directly from the square in front of the building. This makes it easier for people who are waiting for a train for a long time, for example because they are changing trains. They can leave their luggage quickly, without entering the main part of the building, and then go explore the city. It is also possible to access the platforms via an underground tunnel connecting the two sides of the tracks. The existing walkway has been extended to include new platforms and service facilities.

New terminal over the railway tracks

Entrance to the building is possible from two sides of the tracks, through the adapted Station building and through the newly designed entrance part from Paleos Street. The escalators leading to the 3rd floor in both parts are located on the axis of the entrance and are easily accessible. The communication and functional layout of the terminal is simple and clear for passengers. The single-space rectangular interior is covered by a wavy roof with a wooden structure. In the centre of the volume, adjacent to one of the sides, there is a rectangular, two-storey cubicle with an elongated shape. It contains grouped auxiliary and service functions. On two opposite sides, at the entrances to the terminal, it houses information desks, security rooms and baggage storage. The middle section is filled with toilets, service and retail outlets and a non-Schengen passenger control area. Its floor, on the other hand, houses the administration department, conductors' and staff rooms, railway traffic control rooms and the business area. Kubik divides the terminal space into two parts. The first, 6 metres wide, is a fast passenger transfer channel equipped with moving walkways. On this side, there are entrances to the floor used only by employees, baggage storage, toilets and platforms. It is therefore a communication corridor for people moving to a specific destination at a specific time. The second part is a much wider waiting area. The services grouped in a cubicle open onto it. In addition, there are smaller glass cubicles with functions such as an Internet café, a co-working space, a children's playground, a relaxation area, etc. Small café points with refreshment tables are also located here. Communication in this part is more free, used by people waiting for the train for a longer period of time and customers of service establishments. From this side, there is an access to a green recreational and relaxation terrace, the theme of which is the natural landscape of Lithuania. The terrace also provides a panoramic view of the city and an observation point for trains. It is connected both to the terminal and via pedestrian and bicycle bridges to the road system on both sides of the tracks. This facilitates transport for both travellers and local residents using services at the Station.

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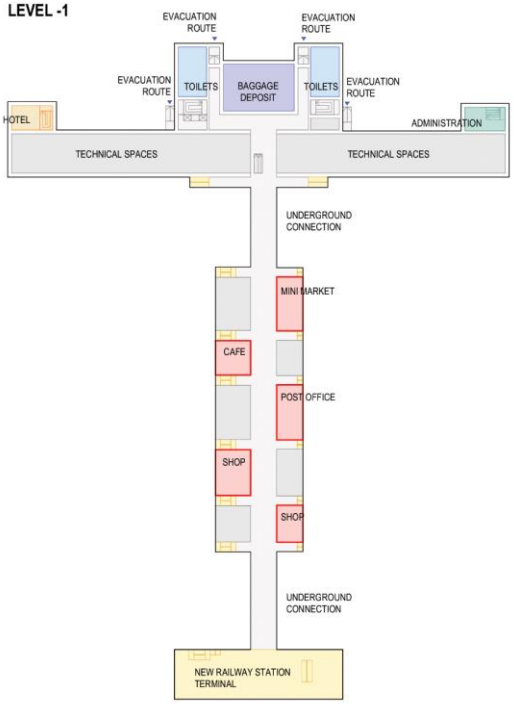

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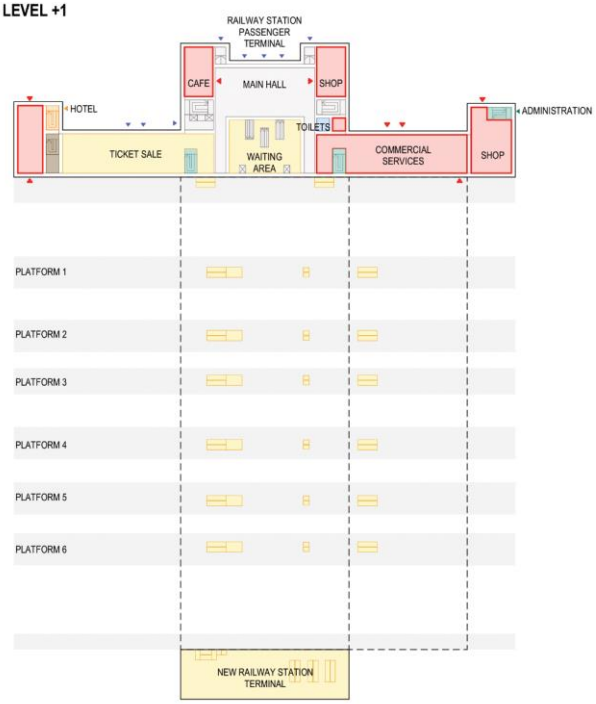

