

## **KIERUNKI ROZWOJU CENTRÓW MAŁYCH PRZYGRANICZNYCH MIAST OBWODU LWOWSKIEGO (NA PRZYKŁADZIE MOŚCISK I RAWY RUSKIEJ)**

### **DEVELOPMENT AREAS OF LVIV REGION SMALL BORDER CITIES CENTRES (E.G. MOSTYSKA AND RAVA-RUSKA)**

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#### **STRESZCZENIE**

Przedmiotem artykułu jest analiza uwarunkowań socjalno-ekonomicznych i kierunków rozwoju przestrzennego małych miast obwodu lwowskiego, leżących w 30-kilometrowej strefie przygranicznej. Na charakterystycznych przykładach Mościsk i Rawy Ruskiej opisano w porządku chronologicznym rozwój przestrzenny ich centrów w drugiej połowie XX wieku, kładąc nacisk na brak efektywnych rozwiązań uwzględniających takie czynniki, jak kształtowanie przestrzeni publicznych, ochrona zabytków i obsługa międzynarodowego ruchu turystycznego. Opisano koncepcje projektowe kształtowania przestrzeni publicznych w centrach wymienionych miast.

Słowa kluczowe: centrum, małe miasto, przestrzeń publiczna, rekonstrukcja centrum.

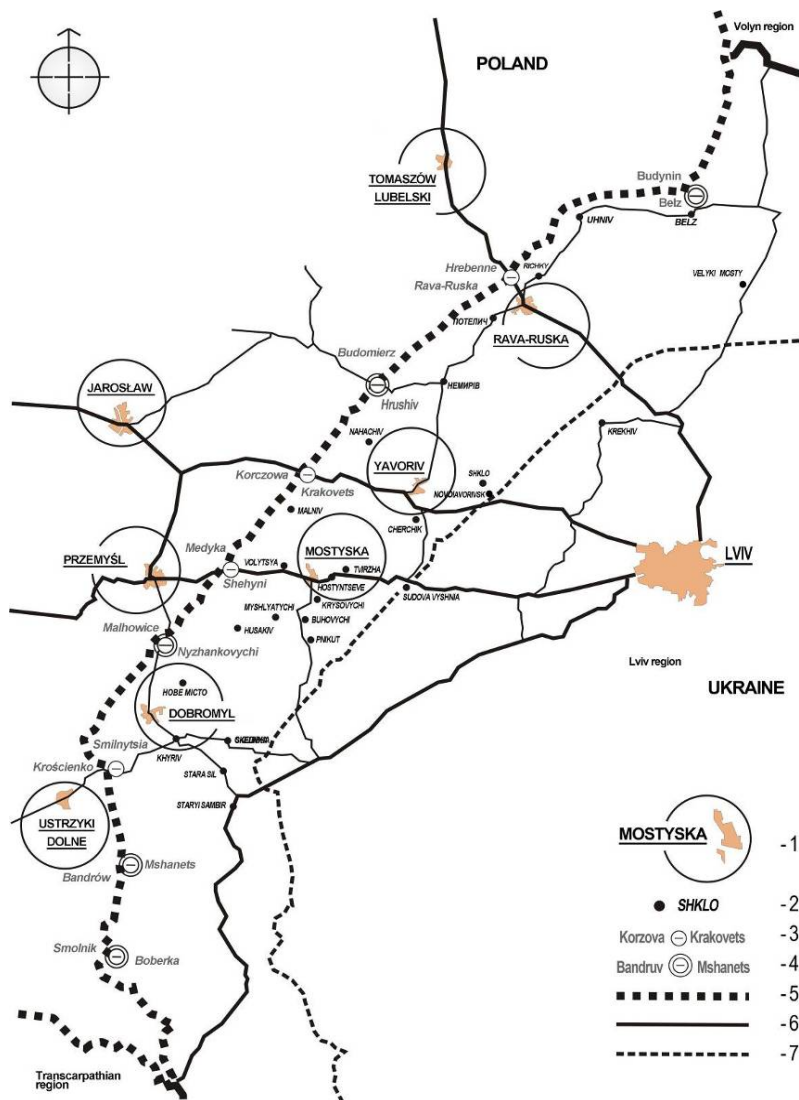
#### **ABSTRACT**

The subject of the article is to analyse the socio-economic backgrounds and directions of spatial development of small towns in the 30 km border area of Lviv region. The spatial development of the centres of Mostyska and Rava-Ruska, as typical examples, is chronologically described in the second half of the XX century. Emphasizing the lack of effective solutions for the public space formation, protection of historical heritage and maintenance of international tourism. We describe the design concept of the public spaces formation in the centers of these cities.

Keywords: center reconstruction, public space, small town, the city center.

## 1. THE PROBLEM FORMULATION

Lviv region is one of three regions in Ukraine (except for Volyn and Transcarpathia), where territories are located near the border with Poland, Ukraine. Nowadays, it is the border between Ukraine and the European Union. According to intergovernmental agreements between Ukraine and Poland and agreed with the EU thirty-kilometer in the region stands frontier (Fig. 1), the inhabitants of which use the simplified conditions for border crossing on Ukrainian-Polish border [15]. Resettlement network of this area consists of small cities, urban villages; most of them have a long evolutionary development history. The selected cities Mostyska and Rava-Ruska were chosen for a study, whereas their example can show the similarities and differences in the urban development of the city centers of small towns in Lviv region during the second half of the XX century and at the beginning of the XXI century.



Ryc. 1. Przygraniczna strefa (30 km) w obwodzie lwowskim. 1 – główne jednostki osadnicze 30 km strefy przygranicznej, 2 – jednostka osadnicza, 3 – istniejące przejście graniczne, 4 – projektowane przejście graniczne, 5 - granica państwa, 6 – drogi, 7 – granica 30 km strefy przygranicznej. Źródło: [10].

Fig. 1. Cross-border agglomerations travel scheme: 1 – the main centers of the of cross-border 30 km zone, 2 – agglomeration settlements components, 3 – existing checkpoints, 4 – projected checkpoints, 5 – the state border, 6 – roads, 7 – 30 km zone CBC limit. Source: [10].

