The Region of Limassol: the infrastructure research regional connections to the center

As the time, the city of Limassol follows a job-oriented city center. The city center of Limassol is developed and organized around the core of main roads, neighborhoods, and green spaces. These three areas are the main areas that support the city's development.

The city is a large population center, and it is a commercial and economic hub. The city's economy is based on agriculture, tourism, and finance. The city's infrastructure is well-developed, with modern buildings, parks, and public transport.

The city is a hub for cultural and artistic activities, with numerous theaters, museums, and galleries. The city is also home to a large number of international businesses and is a major tourist destination.

The city is a place of cultural and historical significance, with a rich history dating back to ancient times. The city is home to many ancient ruins, including the Limassol Castle, which is a UNESCO World Heritage Site.

The city is a place of innovation and progress, with a modern and vibrant urban culture. The city is home to many universities and research institutions, which contribute to the city's scientific and technological development.

The city is a place of collaboration and community, with a strong sense of local identity and pride. The city is home to many community organizations and charities, which work to support the city's residents and improve their quality of life.

The city is a place of beauty and nature, with a wealth of parks, gardens, and natural landscapes. The city is home to many natural reserves and wildlife habitats, which are protected and preserved for future generations.

The city is a place of diversity and inclusion, with a rich tapestry of cultures and languages. The city is home to many ethnic and cultural communities, which contribute to the city's vibrant social and cultural scene.

The city is a place of opportunity and progress, with a strong economy and a bright future. The city is home to many businesses and industries, which contribute to the city's economic growth and prosperity.

The city is a place of inspiration and hope, with a strong sense of purpose and motivation. The city is home to many individuals and organizations, which work to improve the city and its residents.
RECOLOR: REstructuring the city Center Of Limassol

existing situation

1. city is dominated by cars

Limassol is the second largest city in Cyprus and is considered by the citizens as the city with the highest number of parking spaces compared to other cities. This situation leads to traffic congestion, noise pollution, and air pollution.

The inner city of Limassol is connected by a complex network of roads leading to the connections of main roads. At the same time, the city is disconnected from the waterfront by a large road which is acting as a barrier.

2. disconnected areas

The lack of development of the city center and disconnected by each other due to heavy traffic which is surrounding the inner core.

They also lack pedestrian and cycling infrastructure which is possibly the main problem in the city. The lack of pedestrian links and cycling infrastructure make the city center less accessible and less attractive for pedestrians and cyclists.

3. incomplete pedestrian/bike network

The pedestrian and bike network in the city is incomplete and not well-connected. Some specific areas lack pedestrian and bike infrastructure, which makes it difficult for pedestrians and cyclists to move around the city.

4. overload of parking spaces

The city center suffers from an overload of parking spaces which is not used to its full potential. Many parking spaces are not utilized, which leads to an increase in the number of cars, making the city center look crowded and less accessible.

5. no green areas

The inner city suffers from an even worse situation. The green areas in the city are limited, and the only green space is the park which is connecting the southern with the city. The lack of green areas in the city center is a major problem, as it lacks the necessary environment.

6. abandoned buildings

Due to the economic crisis, many old buildings are in a state of neglect. This situation is not optimal for the city's development. However, these buildings could be used for their potential, which would make a positive impact on the city.

design strategies

1. reduce car use

The first strategy aims to reduce the use of cars in the inner city and create a more pedestrian and cyclist-friendly environment. This will be achieved by improving pedestrian and cycling infrastructure, creating green spaces, and promoting public transportation.

2. create a complete pedestrian/bike network

The second strategy is to create a complete pedestrian and cycling network in the city. This network will be connected to the waterfront, making it easier for pedestrians and cyclists to move around the city.

3. transform parking spaces to green spaces

The transformation of the parking spaces to green spaces is another strategy that will be implemented. This will not only reduce the number of cars in the city but also create more green spaces, improving the environment.

4. green and blue strategy

A green strategy will be applied along the waterfront, which will help to improve the environment and make the city more attractive. The strategy will also apply to the blue strategy, which will help to improve the water quality and make the city more pleasant.

5. reuse of abandoned buildings and old industry

Most of the abandoned buildings will be redeveloped and used for new functions. This will help to improve the city's economy and create new employment opportunities. Old industrial areas will be transformed into new commercial or residential spaces.

The overall goal is to improve the quality of life in the city and make it more attractive for residents and visitors. This can be achieved by improving the infrastructure, creating new green spaces, and promoting public transportation.
The proposed pedestrian network is based on the concept of a circular loop that connects key points in the city. The strategy is to design the loop so that it flows into and out of the city, connecting different areas and spaces.

The educational place is identified as the heart of the city, with the residential and commercial areas providing essential services and amenities. The cultural and historical place is where the city's past and present are celebrated.

The cultural and historical place is a central area of the city, with a vibrant atmosphere and a rich history. It is a place where the city's cultural and historical heritage is celebrated.

The educational place is where the city's future is shaped, with modern educational institutions and facilities. It is a place where learning and innovation thrive.

The commercial place is a hub of economic activity, with a diverse range of businesses and industries. It is a place where the city's economic potential is realized.

The residential place is where people live and work, with a mix of housing and workplaces. It is a place where the city's diversity is celebrated.

The creative place is a hub of artistic and cultural activity, with a mix of galleries, museums, and performance spaces. It is a place where the city's creative potential is realized.