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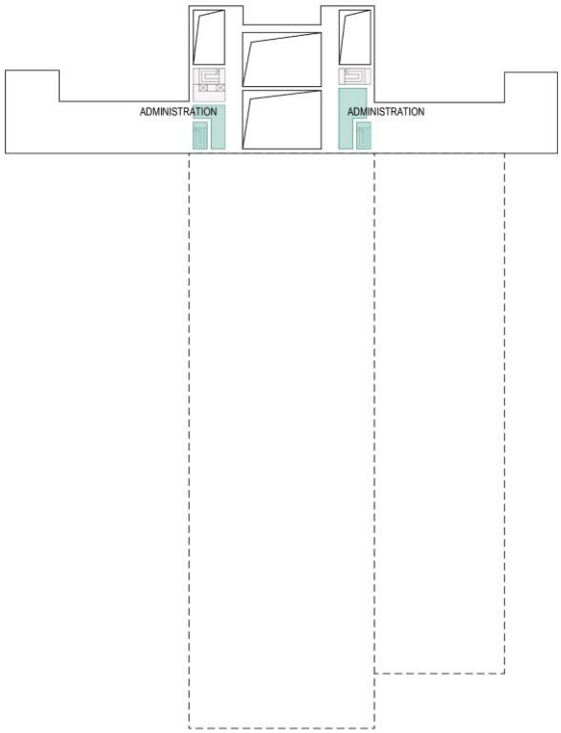