The relevance definition of the study topic: insufficient research level of specificity of small border towns development, the need to determine the factors of their spatial formation and use them as the city forming factor in the further development of small border towns, as well as the need to improve methodical approach to determining their center directions.

The purpose of the study is to determine the socio-economic conditions and directions of spatial development of the centers in small cities of Lviv region, 30 km border zone and in the system of cross-border relations.

Methodology Research is based on the main provisions of a systematic approach to architecture and urban planning and includes the collection and processing of the archival, literary and project materials related to the formation and development of centers of small border towns of Lviv region. Methodical analysis and synthesis techniques are applied, comparative and structural analysis is used.

There are 14 towns and 9 urban villages in 30 km wide area of Lviv region (Table 1 the border area). The regional center- city Lviv is situated 70 km from the state border.

Tabela 1. Obwód Lwowski. Ludność przygranicznych miast i miasteczek (30 km strefa). Źródło: [2], [5], [6], [7].  
Table 1. Lviv region. The population of the border towns and urban villages (30 km strip). Source: [2], [5], [6], [7].

№	City	Year of found	Population				Architectural monument
			1939	1959	2001	2011	
1	Belz	1030	5200	2200	2480	2400	6
2	Velyki Mosty	1472	4700	3800	5900	6030	3
3	Dobromyl	1374	5530	4900	4900	4500	5
4	Mostyska	1392	4770	2500	9200	11000	9
5	Novoyavorivsk	1965	–	–	26500	28800	–
6	Rava-Ruska	1455	11140	6500	8100	8300	3
7	Sokal	1411	12100	9400	21700	21300	17
8	Sosnivka	1957	–	2400	11900	11580	–
9	Staryy Sambir	1071	4860	3600	5700	6300	2
10	Sudova Vyshnya	1230	–	4100	6555	10030	7
11	Turka	1431	10140	5700	7700	7100	4
12	Uhniv	1360	3900	1800	1000	1000	2
13	Khyriv	1374	4300	3000	4600	4100	3
14	Javoriv	1408	10690	7500	13500	12900	8

According to the main settlements of the city, the functions can be divided as follows:

- *district Centers*: Mostyska, Sokal, Staryi Sambir, Turka, Yavoriv;
- *urban areas with industrial features predominance*: Velyki Mosty, Novoyavorivsk, Sosnivka;
- *urban areas with service and transport functions predominance*: Dobromyl, Rava-Ruska, Khyriv.

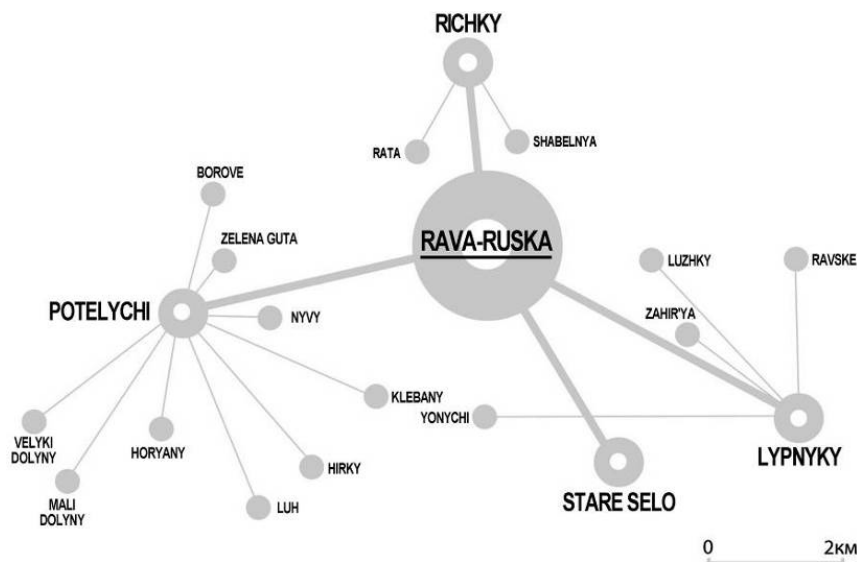
The oldest cities of Lviv region are situated within the border line: Belz (founded in 1030) and Staryy Sambir (founded in 1071). The shortest direction town, leading to Warsaw is Zhovkva – known as the center of Ukrainian icon painting XVI–XVII century. The city that has preserved spatial composition and numerous architectural monuments of XVII–XVIII centuries by now [10].

The vast majority of the mentioned urban settlements belong to the historical, which in one way or another have kept the characteristic historical and architectural environment: the historic structure planning, combined with the landscape and valuable historical

buildings. However, it should be noted that during 40–50-ies. of the XX century population in many of these settlements was reduced as a result of war losses and massive displacement of the local population after the Second World War (their long term evolution was interrupted). It concerns such cities as Belz, Dobromyl, Rava-Ruska, Turka, and Uhniv. We should recall that thirty-kilometer line along the border of the Soviet Union was a closed border zone with restrictive entry at the end of the fifties of the XX century that also negatively affected the socio-economic development of this part of Lviv region.

Since the end of the Second World War and beginning of the 60-ies of the XX century border zone cities in the Soviet Union were in a state of stagnation, there mostly individual houses and some public facilities (kindergartens and schools were being built). In general plans of Mostyska and Rava-Ruska were developed in 1946–1947 the preservation was for seen (Mostyska) and (Rava-Ruska) historical spatial structure re-establishment of urban centers and compositional allocation surviving monuments of architecture [13]. Such urban solution had to meet the mandatory requirements of Soviet architecture principles "classical heritage creative development".

At that time the settlement system of Lviv region considered small border towns as centers of service agricultural adjacent areas (Fig. 2). The only exceptions were Mostyska as the first town on the border road and rail routes connecting the USSR with European countries. However, this factor while virtually had no impact on the spatial development of the city (except for construction of residential quarters for the border guards in the northern part of the city) as functions of cross-border movement of services focused directly within the border checkpoints (PPC). For auto traffic is concerned PPC "Shehyni" in the village of the same name, Railway checkpoint "Mostyska 2" at the railway station.

