



## SUMMARY

### **Skoone Activity Belt Structural Plan**

Skoone activity Belt is located in the city centre, surrounded by medieval old town, Kalamaja district with valuable milieu, the central railway station, the passenger harbour and Telliskivi Creative City. The area has an attractive location in the city (covering 27 hectares) and thus involves lot of public interest. The area is currently underused but there is a great potential to develop it as a public space. It consists of two different areas by their nature: former industrial buildings and the baroque fortification building (Skoone bastion - under heritage conservation) with its surrounding area. The area is partly inside old town UNESCO heritage conservation area which sets additional challenges for the revitalisation. The Skoone Activity Belt Structural plan outlines how the area could be better utilised in future and describes the co-creation process that took place to develop the plan.

It is always a challenge to meet the needs of all interested parties when redesigning urban space. Therefore, there was a need to agree on the main values of designing new urban public space. Dedicated chapters are included in the plan to outline the „Main values of a good and humanscale urban space“ and give „Description of a new urban space“. These chapters clearly foresee a resilient and activity provoking space where priority is given to active transport modes like walking, cycling and public transport. The area will be safe for strolling around for both children and seniors. Multifunctional temporary urban furniture, park pavillions and stages create opportunities for culture curators to fill the area with events and happenings.

As part of the planning process for Skoone Activity Belt and as a result of Baltic Urban Lab project, a simple visualized public-private-people partnership-model (4P) was designed to help to explain the different steps of the planning process and show citizens and other stakeholders when they have a possibility to participate in planning. The 4P-model was designed in a way that it can be used for similar public space development projects in the future. The different categories of the stakeholders that were consulted during the development of the Structural Plan are explained in the plan.

Urban planning is normally perceived as a complex subject that is understandable only for city officials, urban planners and developers. During Baltic Urban Lab, Tallinn developed AvaLinn mobile app to encourage people to give their opinions about plans. It was piloted in the planning of Skoone Activity Belt. The process of creating the application and the functionalities it holds are explained in the plan. The main principles of the app are simplicity and user-friendliness in order to bring urban planning closer to wider public.

One of the main results from collecting ideas from stakeholders was the knowledge gained on the most conflicting ideas in the Skoone Activity Belt area. Urban Planners drafted a vision for the area and asked public feedback through AvaLinn app. Based on the results, transport and organisation of traffic was identified as the most critical topic concerning the development vision. A Traffic Workshop was organised (June 12th 2018) to invite stakeholders to discuss the alternative solutions for the traffic around the pilot site. Pros and cons of the provided traffic solutions were listed, solutions that didn't get wide acceptance were identified as well as solutions that should be further elaborated and discussed.





The last chapter of the Structural plan outlines how the public space is planned to be improved, what agreements have been made and what are the next steps to implement the plan. Changes in organisation of traffic will lead to intervention to the historical tree alley that surrounds the Old Town. Part of the tree alley is in a poor condition due to high volume of traffic that passes by too close to the trees. Restoration of a tree alley is a process that takes at least 20 years until the alley starts having an impact in the urban scape. During the process, stakeholders agreed on short and long term interventions regarding traffic, mobility and restoration of the tree alley.

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