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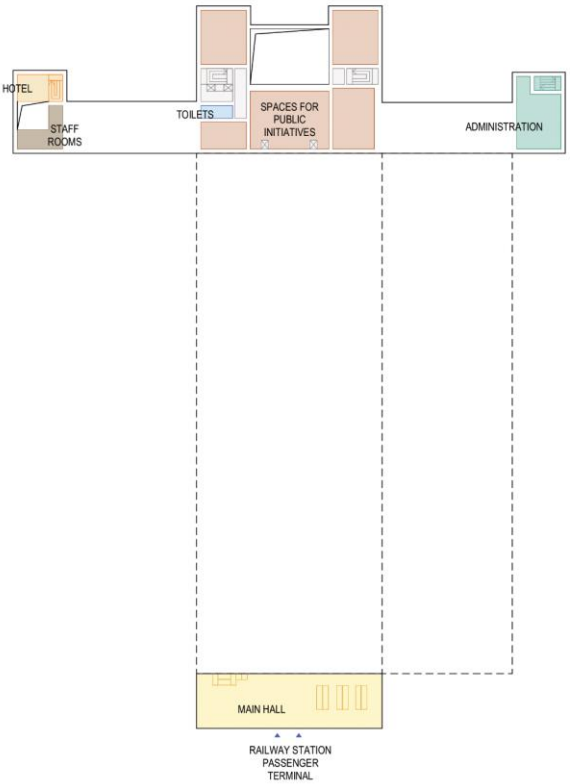
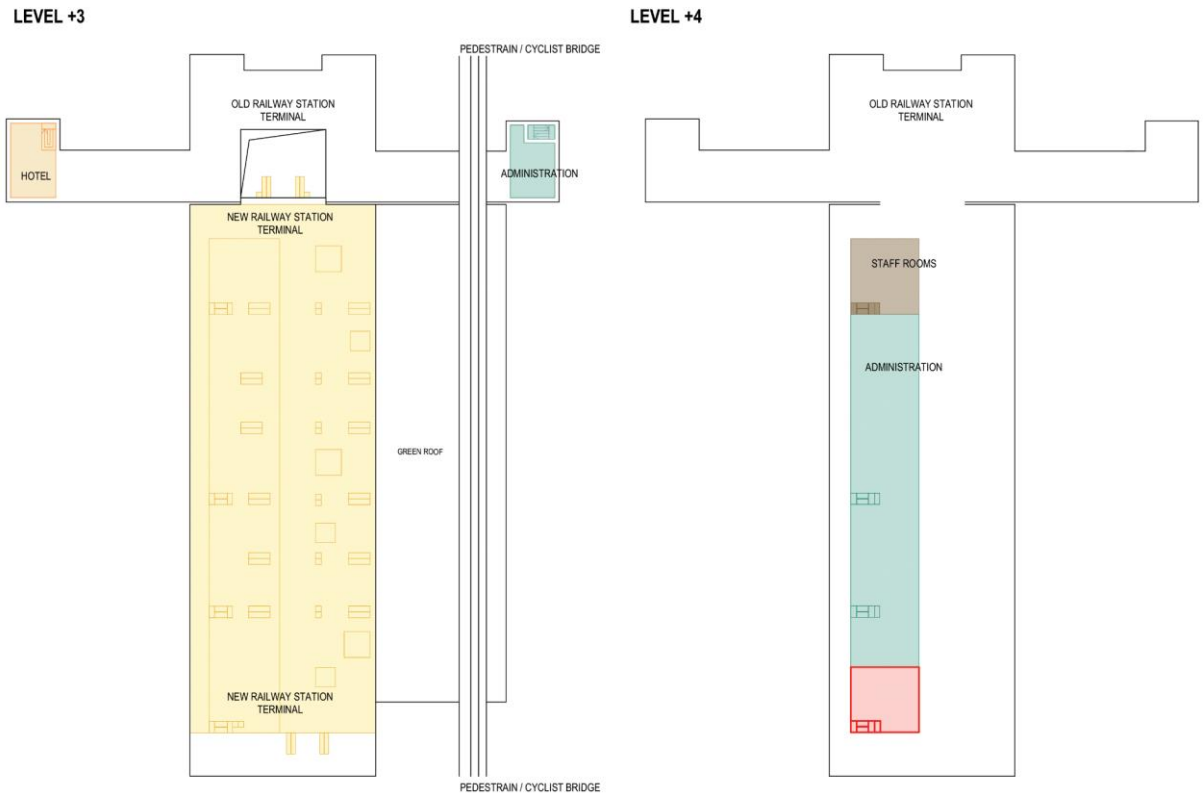
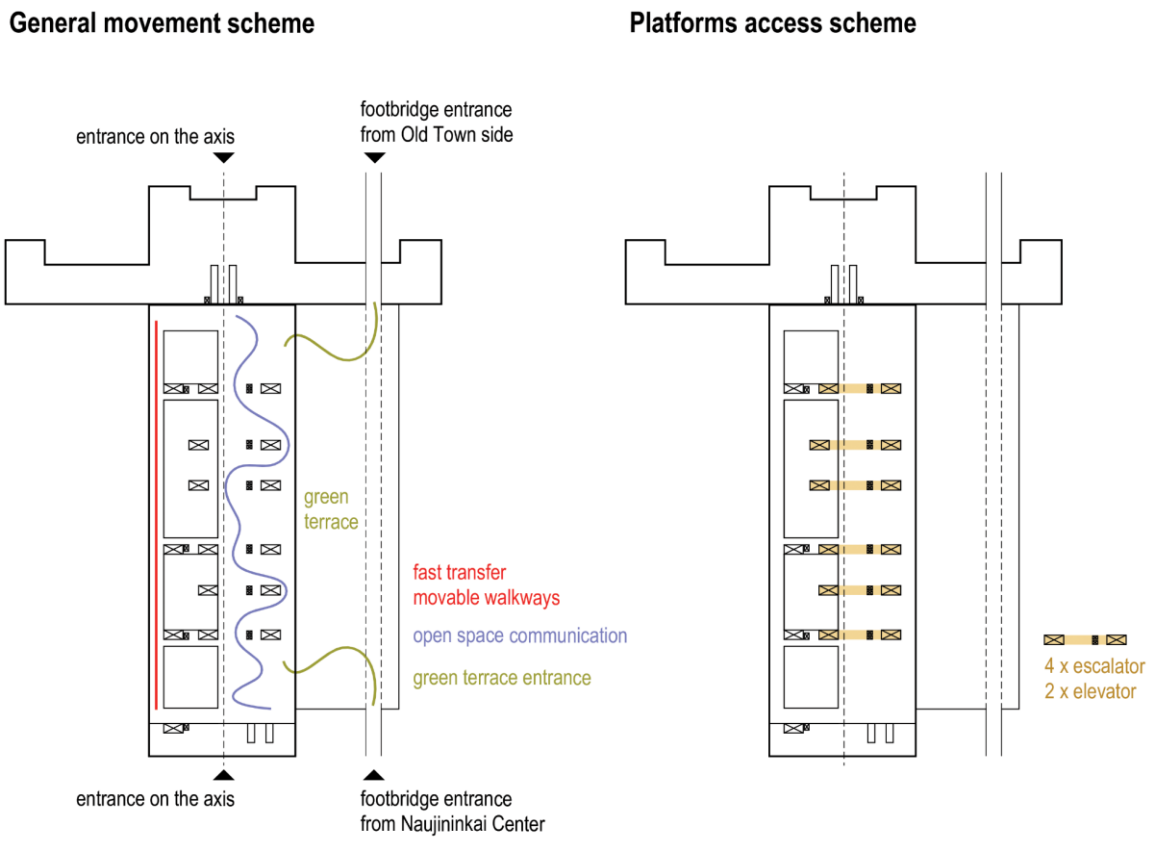
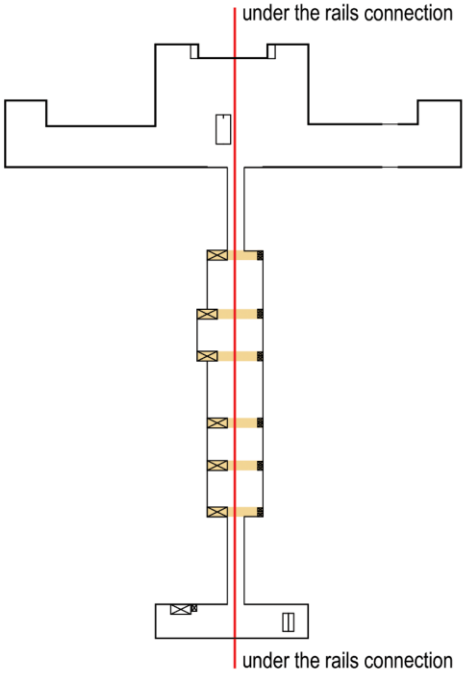