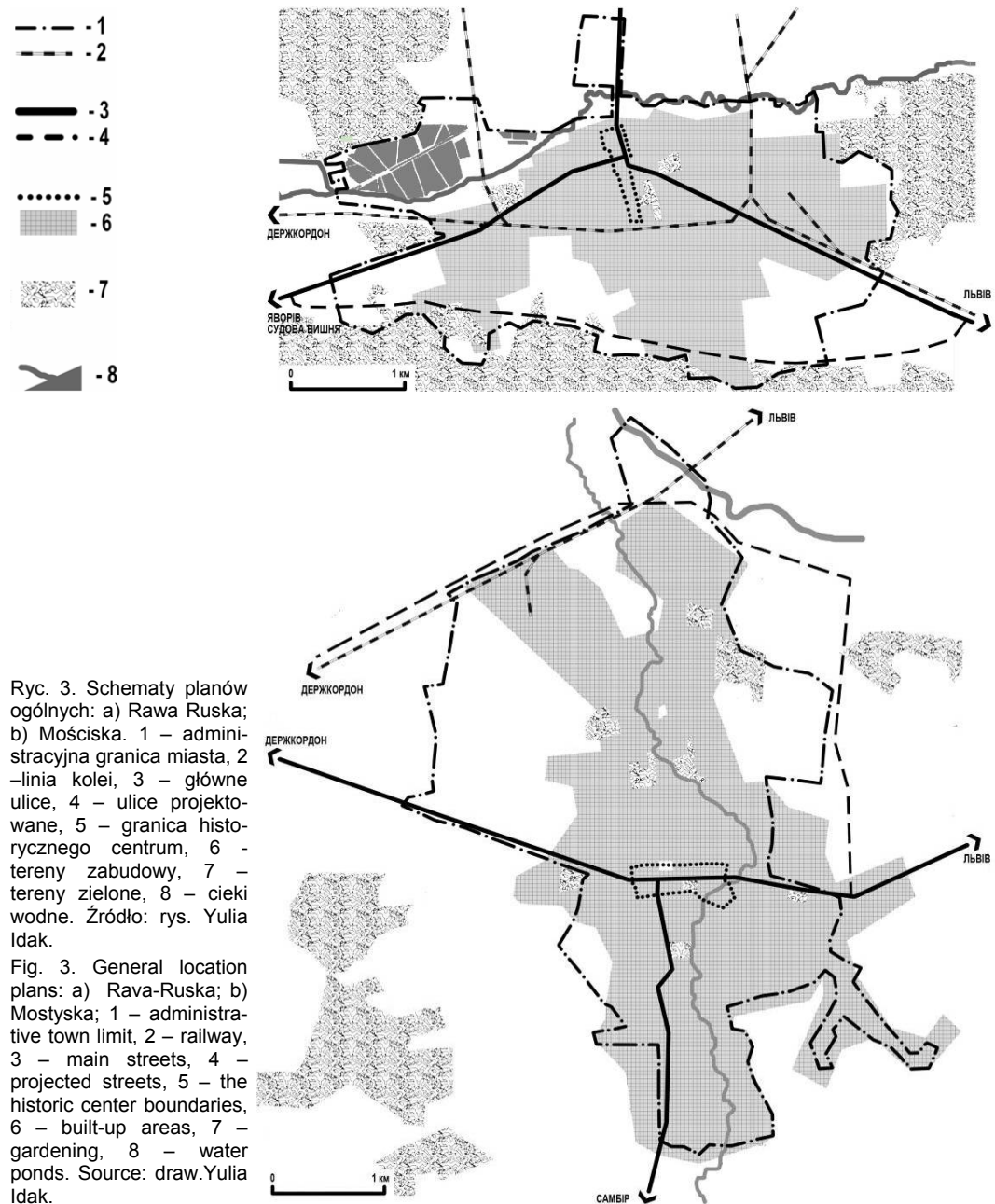


Ryc. 2. Lokalna sieć osadnicza (na przykładzie Rawy Ruskiej). Źródło: [1]

Fig. 2. Local settlement system (e.g. Rava-Ruska). Source: [1]

Significant changes in the plan of small cities of Lviv building began in 60–70ies of the XX century. The severe restrictions on the entry of 30 km border area were cancelled; there were various post industrial enterprises. This was due to the general trend of western region socialist industrialization, where the main city-forming factor in any urban settlement industry was considered. When selecting areas for industrial development then, historically-formed spatial structure of the city was barely considered, industrial enterprises were usually desposed in small towns in the territory of monuments and their surroundings.

Such solution was conditioned by the change of orientation of Soviet architecture after 1955, when the government level was condemned "in the redundancy of the design and construction" and declared transition to industrialization advantage of building a "new" over the "old", which in practice meant the neglect of monuments, especially in small towns. In general plans of western region (Fig. 3) small towns developed during the 60ies of the XX century main attention was paid to the formation of new industrial zones and neighborhoods of mass housing construction, development of the city centers retreated to further plan [12].



Lviv branch companies in regional centers of Mostyska and Turka were being set at that time. On the basis of the means of medical mineral waters and spa resort resources

Nemiriv and Shklo began to develop settlement, the villages of Turkivskyi and Starosambirskyi areas have become popular summer and winter vacation places.

Demographic situation has gradually started to improve, though slowly, increasing the population of most towns and villages of the border strip.

Socio-political transformation after the collapse of the USSR in 1991 and the transition economy of independent Ukraine to market principles of management created a radically new conditions of small urban settlements bordering in Lviv region. New socio-economic conditions, however, should not be seen clearly, their impact was both positive and negative.

The political decision to open borders of an independent Ukraine, and the implementation of democratic principles of government and economic principles market has created opportunities for the development of private trade and services in the border zone and has caused an avalanche growth of cross-border movement between Ukraine and Poland. On the other hand, this has contributed to the decline of many state enterprises in Lviv region for 90ies of the XX century, unemployment spread and tangible difference in prices of many goods in the two neighboring countries. All this caused mass "shuttle" movement of small traders who through personal "export-import" tried to meet the growing needs of consumers on both sides of the border.

