

REPORT IMPLEMENTATION LAB

Football Stadium Area in LVIV

20-22 JUNE 2011



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EURO 2012 STADIUM LVIV

GENERAL SITE PLAN - ZONING

16.03.2009



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Preface

The Implementation Lab in Lviv is the second in a series of the project called Cooperative Urban Planning Approaches (CUPA). As part of the Co-operative Urban Planning Approaches (CUPA) project, partner cities will organize a series of workshops to discuss specific urban planning problems. These workshops intend to provide participants with an opportunity to analyze these problems in a structured manner and develop appropriate solutions. The methodology and structure to be used is derived from the INTERREG IIIc project MILUnet (Multifunctional and Intensive Land Use network).

The CUPA project was initiated by the Municipal Department 21 B - District Planning and Land use and the Municipal Department 27 EU Strategy and Economic Development of the City of Vienna. These two Municipal Departments worked closely with the TINA VIENNA Urban Technologies and Strategies GmbH and have embedded this initiative in the DonauHanse network to the aims of which it also intends to contribute. In terms of the strategy for sharing Vienna's Urban Technologies with other cities, this project covers the area of city development and planning. The project makes use of the expertise of Vienna city departments in the workshops and organization.

The project will be well publicized, thus providing wide knowledge of the project in cities and countries facing similar problems and showcasing technical expertise and know-how.

Workshop partner cities:

- 0 Vienna, Austria
- 1 Bratislava, Slovakia
- 2 Lviv Ukraine
- 3 Krakow, Poland
- 4 Novi Sad, Serbia
- 5 Lublin Poland
- 6 Vidin, Bulgaria
- 7 Odessa, Ukraine

Potential partner cities

1. Sofia Bulgaria
2. Budapest Hungary
3. Győr Hungary
4. Ulm Germany
5. Belgrade Serbia
6. Bucharest Rumania
7. Osijek Croatia
8. Warsaw Poland

To create comparability and develop an common body of knowledge, the workshops follow a standardized structure. Each workshop lasts 3 days and have approximately 25 participants. The participants include 1-2 experts from each of the cities participating in the project and 50% local experts from city in which the workshop is being held.

In the workshop preparation phase each city prepares an analysis of the specific problem area to be discussed in their workshop, and distribute this information (as well as additional supporting documentation) to the other participating cities in advance.

The International Intersivision Institute is invited to assist the Viennese initiating departments with the organisation, facilitation and reporting of the Implementation Lab's results, drawing on the expertise that was developed in the EU Interreg IIIc project MILUnet.



Typical Workshop Agenda

Day 1: Site visit, lecture(s) from expert(s) on topics relevant to the issue being discussed in the workshop (e.g. best practices, bad practices, basic themes, etc.).

Day 2: Achievement Forums (AF): these consist of 4 small groups with 5 - 7 persons per group. The small groups will discuss 2 different problems on 2 levels: local and general. Each small group will consider one problem at one level. Each group will be led by a facilitator who will be responsible for moderating the discussion and keeping it on track.

The workshops will be structured in terms of: identity, connections, critical mass, marketing, human scale, ecological footprint, financing, promotion and marketing, process, or other appropriate considerations. The critical point is that the particular structure used in each city be determined at the kick-off meeting, since each city's needs are different.

Each working group will consider the problems in terms of the workshop objectives and then will formulate suggestions for improvement. During the day these suggestions will be refined by the group and linked to suggestions developed by the other groups. This process will lead to the formation of a well focused set of future tasks.

Day 3: On the third day the groups will develop recommendations for local decision-makers based on the tasks identified in Day 2 and prepare a summary presentation of these recommendations (e.g. PowerPoint presentation). The summary presentation will outline the workshop recommendations and be targeted to decision-makers. Local media (e.g. newspapers, television) will be invited to attend the summary presentation.

Letter of appreciation

Letter from the Lviv City Mayor Mr. Andriy Sadovyy



ЛЬВІВСЬКИЙ МІСЬКИЙ ГОЛОВА

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e-mail: a.sadovyy@city-adm.lviv.ua

15.07.2011 № 260X-329

На № _____ від _____

п. Гюберту Гаккау
директору Міжнародного
інституту інтервізії

п. Волькмару Памеру
департамент містобудування
міської ради Відня

п. Маркусу Дамму
менеджеру проекту «CUPA»

Вельмишановний пане Гаккау,
Вельмишановний пане Памер,
Вельмишановний пане Дамм,

Від імені Львівської міської ради дозвольте висловити Вам свою повагу та щирю подяку за успішне проведення міжнародного семінару «CUPA Implementation Lab» у Львові.

Завдяки Вашим зусиллям та залученню висококваліфікованих експертів нам вдалось провести якісний захід, що викликав велике зацікавлення як серед місцевих, так і міжнародних експертів в сфері містопланування. Для нас були дуже цікавими та важливими результати та висновки триденної роботи експертів. Переконаний, що вони будуть враховані в процесі розробки та забудови території довкола новозбудованого стадіону у Львові, що дозволить перетворити цю ділянку на привабливу та динамічну частину міського простору.

Користуючись нагодою, хочу поновити Вам запевнення у своїй повазі і подякувати за плідну роботу групи експертів проекту «CUPA», а також побажати вдалого перебігу наступного семінару у місті-партнері Львова Кракові.

Міський голова

Андрій Садовий



Official translation

[Unofficial translation]

Mr. Huibert A Haccou
Director of International
Intervention Institute

Mr. Volkmar Pamer
Vienna City Administration
Municipal Department 21B

Mr. Markus Damm
Project Manager
TINA VIENNA Urban
Technologies and Strategies GmbH

Dear Mr. Haccou,
Dear Mr. Pamer,
Dear Mr. Damm,

On behalf of Lviv City Council let me extend to you the assurance of my consideration and convey my sincere gratitude for the highly successful international workshop “CUPA ImplementationLab” recently held in Lviv.

Due to your efforts and engagement of high profile experts we have managed to hold an efficient event that evoked great interest among both local and international urban planning experts. The results and conclusions of experts’ three-day work were of great interest and value to us. I am convinced they will be taken into consideration in the process of planning and development of the area around the newly built stadium in Lviv and will help turn this landplot into attractive and vibrant integral part of urban space.

I avail myself of this opportunity to renew to you the assurance of my consideration and express gratitude for the fruitful performance of the “CUPA” experts as well as to wish lots of success to the next CUPA workshop in Krakow, the partner city of Lviv.

Lviv City Mayor

Andriy Sadovyy



Summary of Findings

Introduction

After having visited the site themselves all participants first reflected in a plenary session on the problem statement.

Initially the problem statement was divided in 4 sub questions:

- What are - or should be - the ambitions and significance for the city of Lviv of the area, after the EURO 2012 UEFA CUP Football games have taken place?
- What could be a strategy to brand the area with a specific identity?
- How can the area mentally and physically be linked to the city?
- How can a reason to be here, not only for sport - or other events - be created, but also during the weekdays and in the evenings?

The international participants thus equipped with a better understanding of the planning context, decision-making structures and financial context in Lviv, rephrased the problem statements into the following three:

- How can we develop the stadium area in a place of regional importance?
- For the subgroup on content the main request was to provide Lviv with an idea of which functions should be developed in the area.
- The subgroups on process worked on the question on which steps to take to start and establish good grounds for development of those functions.

Two subgroups focussed on the spatial concept addressing the question for which functions the area itself - given its context - is most suitable.

Two other subgroups dealt with the question how to realize the spatial concept as being developed by the first two subgroups. The results of the workshops can be summarized as follows

The concept: The what question

The intense discussion about NOT suitable functions in the stadium area, lead to following results:

- The area is suitable for housing only if mixed and of a substantial mass. If not, then no housing should be allocated to the area until such can be reached in the future.
- The fixed functions of Football stadium, the horse racetrack and the bus hub are beyond discussion. Everything else needs to be adapted to the conditions of quality of public space and urban vitality. Additional uses need to contribute to these conditions. At the same time they will profit from it. Urban design will therefore need special instruction, sufficient attention and budget.
- The attractiveness of the area could be enhanced by making use of the unique opportunity of this area to be developed in one design and by arranging for research and development budgets and outsourcing of expertise concerning energy, IT, conditions for flexible work places, and other area based technical innovations.
- The liveliness of the Lviv historical centre should be guarded with all possible means. This implies: no functions in the Southern District that compete with the specific touristic attractiveness and typical urban life of the City Centre. One needs to be aware that a city in which center, its own inhabitants have lost interest, will very quickly lose its touristic attraction. A city with only tourists, however historical or UNESCO promoted, will serve no one in the end.

- Administration: A drain of a large number of civil servants from the inner city would lead to a dead centre in the off tourist season on one hand and has a bad impact on the structure of the small enterprises structure of the inner city. Administration has to be located in the centre of a city, like it is since the beginning of cities ca. 8.000 years ago. The existence of a centre is strongly linked to existence of administration. Examples from all over the world (especially in the USA) show how much a city centre suffers when important functions are removed from the centre. The core of the city dies, there is not enough critical mass for serving necessary functions like retail, gastronomy and culture. The city loses it's cohesive force (look at bad examples like Memphis/Tennessee or St. Louis/Missouri).
- Large scale university campus: This is similar to administrative functions. Students are essential for city life. To move university centres to the fringe of the city causes the same effects when moving administrative function. In some cities (again in the USA) it is planned to move universities from outside back into the centre to revive the city centres. It is imaginable to establish some academic institutes which are related to activities in the stadium area (e.g. physical therapy, sports science etc.).
- Make a difference between central areas, peripheral areas and intermediary areas, and develop them each in their own right within the master plan of the area.
- Define the functions of the several areas. Which functions are central, which are peripheral? Prevent mixing central functions with other than central areas, and prevent mistaking periphery for centrality and vice versa. The areas in between peripheral and central need special care because they are there to make the connection and the difference between the two
- Large scale production: Despite the fact of possible emissions, large scale production buildings have no positive impact on a vibrant city life. They are of course inward orientated and block necessary connections.

Based on the observations and suggestions in the first stage of the IL, the following functions have been seen as positively fitting in the area:

- A wide range of sports: e.g. Ice hockey, tennis, skating, inline skating, skateboard, golf, swimming, cross country skiing, riding (also therapy linked to the planned hospital), climbing etc. which underlines the identity of the place and is an advertisement in itself.
- Recreation: Especially family recreation incl. swimming (e.g. lake) according to the lack of attractive swimming and recreation places for the whole family nearby should be established.
- Green zone: A recreational site (for bikes and pedestrians) which can be linked to the more intensively used family recreational sites and to a city green grid which interlocks the green places of the city.
- Entertainment park: Related to the above mentioned family functions an entertainment park which is unique would attract not only Lviv citizens but also people from all over the Ukraine. Due to the fact of exchangeability it is not recommended to build an entertainment park which could be at any place in the world. For this reason e.g. a theme park like an Ukrainian fairy tales park (a good example for such a park exists in The Netherlands "De Efteling").
- Art village incl. open air exhibition: Lviv is a city of arts and artists but due to the lack of good and spacious exhibition sites, a place like that would be a plus factor for the city.
- Pilgrim site (Shepticky park): Honouring the former Archbishop Klymentiy Shepticky a statue and place of devotion should be established on the site, additional to a remembrance site for the Lviv visit of pope John Paul II in 2001.



- Festivals: Lviv has the potential to be an important festival city for whole Eastern Europe: So much space can be provided on the hippodrome site as well as in the stadium, well connected and not too far out of the city centre. Not many cities have such wonderful basics.
- Hospital and therapy units: The planned hospital would fit perfectly in this area. Close to the bus terminal, close to the recreational areas and according to the sports identity, therapy units and therapy areas would be at the right place too.
- Retail area: This is an issue which has to be handled quite sensible. The danger to draw too much purchase power from the inner city is present but according to the statements of the Lviv colleagues people in the centre buy mainly convenience goods, for other items they go for instance to the Achan shopping centre. From this point of view, retail areas are suitable and a support for a multifunctional activity.
- Sport related business and R+D sites: Corresponding to the point above and to one main identity issue – the sports issue – retail, business and R + D sites can provide not only employment but also image and make this area an Ukrainian hotspot for sports on several (all) levels. If it is well and strategically planned and implemented this could be a boost factor for whole Lviv and the Western Ukraine.
- Expo and conference sites: These functions are always difficult to handle within an urban fabric. Due to the fact that such buildings are not used for most of the time of the year, it is necessary to design them firstly as multifunctional buildings and secondly to integrate them into more lively structures to avoid vast lifeless areas.
- Hotels: Generally said, hotels should not be in the outskirts of the city but in this case they should be linked to the business, expo, R+D functions and therefore supporting activity in the area.
- Library: Worldwide, libraries have an important function not only on the cultural, educational and pedagogic level but also on the urban planning layer (cp. i.e. Seattle, Vienna). With this function people can be brought to this area throughout the year enhancing the critical mass for a lively neighbourhood.
- Housing: The fact of having a power cable, the entry lane of the airport and the stadium (with some negative impacts on housing functions i.e. noise and masses of people) reduces the possibility of larger residential areas. Additional, too much housing would reduce the vibrancy of a multifunctional district. But close to bus terminal and adjacent residential areas it seems appropriate for reasons of good accessibility and interlocking the area with the neighbourhood.

A rough plan for the different locations was elaborated on the basis of the aforementioned function and thought were made about in which sequence they should be introduced. It is necessary to have a gross outline to start with. Because of the lack of public money, private initiatives are necessary and essential to start up development process. Nevertheless the will of the government to start the procedure of implementation is as crucial.

We recommend to set off with the Expo and Conference Centre in order to draw attention to the site and to take the occasion of the EURO 2012 to establish Lviv as an European and international place of communication. In a parallel step the large green zone and recreation area should be realized. Here the government should take the lead but private investors who have the chance and allowance of realizing other projects on the site have to contribute and sponsor to the park as compensation.

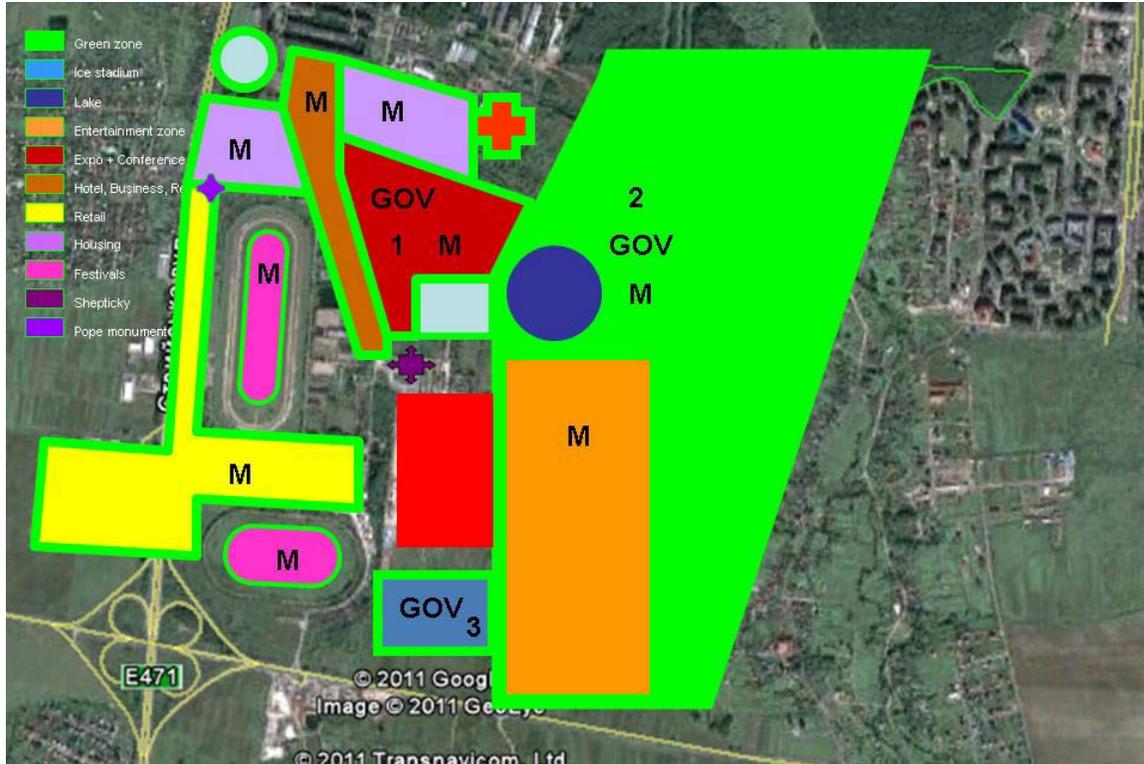
The ice stadium, which has to be a multifunctional building preventing long vacancies throughout the year, is the third project in a row which has to be planned by the government.