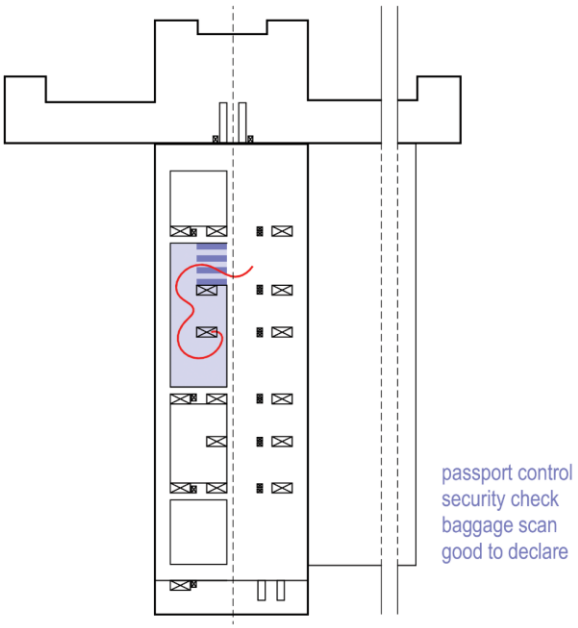
Diagrams and description of the movement of different types of Railway Station travellers and the distribution of their flows



Underground connection scheme



Non-shengen passengers movement scheme



Following the **principle of the integrational and inclusive spirit of the place** the movements of the different types of passengers are integrated within the space of the whole assembly.

There are many ways to access the platforms from the city. In order to provide the orientation for those who do not know the place and also to enable easy arrangement of the dates at the station, the **historical main entrance to the historical main building would be regarded as the main one.** The layout of the public space in front of the main entrance underlines it. Passengers who enter via this entrance can further proceed through the building and reach the level of the new pavilion over the railway tracks and platforms via escalators and elevators. On the southern side of the station at the ground level the southern entrance to the pavilion is created. There the access to the main level of the pavilion is provided analogically by the escalators and elevators. Between the main entrance and the southern entrance the clear straight interior traffic axis is created to provide clear orientation for the passengers who go from the city onto the platforms and the passengers who go from the trains to the centre via main entrance or to the southern parts of the city via the southern entrance. The orientation of the passengers is strengthened by locating that axis exactly on the symettrical axis of the of the historical main building of the station which is also the axis of the Stoties street, whose historical pavement plays a crucial role in the composition of the space in front of the station. Within the pavilion over the railway tracks and platforms the axis is underlined by the layout of the interior of the pavilion. The axis runs between the wall of the group of premises integrated into one big box in the pavilion and the assembly of kiosks, seats and other elements located in a large open space. The elevators and escalators to the platforms are located both in the open space and integrated into the big box in the box, the stairs are located within a box in the box.

Apart from providing the clearest connection of the platform with the city via the historical main entrance, the new southern entrance and clear interior traffic axis connecting them with the platforms, a special connection of the platforms with the city would be created. On the main level of the pavilion, over the railway tracks and platforms, **the green terrace would be directly connected with the interior of the pavilion** by the numerous entrances.

Additional visual connections would be provided by rich glazings. Passengers arriving in Vilnius and those who have some time left before the arrival, as well as other users of the assembly can easily enter and **experience the green terrace, of which the spirit is made of elements of Lithuanian nature.** The shaping of the space of the terrace provides a lot of informal space to sit and even lay on. This is one of the elements of the inclusiveness of the assembly. Seats with view on the terrace inside the pavilion will shelter from bad weather.

Thanks to the connection of the green terrace with both sides of the railway tracks via the bike and pedestrian ramps, the **green terrace would become an integral part of the city space and part of the more informal connections between the railway platforms and the city**. It may be of particular value to people who combine train travel with bike riding. It will be comfortable to leave the bike at the roofed place at the terrace or access the pavilion from there to get to the platform.