It should be noted, that since 1945 to early 1991 between Ukraine and Poland within the Lviv region there were only two, side by side, checkpoints across the state border: Shehyni – vehicles, Mostyska – 2 – railroad that served the citizens of the USSR and other countries. During the 90-ies of the XX century new checkpoints at the Rava-Ruska (motor transport, railway) were built, the largest border crossing in vehicles Krakovets near Yavoriv and in Hrushiv in the same neighborhood as well as in Smilnytsia near Khyriv.

The crossing volumes of the Ukrainian-Polish border were annually increasing. In 2007 within the region, there were eight checkpoints across the state border of Ukraine, but with the entry of Poland to the so-called "Schengen zone" in 2008 a slight decrease in cross-border traffic was marked in connection with EU visa restrictions for citizens of Ukraine.

Transboundary movement dynamics remains positive and that causes the need for proper development, especially transport infrastructure and services in urban areas in the border areas, which in Soviet times till 1991 was virtually non available there. In terms of regional planning such a situation requires the development of linear (railways, roads, streets) and nodal (urban structures and facilities maintenance) elements of spatial system of small border towns. In terms of planning structure of the cities themselves, the urban centers should be included, where the majority of public functions is concentrated.

Nowadays, a need in market economy of small cities is manifested, we can literally say, that the need to find space for the development primarily of trade and service functions in conjunction with other city functions. It should be noted that Lviv region cities in the past the majority part of its development existed in the trade economic environment (except the Soviet period 1939–1941, 1944–1991 and the Nazi occupation of 1941–1944), their spatial structure at the time was adjusted previously.

The vast majority of border villages has a long history, they save monuments of town planning and architecture. Historic buildings are associated with the street network and the natural landscape, they form cultural urban landscape, that is the basis of identity of a city.

Notable examples made on the turn of XX–XXI century reconstruction activities and trends in the further development of cross-border centers of small towns can serve as spatial conversion of Mostyska and Rava-Ruska centers.

## 2. MOSTYSKA CENTER SPATIAL TRANSFORMATION

Since the beginning of the city Mostyska in the fourteenth century handicrafts and trade features were concentrated on a market square and in the neighborhoods surrounding along the streets on the trade route Krakow–Przemysl–Lviv. Fairs were held in an open space area, and daily trading was located in the first floor and one two-story building, because there was a store in every building in the square. Almost all the remaining area of the city in the early XX century were farmsteads grouped in small neighborhoods. Spatial environment of Rava-Ruska was similarly shaped, founded in the fifteenth century, located on the trade route Lublin–Lviv.

In the late nineteenth century, both cities had rail connections, there was built railway stations, but their location in terms of the city turned out different. In Mostyska railway station, built in 1861 on the line Krakow–Przemysl–Lviv, located at that time at a distance of 4 km from the city center, now a northern suburb of the city. But in Rava-Ruska railway station built in 1887 was located in the eastern part of the city, today is actually the eastern boundary of the city center. During the first half of the twentieth century railway transport services belonged to important urban functions in Mostyska.

The historic building of the train station in Mostyska was not preserved, in the early 50-ies of the XX century a typical small station in the late 70's was built and in its place a new station building was built with much larger area. In Rava-Ruska station historic building was preserved, adapted in the early 90-ies of the XX century for international rail traffic services.

As already mentioned, during 60–70ies of the XX century new businesses were started to be set in small towns in the region. This concerned Mostyska, where in the city center, near the river on the location of the castle-palace in 1969 industrial buildings of the plant "Electron" were built and surrounding area "was being adapted" for the production needs<sup>1</sup>. Earlier, there was no industry and new venture created large (for a small town) quarter of industrial functions in the southeastern part of the center.

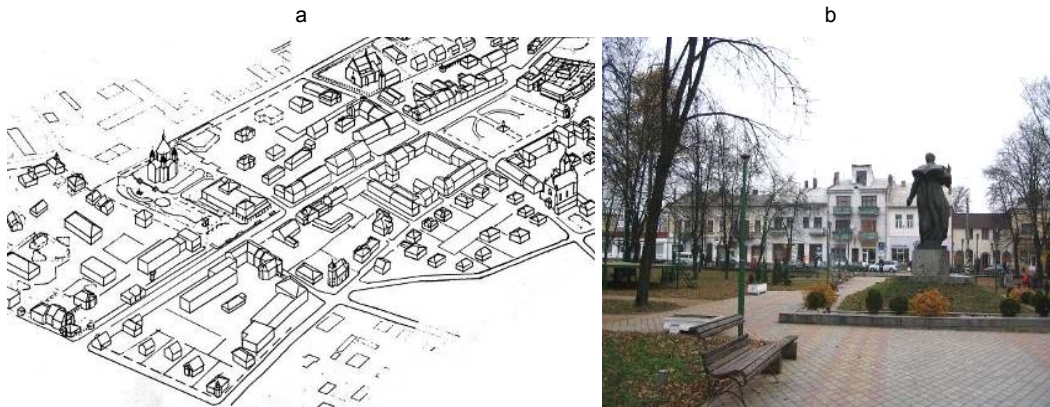
Urban transformation occurred as directly surrounded in the market square where new administrative and commercial buildings were located, cultural facilities, according to the principles of "monumental propaganda" monuments were put. Directly at the market square in Mostyska for a decade along the main street House of Culture (1965) department store (1972) office building (1973), which formed two new quarters and provided greater spatial scale center City were built according to design standard of the that time [11]. There were changes in the space market square, where in 1982 two-storey extended trading house was built, which, together with two preserved houses of late nineteenth century formed the front area of the east side, in 2014 along the western facade building trade put a temporary pavilion and thus reduced space areas. All first floors of buildings occupied areas of trade and catering facilities refurbished facades decorated by means of design advertising. It should be noted that the construction area belonged to the ordinary and throughout the XX century had repeatedly been subjected to various changes, remained unchanged only its height in two floors and land parcelling.

Urban community joins the general process of urban renewal, that all the main public areas of the city are ordered and fitted. In the market in 1994 a monument to Taras Shevchenko, at the intersection in 2001. The figure of St. Mary, at the administration building – the emblem of Mostyska were set, Bohdan Khmelnytsky (1976) monument was ordered, area of a newly built Church was planted at the district administration building.