Summary of Findings

Parallel to these developments all the other projects can be done simultaneously or in their own pace. As long a clear master plan of this area exists and a clear process design has been worked out, preventing that works on one project interfere with other functions and activities, (a medium-term to long-term development has no barriers.)

The group on the spatial concepts worked out a plan and presented this in a PowerPoint presentation. The plan indicates principles and a step by step implementation plan.



M = Market driven GOV = Government investment

The process; the how question

As to the process itself, the following recommendations are made:

- Organize the transformation from big open space with a few major elements like the Expo and Congress Centre and the Ice hockey stadium and a few surrounding suburban elements to a fully integrated, competing and sustainable new urban part, and do this carefully, step by step, never losing the final goal out of sight, yet allowing the process to learn and adapt on the way.

A time span till 2040 might be needed.

- An iterative process is easy to organize if you are conscious of the purpose of learning. It also gives the chance of feeding information into a democratic process in which the inhabitants of Lviv take part, growing affection with the new part of the city and coming to understand how community money is invested in something good.

What first what next?

First: While readjusting the master plan, a re-evaluation of the legal context needs to be done in such a way that public investments may trigger private investments: Organize the registration of ownership (cadaster) and make it publicly accessible and fully up to date. Evaluate the securities that public and private law may provide to protect investors. If this is all done, promote it.

Make an inventory of all interests involved in the area, fixed and not fixed ones, and develop a strategy for dealing with every one of them.

Investigate the housing market as it exists in Lviv, and determine the possibilities to supply housing in the South District without creating under pressure elsewhere in the city. Make a mix of housing for various income and lifestyle categories. Vary not too much and not too little in the plan.

Second: Formulate a vision for the South District as a whole, including the various uses, their scale and synergy, and the principles with which they will be spatially organized in the plan.

Translate this vision into a land use plan, including zoning.

Exercise the figures: the costs, the land value, the public parts, the private parts, the profitable parts and the parts with a negative outcome that need to be compensated. In other words: make a financial structure plan that is in itself budgetary neutral.

Third: Investigate the possibilities for value transfer inside the plan and make standard contracts in order to provide a basis for dealing with external private and public investors. Organize the public role for social housing as well as private housing.

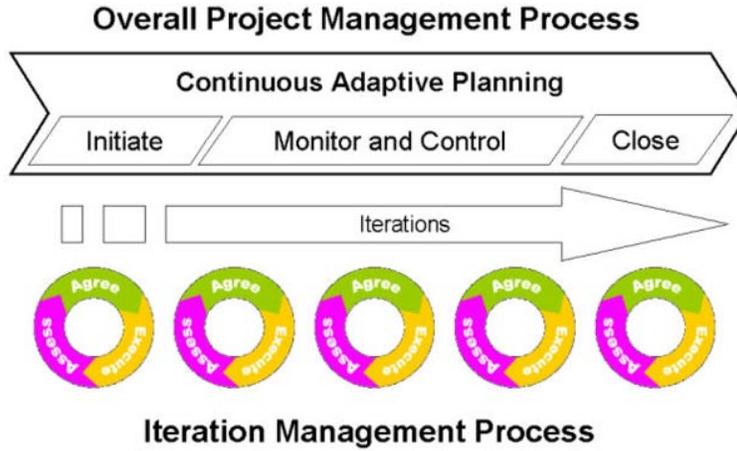
Fourth: Organize the development of social backing for the developments, as from the very beginning up till the end. Goal is to attain acceptance, recognition and ultimately identification, based on familiarity and insight and a common motivation. The best way to do this is through a structured debate in which Lviv citizens can participate and exercise influence.

Conclusions of the two process subgroups:

Flow chart:

Reactive short term planning	Long-term planning	Time line
<p>Basis: Ice Hockey multicomplex Exposition centre (Green) connections Affordable low rise housing</p>	<p>Basis: Structure plan 2025</p>	<p>Now</p>
<p>Step 1a: Decision by Mayor on task force installation & concept definition (see scheme)</p>		<p>[END OF 2011]</p>
<p>Step 2: Concept definition for each element</p>	<p>Step 2: - Research data - Stakeholders analyses and installation in process - Iterative zoning & planning - Feasibility & financial structure - Identity definition and plan</p>	
<p>Step 3: 1. Approval by Mayor on overall plan 2. Decision of execution organization</p>		<p>[END OF 2012]</p>
<p>Step 4: Development tender process (for elements that go to market)</p>	<p>Step 4: - Overall planning execution - Systematic evaluation & defining adjustments</p>	

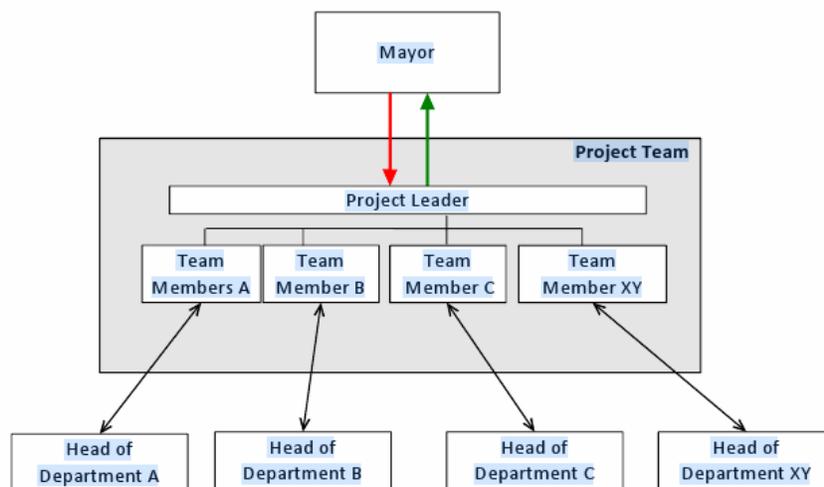
Planning method: an iterative process:



An iterative process can (metaphorically) be best compared to Ravel’s symphony the Bolero. This composition starts with a simple tune that, in the course of the music play in every new cycle is enriched by new instruments. The tune stays the same but the composition becomes richer and richer. The iterative process starts off with a simple proposal and goal that is diversified in the course of the process. All the discussions will repeat themselves but every time enriched by the new stakeholders and parties.

Organizational scheme: the project organization

The essence of the organizational scheme is that of a project organization that stands more or less apart from the line organization and reports via the project leader directly to the highest authority i.e. the mayor. Every involved department of the Lviv municipality and of the stakeholders that are to be involved in the process need to be represented in the project organization (the project team) with decision making power and the obligation to feed back to their original department .





Summary of Findings

1 Introduction

The preparatory visit that was paid March 2011 revealed as first impressions the following.

Spatial Plan is not fixed

The first impression after having seen the maps of the area with detailed lay outs and allocation of function was that the spatial plan was already fixed . However during the conversations it turned out that this was not the case. It appeared that for only a few functions the space was allocated (eg the football stadium, the water plant, the bus station and the hippodromes) but the majority was still under debate. A lot is still open for ideas which can be brought up during the CUPA Implementation Lab of Lviv.

Given the constant functions that will have to be there like the Stadium, the water purification chlorination plant, the bus station, the two hippodromes; the other to be filled in functions are still under discussion and were only allocated in a short exercise to convince the central government to allow this place to be the venue for the UEFA Cup event 2012.

What should be the reasons to be there after the UEFA CUP has taken place ?

The main concern is the question what are - or should be - the ambitions and significance for the city of Lviv of the area, after the EURO 2012 UEFA CUP Football games have taken place?

Is there a strategy in place to brand the area with a specific identity? As such the study case area has not yet a specific name. A first question to ask would be what to call the area so every citizen of Lviv will know to what specific area we refer to?

The study case area looks like a settlement, like a satellite of the City of Lviv. How can it be linked to the city mentally on the one hand and physically on the other?

How can a reason to be here, not only for sport - or other events - be created but also during the weekdays and in the evenings? Ideas that were brought to the table were: a library, scientific institution(s) like a university, cinema's in short functions that attract walking crowds (people that walk consume and buy!) and not to forget the congress centre which could be already included in the stadium.

Questions that popped up during the preparatory visit were about

Genus loci ?

What is the potential to give the study area a unique selling point?

What could provide us with some leads is a short history of the study case area. What is the history of the place?

Ecology ?

Is there a certain ambition to live up to ecological standards, has a kind of ecological/ sustainable/climate neutral approach been formulated yet?

Management of risks?

Risk management is important to think of because, even if the UEFA Event is turning into a negative, there should be enough quality or positive context of the study case area, to remain an attractive place.

Step by step scenario's

The study case covers a large area. So what is needed is a step by step scenario. Because the market will not be able to provide all the capital needed to develop the whole area in one exercise. Nor will there be enough purchasing power to buy real estate that could be realized here.

A step by step scenario should be developed in such a way that every stage is complete in itself. Because it is a long term exercise, that is dependent on market developments.

There is a need for a brand that will be maintained also after the event.



Variety of buildings styles makes Lviv an intriguing place. The various periods of the history of Lviv can easily be read - like the year rings of a tree- in the remarkable differences in architecture. In one street one could see the Austrian architecture, the architecture of the communist era and the modern architecture of the post-communist Russian era. Buildings in general are in bad condition.

Traffic is a challengingly chaotic. Public transport with small busses and trams seems to be the dominant means of transport, however this does not seem to contribute to the accessibility of the inner city.

The roads paved with cobbling stones need maintenance desperately. It is understandable that biking is not a popular mode of transport despite the fast student population. This raises doubts of the popularity of biking routes in the study case area if the roads leading to this area are practically not usable for bikes because of the many ditches and holes that one has to avoid in the generally chaotic and hazardous traffic scene.

Very attractive and dynamic street live can be enjoyed in the city centre (the Svobody Avenue). Many (young) people are present in the public space.

Airport with small scale dimensions feels like a train station.

The level of maintenance of the houses in the urban fringes and in the city centre is generally low. Which contrasts with the fancy and expensive cars that flock the streets.

A shortage in taxi's is to be expected especially considering the upcoming UEFA CUP Event in 2012.

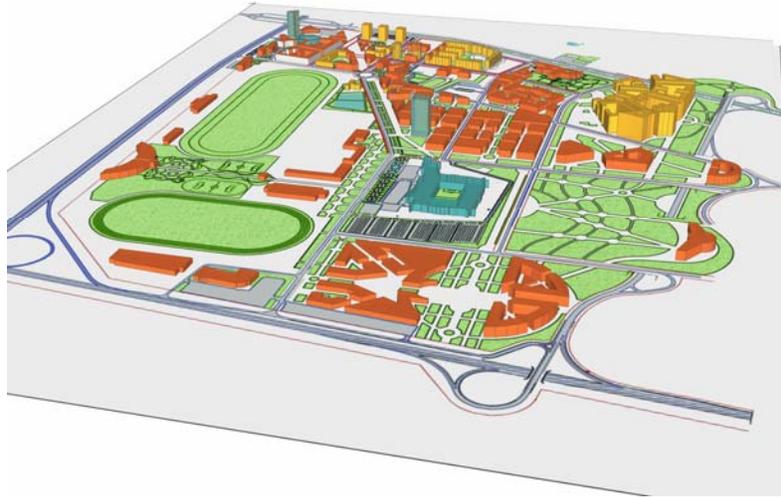
The identity of Lviv is linked to the chocolate and coffee industry.

Important means of existence and job provider are the large scale bus construction plants.

The case study area: the Football Stadium Area of Lviv

For the full study case report Key features of current land use. Planning limitations by Mr. P. Krupa Chief project Architect City of Lviv, see annex B.

ФРАГМЕНТИ ПЕРСПЕКТИВНОЇ ЗАБУДОВИ





2 The Implementation Lab Programme



Mayor



Cityhall

The Implementation Lab was held on 20 - 22 June 2011 and started in town hall of the City of Lviv room 2.30 Rynok Square in Lviv. The program was as follows:

Day 1 Monday 20th of June 2011

- 08.15** Gathering in hotel lobby of your hotel,
- 08.30** Arrival at the LVIV City Council at the Rynok Square in Lviv
- 09.00** Official welcome by the Mayor **Mr Andriy Saddovy**
Welcome by **Mr Andriy Pavliv** Director, City Development Department and **Yuriy Kryvoruchko** Head, Office of Architecture at City Development Department
- 09.30** General introduction to the programme and introduction of participants by **Huibert A. Haccoû**. CUPA Facilitator and chair of the Implementation Lab meeting.
- 09.45** Introduction to the study case area by Yuriy Kryvoruchko followed by discussion about the problem Statement.
- 10.30** Coffee break and walk to the Implementation Lab venue: The Centre for Urban History of East Central Europe on 6 Bohomoltsya Street
- 11.15** Reference cases: presentations from the in CUPA Participating Cities and external experts Volkmar Pamer - Implementation Lab - Das format; Rolf Richard Rammensee - Allianz Arena Munich; Jadwiga Wojciechowska-Bartnik, Polish examples - Lublin; Marek Dinka - Bratislava; Darko Polic - Novi Sad; Terri Fuglem - Canada; Luke Bruins Amsterdam
- 13.15** Lunch Vienna Coffee House

- 14.30 - 16.00** Site visit to the EURO 2012 UEFA Football Stadium guided by source persons from Lviv
16.00 - 18.00 Site visit of the surrounding area and city of Lviv by bus
17.00 Return to the Hotels in the Centre of LVIV
19.00 Welcome dinner at the Vienna Coffee house on 12 Svobody Avenue Lviv.
21.30 End of day 1

Day 2 Tuesday 21st of June 2011

This second day was totally dedicated to brainstorm sessions and taskforce sessions in 4 subgroups, each focusing on a specific area of concern.

Subgroup 1 and 2 (Moderated by Martijn Kramer and Volkmar Pamer)

Focusing on the conceptual question how should the area be used? To establish enough critical mass for a fruitful discussion incorporating several participants from outside Lviv both groups were **fused in one subgroup**.

Participants in subgroup 1 and 2:

Martijn Kramer (NL) - moderator
 Volkmar Pamer (AT) - moderator
 Anna Zniszczyńska (PL)
 Darko Polić (SB)
 Genadiy Shulga (UA)
 Marek Dinka (SK)
 Myhailo Fedyk (UA)
 Rolf Rammensee (DE)
 Valentyn Sharovator (UA)
 Yaryna Onufriv (UA)
 Yaryna Voronich (UA) – also translation
 Yulia (UA) - translation
 Yuriy Kryvoruchko (UA)

Subgroup 3 and 4 (Moderated by Elsbeth van Hylckama-Vlieg and Femke Haccoû).

Focusing on stakeholder collaboration and the question how to involve the inhabitants of the And on the governance and instrumental and institutional question that are part of it.

Participants in subgroup 3

Femke Haccoû (NL) - moderator
 Ivan Loun (UA) – also translation
 Jadwiga Wojciechowska- Bartnik (PL)
 Luke Bruins (NL)
 Andriy Vachko (UA)

Participants in subgroup 4

Elsbeth van Hylckama-Vlieg (NL) - moderator
 Evgen Voronych (UA) - also translation
 Yuriy Nazaruk (UA)
 Terri Fuglem (CA)
 Markus Damm (AT)
 Oleh Pundor (UA)
 Valeriy Hyzhniak (UA)



- 09.00 Introduction and Q & A; Plenary assessment of the problem statement. Key areas of concern.
- 10.30 Coffee break
- 11.00 Working sessions subgroups, starting with **Observations**.
- 12.30 Lunch
- 13.30 Working sessions continued with **Suggestions and related recommendations**.
- 15:00 Coffee Break
- 17.30 End workshop sessions.

Day 3 Wednesday 22nd of June 2011

- 08.30 Introduction formation and instruction of task forces.
- 09.00 Working groups exchange and finalize their recommendations Coffee Breaks during working session.
- 11.00 Presentation of PPT of recommendations and discussion.
- 12.00 CUPA meeting evaluation
- 13.30 Leaving for lunch (optional).
- 15.00 End of program.

Reference cases



Terri Fuglem

Olympic villages of Montreal and Calgary - Terry Fuglem

Terry works for the University in Winnipeg. Winnipeg is a sister city of Lviv and has a strong connection with Ukraine because lots of persons in Canada have roots in Ukraine. There exist several churches in the near of Winnipeg which are built by the community of former Ukrainians in Canada.

Terry is expert on how sports facilities could be implemented in cities.

There is a huge difference between Calgary and Montreal. Montreal has an industrial background and is very vibrant. People live in apartments. Calgary is a spread out city with a dead core. People live in suburban family houses.

The Expo 67 in Montreal was an event to emphasize on the (poorish) French community, it gave Montreal a metropolitan identity. The Olympics were the second step to do so.

The area of the Olympic stadium was situated at the east end of Montreal. A former heavily industrialised area and the most francophone area of Montreal. It was the poorest area with the highest crime rates named Hochelaga.