The linear parks are green spaces that run along the city's major thoroughfares, providing a natural connection between different areas of the city.

The place-making strategies include the creation of new public spaces, the enhancement of existing spaces, and the integration of new infrastructure and facilities with the city's existing network.

The new place is a hub of economic activity, with a diverse range of businesses and industries. It is a place where the city's economic potential is realized.
how the inner city is working as one unit?

**RECOLOr: REstructuring the city Center Of LimassOIl**

**Proposal**

The focus of the project is about restructuring the centre of Limassol in order to find new life lines and create friendly environments for pedestrians. The proposal presents the idea of structure of a circular loop and six inner axes. The strategy is aligning the loop and inner axes in order to highlight the unique qualities and different functions of specific locations. Together the loop and axes, will allow the inner city to function more as a whole in regards to work, culture, education and livability.

The new mobility plan aims to bring the circulation within the city centre and transforming it into a connected town in order to function as one unit. In order to complete the plan, a tool box was created. The tool box is helping to the successful creation of a common ground in the city. It contains some basic principles such as the green system which will flow all along the pedestrian network creating a connected green environment. At the same time several elements are creating a pedestrian friendly environment like the creation of places where exchanging of groups of people within the different activities and functions that they host. The city centre will have more interactions between the city, pharmacy and the education, the creativity zone and the culture, the commercial street and education, education and culture, residential with education and culture. The will bring more diversity in the city in respect of different group of people and activities. Furthermore, the tool box is combining big road corridor connecting the city center and creating a shared environment where cars, pedestrians and bicycles can move together. The focus will be on improving the city center by promoting walkable solutions and improving the mobility by foot and bike. The city core is a sensitive system, retaining the people for longer, the different color co od each pedestrian system can walk for the identification of the road they use, several communication messages with phrases such as “the road is only 15 minutes away” will be placed in order to encourage people to walk more in the city. And the road is a sensitive accessway. Gaia (the pedestrian green space) is made of different elements which give color to the system. For example the resident corridor is the only one who has the pine tree with the doll. And the commercial corridor is the only one who has the green outdoor space in the middle of the pedestrian. All those interventions will allow the city to be connected and function more as a whole instead of being in individual axes. This will make the city centre of Limassol to be a sustainable, accessible city.

**Tool box for a common ground**

1. **Walking System**
2. Creating new public spaces
3. Sensitive lines between the different axes (streets + parks) or shared activities + mixed uses
4. Green more trees in the city to act as canopies
5. Traffic calms solutions and the intersections with the pedestrians

---

From parking spaces to other places

The transformation of the parking spaces to new public areas in the third strategy, which will be combined with the pedestrian strategy, due to the need for regeneration, the car parking spaces are rearranged in the city center. The new parking spaces will be energy or useful so the solution is to be turned in other spaces around the city center which will be pedestrian and are mixed spaces. In this solution, the parking spaces will be transformed to new spaces and will act together with the pedestrian area in order to create a more liveable city.

The focus is on the third strategy is applied to the plan to the creation of new public space in the center, the green areas in the city and the existing parks and is a proposal for the future of the future and is characterized by the end result of the vision material. The new idea here is that a pedestrian and education axes sections it will have an open-air library, as a part of the exchange and sharing “hall” of the education/reality.

---

Cultural history and creativity

Intersections between the different pedestrian axes occur in the plan of the city center. The intersections are part of the pedestrian grid and access spaces between the city center. The intersections are designed in order to create a corner agora and green environment for the citizens, students, teachers, and the commercial area around the existing plaza. The two systems are interconnected on the corner. The open space that is defined by the two intersection of the two axes. The church that is existing in the site has its own cultural center, with strong roots. The new corner, connects with the cultural center with more diverse functions and may acts (enterprises the environment). The surrounding spaces and the educational and commercial area form a new area and in culture education and livability.

---

The education idea is the cultural-historical idea that meets several interests in the plan. The focus is on the exchange of existing activities in historical residential buildings, by the residents, the educational buildings and transforming them in educational spaces creating a character in the city and in the space area. The existing “commercial” is highlighted by the width of the existing corridor.
a cultural and historical place

The design of the square is divided into different spaces highlighting the culture of Cyprus and the historical monuments on the site. The existing buildings on the site are the two historical monuments, the St. George Church and the old mosque. A primary aim of the square is to connect the two monuments, which are currently separated by a small road passing between the buildings. The second primary aim is to create an open and common space for students and citizens. This transformation will bring students and citizens to the city, creating a new identity, and turning the existing space into an open and common space for students and citizens. The transformation will bring students and citizens to the city, creating a new identity, and turning the existing space into an open and common space for students and citizens.

The new design is the common ground between the two main axes, the lane of creativity and the lane of historical development. The design aims to change the current character and function. The axis is defined by changing the function of the street, from a car street to a pedestrian street. At the same time, the space opens up new identities, and turns the existing space into an open and common space for students and citizens. The transformation will bring students and citizens to the city, creating a new identity, and turning the existing space into an open and common space for students and citizens.

The new design is the common ground between the two main axes, the lane of creativity and the lane of historical development. The design aims to change the current character and function. The axis is defined by changing the function of the street, from a car street to a pedestrian street. At the same time, the space opens up new identities, and turns the existing space into an open and common space for students and citizens. The transformation will bring students and citizens to the city, creating a new identity, and turning the existing space into an open and common space for students and citizens.