However, most of these urban and architectural measures in the center of Mostyska took place virtually without historical and architectural heritage of the city. It is sufficient to note

<sup>1</sup> Galina Pahutyak writer notes that *this is probably a unique case when great communist factory was built on the site of the castle. But the landscape preserved with four axles and shafts. Castle existed from the XIV to the XVIII century. And plant barely a couple of decades. This is something symbolic* [9].

that published in the 1985 reference catalogue only four architectural monuments in the villages Mostyska district were dated, they "did not exist" officially in the city [8]. Also, spending certain reconstructive measures didn't take into account the time saved on the historical features of the town planning structure and characteristics of the landscape (Fig. 4).



Rys. 4. Mościska. a) widok ogólny centrum miasta w latach 90 XX wieku; b) współczesny widok placu rynkowego. Źródło: a) rys. O. Yugowa, 2001; b) fot. B. Posatsky, 2012.

Fig. 4. Mostyska: a) a general view of the city center in the 90ies of the XX century – the common historical spatial structure preservation with certain new additions; b) market square modern view. Source: a) draw. O. Yugova, 2001; b) photo B. Posatsky, 2012.

After 1991 urban development in Ukraine set the time of fundamental changes, including the establishment of various forms of ownership of land resources has become a major factor of territorial development of settlements. The privatization of trade and service led to their "rapid development" simultaneously with the actual liquidation of many state-owned industrial enterprises meant a shift of the working population in services.

These processes are clearly displayed in Mostyska space and this further contributes to the border of the city and availability of foreign "sources" of various products. You can see that city again became a trading and service unit now on the modern international highway Dresden–Wrocław–Kraków–Przemysł–Mostyska–Lviv–Kyiv that connects traditional central Europe to Ukraine. The rising trend of population after decades of stagnation can be said about: in 1959 2.5 thousand, in 2001 – 9.2 thousand, in 2011 – 11 thousand.

In recent years there have been significant changes in the Mostyska space center. Belfry of the new church became a general spatial dominant, which construction was completed in 2012 at the former New Market Square next to the house of the district administration. In the former plant "Electron" a market (temporary Territorial completed in 2000) and parking lots in the former industrial buildings are located small businesses, that valuable area in the city center just used by today's "market" needs or has a random feature production center. Apart from that territory in the east of the center in 2012 a bus station with a shopping complex was built and the 5-storey residential buildings was also located there.

There is intensive reconstruction of buildings of the first half of the XX century in the city center due to the further development of trade and services. A characteristic feature of this process are chaotic forms, "diversity" of decorative details and materials used, colors inconsistency, etc

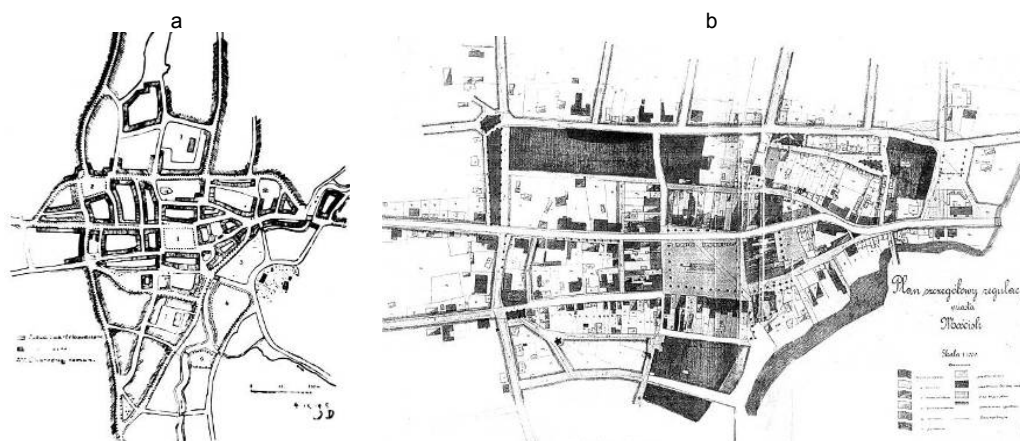
You can see that once again the image of the city center became noticeable division of the territory into "parcels", each of which has its "design" (shape and decoration colors)



under the financial capacity, tastes and preferences of the property owner. This trend is clearly seen in the reconstructed facades of the market square and in the architecture located in adjacent blocks of individual low-rise housing.

However, these and similar measures relating to urban planning reconstruction of individual sections and place according to the needs of a property owner, without a common spatial coordination. The lack of current master plan of the city is seen and local building rules (zoning) are institutionalized, but also important psychological rejection is felt from the residents of urban regulation, which is associated with a solid "prohibitions and restrictions" of the communist period.

In the context of what was said it would be useful to recall the first attempt to regulate the spatial development of the city in the early XX century. (Now a territory center) authorship known Ignacy Drexler Lviv urbanist, which clearly traced to preserve the traditional division of the territory into small blocks and emphasizes the importance of landscaping. Drexler, based on the plan of the historic city, offered to form basic blocks, changing the degree of isolation – from the perimeter to the built semi-opened. In order to improve conditions for walking on the streets near the market square the arcade was provided, main streets had become greened alleys at the foot of the castle-palace urban park near a river and a pond were designed (fig.5a, b). Apparently, the community of interests in the project plan of Mostyska regulation were in first place [3].



Rys. 5. Mościska. a) regulacyjny plan miasta ,1915. b) regulacyjny plan centrum miasta 1915. Źródło: [3].  
Fig. 5. Mostyska: a) the city regulatory plan ,1915); b) the city center regulatory plan, 1915. Source: [3].

Considering the spatial transformation in the Mostyska center in the second half of the XX century and at the beginning of XXI century, you can assert that they come from the general plan of the historic preservation area, so called network of narrow streets and small blocks of low-rise buildings. Stability of street network today, on one hand, there is evidence of the historicity of the city, and on the other, creates a major problem for further development of the urban center because the old streets are used for road traffic transit.

Thus, we can assume that Mostyska city center in the state in the first decade of the XXI century was formed by long evolutionary development of a common plan of preserving historical structures of the territory and the main monuments, upgrading and ordinary buildings reconstruction.