The mayor whom was very popular strongly supported the initiatives of the Expo and the Olympics and a promoter of the Quebecian identity. The Mayor hired architect Roger Tiber to design all Olympic buildings (without competition). The area was set up in Parc Maisonneuve. The ice-hockey stadium was built in Hochelaga giving the area a new status because ice-hockey is a very important sport in Canada.

In 1976 the stadium was incomplete when the Olympics started. Due to labour shortage, engineering that was stretched to the limit and firm deadlines costs increased heavily. Finally in the 80's the tower was completed. The Athletic village is now hard to rent or sell out. But the old neighbourhood of Hochelaga is subject to gentrification. However the buildings of the Olympics are not useful, they are constructed from above and the Olympic swimming pool is underused.

Nowadays the Montreal Olympics are remembered as unfinished and they caused an enormous deficit for the city which put the city in a crisis for 20 years. As a tourist attraction it is low on the Montreal list. It is accessible by metro but however too far away.

Because of the experiences in Montreal Terry has a hint for Lviv: Only two persons were in charge of the process. A project should be managed by more persons. A more manifold project should be built.

In Calgary a more modest approach has been done, which turned out to be more successful and effective in the long run. All buildings are still in use. Besides that the winter Olympics are smaller. An existing stadium was used for the opening and closing event.

The ski-lifts are still part of a park, and turned into an entertainment area. The hippodrome and other stadium are still in use but remote to the city, in a monofunctional area with large parking facilities. The light rail, which was developed, runs on wind power and connects most important facilities in the city.

Allianz Arena – building a new stadium in Munich - Rolf Rammensee



Author: Rolf Richard Rammensee, Department of Urban Planning, Munich Germany

Ladies and Gentlemen today I would like to refer about the experiences of planning and building a new football stadium in Munich with the perspective of a communal urban planner:

History:

When, in July 2000 Germany won the award for the Fifa world championship, for Munich raised the problem for a new stadium because the old Olympic stadium of 1972 didn't conform to Fifa's conditions for a modern football stadium.

In December 2000, after all considerations to modify the Olympic stadium to a FIFA conform stadium failed, the Frankfurt planning office Albert Speer and Partners (AS&P) were mandated by the two Munich football clubs "FC Bayern" and "TSV 1860" to provide a "critical view of the location for a new football stadium in Munich".

Of course the Munich Planning Department was involved in the process from the beginning, to always represent the communal interests and to execute the necessary planning procedures.

First researches came to 25 options for locations within the city's limits.

These locations were evaluated at a time by means of "absolute" criteria like characteristics of the area, traffic development, neighbourhood, legal restrictions and "relative" criteria like urban development/settlement structure, ecology/open space planning, planning law and informal planning.

The separation of locations not longer to research predominantly traced back mainly to insufficient traffic connectivity, but also unclear ownership structures as well as distinct prioritisation for other uses e.g. housing on former military areas.

In line with the „main studies“ the remaining 5 optional locations were concretised and evaluated.

The result of this intensive research phase was finally one qualified site for a new stadium.

Froettmaning in the north of the city, which was concluded by the city council on 24.07.2001 due to following reasons:

- the location was eminently qualified and the football stadium, because of its exposed situation became an architectural landmark on the northern entry of the city and is also an attraction pole between the recreational landscape „Froettmaninger Heide“ and the river Isar.
- the location ensured a better compatibility to bordering uses than all other researched locations in particular noise exposure to adjacent residential areas.
- only this location guaranteed an in-time completion of the stadium
- the edge-of-town situation with its motorway junctions vantage the superior traffic and releases a big part of northern Munich of „stadium-traffic“.
- a needs-based extension of the underground leads to a sufficient local public infrastructure of public transport.
- moreover this location offered the possibility to situate all off-site facilities necessary for the stadium.

Since the positive citizen's decision on October 21st 2001 there was a clear voters mandate to realise a football-stadium on this location, 65,8% pro and 34,2% contra, quorum 37,5% voter participation (highest ever in Bavaria).

Identity

The site of the stadium is situated next to the northern city limit in the district number 12 Schwabing/Freimann surrounded by motorway A9 in the east and A99 in the north.

East of the A9 is the greened recreation area of the „Froettmaning“ mountain with its widely visible wind energy plant, south of it the communal sewage plant.

West of site is located the maintenance and storage facility of the Underground n.6 to Garching-Hochbrueck proceeded by the Froettmaning-heath land an area with extremely high ecological value.

No residential areas directly adjoin, the nearest distance is about 1 to 1.5 kilometres.

Next to the Metro-station a P+R facility with a capacity for 1300 cars and 80 buses is located, south-east BMW runs its centre for used and employees cars.

Critical mass

With the realisation of a new football-stadium in Froettmaning Munich got a new landmark.

The urban district Freimann, for years an underprivileged district due to the city's central sewage depot and other negative facilities improved continually by conversion of the „Froettmaninger Berg“ from a former pile of rubbish to a natural recreation area, an architectural competition for the digester towers, the windmill as a sign for alternative energy production, the new football-stadium with its adherent facilities e.g. FC Bayern München fan shop, the BMW used car centre etc.

The process is continuing.

Connectivity and Human scale

Motorised traffic:

The traffic standards for a football stadium were mainly defined by the situation of the site next to the motorway junction „Muenchen Nord“.

The edge-of-town location with direct connection to the regional trunk road system and the accessibility with only one means of public transport out of the city centre effect a higher quota of visitors coming by car and bus than to the location of the Olympic Stadium, i.e. „modal split“ has a tendency towards individual traffic.

Due to these requirements the necessary traffic development measures were analysed by Prof. Dr. Ing. H. Kurzak and finally realised as following:

- high capacity development of the „Muenchen Froettmaning“ junction
- 6/ 8-track upgrade for motorway A9 between „Muenchen Nord“ and outer circle road
- new connection to motorway A99 west of „Muenchen Nord“
- construction of a new main road between A99 junction and Froettmaning junction to guarantee a frictionless parking traffic next to the stadium
- construction of sufficient parking capacity for 11000 cars (1200 underneath stadium, 9800 underneath „Esplanade“) and 350 buses as well as an effective traffic management system Further connections to the subordinated road-system were excluded mainly not to allow surrounding residential areas.

Public transport:

To reach the capacity of transport of about 20.000 persons /hour after a match following measures were necessary to realise:

- the underground station “Froettmaning” was relocated in northern direction
- the station was enlarged from 2 tracks to 4 tracks with platforms
- a high capacity pedestrian connection was realised by building a new bridge between the station and the main “esplanade” to the stadium
- in the city centre at the “Marienplatz” station it was necessary to enlarge the station to guarantee a frictionless change from the S-Bahn to the underground.

Bicycle-traffic:

The internal system of cycle-lanes, separated from the motorised traffic was connected to the already existent communal cycle-lane-system. Next to the stadium there are protected storage sidings for about 300 bicycles.

Pedestrian traffic:

To guarantee a high-capacity and secure handling of public traffic (walking), a sufficient distance between the underground-station and the football-stadium is necessary.

In Munich we have a distance of about 1000 metres.

South of the stadium affiliates a 136 wide and 543 long park, the esplanade, which is designed with streamlined lanes. They lead visitors coming from the metro-station and from the parking decks towards the stadium.

Concurrently the flow of visitors shall be de concentrated and guided well directed. The construction begins on ground-level next to the pedestrian bridge by the Metro-station and leads across the park decks finally connecting to the stadium round-way at a level of 8 meters.

The easing of bunches of pedestrians is granted by certain “decompression” areas next to the stadium and the underground-station.

Ecology, sustainability, noise protection:

For the new stadium a sonic expertise came to the results, that the acoustic noise before, during and after a football-match always respect the regulated legal limits. (did you know that the loudest noise of a f-match to be heard is the referees whistle?)

The complete claviature for nature conservation was played, with all subjects of protection like human, flora, fauna, soil, water, air, climate, landscape and cultural values and was incorporated by the following proceedings land use plan and legally zoning plan.

Promotion and marketing:

The new football-stadium, where the opening of the 2006 world championship occurred, is for the city of Munich, on economical- and sports-political level, highest important.

In 2006 the Media-centre was established in Munich. 20.000 commentators from all over the world were accommodated next to the Munich Trade-Fair-Area.

The stadium itself became not only a tourist attraction but also an event area for special private presentations and meetings.

Parts of the northern parking lots are rented for short-time stay for campers and caravans (15 € a day)

The building of the new Stadium triggered numeral positive effects for the “Sport- and Football-City” Munich in national and international context and also strengthened the attractiveness of the location Munich.

At the end it also was helpful for the actually running application for the Olympic and Paralympics Winter Games in Munich in 2018 to demonstrate the ability of the City of Munich to accomplish big events in an effective manner.

Side note:

Up to now everything seemed to be perfect, but I will not conceal a little drawback.

Since March 2004 the project was related in a corruption affair. The late president of TSV 1860 Munich and his son, CEO of Allianz Arena Ltd. and two other persons were charged with corruption in connection with the award of arena construction contracts.

The president relinquished presidency of the club as a plea bargain and there were no more investigations into his conduct.

The case was, that the construction contract was awarded at an inflated price and therefore the Austrian builder Alpine was enabled to win the contract because of the providing of inside information. In return the CEO received € 2.8 million. He was convicted and sentenced to prison for four and a half years in May 2005 by a Munich court. He was released on bail pending his appeal. In August 2006 the Federal Court of Justice rejected his appeal.

Ending:

On May 30, 2005 the stadium was opened. In 2006 the stadium was one of the venues for the FIFA World Cup and during that time it was called "FIFA World Cup Stadium Munich". During this time the script name plate was mounted on the "Haus der Kunst" a Munich art gallery as an artwork.

Finally some technical data of the Munich Allianz Arena:

Classification: "elite-stadium"

Site: Munich, Germany

Architects: Herzog & de Meuron, Switzerland

Owner: FC Bayern Munich

Opening: May 30, 2005

Capacity: 69.901all, 66.000 seated

Roof: 2760 cushions of ETFE-membrane (Ethylen-Tetrafluorethylen) with a permanent overpressure of 3.5 hPa

Name: Allianz SE paid a considerable amount for the right to confer its name to the stadium for a period of 30 years.

Costs:

Construction: € 286 million in total € 340 million (paid by the owner)

Infrastructure: € 210 million (part financed by FRG, Free State of Bavaria min.80% subway, motorways and streets up to 60 %, rest City of Munich)

NDSM ship wharf area Amsterdam - Luke Bruins



Luke Bruins

Luke is director of Red concept. Red Concept develops (creative) city zones. The company started with the development of an warehouse area near Budapest.

Luke identified a gap between 'the City' and the urban planners. For a development a kick-start is needed with a vital function for the city, which is in the core of the market.

NDSM Amsterdam was one of the largest ship construction firms in the world. After subsidizing 40.000 people were send home. Seen form the City Centre NDSM is on the opposite side of river IJ and remote from the planned metro line. Urban Planner Ms. Riek Bakker made a plan for 2 billion square metres, but that was no plan about the embedding of this idea in the city. The crises caused the plan to collapse. This is were Red Concept is getting involved.

The opportunities and strengths of the place were identified: old buildings with charm, artists and space for development. Red Concepts added media as an additional value after identifying the lack of international stature of the national media's premises in the remote town of Hilversum.

A new brand was used for development: Mediawharf. This brand was strong and well promoted because every media company, which had plans to move was at the table with Red Concepts.

A well known Urban planner, the City of Amsterdam and Red Concepts made a new development plan with a realistic programme and an organisational and process design. Fasing was set up, realistic in times of crises.

Achievements

Since the name Mediawharf was launched, 60.000 sqm of office space has been realised and rented out now, while there was no office market there. At this moment a multi tenant building of art and media will be implemented in the main halls. A non profit organisation has been set up with the companies in this area to organise events. Houses will be built soon.

Football stadium development in Poland – Jadwiga Wojciechowska-Bartnik and Anna Zniszczyńska



Jadwiga Wojciechowska-Bartnik
and Anna Zniszczyńska

The Polish play cities of the Euro 2012 are Warsaw, Wroclaw, Gdansk and Poznan.

In Warsaw you will find a stadium combined with hotel facilities, other sport facilities and a conference centre, accessible by several public transport facilities.

PGA Arena in Gdansk will be a multifunctional Arena for different sports and conferences amenities. Adjacent there will be an expo centre and housing and offices will be developed.

In Wroclaw also other sport events will be developed. There are plans to develop a commercial centre, the stadium will be surrounded by some restaurants. A connection will be made with the adjacent river and green development towards that.

In Poznan the existing stadium has been renovated and delivered in 2010. The location in the city may cause some accessibility problems. However some hotels and other commercial use is planned. The stadium is in the hands of a sports-club, therefore activities will be 90% sports related.

The commercial investments will be private investments. Most stadiums will be owned by the state.

News form the CUPA network

Introduction of Novi Sad - Darko Polić



Darko Polić

Novi Sad is capital of the region of Vojvodina, once part of the Habsburger empire and the Austrian-Hungarian empire.

Novi Sad faces the Petrovorian fortress-Gibraltar over the Danube. In the belle époque Novi Sad came to life. Large extension towards the Danube took place in between of the wars. During the communist period industries were developed with expanding housing areas. After the crises development by urban sprawl took place.

Up form the 70s different new settlements were developed, they still provide place to developments at the moment. Now the buildings will be energy sound. A cultural centre will be developed in an old railway station.

Follow up on the Implementation Lab in Bratislava - Marek Dinka



Marek Dinka

Goal of Bratislava is to bring the city closer to the river. That is why after now having developed the city side of the banks, the opposite side of the river is planned to be developed in a multifunctional way. A central place and promenade is planned, as well as housing, an arena and watersport facilities.

3 Assessment of the problem statement

Questions and answers clarifying the problem statement



The problem statement was divided in 4 sub questions:

- What are - or should be - the ambitions and significance for the city of Lviv of the area, after the EURO 2012 UEFA CUP Football games have taken place?
- What could be a strategy to brand the area with a specific identity?
- How can the area mentally and physically linked be to the city?
- How can a reason to be here, not only for sport - or other events - be created, but also during the weekdays and in the evenings?

The questions around the clarification of the problem statement were mainly focussed to provide the international participants with a better understanding of the planning context, decision-making structures and financial context in Lviv.

The main problem statement changed in:

- How can we develop the stadium area in a place of regional importance?
- For the subgroup on content the main request was to provide Lviv with an idea of which functions should be developed in the area.
- The subgroups on process worked on the question on which steps to take to start and establish good grounds for development of those functions.

Clarification was given about the distribution of taxes amongst the national and local authorities. Citizens of Lviv pay about 13 % income tax. About 80% goes to the national government and 20% goes to the City of Lviv. About 75% of this amount the City uses to pay for salaries and other fixed costs. This leaves only a small amount left for other issues such as site development, social projects or festivals etc.

Funding from tax-payers money for larger projects is therefore not available from the City. For such issues a request should be done at national level. This as been done for the football stadium. As Ukraine has the ambition to organise the Olympic Winter games in 2022, a request for a new ice-hockey stadium can be done at national level, and will most probably be submitted.

Also clarification was given about the wish to establish the City hall and its offices in the area. The Cities offices are now scattered over the centre of Lviv. This causes a lot of inefficient travelling between buildings. Due to a lack of trust in electronic distribution of documents much working time is lost in the distribution of paperwork for signage by the different officers in charge for decision making. Funding for the new offices is available (EDITORS NOTE: I think within the funding for the master plan from national level).



Clarification was given about the need for housing: The average person in Lviv has about 15sqm. of personal space available in the existing housing situation. There are even many persons who only have 5 sqm. of personal space available. It is likely that in the future this will change dramatically and therefore more space for housing is needed. There is a need in all sectors but also within the social housing sector (apartments which are supplied by the City for persons who are not able to afford an apartment). Prices for an apartment in the adjacent area are about 275 Euro for an apartment of 65 sqm. The average income is 200 Euro per month in Lviv.

4 The study Case of the Lviv Football Stadium Area



Workshop format

As the programme shows, an Implementation Lab consists of a reference seminar (day 1), study visit (day 1), Implementation Lab(oratory) (day 2) and policy recommendation meeting (day 2 and 3).

Each Implementation Lab workshop is the result of carefully co-ordinated efforts between the host organisation and the International Institute Intervention (III) .

Core of the three days workshop about the development of the study case is the Implementation Lab itself; a series of interactive sessions in which stakeholders of the host partner work together on the spot with the III partners and experts. To maximize interactivity, the IL's are typically organised as open panel discussions involving planners from the host city/region.

Main purpose of a Implementation Lab is to investigate as a group, both new and persistent urban/regional problems as they relate to - intended - land use. It is the intention that each workshop leaves both participants and hosts with new insights as well as a shared and learning experiences. Each workshop aims at providing the host useful and practical suggestions and recommendations on dealing with the problem case(s) discussed.