Strict segregation is provided only where necessary. The passengers who travel to and from non-Schengen countries and are to pass the border control at the station get dedicated platforms and control checks within the pavilion located over the railway platforms and tracks. The separate space set aside for them is reduced to the required minimum so as to let those passengers enjoy as much as possible the spirit of the place. The space for the control check is located within the big box in the box which integrates different functions.

The main group of the ticket windows is located where they are now - inside the historical main building. The location on the ground level provides good access to them from the city centre as well as from city, regional and long distance buses. It is especially good for people who buy their tickets in advance. Buying tickets is also possible by using one of the tickets machines located inside the pavilion, right over the railway tracks and platforms.

Materials of the buildings under design and redevelopment

Railway Station Complex

The most characteristic element of the designed station is its roof made of a spatial structure of glued laminated timber supported on steel pillars. Due to the open space inside, wood dominates the space.

The volume, which includes services, entrances to the platforms and offices, was designed with rammed earth, which contrasts with the glass façade of the building.

The design team decided on large glazing on the external façades because of the desire to blur the boundary between the station space and the adjacent green terrace with its leisure space.

The green terrace with a pedestrian and bicycle path and squares has been designed as a space which refers as much as possible to natural materials in order to reflect the character of this space. The greenery will be placed in wooden pots, the floor will be made of hardened earth, and there will be a two-way pedestrian and bicycle route made of concrete surface (the pedestrian and bicycle route will be made of the same material throughout).

The footbridge railing and the railings on the terrace have been designed from openwork mesh, covered with climbing plants. This solution additionally emphasises the green character of the designed complex.

PT Terminal

The bus station, as a continuation of the idea of a green complex, was designed as a spatial openwork form also made of wood. The platforms were separated from each other by seats

and at the same time pots with greenery made of the same concrete as the platforms. Together with them they form a coherent whole of the station floor.

The use of essential green solutions for the buildings under design and redevelopment and conceptual engineering solutions

Greywater and rainwater would be collected from the buildings and roofs of the railway station and the Financial Center. After initial treatment, the water would be used for plant irrigation and will serve as an element providing the location with a distinct architectural composition. Thanks to the use of **natural horticultural methods, the green areas would become self-sufficient** over the years and would not require much maintenance. These natural landscapes would be **self-regulating and adaptive systems.**

The cubicle projected inside the hall of the newly designed station was designed with rammed earth.

Essential structural solutions for the buildings under design and redevelopment

Railway Station Complex

The building of the new railway station terminal is made in reinforced concrete structure (base of the new terminal over the platforms) supported on reinforced concrete pillars, going down to the existing and designed platforms. The canopy is made of a spatial wooden form made of glued laminated timber, supported on steel poles. The cubicle containing the services, entrances to the platforms and offices is made of rammed earth, which is also a separate structure for this volume.

Railway Station Complex

• Essential safety solutions for the buildings under design and redevelopment.

The designed buildings were designed in accordance with the requirements of fire safety and prevention of terrorism (the railway station building in particular is particularly exposed to this type of danger).

The station building is included in the group of objects with the most stringent safety restrictions due to its volume, railway infrastructure and the large number of users who are not permanent residents.

Both the existing and the new platforms have been fitted with intelligent warning systems, and the entire evacuation route has been led to the terrace.

The terrace has two equal functions - as a public space among the greenery, which is also a waiting room for travellers, and as an evacuation area. The proposed new station hall is located above the railway tracks and is equipped with regularly placed emergency exits to the terrace - a wide promenade, where escape takes place in two directions - to the square in front of the existing station and the square in front of the station entrance, on the other, south side of the tracks. In the square, assembly points divided into smaller clusters have been organised.

The station building, both the planned and the existing station, has been equipped with smoke detectors, a warning system and a sprinkler system.

1.4 Description of Stoties Square and PT Terminal solutions:

Functional arrangement of the buildings under design and redevelopment, public spaces. Include functional connections

Stoties Square

The square in front of the railway station has been designed as an attractive public space combining various directions of the city - a woonerf running from west to east in front of the square, a representative promenade with a public space with historic cobblestones, being at the same time the square in front of the entrance to the bus station and a footbridge connecting the square with the terrace over the tracks by the designed terminal of the railway station.

The square is a continuation of the composition of the existing station building. Therefore, on both sides of the building two forests have been designed symmetrically on the plan, while each of them has its unique natural form. The disorderly naturalness of the woods contrasts with the simplicity of the square and the forms provided for it.

In front of the station on the square, also symmetrically designed were two sequences of fountains - hidden in the floor points, where in warmer days, the water would come out. Fountains with adjustable water flow.

The symmetry of the square is broken by a service pavilion which is a tourist information centre, a kiosk and a flower shop.