### 3. RAVA-RUSKA SPATIAL TRANSFORMATION CENTER

The situation in the second half of the XX century is completely different; it developed in the historic center of Rava-Ruska, known as the city of the late XV century. For several

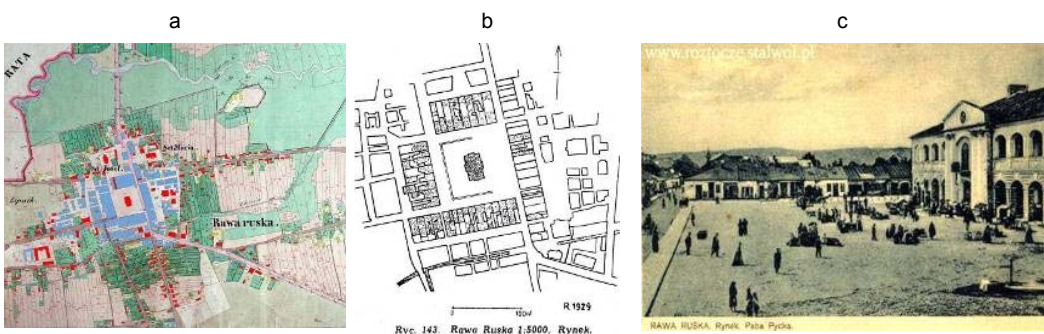
centuries the city was developed as a crossroads of trade routes between Lublin–Lviv and Jaroslav–Sokal the privilege of holding annual fairs was granted to the city in 1622, it gathered merchants from all over Poland. Rava-Ruska was the site of important international events of XVII–XVIII cent., Polish, Swedish and Russian monarchs met there for negotiations. During the XVIII–XIX centuries the city suffered from several fires, the fire in 1862 was especially crushing, when the building burned down the town hall and the surrounding neighborhoods. While 4900 inhabitants lived, many of them were traders and craftsmen [3].

The city received in 1887 new impacts in connection with the construction of railways Jaroslav–Sokal and Lviv–Belzec, Rawa Ruska (Fig. 6) it became a railway junction and many residents worked for the railroad and the factory for the railway sleepers' production.

At the time of World War II in 1944 in market area and surrounding neighborhoods (Fig. 7) major destruction occurred, where it destroyed about 250 old building houses with the town within the same hall, which occupied a central position in the area [18].



Rys. 6. Rawa Ruska. a) dworzec kolejowy, 1887; b) dworzec kolejowy - widok współczesny. Źródło: a), b) [19].  
Fig. 6. Rava-Ruska: a) Railway Station, 1887; b) Railway Station – the current state. Source: a) – b) [19].



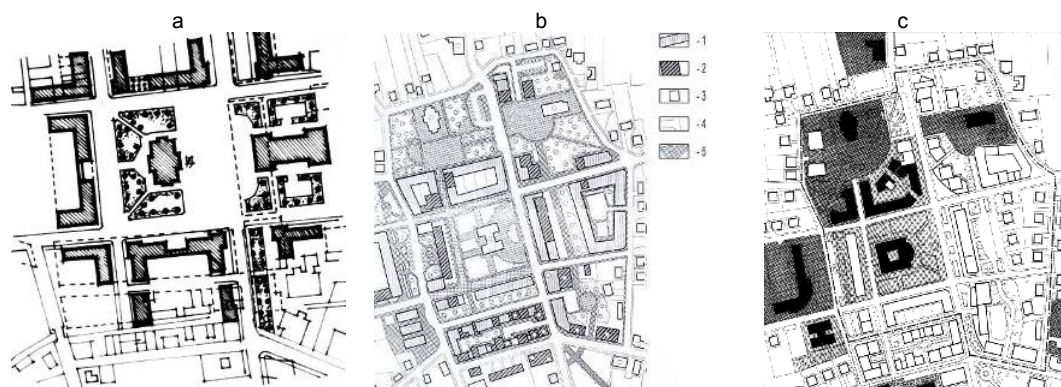
Rys. 7. Rawa Ruska. Plac Rynek. a) mapa katastralna 1854; b) plan placu 1929; c) widok placu na początku XX w. Źródło: a) [17]; b) [16]; c) [18].  
Fig. 7. Rava-Ruska market square: a) 1854 cadastral plan; b) Market Square Plan, in 1929 ; c) general view of the area in the early XX century. Source: a) [17]; b) [16]; c) [18].

During the first half of the twentieth century railway transport services belonged to important urban functions especially in Rava-Ruska, where the railway station and the associated rail management company occupied a significant part of the urban area and

created important railway junction at that time on crossing lines of Lviv–Rava-Ruska–Przemysl and Lublin–Rava-Ruska–Kovel.

Instead, separate public buildings are kept in the surrounding streets in Rava-Ruska at the turn of the XIX and XX centuries and many villas surrounded by greenery and also separate houses with traditional regional architecture features in first half of the XX century. Somewhat unusual situation was created where the core of the city center was destroyed in second world war and heritage within it was lost, but monuments around the center were preserved. Now the list of monuments has 5 public monuments and 22 monuments of local importance [18].

In the Soviet period between 1940–1941 and in 1944–1962 Rava-Ruska was the administrative center of the same title district. Then in the employment transport, construction and agriculture dominated in the town. Culture and education were represented by two houses of culture, vocational schools, cinema and four schools [18]. The first post-war masterplan of 1946 was supposed to rebuild the historic city center with its plan of conservation, development and scale compositional role in the city (Fig. 8a) [13].



Rys. 8. Rawa Ruska. a) rekonstrukcja placu rynkowego według projektu A. Holowko, 1946; b) – c) projekty rekonstrukcji placu rynkowego, lata 2000: 1 – projektowana zabudowa; 2 – rekonstruowana zabudowa; 3 – zabudowa bez cech szczególnych; 4 – ciągi piesze; 5 – nawierzchnia z kostki. Źródło: a) [13]; b) – c) [1]

Fig. 8. RavaRuska: a) the market square reconstruction project, by A. Holovko, 1946; b) – c) Market Square reconstruction projects, 2000-ies.: 1 – projected construction, 2 – renovated buildings, 3 – construction without significant changes, 4 – walkways, 5 – paving. Source: a) [13]; b) – c) [1]

However, this was not done, whereas in the early postwar decades, the area of market square and adjoining districts was cleared of the ruins of the building and a large green square was arranged. In the early 60-ies of the XX century a large 5 storey building vocational school was built on the west side of the square, located on the site of the destroyed neighborhoods without following lines of historic buildings. During the 70- 80-ies of the XX century no building measures in the areas happened, but still various projects were actively developed, in addition to the construction of the memorial sign of the Soviet Army and reconstruction of street roadway leading to the state border (Fig.9a, 9d).