With all the inputs of the first day, participants were invited to brainstorm according to the format of the Implementation Lab, in four subgroups. One focusing on the process issues and one dealing with the concept of the spatial design of the Football Stadium Area of Lviv.

First, the subgroups worked on common observations regarding the area. This created the bases for the second round of brainstorm sessions that generated suggestions for handling the development challenges of Football Stadium Area of Lviv.

To provide the subgroups a common frame of reference six considerations were proposed as a structure for the brainstorm session.

These six issues considered are:

- Quality and identity: Does the project area have its own identity, socially, functionally and visually? How can this be enhanced? How can a living-green life style be supported ? Are there local aspiration that we can built on?
- Critical Mass: Does the site have enough development, infrastructure and resident population to maintain a coherent community or support a desired mix of amenities with sufficient carrying capacity?
- Connectivity: What link does each site have with its surrounding natural and man made environment? Can these connection be enhanced?
- Human scale: Do the existing developments relate in scale and proportion to diverse human scale activities such as walking, biking, congregation, social interaction? Do de scale and relationships of public spaces support and attract their use?
- Promotion and marketing: How are existing uses promoted ? How effective are these efforts and what types of promotion would be useful, necessary of possible to improve a better sense of place?
- Process architecture: In developing a spatial development strategy, when should stakeholders be involved and how? What are the various interests and interdependencies between stakeholders? How do we handle opposing interests? How do we organise an effective planning and implementation process?

After these brainstorm session the participants were invited to focus on the development of recommendations and present these preferably in visualised form.

The format can be summarized by the following matrix



Considerations/ Areas of concern

	Identity	Critical Mass	Connections	Human scale	P&M	Process
Observations						
Suggestions						
Recommendations						

In the next paragraphs the results of the brainstorm sessions on observations and suggestions of the four subgroups are reported; as well as the recommendation to which these subgroups came, will be explained.

Subgroup on the Land use concept



Reported by Martijn Kramer and Volkmar Pamer

Identity and quality of space

Observations

The city of Lviv has a centre with great historic and cultural value. The beauty of the City is the most important identity of Lviv, this is enforced by the fact that large parts of the centre are under UNESCO protection. Part of the historical values is the religious identity, Lviv has a total of 130 churches, and a sound amount of those are to be found in the historic centre, which gives religion a vast visible character in Lviv.

Being in Lviv also gives a person the feeling of being in a cosmopolitan city. The street life has an urban character with lots of places to stop over, in public areas as well as in several bars, restaurant and terraces. There are many people, of different ages, strolling the streets. Also the fact that Lviv is an important city for students is present in daily urban life. Lviv's centre feels pleasant and very alive.

The stadium area is part of the plain situated south of Lviv, it is a large relatively flat area. Although the area is large and green, it has no specific green qualities. The new stadium dominates the area, it is an iconic structure for Lviv. The stadium provides the place with an identity of sports and recreation, the hippodrome is enforcing this identity. Besides this the religious identity is also present here because of the visit the Pope made to this place. A new identity is the commercial identity given by the presence of the Achan commercial centre.

Last but not least is the relatively easy accessibility features of the area, by its connection to the ring road, the short distance to the airport and the presence of the main Bus Station of Lviv with connections to the region and abroad. The stadium area has a potential to be a modern and good visible gate to the city

Suggestions

The area has lots of opportunities. Many functions could be incorporated to give the place a new identity and strengthen the existing identities.

Participants of our group think that emphasizing on the sports identity supplied by the stadium and the hippodrome and combine it with recreation and/or education is the most logical choice. This means that additional sportive and recreational facilities could find a place in this area. If an ice-hockey stadium is needed for the Olympics this area is a logical place for that. The recreational facilities relate also to the green identity of the area. A school with sports education could find its place here, as well as a swimming pool or lake. In the area nearest to the high voltage lines a park with outdoor entertainment and sport facilities could be established.



The above facilities are expensive to realise, and do not attract many investors for profitable development of the area. Additional functions could enrich the area and generate income to realise the expensive functions mentioned above. Sport related retail, a festival area, an exhibition and conference centre and adjacent hotel facilities could be developed attached to the sports and recreational functions.

Other functions that could make the area more multifunctional are a place for religious pilgrimage, art village, housing and (sports related) IT businesses.

The area will have an identity of activity in common with the Centre of Lviv but the contrast with the City Centre will be the modern atmosphere. This could be expressed in a modern interpretation of the local architecture together with the use of visible modern green energy saving and production techniques.

Critical Mass

Observations

The area is a remote separated zone in which the stadium is a solitary object, although the area has a modern vibe versus the historical atmosphere of the centre.

Additional to the stadium, the proximity of the airport and the close electricity wires, the area has a lot of restrictions for further urban development.

Suggestions

The proposed new functions and activities should attract quite some visitors. A good mix of functions should be found to have a constant interest in the area. The recreational park and conference hall provide a more steady stream of visitors, as well as educational facilities. The public area around the stadium should function as a space for public, therefore recreational retail area and a children's entertainment facility both with a region-wide focus can attract more visitors. This also gives opportunities to establish some restaurants. The implementation of hotels and housing (on the north side only) will provide a better critical mass for good public transport during all hours of the day. It is a common understanding that large scale administrative functions respectively buildings are not appropriate.

Connectivity

Observations

At city level a lacking transport mode is the bike. No facilities for bikes are available. Besides this quite some roads are in a bad state and car drivers that are not at all used to bikers. This makes the city not suitable at all for cycling. At city level quite some public transport modes and facilities seem to be available. We've learned that streetcars (trams) and trolley buses are in the hand of the municipal transport company, while the other buses are in private hands. Bus companies make a profitable business.

The stadium gives place to an important transport knot; the regional bus station of Lviv. To and from this station the whole region of Lviv can be reached. Also international buses to and from Poland and Hungary are available here. Subsequently connections from the bus station to and from the city centre are frequent. Visually the area is not connected to the centre.

Although the bus station is well connected towards the centre, the stadium area itself is not yet to be reached by any means of public transport. Also the connection to adjacent Sykhiv area is bad. But due to the high capacity system with small buses this might change rapidly when development takes place.

Due to the vicinity of the ring road and the direct road towards the centre the area is well connected to the region and to the city centre by car. Also the airport is quite close which makes the area also accessible for national and international visitors.



Suggestions

The connections of the area as a whole with its surroundings does not need immediate improvements. But internally the area is not connected at all. The area needs to develop a sound internal road system. Good internal pedestrian connections are necessary to connect the suggested facilities with each other, the parking areas and the public transport. Also pedestrian connections with Sykhiv and the Achan retail area must be developed, to connect the new facilities in a logical way to these neighbouring areas. Immediately a good public transport connection should be established with the Centre of Lviv and the area of Sykhiv. One could think about a bus or trolley bus connection in the first place. However a sustainable automatic system of small scale cabins (comparable to the system in Perugia - IT) is very attractive and functional. This could enforce the attractiveness of the area, emphasizing on the green and modern character.

The green areas on the north and south side of the stadium area must be connected by a green zone. The presence of the high voltage line helps to keep the East side of the area open and green and makes this connection logical. A very necessary feature to develop in this area is a bicycle network. This can have a recreational function and a function to connect the adjacent areas promoting the use of the bike in this relatively flat landscape.

Last but not least this modern area should have the best connection of Lviv for internet based devices such as iPhones, notebooks, gaming-devices etc. This could be a key feature to attract investors, in hotels, conference facilities and IT businesses.

Human Scale

Observations

The centre of Lviv has a very nice human scale. It feels like a safe city. Also the high rise area Sykhiv adjacent to the stadium area feels like a safe neighbourhood with shops and its own market facilities, although the housing blocks and public space is lacking quality. On city level there are quite some parks, but one has to realise that the average space for an inhabitant of Lviv is only 15 sqm, with persons who have only 5 sqm as private space. Also the centre is getting more expensive to live in and a good swimming facility is lacking which is especially needed for children.

The stadium area will have a strange future, it will be empty until 2012 and then it will be filled with people during the football event, reaching its maximum capacity. Therefore it is a large empty area lacking human scale at all at this moment. Besides this there is noise from the ring road and from the increasing amount of airplanes. The non defined green space with the large stadium gives a person the feeling to be lost in a place where there is even not a visual connection with Lviv's centre. In general the area is not seen as a safe place.

Suggestions

The area should be developed in good balance. There is lots of place for larger functions but this threatens the development of a good human scale. Development of a valuable public space and room for family recreation can help to achieve this. One should think about making pools in which swimming is possible, horseback riding facilities, but also an educational facility connected toward the sustainable energy use and the purification of the drinking water might add a better social experience of the area. Good lightning of the public space is a must and visual landmarks can help to find your way better in the area. Also places where religious identity of the area is expressed, can establish a good human scale.

To make the area safe a good combination of functions and facilities should be established to assure liveliness of the area during day-time as well as during the evening and early night. The suggested sports and recreational functions mostly have a day functionality so hotels and housing are welcome functions to provide a safety during the later hours of the day.

Promotion and marketing

Observations

On City level there is a lot to be done considering promotion and marketing. The city is an unknown treasure in the west of Europe. And for Western Europeans prices are surprisingly low. The city is not listed well in the main touristic editorials. The city is known as a cultural centre in Ukraine, but also an historical city of European



importance. Other features are festivals, religious identity and the fact that Lviv is on the gate to Europe in Ukraine and Europe outside EU for EU citizens.

Local promotional activities were observed for the restoration for the city centre and for the Football event in 2012 (flags on lampposts). Also TV spots about the Euro 2012 are observed. The event is promoted but the stadium area is not.

Suggestions

The area must enrich the identity of Lviv, Lviv not only being a vibrant old city but also being a vibrant modern place. It could be developed as an emblematic site with focus on

- a new approach in local architecture
- correspondence with the scale of Lviv in each functional zone
- being the best green and recreational zone of the region
- sustainability as a brand

A sound strategy of promotion should be set up separating different scales of promotion: local/regional, regional/national and international. On local/regional scale the football clubs using the area can help by opening fan shops and trying to find an investor to give a name to the stadium (like in Munich). Tourist information centres should give information about the activities in the area, and festivals should be promoted. A tourist information point must be present in the stadium area too.

On regional/national scale Lviv could advertise on billboards in other cities, in the press and with a spot on TV. Focus on the combination of history, religion, culture and modernity and use the vicinity of the EU border in the promotion of Lviv being the Ukrainian gateway to EU.

International Lviv could make use of its international sister cities and advertise in the press. Lviv should internationally focus on history (UNESCO), being a vibrant city in the former East but now bordering EU and show new approaches of typical local architecture. Take care not to built the next 'Rem Koolhaas' or 'Calatrava' quarter, but create and built a 'new sustainable Lviv' area.

Process

Ad here some illustrating pictures that endorse the statements

Observations

As subgroup 3 and 4 focus on the process only limited attention has been given to this consideration in our group. For the participants the decision making procedures in Lviv and Ukraine are not clear. Secondly they observed a lack of independent survey in case an area will be developed or a large function will be implemented, especially the socio-economic consequences are not surveyed. Also participants observed that the area has a lot of restrictions due to the landing of airplanes, the vicinity of the ring road and the high voltage lines in and around the area.

Suggestions

In a process the following steps should be taken in this order:

1. take care of the cultural heritage
2. develop new projects only depending on the demand
3. don't forget to dream about the best solutions
4. realise the most realistic dreams

To realise the second step good research is necessary. Not only if there is a market for a certain function but also what impact the implementation of a certain function has on the region and vitality of the city centre. For this a good system of data and statistics should be set up.

For this area a sound approach is necessary, this will be worked out in detail by the subgroups 3 and 4. Our group emphasizes that urban contract must be established to realise the recreative and sports facilities. This means that the permits to realise financial profitable development must be connected with the obligation to realise a financial less profitable development.

Recommendations



One important issue in the work in group 1 was elaborating positive functions and functions which are not suitable for the stadium area.

Based on the observations and suggestions in the first stage of the IL, following functions have been seen positively:

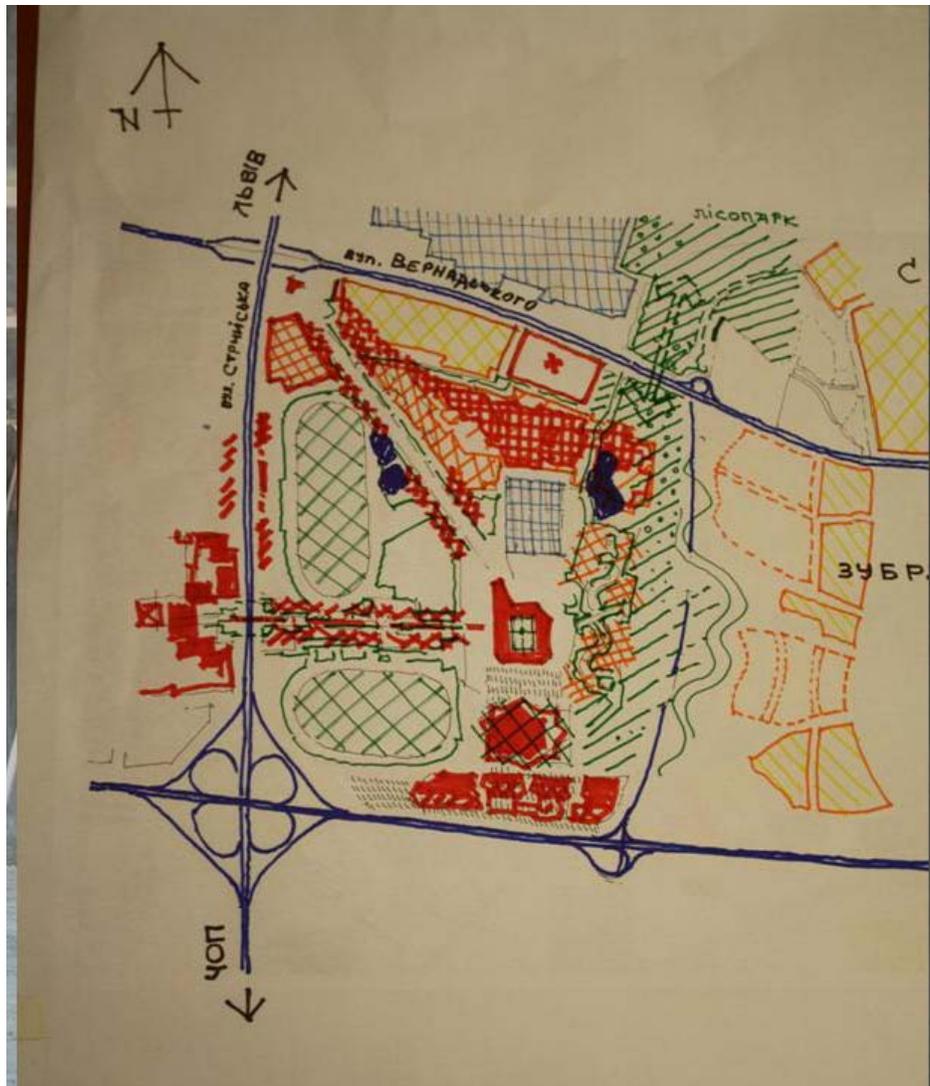
- A wide range of sports: e.g. Ice hockey, tennis, skating, inline skating, skateboard, golf, swimming, cross country skiing, riding (also therapy linked to the planned hospital), climbing etc. which underlines the identity of the place and is an advertisement in itself.
- Recreation: Especially family recreation incl. swimming (e.g. lake) according to the lack of attractive swimming and recreation places for the whole family nearby should be established.
- Green zone: A recreational site (for bikes and pedestrians) which can be linked to the more intensively used family recreational sites and to a city green grid which interlocks the green places of the city.
- Entertainment park: Related to the above mentioned family functions an entertainment park which is unique would attract not only Lviv citizens but also people from all over the Ukraine. Due to the fact of exchangeability it is not recommended to build an entertainment park which could be at any place in the world. For this reason e.g. a theme park like an Ukrainian fairy tales park (a good example for such a park exists in The Netherlands "De Efteling").
- Art village incl. open air exhibition: Lviv is a city of arts and artists but due to the lack of good and spacious exhibition sites, a place like that would be a plus factor for the city.
- Pilgrim site (Shepticky park): Honoring the former Archbishop Klymentiy Shepticky a statue and place of devotion should be established on the site additional to a remembrance site for the Lviv visit of pope John Paul II in 2001.
- Festivals: Lviv has the potential to be an important festival city for whole Eastern Europe: So much space can be provided on the hippodrome site as well as in the stadium, well connected and not too far out of the city centre. Not many cities have such wonderful basics.
- Hospital and therapy units: The planned hospital would fit perfectly in this area. Close to the bus terminal, close to the recreational areas and according to the sports identity, therapy units and therapy areas would be at the right place too.