A multifunctional pavilion (in the eastern part of the square) has also been designed to close the space between the tracks and the square.

Stoties Street - a representative promenade on historic cobblestones has been designed as a public space along the existing city park. It is intended to accommodate service pavilions, predominantly small catering establishments, within its area.

Within the framework of the designed pedestrian zone, city-creating functions dedicated to both tourists and residents of Vilnius are envisaged. These include board game tables, greenery in pots with a resting function, deckchairs. Some of the pavilions can be developed as a Local Centre or a community centre. Water mist installations are proposed to be located along the promenade, which would provide respite on hot days.

PT Terminal

The bus station was designed as an openwork form of roofing with varying degrees of openwork. The platforms are completely covered, the bus parking places - 60% of the overlap, roadways - 20%. The platforms start already at the representative Stoties promenade leading to the square in front of the station, have been equipped with seats with greenery in pots. At the same time the potted seats form a barrier against entering the driving section of the station and are interrupted at the point of the main pedestrian crossing through the station space.

The functions accompanying the new bus station were located within the framework of the designed pavilions situated on the Stoties promenade.

<u>Transport flow and parking solutions. Provide diagrams of the flow of transport, non-engine-driven transport and passengers in Stoties Square territory</u>

Access to Stoties Square is via a street designed like a woonerf - with limited car traffic.

Currently the square in front of the station is a huge network of streets with parking spaces. The project will reverse these proportions and reintroduce pedestrian and cycle traffic as overriding. The second most important traffic on the square is public transport, followed by taxi traffic and finally passenger cars.

Bus and trolleybus traffic terminating at the new bus station has been designed as calm, taking place on a section of the woonerf. Buses and trolleybuses arrive at the station via a woonerf

(on a section not reaching the building of the railway station) from the south-western side, make a stop and leave for Sody g. Street and then go in different directions of the city.

The taxi rank and kiss&ride facilities have been designed at Stoties Square and are intended only to pick up travellers and leave immediately for their onward journey. It is assumed that a taxi may be parked for a maximum of 15 minutes, while a private car may be parked for a maximum of 15 minutes. It is assumed that a taxi can be parked up to a maximum of 15 minutes, while a car can be parked up to a maximum of 2 minutes. 2 min.

Stoties Square coverings concept. Describe material solutions and provide visual analogues. Suggest details of Stoties Square architectural profile

The square is mostly designed as a paved area made of concrete slabs with two green spaces maintained in the character of natural pine forests with footpaths made of hardened earth.

The small architecture in the square is designed in wood, as well as the adjacent playground located in the existing park, adjacent to the square.

The temporary service pavilion is also planned to be made of wood.

Stoties Square green areas and green area groups arrangement solutions. Include planting concept

Green areas of the Stoties Square are to be extended and integrated with the other elements of the square.

Among other things, the projected playground fits in with the idea of a transit bridge allowing pedestrian and bicycle traffic between the two parts of the city divided by the tracks. The exit from the bridge takes place in the space of the existing park, where the bridge bends falling on the axis of the main entrance into the space of the bus station. In order to prevent the footbridge from dividing the park into two zones, the footbridge has been designed on a new elevation, so that it flows smoothly into the park avenues and is permanently connected with them. In addition, a slide has been designed directly from the footbridge, leading to the playground area without having to make a detour down the footbridge to level "0".

Illumination solutions. Provide visual solutions of daily and festive illumination scenarios

The project involves illuminating the square as the main public space on the site. The lighting provides for a uniform distribution of lanterns in the square with the light source directed downwards, which prevents light pollution. LED lighting.

During cultural and commemorative events taking place in the square, multimedia projections using mappings on the historic railway station building are envisaged. The projections would be visible primarily from the representative avenue on the axis of the station.

The structure of the bus station was made of a wooden structure being the roofing of the platforms and bus parking spaces. It would be supported by glulam poles assembled in a "V"-shape configuration.

The use of the essential green (sustainable) solutions for Stoties Square, conceptual engineering solutions

The development of the square has been divided into a paved space with concrete slabs and two green forests, which are biologically active surfaces, which are indifferent to the urban space, especially the air and climate in the square.

The two green spaces, as well as the rest of the greenery in the designed establishment, reflect the main permaculture assumptions described in the greenery section of this description.

1.5 Compliance of Competition Territory, access areas, and buildings under design/ redevelopment with universal design principles

One of the main objectives of the project was to create a space that is accessible to all users, regardless of their age, interests or level of fitness. Therefore, it is assumed that all kinds of barriers such as thresholds, stairs or curbs will be eliminated.

The designed square has been formed in such a way that all unevenness of the terrain is overcome over a long distance, which makes the height less onerous. This is particularly important for people with disabilities, but also for travelers who often have luggage with them and any threshold would pose a problem.