Today the area is a desert park of about 90 x 90 m with occasional landscaping, located at the intersection of Lviv and 1st November streets, its spatial environment doesn't resemble the historical character of the center of RavaRuska (Fig.9). The area is today restricted by houses of 60-70-ies of XX century from the eastern and western parts. With low-rise buildings in south of the early XX century and the same buildings of the XXI century in north. South side buildings are complemented by temporary constructions such as retail – kiosks.



Rys. 9. Rawa Ruska. Plac Rynek: a) plan stanu współczesnego Rynku i otoczenia - linie zabudowy z lat 1930; b) widok ogólny placu w 2005; c) wschodnia część placu w 2014; d) północna część placu w 2014. Źródło: a) [1]; b) [19]; c) – d) foto Yulia Idak, 2014.

Fig. 9. Rava-Ruska: Market Square: a) the present state of market development area and its surrounding – line inventory building by 1930; b) general view of the area in 2005; c) eastern part of the square, 2014; d) the northern part of the square, 2014. Source: a) [1]; b) [19] c) – d) photo by Yulia Idak, 2014.



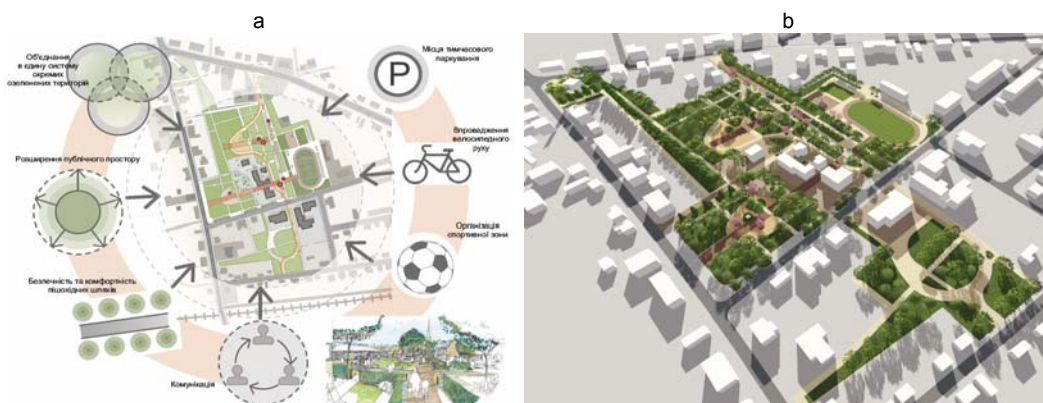
Rys. 10. Rawa Ruska. a) schemat sieci ulicznej; b) ulica Hruszewskoho. Źródło: a) [1]; b) fot. J. Idak, 2014.

Fig. 10. Rava-Ruska: a) city street network scheme; b) str. Hrushevskogo. Source: a) [1]; b) photo Y. Idak, 2014.

The area lost its historic role of the city center and became public space with indefinite functions, besides a separated quarter from Lvivska street transit center, where all the traffic in the direction of the border takes place. Lvivska street crosses the whole city from

the east to west and on the one hand, together with the market square it is the main element of Rava-Ruska planning framework, and the other, spatial barrier that divides the city and its center into two parts. From the Market Square southern sector of the city combined Grushevskogo street, which is located near the area of City Council and other institutions, as well as several gardens.

Project Concept of public spaces forming in the center of Rava-Ruska by reconstructing the market square and the surrounding streets and neighborhoods were worked out during 2000 and 2013–2014 at the Department of Urban Development of National University "Lviv Polytechnic"(Fig.11). The aim was to expand public space, green areas inclusions, providing favorable conditions for walking and cycling.



Rys. 11. Rawa Ruska: koncepcja projektowa przestrzeni publicznej na ul. Hruszewskoho. a) model funkcjonalny; b) wizualizacja Źródło: [1]

Fig. 11. Rava-Ruska: the design concept of public space in Hrushevskogo street: a) functional model; b) visualization. Source: [1]

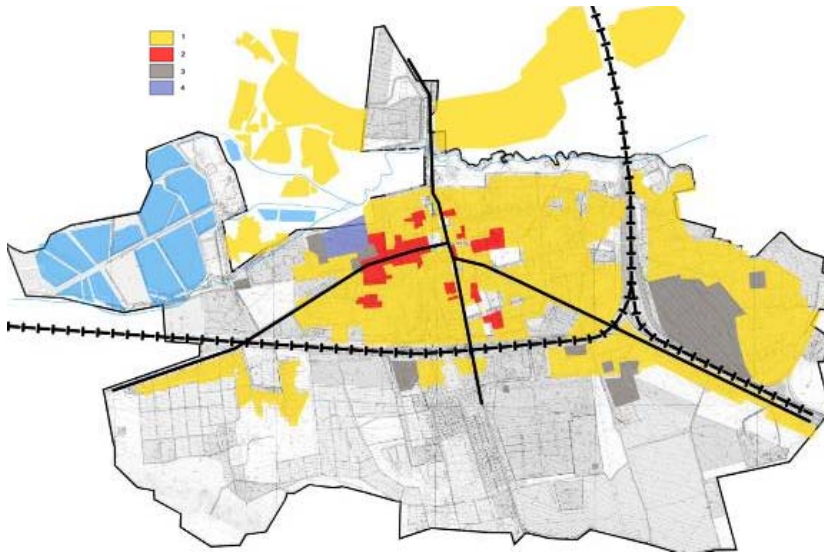
As for industrial areas, it was formed in the surrounding of railway station in late XIX century. Its large size area adjacents to the center on the eastern side. This part of the town wasn't destroyed by war during the second half of the XX century, it was developed on the basis of territory plan and street network from the late XIX century (Fig. 12, Fig. 13).