- Retail area: This is an issue which has to be handled quite sensible. The danger to draw too much purchase power from the inner city is present but according to the statements of the Lviv colleagues people in the centre buy mainly convenience goods, for other items they go for instance to the Achan shopping centre. From this point of view, retail areas are suitable and a support for a multifunctional activity.
- Sport related business and R+D sites: Corresponding to the point above and to one main identity issue – the sports issue – retail, business and R + D sites can provide not only employment but also image and make this area an Ukrainian hotspot for sports on several (all) levels. If it is well and strategically planned and implemented this could be a boost factor for whole Lviv and the Western Ukraine.
- Expo and and conference sites: These functions are always difficult to handle within an urban fabric. Due to the fact that such buildings are not used for most of the time of the year, it is necessary to design them firstly as multifunctional buildings and secondly to integrate them into more lively structures to avoid vast lifeless areas.
- Hotels: Generally said, hotels should not be in the outskirts of the city but in this case they should be linked to the business, expo, R+D functions and therefore supporting activity in the area.
- Library: Worldwide, libraries have an important function not only on the cultural, educational and pedagogic level but also on the urban planning layer (cp. i.e. Seattle, Vienna). With this function people can be brought to this area throughout the year enhancing the critical mass for a lively neighbourhood.
- Housing: The fact of having a power cable, the entry lane of the airport and the stadium (with some negative impacts on housing functions i.e. noise and masses of people) reduces the possibility of larger residential areas. Additional, too much housing would reduce the vibrancy of a multifunctional district. But close to bus terminal and adjacent residential areas it seems appropriate for reasons of good accessibility and interlocking the area with the neighbourhood.

The intense discussion about not suitable functions in the stadium area lead to following results:

- According to the point above it is clear that large scale housing makes no sense and in fact is contra productive for health reasons and the urban structure.
- Administration: A clear and definitive no-go! A drain of a large number of civil servants from the inner city would lead to a dead centre in the off tourist season on one hand and had a bad impact on the structure of the small enterprises structure of the inner city. Administration has to be located in the centre of a city, like it is since the beginning of cities ca. 8.000 years ago. The existing of a centre is strongly linked to existing of administration. Examples from all over the world (especially in the USA) show how much a city centre suffers when important functions are removed from the centre. The core of the city dies, there is not enough critical mass for serving necessary functions like retail, gastronomy and culture. The city loses it's cohesive force (look at bad examples like Memphis/Tennessee or St. Louis/Missouri).
- Large scale university campus: This is similar to administrative functions. Students are essential for city life. To move universities to the fringe of the city causes the same effect when moving administrative buildings. In some cities (again in the USA) it is planned to remove universities from outside into the centre to revive it. It is only imaginable to establish some institutes which are related to activities in the stadium area (e.g. physical therapy, sports science etc.).
- Large scale production : Despite the fact of possible emissions, large scale production buildings have no positive impact on a vibrant city life. They are of course inward orientated and block necessary connections.

Location of functions and sequence of implementation:



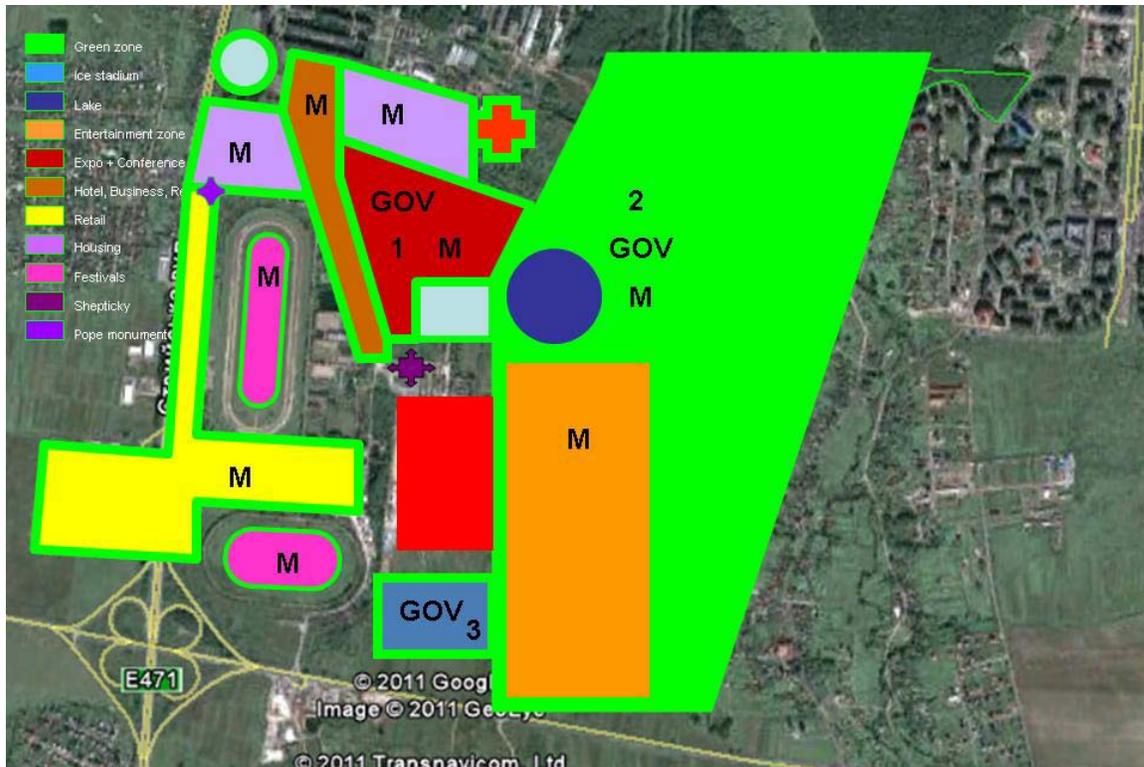
The group elaborated a rough plan for the different locations and in which sequence they have to be introduced. It is necessary to have a gross outline to start. Because of the lack of public money, private initiatives are necessary. Nevertheless the will of the government to start the procedure of implementation is crucial.

We recommend to set off with the expo and conference centre to draw attention to the site and to take the swing of the EURO 2012 to establish Lviv as an European and international place of communication. In a parallel and second step the large green zone and recreation area should be realized. Here again the government should take the lead but private investors who have the chance and allowance of realizing other projects on the site have to contribute to the park as compensation.

The ice stadium, which has to be a multifunctional building preventing long vacancies throughout the year is the third project in a row which has to be planned by the government.

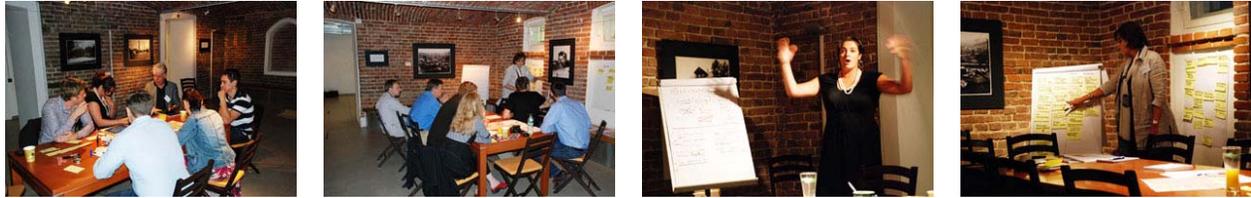
Parallel to these developments all the other projects can be done simultaneously. As long a clear master plan of this area exists and a clear process design has worked out, preventing that works on one project do not interfere other functions and activities, a medium-term to long-term development has no barriers.

Group one worked out a plan and presented this in a PowerPoint presentation. The plan indicates principles and a step by step implementation plan. The text below is side text to the PowerPoint slides mentioned:



M = Market driven GOV = Government investment

Process



Reported by *Elsbeth van Hylckama Vlieg* and *Femke Haccoû*

The Subgroups 3 and 4:

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Valeriy Hyzhniak (UA)

After having considered observations concerning the identity, the critical mass, the connectivity, and promotional capacity of the area the two groups reached their conclusions and recommendations which were subsequently amalgamated into one flow chart for the process of development for the Southern Lviv District. Groups 3 and 4 both where challenged to focus on the process of the development of the site.

Group 3

Observations

The site it self is a green and large scale area. Enclosed by a green corridor that separates the area from the residential area of Sychiv.

The bus stadium, the hippodrome and the stadium identify the area. These large scale facilities add value to the Lviv city as a whole. Because of the good connectivity by bus and road this area is suitable for large scale events that wouldn't fit in the historical city centre. It is important to have a balance in functions in Lviv. The centre of Lviv is beautiful and historical and a live. Liveliness in centers comes with daily life. Student houses, daily work, city administration, schools and shops add to the liveliness of the historical centre.

It is important that the stadium area will not compete with the historical centre. It must add value to Lviv as a whole. The large scale identity will be good starting point.

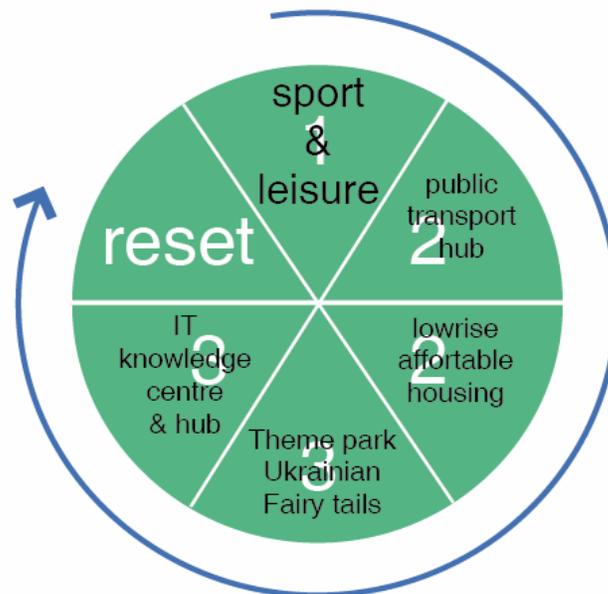
Lviv is growing if not in number of its inhabitants, it is growing in size, the houses are growing and the spatial need per person is growing. Since the good connection towards the city centre and other business districts, this area is good for sustainable low rise housing.

The area contains a water plant that provides Lviv of clean and healthy water. This healthy theme can be interesting as an identity for the area to build upon.

Since Pope visited Lviv and this area in 2001 religion has become a very important aspect of the identity of the study area and needs a prominent spot in the area.

To get to the process it is important to have a clear concept to get the process started. Our group chose for a sport and leisure concept. Sustainable and ecological ways of building and designing are a basis for our proposals. To get a good functioning fringe area, it is important to have a multi functional program in the area. But where to begin? In the next paragraph the process is laid out.

Suggestions



Process is always connected to content. So in group 3 we propose steps to get to the concept of sports and large scale entertainment next to a sustainable urban development for Lviv as a whole. The idea is to create a sustainable master plan for the site that has added value to the city of Lviv.

To get to this master plan it is useful to have social backing from the Lviv people. To get backing and a good perspective on this area you need social and economical investors. Social investors are the people that make use of the area and a critical mass of people you need to get the site started. People who want to live, work and recreate in this area. Economical investors are people that want to get there businesses started on the site. To attract these investors it is a necessity to make use of a transparent process.

Identify short term, mid term and long term goals.

In the scheme above the several steps are shown. Every number is related to a certain phase of the proposed process. Number 1 is a short term goal, the numbers 2 are mid term goals and can be set in a time frame of 10-15 years. Numbers 3 are long term goals and need careful preparation; these can be set in a time frame of 20-40 years.

1. Short term: Focus on sport and leisure

The first step is to focus on the promotion of sport and leisure as the identity of this area. Make use of the EURO 2012. Make mugs, make t-shirts, celebrate the sport season and pre launched the area for Lviv people. This is a large scale event. The people of Lviv can be proud on this event. Create social backing for the promotion of this event. Use the energy of the people to create a better Lviv sport culture. London 2012 uses the Olympic Games to create a healthier community.

Investigate the feasibility to turn the stadium into a multifunctional accommodation after the EURO 2012 event.

Build further on the sports-identity: an ice hockey stadium as a preparation for the winter Olympics of 2026? And a swimming pool?

Investigate additional land use, adding to the youth value of sports: a low budget camping for tourist and visitors of Lviv. This connects to the large scale facilities. Large parking places and good connectivity to the historical city centre. The visitors of the large scale sport events can make use of the camping site.

In short: develop a complete concept for the stadium after 2012. Integrate this with the future functions that will add to the site. Make a flexible urban design with a good planning and phasing of the upscaling. Next year it will be sport events, the next year music events, after that it can turn in to a public park that will add value to a new residential area. The framework must be strong, the content of the framework can be flexible.

2. Mid term: Connectivity and affordable housing

The existing hub function of the bus station is to be used as a starting point for development of a larger regional public transport hub, effectively attached to the local/city transport system. Make a land reservation along the main road system to build a sustainable operating system. The hub can connect different transport modalities, mini bus system for historical center, larger bus system for Lviv greater area and train system for the Ukrainian system.

If housing is chosen as a substantial function in this area, the ideas about how to go about should be assembled and investigated. For example using the identity of Ukrainian lifestyle to build an ecological suburb with affordable low rise housing, with collective gardens or other forms of urban agriculture, following a green structure throughout the area. The people can not just live there but must also be able to work there.

3. Long term: Theme park as job generator

Leisure facilities would need a private investor or a public private partnership, for example to create a theme park. Finding an investor with whom a concept can be developed in accordance with the preferences of the city will take some time. It should enhance the local economy, create jobs for Lviv inhabitants and add value to the quality of the city in general.

Another option is an advanced and internationally orientated development institute for IT combined with an exhibition and activity centre for kids and schools. A strong glass fiber network will add to the attractiveness for international IT firms who might be interested to finance it.

After having developed suggestions group 3 and 4 merged to get to one flow chart and to recommendations on how to implement the process.

Group 4

Observations

As to the identity of space, the group got the impression of a large relatively empty green area, in between the city and a modest suburban surrounding, containing three existing separate major functions based upon which the development of the area could be further elaborated: the almost finished UEFA Cup football stadium, the Lviv Hippodrome and the bus station.

An important element of the area's national identity is the historical visit of the Pope in 2001.

The critical mass of the area with its 326 ha is substantial enough to be subject to larger area development planning, which indeed has been done already in the master plan of 2000. In the mean time, since eleven years have past, there is obviously reason to reconsider this masterplan.

The functions of football stadium and hippodrome consume resp. ca. 7, 5% and 22% of the area. This leaves two thirds for connecting infrastructure and other uses.

The area is for the largest part open, unbuilt, and leaves therefore opportunity to contribute to the city as a green and more extensively used modern large scale land development, with parks, recreational grounds, combined with water resources such as lakes and ponds. It could provide a nice contrast to the existing historical densely built up city with its organic structure.

The area would be big enough to consider substantial housing development. This could provide an important alleviation of the housing shortage in the city. In such case the relation to the existing housing areas and the city centre should receive serious attention. Housing can be a sustainable infill of this area if it will be substantial enough to support shops, social services, public transport and a mixed income population.

The connectivity to the existing centre will determine its attractiveness. But it might also become popular because of the nearby sports facilities if they could be used for other purposes than just sports. Integrating the stadium, the race track and the bus hub as central facilities into the master plan as a whole could make this area very interesting for living. The condition is however that housing is given sufficient critical mass to turn it into a complete new urban extension.

Further study would be necessary to examine the possibilities for added value to the economic profile of the city, strengthening the existing competitive position of the existing city centre in relation to nearby international centres of economic gravity (Krakow, Kiev, Budapest) and national centres such as Uzhorod, Ternopil, Rivne, Luts'k, Ivano-Frankiv'sk). A well elaborated economic regional policy that would put Lviv in the position to relate to neighbouring regions in the EU would be advisable. Of great value in this respect is the nearness of the airport, which on the other hand will set limits to the developments, especially housing, due to the noise and stench nuisance.

Another advantage of a larger scale new urban development is the unique possibility to develop a new sustainable approach to the use of energy. It is worth the trouble of looking into urban design practices, in Europe or elsewhere in the world, for creating energy neutral areas, such as the harbour area of Rotterdam. Energy will become increasingly expensive, and opportunities to do something about it as effectively as can be done in large new urban developments are to be cherished. In addition, it would enhance the general attractiveness of Lviv as an economic production site.

The connectivity of the area is determined by the existing bus hub and the adjacent highways to the city of Lviv, of both ring and radial structure. The pressure on the existing roads in the city could be relieved by distinguishing between functions that need to be in a central place, such as governmental services, touristic- and cultural attractions, and those who could be better off in a more peripheral place with good accessibility. In this sense the development of the whole Southern District should be made part of the mobility plan for the wider Lviv urban area.