The main entrance to the railway station is provided with a ramp designed on the stairs at the main entrance to the station. This solution does not divide passengers into able-bodied and disabled, but each future user of the station moves along the same routes.

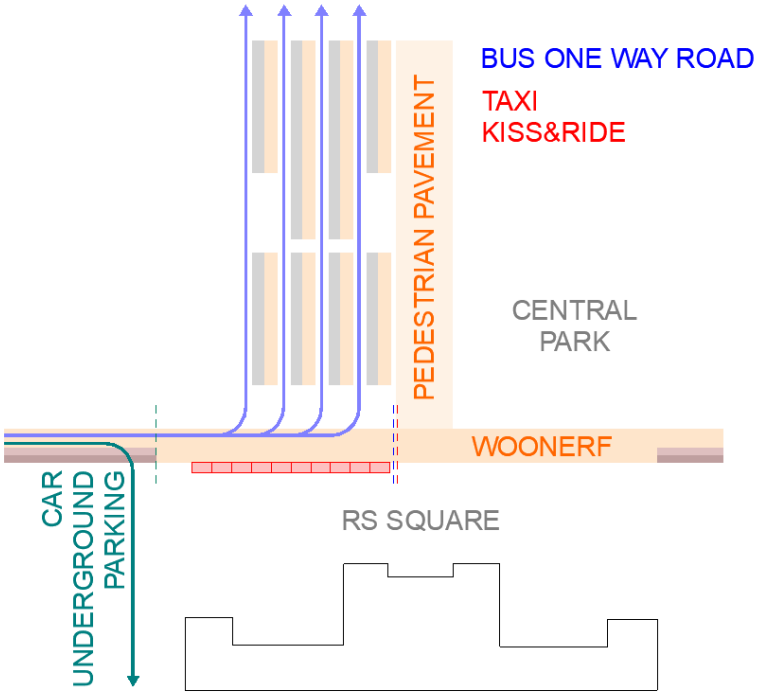
For the blind and visually impaired there will be grooves in the floor of the square, leading to the most important points in the area of both the square and the station. In addition, the station has been equipped with a sound information system, thanks to which such persons are informed in real time about arrivals and departures taking place at the station.

Additionally, the visual identity has been designed with visible colours and simple, intuitive markings.

Facilities have also been provided for pregnant women, the elderly and those travelling with young children. These include : A room for a parent with a child, relaxation spaces, or numerous seats designed both in the station and in front of it.

A diverse programme of development has been designed for both the youngest and oldest users of public spaces.

1.6 Diagrams and description of solutions for the flows of different transport modes, pedestrians and non-engine-driven vehicles



Pedestrian traffic is assumed to be the most important element of the designed establishment. The functioning of the square and the adjacent spaces is subordinated to it.

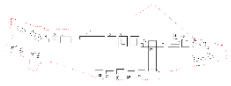
The woonerf projected in front of the Stoties Square will allow vehicular traffic, but only access to the kiss&ride parking places with the possibility of stopping for max. 5 min. Thanks to this solution the space in front of the square will be freed from transit car traffic and thus will become an attractive public space dedicated to pedestrians. The square will be given back to the residents of the city and tourists and will become a showcase of the city.

In the conception of the woonerf part of the square public transport is allowed as an access to the bus station. The exit from the station is from the north side of the bus station.

1.7 General indicators of the Competition territory, its parts and the buildings under design/redevelopment. The structure general indicator table must include the following details: area of the plot (part of the plot), development intensity of the plot (part of the plot), development density of the plot (part of the plot); the details for each building under design/redevelopment must include: total area of the building, useful area of the building, volume of the building, number of floors of the building, height of the building

plot number	plot size (m2)	development density	development intensity
9,10,11,17,18,19	66705	0	0
0.1	7240	46%	1.4
02.1	5003	43%	1.4

02.2	7992	70%	1.4
02.3	19513	54%	0.9
02.4	2768	25%	0.7
02.5 , 16	3383	25%	0,7
03.1 , 07	8017	71%	4.0
03.2	12717	90%	2.4
03.3-03.4, 04	23071	41%	3.0
05	14466	49%	1.6
06	4583	30%	2.2



building number	total area (m2)	useful area (m2)	volume (m3)	number of floors above ground	number of underground floors	height (m)
1	8150	7335	14360	9	1	35
2	5580	5020	20460	8	1	30
3	4340	3900	16120	6	1	23
4	4340	3900	16120	6	1	23
5	5580	5020	20460	8	1	30
6	10120	9100	45540	3	1	15
7	28650	25780	191000	3	0	20
8	17570	15810	39530	6	2	18