Industrial buildings, constructed in the second half of the XX century, were relatively small and did not bring significant changes to the image of the city. Reconstruction of the railway station was limited by minor expansion measures deadlock forecourt repairment by means of adjacent streets.

As seen from the above, spatial development Mostyska and Rava-Ruska centers during the second half of the XX century and the beginning of XXI century had as common as distinctive features. Both cities still remain the service centers of adjacent settlements. Mostyska has primarily a function of the administrative center of the district and function of a trade and commercial services for adjoining villages. Rava-Ruska currently does not perform administrative functions, but remains the focus of trade and commercial services for adjoining villages.

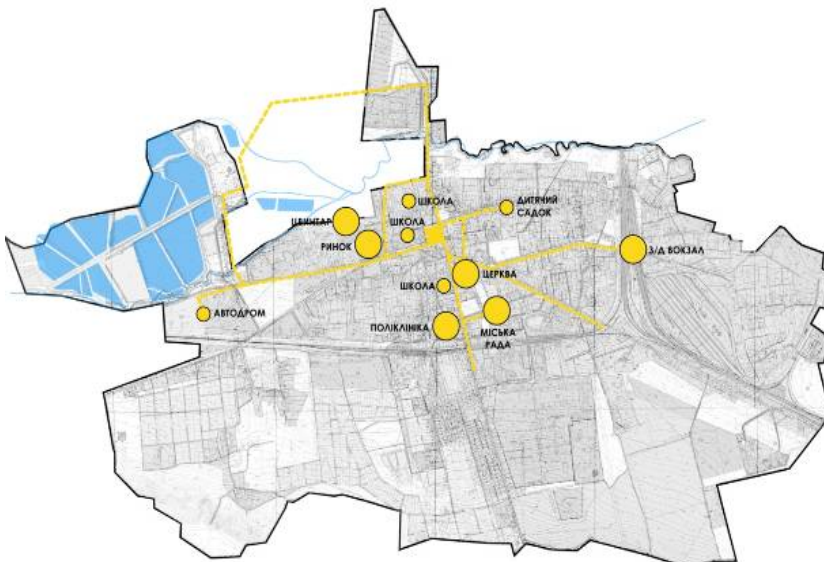
It should be emphasized that a clearly defined common negative factor is the growth of transit traffic, which is carried on the territories of historic centers of cities in both cities as there are not bypass roads. The fact is that the existing main streets in Mostyska and Rava-Ruska today still remain external routes that historically combined settlement together. Such a situation existed for centuries in terms of road transport and today these areas have to serve the ever-increasing flow of vehicles. Street network configuration

does not allow these cities to improve the transport situation by partial measures, it is necessary to construct the external bypass route.



Rys. 12. Rawa Ruska. Strefowanie funkcjonalno-przestrzenne: 1 – tereny zabudowy mieszkaniowej; 2 – budynki użyteczności publicznej; 3 – strefa przemysłowa; 4 - stawy. Źródło: [1].

Fig. 12. Rava-Ruska functional zoning scheme of: 1 – housing development area, 2 – the territory of public buildings, 3 – Industrial warehouse area; 4 - lakes. Source: [1].



Rys. 13. Rawa Ruska. Kierunki ruchu pieszego między obiektami użyteczności publicznej. Źródło: [1].

Fig. 13. Rava-Ruska. Walking traffic generation in the center scheme objects: 1 – the main pedestrian route, 2 – focus gravity. Source: [1].

For example, the road Shehyni–Mostyska–Sudova Vyshnia–Horodok– Lviv formally is considered a part of the trans-European highway E-40, although in fact it does not meet the technical requirements for this category of road. The approximate route of this road was scheduled even in general terms of Mostysk in 70ies of the XX century, bypassing the center in the northern part of the city that remains relevant today.

A similar situation in Rava-Ruska, where also planned bypass road was not built and all transit traffic movement in the direction Warsaw–Lublin–Lviv went through city center.

After Poland's accession to the EU railway station in Mostys'ka became a part of European rail transport corridor number 3 (Berlin–Dresden–Wroclaw–Krakow–Przemysl–Mostiska II–Lviv–Kyiv). This means that the priority service functions can refer to a cross-border rail traffic.

Railway station in Rava-Ruska may further serve as a shuttle between Warsaw–Lviv, because this is the shortest way between the two cities.

Significant improvements in the transit car movement in the border area of Lviv region are expected after the construction of a new section of the motorway A 4 from Krakovets (state border) to the city and then to Rivne, which is a part of the international transport corridor number 3 (Berlin Kyiv) and has to serve the main stream of a cross-border auto traffic in the northern part of Lviv region.

#### 4. CONCLUSIONS

For Mostyska and Rava-Ruska insufficient use of tourism development, existing general cultural, historical and architectural heritage remains common. This situation has several reasons: lack of widely available information, unsatisfactory condition of historical sites and monuments, often there is no proper access to them. The meanings of historical museum in small towns is underestimated, and in these museums often contain original artifacts, testimonies of local history and culture. An example is the recently reorganized area-studies museum "Mostyshchyna" in Mostys'ka.

Tourism is to be considered one of the most important factors in Lviv region, and the development of tourism infrastructure can make a significant contribution to improving the overall socio-economic situation. In recent years international tourist routes have been formed, connected with the current presence of famous people or literary characters in the border area of Lviv region. Among the Polish tourists popular are: the cycling routes of the Good Soldier Schweik or known Polish playwright Fredro's places of residence. Defense forts since the First World War visitings in Mostyska are gaining popularity over the past several years, Potelychi wooden church with unique paintings of the XVII century has become a popular tourist attraction, which is situated nearby Rava-Ruska.

Summarizing the experience gained of Mostyska and Rava-Ruska centers development, we can try to determine their directions of development for urban centers, Lviv region small border towns in accordance with prevailing urban functions:

- transit transboundary movement maintenance;
- local border traffic maintenance;
- adjoining rural settlements service;
- international tourism maintenance.

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