Dependent on the uses other than the stadium and the horse racetrack, the structure of the Southern District itself needs to be further developed, taking into account that smaller scale infill such as housing, need an effective breakdown of main roads to smaller roads and streets. The area could profit from the central function of the bus hub by turning this place into a centre for the whole area. An extra benefit is the nearness of the bus hub to the fringe of the existing city, and the visual link between old and new that it could make.

The larger public space that is needed to accommodate large events in the stadium could be designed in such a way that it enhances the positive effect of variety and differentiation, in contrast to the more densely built up areas, these being major factors in creating urban living quality. All this could be further developed along with the updating of the master plan.

The human scale of developments in the whole area will need to be specifically examined, independent of the choices further to be made for the master plan.

The new area will have to speak to the imagination of people, in order to become successful as a place to invest, to live, to work or to recreate.

Large developments of whatever nature must therefore be held against the conditions for people to feel at home, and more generally for the vitality of neighbourhoods: No large blocks, but many corners and side streets, shops, schools and services at walkable distance for everyone. If housing is applied it needs therefore to be compact, fine grained, with lots of variety and differentiation, in terms of building form and of population. In the 2000 master plan this is not the case. And if housing is chosen to have less than the necessary critical mass there will be no sustainable future as a housing area. In that case the area could better contain no housing at all. Or at least in the long run housing must reach a certain level, if the investments cannot be made all at once.

Promotion and Marketing may serve different goals.

First to enhance the social backing for the investment of public means and the development of mental ownership of this new urban extension for the inhabitants of Lviv. If limited to sports, big events and horses, it will never really become part of the urban network. If enriched with green, recreational facilities and social attractions it might become the weekend resort or the garden of Lviv.

If it will house a water plant and substantial water buffers, to be used for recreation as well as urban water household reserves, it might be seen as a support system for the whole of the urban climate.

An other goal is the attraction of foreign investors in land development. This may coincide with the previous notes on promotion of the area. Investors need the security of making a good return, and therefore the plan needs to be interesting for the acquisition of foreign and national capital. And the plan should not evoke resistance with the local population.

A third goal is the surplus value of the plan for the economic development on the region of Lviv. Especially its location close to the border of Europe as well as close to the airport can be turned into an asset. The general policy for doing business in Ukraine should support this.

The UEFA event in 2012 could be used as a possible catalyst, but will not influence opportunities ever after. If the momentum of 2012 can be turned into a boost for the Lviv economy, backed up by a longer term economic development policy, then it could prove to be a hinge point in time.

Recommendations



Content

To turn the observations into concrete suggestions concerning the future land use of the area, the following list has been drawn up, in order of preference or priority:

- The area is suitable for housing only if mixed and of a substantial mass. If not, then no housing until such can be reached in the future.
- The fixed functions of stadium, racetrack and bus hub are beyond discussion. Everything else needs to be adapted to the conditions of quality of public space and all that is needed to achieve urban vitality. Additional uses need to submit to these conditions. At the same time they will profit from it. Urban design will therefore need special instructions and sufficient budget.

- The attractiveness of the area could be enhanced by making use of the unique opportunity of this area to be developed in one design and by arranging for research and development budgets and outsourcing of expertise concerning energy, IT, conditions for flexible work places, and other area based technical innovations.
- The liveliness of the Lviv historical centre should be guarded with all possible means. This implies: no functions in the Southern District that compete with the specific touristic attractiveness and typical urban life of the city centre. One needs to be aware that a city in which centre its own inhabitants have lost interest will very quickly loose its touristic attraction. A city with only tourists, however historical or UNESCO promoted, will serve no one in the end.
- Make a difference between central areas, peripheral areas and intermediary areas, and develop them each in their own right within the master plan of the area.
- Define the functions of the several areas. Which functions are central, which are peripheral? Prevent mixing central functions with other than central areas, and prevent mistaking periphery for centrality and vice versa.
The areas in between peripheral and central need special care because they are there to make the connection and the difference between the two.

Process

As to the process itself, the following recommendations are made:

- Organize the transformation from big open space with three major elements and a few surrounding suburban elements to a fully integrated, competing and sustainable new urban part, and do this carefully, step by step, never losing the final goal out of sight, yet allowing the process to learn and adapt on the way.

A time span till 2040 might be needed.

- An iterative process is easy to organize if you are conscious of the purpose of learning. It also gives the chance of feeding information into a democratic process in which the inhabitants of Lviv take part, growing affection with the new part of the city and coming to understand how community money is invested in something good.

Step by step: what first what next:

First: While readjusting the master plan a re-evaluation of the legal context needs to be done, in such a way that public investments may trigger private investments: Organize the registration of ownership (cadastre) and make it publicly accessible and fully up to date. Evaluate the securities that public and private law may provide to protect investors.

If this is all done, promote it.

Make an inventory of all interests involved in the area, fixed and not fixed ones, and develop a strategy for dealing with every one of them.

Investigate the housing market as it exists in Lviv, and determine the possibilities to supply housing in the South District without creating under pressure elsewhere in the city. Make a mix of housing for various income and lifestyle categories. Vary not to much and not to little in the plan.

Second: Formulate a vision for the South District as a whole, including the various uses, their scale and synergy, and the principles with which they will be spatially organized in the plan.

Translate this vision into a land use plan, including zoning.

Exercise the figures: the costs, the land value, the public parts, the private parts, the profitable parts and the parts with a negative outcome that need to be compensated. In other words: make a financial structure plan that is in itself budgetary neutral.

Third: Investigate the possibilities for value transfer inside the plan and make standard contracts in order to provide a basis for dealing with external private and public investors.
Organize the public role for social housing as well as private housing.

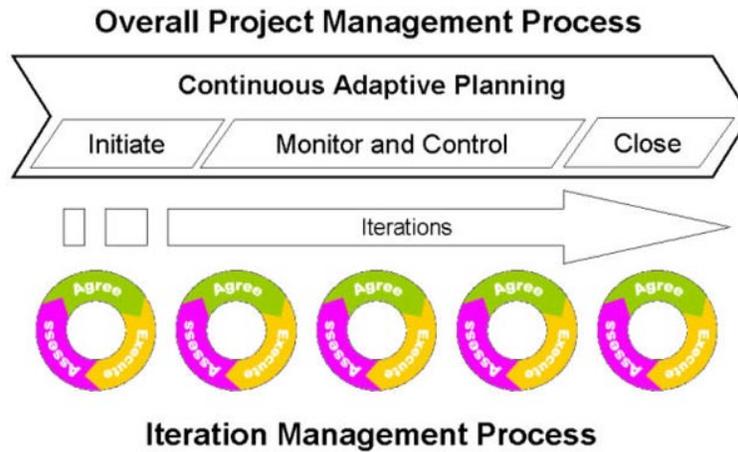
Fourth: Organize the development of social backing for the developments, as from the very beginning up till the end. Goal is to attain acceptance, recognition and ultimately identification, based on familiarity and insight and a common motivation. The best way to do this is through a structured debate in which Lviv citizens can participate and exercise influence.

Conclusions and merger of the findings of Group 3 and 4:

Flow chart:

Reactive planning	Long-term planning	Time line
Basis: Ice Hockey multicomplex Exposition centre (Green) connections Affordable low rise housing	Basis: Structure plan 2025	Now
Step 1a: Decision by Mayor on task force installation & concept definition (see scheme)		[END OF 2011]
Step 2: Concept definition for each element	Step 2: - Research data - Stakeholders analyses and installation in process - Iterative zoning & planning - Feasibility & financial structure - Identity definition and plan	
Step 3: 1. Approval by Mayor on overall plan 2. Decision of execution organization		[END OF 2012]
Step 4: Development tender process (for elements that go to market)	Step 4: - Overall planning execution - Systematic evaluation & defining adjustments	

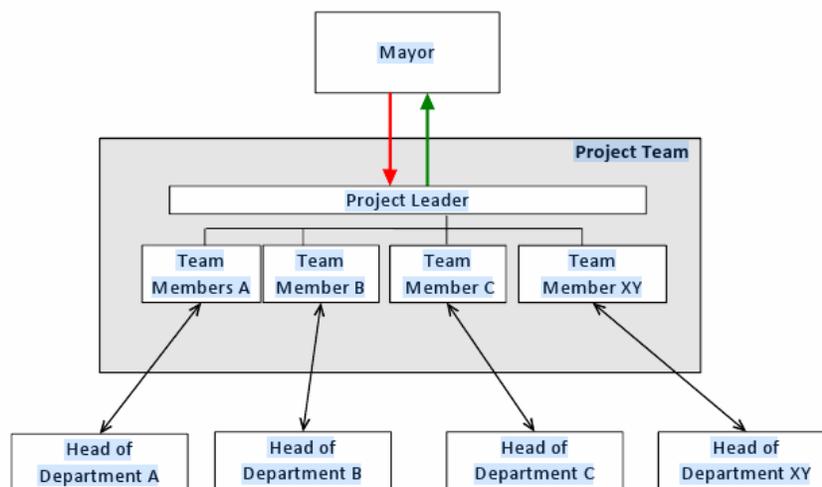
Planning method: an iterative process:



An iterative process can (metaphorically) be best compared to Ravel's symphony the Bolero. This composition starts with a simple melody that, in the course of the music play in every new cycle is enriched by new instruments. The tune stays the same but the composition becomes richer and richer. The iterative process starts of with a simple proposal and goal that is diversified in the course of the process. All the discussions will repeat themselves but every time enriched by the new stakeholders and parties.

Organizational scheme:

The essence of the organizational scheme is that of a project organization that stands more or less apart from the line organization and report via the project leader directly to the highest authority i.e. the mayor. Every involved department of the Lviv municipality and of the stakeholders that are to be involved in the process need to be represented in the project organization (the project team) with decision making power and the obligation to feed back to their original department .



5 Closing Remarks

The recommendations that were delivered all considered the request of the mayor in his welcome address to encompass in the functional programme of the Football stadium Area offices for the City Administration.

Although this would be very beneficial as a trigger for this new development area of developments of the urban fringe, all experts were very cautious to endorse this moving out of the City centre of larger parts of the city administration. The very livable character of the City Centre with all his small retail shops, fashion, food, café's restaurants, theatres with the esplanade Svobody Avenue Lviv as its core, would be severely undermined when the about 25.000 employees of the City Administration of Lviv would not work, shop and make use of the kiosk's, café's and restaurants anymore on a daily basis. It is hard to imagine that the lively character of the inner city would not be seriously damaged by such a intervention.

One of the arguments to move out the entire Lviv City Administration was that is was expected to delude the traffic pressure in the city centre which indeed is heavily impacted by the chaotic traffic management in the City of Lviv. The traffic congestion however could easily be controlled simply by declaring the inner city not accessible for private cars. Many also bigger cities in-and outside of Europe have shown the effectiveness of this type of measures. Creating a even more lively character of the city centers and even higher property values.

The current situation of the City Administration being scattered over the city centre would not be so problematic if the internal communication was more internet based and less paper based. Physical nearness, although helpful for smooth operations is not a necessity per se for coordination.

The main characteristic of programme for the Area of the Football stadium should remain sport and event related developments, both in terms of sport facilities as well as sport related businesses. A congress centre would fit perfectly as well as the amenities that enshrine these event related facilities like hotels and recreational facilities.

As these developments need big investments both from public and private parties. One could consider to attract interested parties, that create profitable functions to contribute to collective goods like a hospital in this area as well. Because the availability of health care facilities close to sport and events functions is of critical importance.

This would create a situation which is also beneficial for the inhabitants of the housing area bordering the football stadium area.



A List of participants and résumés

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From the International Intervention Institute the following persons are invited:

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Haccoû	Femke	City of Amsterdam; Spatial Planning Department	Landscape Architect; City of Amsterdam, Department for Spatial Planning (NL)	femke@haccouesign.nl femke.haccou@gmail.com	James Cookstraat 24/HS, 1056 SB Amsterdam, The Netherlands
Rammensee	Rolf Richard	Department of Urban Planning, Landeshauptstadt München	Deputy chief, Land Use Planning and Urban Development	rolf.rammensee@muenchen.de	Blumenstraße 31, D- 80331 München, Germany
Bruins	Luke	Red Concepts BV	Director	luke.bruins@redconcepts.nl	Kraanspoor 36, 1033SE Amsterdam, The Netherlands
Fuglem	Terri	University of Manitoba Department of Architecture	Associate Professor	fuglemtg@cc.umanitoba.ca	R3T 2N2 Manitoba CANADA

From the Municipality of Lviv and international partner cities the following persons are expected to participate: these are urban planners, traffic expert, landscape planners, developers, architects and district representatives.
CUPA PARTICIPANTS:

Lastname	Name	Institute	Position	e-mail	Address
Bezborodov	Volodymyr		Architect	bezborodov@gmail.com	4 Vuzka Str. 79495 Lviv-Vynnyky, Ukraine
Bohatyrenko	Nadiya	Commercial Office Advantage Austria in Lviv	marketing officer	lwiv@advantageaustria.org	vul.Heroyiv UPA 72 k.8 of 8 Ukraine 79015
Dinka	Marek	Bratislava city administration	Department of territorial systems coordination	marek.dinka@bratislava.sk	Primaciálne námestie 1 (Laurinská 7 3. posch., č. dv. 313) 81499 (81101) Bratislava, Slovakia
Feshovets	Olena	Commercial Office Advantage Austria in Lviv	marketing officer	lwiv@advantageaustria.org	Heroyiv UPA 72 k.8.of.8 79015 Lviv, Ukraine
Hauser	Gerhard		architect	g@hauser.cc	Arzlerstrasse 138b A 6020 Innsbruck, Austria
Kiral	Serhij	Lviv City Council	Head of Investment	serhij_kiral@city-adm.lviv.ua	Rynok Square 1 79008 Lviv, Ukraine
Kryvoruchko	Yuriy	Lviv City Council, UKRAINE	Head, Office of Architecture at City Development	vynyarchuk@city-adm.lviv.ua	1, Rynok Square 79006 Lviv, Ukraine
Kryvoruchko	Olha	National University "Lvivska Polytechnika", Institute of Architecture	Department	ola_kryvoruchko@ukr.net	Gorodocka str., 45/6 79007 Lviv, Ukraine
Kutnyi	Yuri		Architect	kutnyi@mail.ru	Skoryny 30 / 4 790 Lviv, Ukraine
Onufriv	Yaryna	Architectural Designing Bureau "Shulga"	urban planning, architecture, interior design	yarynaonufriv@gmail.com	Stryjska street 69-37, 79031 Lviv, Ukraine
Pavliv	Andriy	Lviv City Council, UKRAINE	Department director, Lviv City Council	trots@ukr.net vynyarchuk@city-adm.lviv.ua	1, Rynok Square 79006 Lviv, Ukraine
Pavliv	Peter	Lviv City Council, UKRAINE	Assistant to the Department director	trots@ukr.net vynyarchuk@city-adm.lviv.ua	1, Rynok Square 79006 Lviv, Ukraine
Polic	Darko	JP "Urbanizam" Novi Sad		darko.polic@nsurbanizam.rs	Bulevar cara Lazara 3/III 21000 Novi Sad Serbia
Postl	Gregor	Commercial Section of Austrian Embassy in Kyiv	Commercial Councilor	kiew@advantageaustria.org	vul.Kruhlnouniversytetska 3-5, floor 1024 Kyiv, Ukraine
Shulga	Genadiy	Architectural Designing Bureau "Shulga"	urban planning, architecture, interior design	shulgagal@mail.lviv.ua	Stryjska street 69-37 79031 Lviv, Ukraine
Vachko	Andriy	PE "NVF" Ruteniya"	Director, Team leader of architects	vacha.forever@hotmail.com	Gorodotska str. 45/6 79007 Lviv, Ukraine

Lastname	Name	Institute	Position	e-mail	Address
Voronich	Yaryna; mrs	Bureau of International Cooperation Lviv City Council	External Expert to the City Development Department	y@voronich.com	Gnatuka 8-1 79005 Lviv, Ukraine
Voronych	Evgen	Voronych Architect	Architect, Urban Planner	mail@voronich.com	Gnatuka 8-1, 79005 Lviv, Ukraine
Wojciechowska-Bartnik	Jadwiga	City Office Lublin, Planning Department	Junior urbanist	jadwiga.wojciechowska@lublin.eu jwojciechowska@lublin.eu	ul. Wieniawska 14 20-071 LUBLIN, POLAND
Zniszczyńska	Anna	City Office Lublin, Planning Department	Junior urbanist	azniszczyńska@lublin.eu	ul. Wieniawska 14 20-071 LUBLIN, POLAND

Curriculum Vitae Participants

Drs H.A. (Huibert) Haccoû

Born: 1950

Nationality: Dutch



Huibert Haccoû is associate professor at the Saxion University for Professional Education IJsselland in the city of Deventer in the Netherlands. He teaches Urban and Regional planning at the School for the Build Environment.