9	17570	15810	39530	6	2	18
10	7490	6740	47180	3	1	21
11	2060	1850	10300	4	0	20
12	7170	6450	28680	4	1	20
13	5320	4790	21280	4	1	20
14	2180	1960	10900	4	0	20
15	2540	2290	8350	6	1	23
16	2540	2290	8350	6	1	23
17	10520	9460	78800	2	0	10
18	2450	2210	12250	2	2	20
19	6440	5790	22080	6	1	24
20	6440	5790	22080	6	1	24
21	5400	4860	20250	3	1	15
22	6440	5790	22080	6	1	24
23	6440	5790	22080	6	1	24
24	600	540	2250	3	1	15
25	300	270	750	1	1	5
26	450	405	1500	2	1	10
27	600	540	2250	3	1	15

1.8 Other information at the discretion of the Competition participant to help reveal the proposed idea (diagrams, visualisations of the territory, its parts, spaces, buildings, etc.).

LANDSCAPE ARCHITECTURE

CARE FOR THE EARTH

CARE FOR THE PEOPLE

Our project is based on the concept of **permaculture**, the potential of **biodiversity,** and nature's **ability to self-regulate**.

OBSERVE AND JOIN IN

The natural landscape of Lithuania is amazes with its diverse forms and a wealth of species. Our project is based on the idea to recreate its selected elements, thus reflecting their natural character and highlighting the mutual correlation between them. When shaping newly created places, we aspire for **environmental integrity** using only native species of plants and using them to enrich existing communities.

CONNECTING, INSTEAD OF DIVIDING

By modifying the landscape of the city station and its surroundings, we want the area to become **a meeting place between people and the natural world** by designing **"with nature"**. We believe this idea can be successful even in a bustling city centre. As we seek to **imitate natural processes**, we shall encounter ourselves - the apparent users of these spaces - but also the **numerous species of plants and animals** that will inhabit these areas. We want to strive to maintain **the continuity of this relationship** and to **prioritize** it.

Naturally shaped vegetation and its large share in the city space provide a refuge and a place of respite for all of its inhabitants. We are introducing areas in "miniaturized" **spatial forms** to reflect the character of **significant Lithuanian landscapes**, both in the visible sphere and the feelings it elicits. They are located in the immediate vicinity of the station. They serve travellers, nearby residents, pedestrians, and cyclists as a point of respite on their journey to the other side of the city. We create a situation where, while inside the planned station building, we can observe the panorama of the city through a "natural" landscape. The introduction of a green footbridge and the ramps leading to it makes it possible to use it as an **ecological connecting corridor** bridging the two sides of the city separated by tracks.

APPRECIATE DIVERSITY

Drawing inspiration from natural landscapes, we integrate **various arrangements of forms** and the characteristic plants associated with them into the urban space.

Dunes have a parabolic shape, their ends meet together to form a complex network of mounds and often peat-filled depressions in which water is trapped. Dunes are home to high-growing plants, mostly pine (*Pinus sylvestris*) with a touch of spruce (*Picea excelsa*). In the more moist areas, there are birches (*Betula verrucosa*) and rowan (*Sorbus aucuparia*), with other associated lower shrubs (*Juniperus communis*, *Rhamnus cathartica*) and undergrowth plants (*Vaccinium myrtillus, Vacinium vitis -idaea, Calluna vulgaris, Arctostaphylos uva-ursi, Festuca ovina, Entodon Schreberi, Cladonia sp. Calamagrostis arundinacea, Calamagrostis epigejos, Koeleria glauca, Luzula pilosa*).

The edges of the low-lying hollows are covered in vegetation typical to raised bogs - *Andromeda polifolia*, *Calluna vulgaris*, *Drosera rotundifolia*, *Eriophorum vaginatum*, *Ledum palustre,* and *Vaccinium uliginosum*. Going further in, the raised clumps of *Sphagnum* and *Eriophorum vaginatum* are increasingly pronounced. At the bottom of the hollows there is a community of species of a different nature - *Carex sp., Comarum palustre, Juncus sp. Menyanthes trifoliata*.

By imitating natural landscapes, we can create diverse plant communities. We use endemic plant species that form a natural habitat for numerous insects, reptiles, amphibians, birds, and small mammals living in the city.

STRIVE FOR SELF-SUFFICIENCY

SELF-REGULATION AND ACCEPTANCE

DO NOT PRODUCE TRASH OR WASTE

These are the key concepts that guided us in the shaping of the foliage. We use greywater and rainwater collected from the buildings and roofs of the railway station and the Financial Centre. After initial treatment, the water will be used for plant irrigation and will serve as an element providing the location with a distinct architectural composition. Thanks to the use of **natural horticultural methods**, the green areas will become **self-sufficient** over the years and will not require much maintenance. These natural landscapes will become **self-regulating and adaptive systems**.