He is founder and principal consultant of Haccoû-Consultancy and Associates based in the Netherlands. He provides consulting services to private and public, local, regional and (inter) national planning agencies.

In this capacity he consults and implements the international program of the Habiforum foundation, aiming at developing an international network of expertise on multifunctional and intensive land use.

He initiated and directed the Interreg IIIc Operation MILUnet; an international expert network on Multifunctional and Intensive Land use.

He is a member of the editorial board of NOVA TERRA, a quarterly magazine on innovative use of space.

Trained as a political scientist and economist his career started in the civil service. In various functions at the central-, the provincial- and city government level, he acquired a broad understanding of the larger context in which growth, and development planning occur. He changed to a private consultancy and engineering firm and was assigned to national -and international projects as a consultant for strategic public policy making and as process manager in the field of spatial planning and the environment. In his recent academic carrier he focussed on Multifunctional and Intensive Land use issues, conducted international workshops and experts meetings and edited and contributed to several publications on Multifunctional and Intensive Land use developments world wide.

Martijn Kramer

Born: 1972

Nationality: Dutch



Martijn Kramer studied architecture and construction engineering at Delft University of Technology. Before joining IIUE in 1998 he was a consultant at the National Information Agency on Schools and Teaching Accommodations.

At IIUE he has conducted several national projects on sustainable housing and urban planning. Now at IIUE, as project manager, Martijn Kramer is responsible for European projects on the built environment. He initiates and manages European (network) projects in terms of content, finances and organization. During these projects he organised and facilitated a number of seminars, courses and workshops (European Awareness Scenario Workshops, Workshops on Indicators, Implementation Lab's etc.) in the Netherlands as well as in other European cities.

Elsbeth van Hijckama Vlieg

Born: 1948

Nationality: Dutch

Elsbeth is a Social Geographer and City Planner by profession. Her career started in 1975 with projects in Amsterdam, a.o the south east suburban extension of the "Bijlmermeer", and urban renewal of the "Spaarndammerbuurt", "Sloterdijk", "Zeeheldenbuurt" and the Timber Harbours. After that she spread her wings over a bigger area: She was coordinator of research for urban renewal and public administration at the Dutch Ministry of Public Housing, Physical Planning and the Environment.

She worked as a director of the planning development and infrastructure sector at DHV Consulting Engineers, and as director of Urban Development with the City of The Hague. For more than 12 years she was secretary general and chief executive officer of IFHP, International Federation for Housing and Planning.

As from 2006 Elsbeth acts as an independent consultant for urban development, specialised in intervision, management processes and policy development. She is member of two advisory boards for spatial planning and living quality and three supervisory boards in the housing and healthcare sectors. At present she is also president of the Megacities Foundation and director of the International Intersivision Institute III.



Volkmar Pamer

Born: 1958

Nationality: Austrian

Volkmar Pamer was educated as an architect at the Technical University of Vienna. Working for several years as a freelanced architect with the focus on residential buildings, villas, hotels, monument protection, industrial architecture and interior design. Since 1994 working for the City of Vienna as an urban planner. Zoning plans for Vienna's south, project coordination, area management of the urban renewal showcase Cable and Wire Factory, co-author of two books on that issue. Founding member of the IFHP (International Federation for Housing and Planning) working party MILU (Multifunctional and Intensive Land Use), Vienna's representative in the EU co-financed projects MILUnet and REDIS (Restructuring Districts into Science Quarters).



Participated in:

All (!) MILU and MILUnet events, Co-initiator of CUPA and participating in all activities so far; URBACT-REDIS (Restructuring Districts into Science Quarters), participated in all activities (Meetings, Implementation labs, Site visits, interim conferences etc.)

Markus Damm

Born:

Nationality:

Study of Spatial Planning at the Technical University of Vienna, which he finished 2008 with a thesis on "Development of Urban Entertainment Centres". The task of the thesis was to figure out logics and regularities of the development of urban entertainment centres. Four case studies were analysed and guidelines for local participants in the development process elaborated. During the study Markus has deepened his knowledge of environmental assessment in a project with the aim to elaborate the environmental assessment of the Vienna main train station. In addition to his studying Markus Damm has acquired knowledge of District Planning during an internship in the responsible municipal department of the City of Vienna.

Markus Damm is employed by TINA VIENNA since April 2009. At TINA VIENNA he is responsible for the projects concerning urban development in the field of Urban Technologies and tasks related to the Danube. These include the DonauHanse the network, the working group for transport and shipping of the Working Community of the Danube Regions and the Secretariat of Corridor VII.



Femke Haccoû

Born: 1981

Nationality: Dutch

Femke Haccoû Msc.(1981) is educated as spatial planner on bachelor level at the Saxion University for Professional Education in Deventer and as Landscape Architect at Wageningen University on master level.

After her master thesis on Dynamic Water Urbanism she continued to be involved in research on this rather new form of Urbanism. She stayed connected to Alterra (research centre of Wageningen University) to explore the possibilities on water urbanism. Next to research she worked at Vondel Vastgoed (real estate) as Landscape Designer. The combination of research and practice is something Femke likes to achieve.



Next to Haccoû Consulting & Design BV Femke works at the City of Amsterdam, Department for Spatial Planning as Landscape Architect. She focuses the relatedness between levels of scales of spatial planning. Her current projects are:

- Research on Metropolitan Landscape, how does recreation work in larger landscapes around the city?
- Master plan and Quality plan of a new large recreational area Tuinen van West. This area will combine urban agriculture with ecology and recreation.
- Design of a natural playground, Jeugdland. The design of this playground is based on re-using green material from parks and stimulation of children to exercise in a natural surrounding.
- Design of floating lands along the Westside of Zeeburger island for a ecological connection between the south and north side of IJ river.

Femke participated in a internal course of the City of Amsterdam. This course deepened the Amsterdam planning methodology from European scale to street level.

Rolf Rammensee

Born: 1949

Nationality: German

Education: 1977, Dipl.Ing. (Graduate Engineer) Architecture and City Planning
Technical University of Munich

Languages: German (mother tongue), English, Italian, French

Employment: since 1980 civil servant Dept. of Urban Planning, Urban Development
since 2000 Deputy Chief of Land Use Planning, Urban Development

Experience: updating of the Munich Land use plan in total,
enhancement of public participation,
numerous modifications of the LUP e.g. finding of a
location for a new soccer stadium in Munich for the World Cup 2006 in Germany

Participated in: Interact (European cities in action):
exchange week in Budapest, WS Lyon, in 2003
MILUnet:
IL Huelva 20-22 april 2005
WS and IL Munich 26-28 october 2005 (co-organiser)
IL Charleroi 10-12 may 2006
IL Patras 8-10 november 2006
MILU closing event and IL Lisbon 8-11 may 2007



Terri Fuglem

Born:
Nationality:

No CV received

Luke Bruins

Born: 1970
Nationality: Dutch

Luke Bruins (1970) is a director and founder of Red Concepts and has extensive experience in various area development projects. The key focus in his career is on development of creative city zones in public private partnerships with European cities. The creative city zones provide infrastructure for small creative businesses, revitalize deprived city area's and add value to the city promotion.

Red Concepts redeveloped the deprived shipyards areas in Amsterdam north towards a creative media area with also the headquarters of MTV and Discovery Channel. Giving the northern part of Amsterdam a new image for living and working. This year Red Concepts is delivering the Humanity House, corporation of Red Cross and the city of The Hague, a museum that helps to strengthen the imago of The Hague as an international capital for human rights and international law. Luke Bruins is co-writer of the book "New Functions for Old Buildings."



Volodymyr Bezborodow

Born:
Nationality:

No CV received

Nadiya Behatyrenko

Born:
Nationality:

No CV received

Marek Dinka

Born: 1982
Nationality: Slovakian

Marek Dinka was born on 15th November 1982 in Bratislava.

He studied geography, spatial planning and spatial research at the universities in Bratislava, Vienna and Münster. He finished his studies in Vienna; in his masterwork he was comparing the spatial planning systems in Slovakia and Austria. He is working for the Bratislava city administration at the department for territorial systems coordination. Together with his colleague, Mrs. Adamcová, he is responsible for regional territorial affairs.



Olena Feshovets

Born:
Nationality:

No CV received

Gerhard Hauser

Born: 1954
Nationality: Austrian



Formal education

1981 Graduation at Technical University Innsbruck (Dipl.Ing.)
1973-1981 Study of Architecture, University Innsbruck

Work experience

1992-present Head of architectural office, self employed
2000-2002 Branch office in Vienna
1992 Assumption of architectural office of Arch. DI Wulfing Hauser

Other

Public appointed expert on structural engineering
Energy advisor and consultant
Special know-how in planning of low-energy-houses and passive-energy-houses
Member IG Passivhaus
Member and collaboration in Chamber of Architects and Engineering Consultants in Austria

Serhij Kiral

Born:
Nationality:

No CV received

Yuriy Kryvoruchko

Born: 1955
Nationality: Ukrainian



Working experience: Head, City Planning Department, Lviv National Polytechnic University. Professor, Landscape Architecture Department, West Pomeranian University, Szczecin (Poland). Chief architect, Lviv City Council, Ukraine.

Experience: Deputy Head, Permanent Coordination Council on City Development, Ministry of Education and Science of Ukraine.

Publications, Scientific activities: Author of over 160 scientific publications on the issues of city development, landscape and sacred architecture both in Ukraine and abroad (Poland, Germany, Austria, Estonia, Lithuania, Georgia, Russia). Speaker at more than 110 scientific conferences (out of which over 60 – abroad: Poland, Germany, Austria, Estonia, Lithuania, Georgia and Russia).

City development and architecture projects, contests: 2006-2011 Organizer and member of the jury at the International contests in Lviv; “Public centre of the residential district Sykhiv in Lviv” (2007-2008). “Hotel project on the corner of Krakivska and Virmenska streets in Lviv”(2008-2009). “Hotel complex and congress-hall at citadel in Lviv” (2009-2010). 2006-2010 International Project “Pan European corridor “Berlin-Kyiv” (European Development Corridor II “Via Regia”). Germany, Poland, Czech Republic, Ukraine. Project manager on the part of Ukrainian. Participation in 18 architecture and city development project exhibitions in Ukraine, Poland, Austria.

Olha Kryvoruchko

Born:

Nationality:

No CV received

Yuri Kutnyi

Born: 1979

Nationality: Ukrainian



Education

1996 - 2002

Lviv Polytechnic National University, Department of Urban Development

June-August 1999

Practice in an architectural office of Bayreuth, Germany

June 2001

Practice about protection of historical environment Bavaria

Work experience

2001 - 2006

work in the architectural office "Architectonics", Lviv

2003

Become a leading architect in the firm "Architectonics"

2004

Winner of "TPK" contest, in the category - dwelling house

2006

Working in the architectural workshop "The Gates", Kyiv

2007 - 2009

Chief architect of architectural and construction office "Ukrproductbud"

August-Sept.2009

Coordinator to establish the initial base for the German GTZ public company in Lviv

2010

Project of revitalization of area Tershakivtsiv, Levytskogo and Pekarska st.

2010

Project of 7-storey apartment building on the street. Tershakivtsiv

2010
region.

Project of apartment with built-in shopping space on the ground floor Vybranivka, Lviv

2010

Project of placement of information tables (piers) in the central part of the city

Timea Lendvai

Born:

Nationality:

No CV received

Yaryna Onufriv

Born:

Nationality: Ukrainian



Education and trainings

2009 – 2010

Lviv Polytechnic National University "LP", Institute of Architecture; Direction: Architecture;

Specialty: Town-Planning – Master of Architecture

2005 – 2009

Lviv Polytechnic National University "LP", Institute of Architecture; Direction: Architecture;

Specialty: Town-Planning – Bachelor of Architecture

2010

Joint Workshop "Bandstadt Charkiv. Ost_Europolis_2012" with students from Technical University of Vienna, Lviv Polytechnic University and Harkiv University of Construction and Architecture, 23 April - 2 May

2010

Trainer ship in Department of Architecture in City Council, February - May

2009

Joint Workshop "Lviv Railway Station. Ost_Europolis_2012" with students from Technical University of Vienna and Lviv Polytechnic University, 26 April - 2 May

Work experience

2007 – 2011

Architectural Designing Bureau "Shulga"

Architect: urban planning, architecture, interior design, landscape architecture

Andriy Pavliv

Born: 1962

Nationality: Ukrainian

Education

Graduate of Lviv National Polytechnic University (1979-1984), postgraduate studies at Moscow Scientific and Research Institute for Technical Esthetics (1988-1991).

Work experience

PhD in Architecture. Author of more than 40 scientific and methodic works as well as the course book «City Development». Head of Design Division of the Arts Department at the Architecture Institute of Lviv National Polytechnic University.

Worked as the Deputy Dean of Architecture Department, Dean of Architecture Institute, Vice-rector on Study and Operational issues of Lviv National Polytechnic University, Deputy Mayor on Infrastructure and City Development of Lviv City Council.

Since 2007 and until present holds the position of City Development Department Head at Lviv City Council.

Within competencies – settling city development, architecture, land management and ecology issues in Lviv.



Starting Lviv preparations to EURO 2012 supervises the construction and preparation of tournament objects within the city boundaries.

Darko Polić

Born: 1975

Nationality: Croatian

Education

2005- 2010: Faculty of Architecture, Belgrade University, Belgrade, Serbia

Thesis title: Built Cultural Heritage in Shaping Global Attractiveness and Competitiveness of Novi Sad/ Theoretical and practical research of modern global processes and local identity contribution to contemporary urban development.

Master of Technical Sciences

Work Experience

January 2004- present:

Architect and Urban planner at JP “Urbanizam” Zavod za Urbanizam Novi Sad, 3/3 Bul. cara Lazara, 21000 Novi Sad, Serbia. Urban planning, urban design research and analysis, local history research.

Team leader in:

- Urban planning documents of the historical city core of Novi Sad,
 - Urban design analysis of the derelict areas of Novi Sad,
 - Research on listed structures and areas in Novi Sad and
 - Strategy of general design development within urban area of Novi Sad.
-

Gregor Postl

Born:

Nationality:

No CV received

Genadiy Shulga

Born: 1952

Nationality: German



Education

1975 graduated Lviv Polytechnic Institute, specialty – architecture
1990 graduated post-graduate course in Kiev engineer- building institute
1990 got a degree of candidate of architecture

Working experience

1975 assistant on department of urban planning in Lviv Polytechnic Institute
1980 teacher on department of urban planning in Lviv Polytechnic Institute
1990 university reader on department of urban planning in Lviv Polytechnic Institute
The chief architect in Architectural Designing Bureau “Shulga” (urban planning, architecture, interior design, landscape architecture)

Andriy Vachko

Born:

Nationality:

No CV received

Yaryna Voronych

Born:

Nationality: Ukrainian



Education

2000 M. Law University of Lviv, Ukraine
2010 Project Manager Professional Ryerson University, Toronto, Canada

Employment & Practice

2007> Consultant, Department of Architecture, Lviv City Council
2010 Project Manager, Analog Energy, Toronto, Ontario, Canada
2004-2006 Lawyer, Lviv, Ukraine
2004 Consultant, Architectonic, Lviv, Ukraine
2001-2003 Senior Specialist, Ministry of Justice, Lviv

Research & Professional Projects

2011> Consultant on heritage property investment in West Ukraine
2010 Photovoltaic Thermal Panels manufacturing, Research Project for Analog Energy, Toronto, Canada
2008 Via-Regia High Speed Railway, Region Planning Project, Law Consultant, Lviv, Ukraine
2008 The Underground Parking Plan for the downtown of Lviv, Consultant
2007-2008 The Public Centre of Sychiw, Architectural and Urban Open Competition – Contest Director, Lviv, Ukraine
2004-2007 Bristol Plaza Shopping Centre, Law Advisor for Bristol Plaza Ltd. Lviv

Evgen Voronych

Born:

Nationality: Ukrainian



Education

1998 Dip. Arch Polytechnic University of Lviv, Ukraine

1997 B. Arch Polytechnic University of Lviv, Ukraine

Employment & Practice

2004 > Architect Eugene Voronych Architect, Toronto & Lviv

2009-2011 Designer Paul Didur Architect Inc., Toronto

2008 Consultant Domorinthos, Athens, Greece

2008 Local Collaboration Architect Herman & Valentiny, Austria

2007-2008 Consultant Department of Architecture and City Planning, Municipality of Lviv

2002-2004 Architect Architectonic, Lviv

1999-2001 Interior Designer Domus, Lviv

Professional Affiliations & Licensure

2003> Architectural License, Ukrainian Ministry of Construction

2010> Ontario Association of Architects

Awards and Achievements

2008 Child and Youth Entertainment Center, built in Lviv received annual citation and was published in annual RHEINZINK Calendar, Vienna

2008 3rd Place in Competition project of 4 stars Hotel • Lviv

2006 1st place at the Architectural Competition of Bristol Retail Center • Lviv

1997 Citation Award • Railway Station Student Solar Energy Architecture Contest, South Korea

Research & Professional Projects

2010> Alder Street Mixed Use Development, Orangeville, ON – Designer for PDAi

2009> Centre Dufferin Recreation Complex, Shelburne, ON - Designer for PDAi

2008 The Light Plan for Lviv; Artificial light policy plan for historical downtown – Consultant

2008 Mid-rise residential building at 14 Lysenko St. and 53 Stus St., Lviv; Architect

2008 The Underground Parking Plan for the downtown of Lviv , Consultant

2007-2008 Soft Serve Administration Building, Lviv; Architect

2007-2008 The Public Centre of Sychiw, Architectural and Urban Open Competition – Program Planner

2004-2007 Bristol Plaza, Lviv; Architect

2004-2005 Entertainment and Recreation Center, Lviv; Architect

2002-2004 Furniture Shop Building ZL Ltd., Lviv; Architect

1999 Dnipro Cinema; Interior Designer

Adreas Wenninger

Born:

Nationality:

No CV received

Jadwiga Wojciechowska-Bartnik

Born:
Nationality: Polish



Work Experience

2009 – since now City Office Lublin, Planning Department , Local Planning Junior Inspector
 2008 – 2009 City Office Lublin, Architecture, Engineering and Urbanist Department, work experience
 2008 Institute of Spatial Management and Housing, Warsaw, traineeship
 2007 Institute of Spatial Management and Housing, Lublin, traineeship

Education

2010 – currently I'm studying on Cracow University of Technology, Postgraduate studies of the town-and-country planning
 2008 Stadslab European Urban Design Laboratory post graduate master class
 2003-2008 University of Maria Curie-Skłodowska, Lublin, The Faculty of Biology and Earth Sciences, Geography of social and economic, Spatial planning
 I was Granted the Degree of Master of Geography in July 2008 Thesis "Revitalization of Rusałka district in Lublin"

Prizes

2010 Award of the Mayor Lublin for the Best Graduation Paper on the subject matter associated with the economic development of the city
 2007 First prize in competition „Idea of Litewski square” awarded by „Gazeta Wyborcza”, Lublin

Anna Zniszczyńska

Born: 1983
Nationality: Polish



Employment history

2010-06 – now **City Office**, Planning Department junior urbanist
 • urban analysis and planning
 2008-11 - 2010-06 City Office, Architecture and Engineering Department office worker
 • handling administrative proceedings
 • customer service
 • urban analysis

Education

2008-10 – 2010-09 Lublin University of Technology; major: Architecture and urban planning; Master of Architecture
 2004-10 - 2008-06 Lublin University of Technology; major: Architecture i Urbanistyka; Bachelor of Science
 2002-10 - 2007-06 Maria Curie Skłodowska University in Lublin; major: Computer Science; Master of Science
 1998-09 - 2002-06 Stanisław Staszic High School in Lublin classes profile: mathematics, physics and computer science

Languages

Polish native
 English fluent – Certificate in Advanced English (CAE)
 Spanish basic

Skills

Computer skills: Microsoft Office, Open Office; AutoCAD, Bentley Micro Station; Adobe Photoshop, Google Sketch Up, Corel, Gimp



B Study case report Football Stadium Area

1. Key features of current land use; Planning limitations

by Mr. P. Krupa Chief project Architect City of Lviv

The territory occupies the area of 326,0 ha. Among the biggest enterprises operating at the mentioned above territory is Lviv Hippodrome, occupying 70,1 ha (in fact), water pumping station «Sokilnyky» - 9,0 ha, stadium «EURO 2012» that is currently being built (land plot area - 24,5 ha), bus terminal – 2,6 ha. Other minor enterprises own real estate, bought from the former owners, among others from OJSC «Lviv Flowers».

At present the following planning limitations are related to the enterprises operating at this territory:

- from corporate garages (23 garages) – 15m;
- from vehicle service station (5 stations) – 15m;
- from car wash – 15m;
- from protected sanitary water pipe zone \varnothing 1400m – 50m;
- from the «Lvivvodokanal» facilities (Lviv public water supply utility) – 30m;
- from automobile garage cooperative «Merkuriy» (148 garages) – 35m;
- from gas station – 50m;
- from Private Enterprise «Alanda» (production of cushioned furniture) – 50m;
- from bus terminal – 100 m;

The following municipal networks run through the designed territory: water mains, water pipes, sewage, medium pressure gas pipe line, heat pipe line, overhead power transmission 110 kilowatt lines



- The groundwater level – 3,0-5,0 m; direction of ground water flow - East, in Zubra river direction, which is a groundwater drain.
- Development of the land plot as well as the surrounding area has to take into account the karst-forming rocks, which are embedded at the depth of ca. 15,0m and are referred to the V karst hazard category. Therefore an organized rain water drain at the territory has to be developed.

According to the feasibility studies on reconstruction of Lviv airport the land plot is partially overlapped by the influence zones of Lviv airport – zone of restricted development with respect to flights safety and noise zones.

In terms of the flight noise level (ΔLA_{max}) part of the territory gets into the A, B and C zones. In the A zone the construction of houses, schools, educational institutions, hotels is allowed without reserve, in the B and C zones the construction of houses, hotels, health care centers – with high sound insulation. By the detailed land plot development plan the construction of only retail and motorway service facilities is envisaged in the B and C zones.

The A zone is designated for public facilities. Housing blocks, hospital and school are located in zones free from restrictions in terms of noise from Lviv airport.

Along the Eastern border of the land plot two water mains of Stryk water intake are running. Protected area - 50m.

2. Planning structure and functional land use of the territory

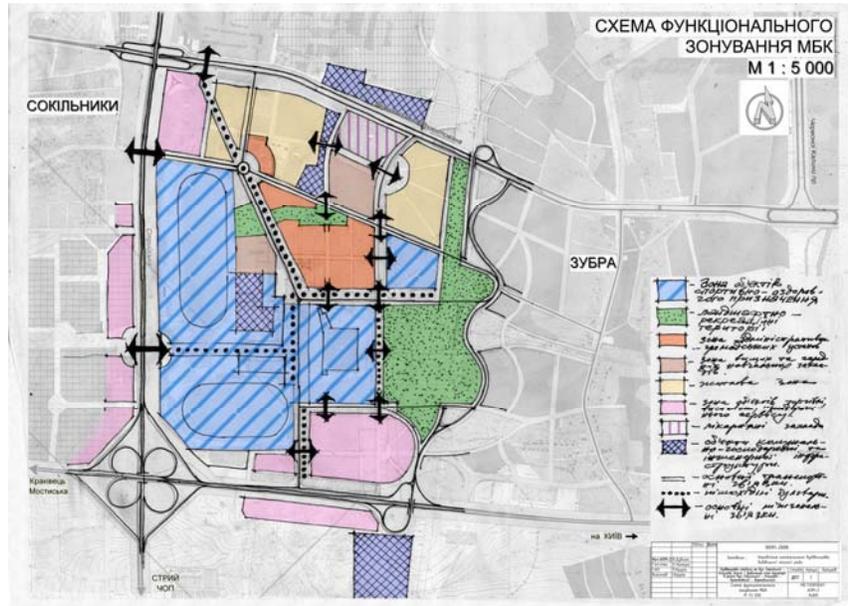
The territory of the City Development Complex is located in the Southern part of the city of Lviv and is linked to the planning structure of the Southern planning district of the city as well as its suburban area, envisaged by the city master plan.

The territory boundaries are defined by the Strybska Street, outer circular road, Vernadsky Street, Proektovana Street and protected zone of power transmission lines 110 Kilowatt. Total area - 326 ha.

Due to its functional assignment the City Development Complex is a multifunctional city development formation, consisting of current facilities and those being designed. In the end result both types have to constitute a comprehensive multifunctional city district where the local citizens as well as the citizens of the suburban area will be able to live, recreate, practice sports, national and foreign tourists to be hosted and sports events of regional and international scale to be held.

With regard to the mentioned above city development factors, the following functional zones at the territory of the city development complex were defined:

1. Area of «EURO 2012» stadium, which includes sports complex, parking places, park zone.
2. Hippodrome area with its main and auxiliary fields, household area, sports school.
3. Housing area with facilities for neighborhood services (schools, kindergartens, shopping malls).
4. Area of motorway service and outer transport facilities (bus terminal, car service facilities, hotels, motels).
5. Area of municipal facilities (water pumping station «Sokilnyky», household area of the complex infrastructure networks).
6. Hotel and business area (hotels, offices, business centers, supermarkets).
7. Exhibition centre area.
8. Green zone.
9. Area for sports educational institutions.



All the functional zones are connected by the network of streets, roads, sidewalks, and avenues.

Balance sheet of the City Development Complex territory

Nr.	Zone title	Total area, ha	City territories inclusive	Territories of Zubra Village Council
1	Area of «EURO 2012» stadium, including stadium complex	24,45*	24,45	
2	Hippodrome area	83,7	83,7	
3	Housing area			
4	Area of motorway services and outer transport facilities	9,6	9,6	
5	Municipal zone	12,1	12,1	
6	Hotel and business area	11,3	11,3	
7	Exhibition centre area	21,3	8,6	12,7
8	Park zone	8,6	8,6	
9	Reserve territory			

The basic planning and composition axe of the City Development Complex is a pedestrian boulevard, which connects the key facilities of the future design formation - «EURO 2012» stadium and transport hub that is being developed in the area of “Lviv” bus terminal.

Important planning element of the City Development Complex is a system of green zones along the boulevard that brings together important landscape components (existent ponds, softscape, open green areas of the hippodrome, as well as newly developed public gardens that complement the given system). Around the key planning axe main composition centers are formed.

3. Housing development

Technical and economic indicators on housing blocks development

No n/n	Indicators	K-1	K-2	Housing block K-3,1;3,2	Total
1	Land plot area	2,5	1,7	8,24 ra	12,44
2	Average number of floors	13	10	13 floors	
3	Number of flats	431	290	1368 flats	2 089
4	Number of inhabitants	1250	850	4100 persons	6 200
5*	Density of inhabitants	500	500	498 persons/ha	

* in addition it is planned to settle 6 000 inhabitants in the reserve territories (15,5 ha), including the territory within city borders (7,4 ha).

4. Public facilities

4.1 Sports facilities

It is envisaged:

- to allocate at the Southern side of the stadium an all-purpose sports and recreational complex (swimming pool, ice arena, aqua park, gym, tennis courts);
- to allocate a campus of the Institute of Physical Culture;
- to use more efficiently the hippodrome territory for sports purposes: (allocation of auxiliary sports facilities, training fields for archers, construction of auxiliary and sports premises).

Facilities that do not correspond to the functional assignment of the sports zone are suggested to be placed outside the hippodrome territory.

4.2. Transport Hub

The bus terminal was built in the 70s as the key city terminal – final destination of the intercity and suburban bus connections. The facility of the bus terminal was constructed according to the individual design with the following technical and economic indicators:

- roominess – 800 passengers/hour;
- capacity – 17 000 passengers /hour;

Including:

- intercity transport – 3 000 passengers/hour;
- suburban – 14 000 passengers/hour;
- number of platforms – 26
- departures intensity – 70 busses per hour;
- land plot area – designed -- 4,96 ha;
- existing -- 2,6 ha;
- Total area -- 3.930 m².**

Bus terminal is the third largest facility of outer transport (automobile) after the railway station and the new airport terminal.

Today it holds an international status since it operates international transportations to Poland, Czech Republic, Germany, Belarus, as well as Moldova.

The Bus terminal is connected to the city by bus and trolleybus lines. In a longer term perspective the idea is to launch a train and a subway connection. Therefore it is planned to establish a transport hub in the area of a bus terminal, which shall include the bus terminal itself, hotel complex, shopping mall, ground stations of public transport.

4.3. Retail and motorway service facilities

It is planned to allocate large retail centers at the intersections of transport and pedestrian connections and near the highways, in particular:

- Retail complex and shopping mall near the transport hub of the bus terminal area;
- Near the outer circular highway;

The given facilities are aimed to provide services both to local inhabitants and visitors of sports complexes.



4.4. Office and Hotel Complexes

It is envisaged to allocate office and hotel complexes along the pedestrian boulevard that connects the sports complex and the shopping mall. The actual artificial water ponds shall be included into the complex which will help enrich the architectural environment and organize recreation places for inhabitants as well as the complex employees and visitors. The development of a multi-storey garage is envisaged within the complex.

4.5. Social infrastructure facilities

Among the object of social infrastructure within the designed formation it is envisaged to allocate the following facilities:

- hospital with 600 beds and health care centre for 960 attendants a day;
- fire station for 6 vehicles;

5. Organization of transport and pedestrian traffic, parking

The following actual and designed arterial streets and roads run through the district of detailed design and the neighboring territory:

- City scale arterial streets: Stryaska and Vernadskyy - Proektovana;
- District scale arterial streets: Vernadskyy side street - Proektovana;
- Arterial road - outer circular highway.

Project proposals

The project stipulates the following:

- a) actual streets reconstruction with upgrading their cross profile to the standard size so that it corresponds to the street category;
- b) new roads construction of city (Vernadskyy-Proektovana) and district (of Vernadskyy side street - Proektovana) significance;
- c) construction of new traffic intersections on different levels (at the intersection of Stryyska - Vernadskyy streets and Vernadskyy side street - Kiltseva) and one-level traffic circle (at the intersection of Proektovana Street - 3, 7).

Public transport in the actual and designed streets:

- tram - starting from Sykhiv residential district via Vernadskyy Street with development of turning circle near the bus terminal in the first line.
In the longer perspective the tram line will be extended via the traffic intersection with Stryyska Street to the tram line Nr.3;
- trolley-busses - via Stryyska Street, in part via Vernadskyy Street - 4 Proektovana Street and 7 Proektovana Street - with an exit to Stryyska Street in return direction;
- busses - via all arterial streets as well as 7 Proektovana Street.

In the project free period it is also planned to develop an out of street transport line («Radan», light subway) at the flyover along Stryyska Street with a final destination and a depot near the traffic intersection where it crosses outer circular road.

The expected level of motorization is 300 vehicles per 1000 citizens. The project envisages development of an on- ground (for temporary storing) and underground (for permanent storing) parking places, as well as multi-storey garages.

Problem statements

- What are - or should be - the ambitions and significance for the city of Lviv of the area, after the EURO 2012 UEFA CUP Football games have taken place?
- What could be a strategy to brand the area with a specific identity?
- How can it be mentally and physically linked to the city?
- How can a reason to be here, not only for sport - or other events - be created, but also during the weekdays and in the evenings?

C Presentations

Huibert Haccoû

 <p style="text-align: right;"></p> <p style="text-align: center;">International Intersivision Institute</p> <p style="text-align: center;">CUPA Implementation Lab Lviv 20-22 June 2011</p> <p style="text-align: center;"><i>Huibert A. Haccoû</i></p> <p style="text-align: left;">   </p>	 <p style="text-align: right;"></p> <p>www.iiinstitute.net</p> <ul style="list-style-type: none"> ▪ Successor of  MILU^{net} ▪ International network of professionals working on sustainable area development ▪ Motivated to offer Implementation Labs ▪ On a non for profit basis <p style="text-align: left;">   </p>
 <p style="text-align: right;"></p> <p>Introduction</p> <ul style="list-style-type: none"> ▪ drs. H.A. (Huibert) Haccoû ▪ Professor at the School of Environmental Planning and Building, Saxion University of Applied Sciences, Deventer, The Netherlands ▪ Project Director Interreg IIIc Operation MILU^{net} Interreg IVb Project Livinggreen ▪ Managing director International Intersivision Institute <p style="text-align: left;">   </p>	 <p style="text-align: right;"></p> <p>Content of presentation</p> <ul style="list-style-type: none"> ▪ MILU and MILU^{net} ▪ Implementation Labs <p style="text-align: left;">   </p>
 <p style="text-align: right;"></p> <p>MILU^{net}</p> <p>MILU^{net}</p> <ul style="list-style-type: none"> ▪ Is a network of urban planners dedicated to the exchange of experience of public authorities, that share similar characteristics, face similar problems, or deal with similar issues. ▪ MILU stands for Multifunctional and Intensive Land Use as one of the sustainable urban planning strategies <p style="text-align: left;">   </p>	 <p style="text-align: right;"></p> <p>Aims of MILU^{net}</p> <p>Aims</p> <ul style="list-style-type: none"> ▪ Promote Multifunctional Intensive Land Use ▪ Realize more sustainable (urban) development in Europe ▪ More effective policy implementation by intersivision  <p>Challenge</p> <div style="background-color: #4F81BD; color: white; padding: 5px; text-align: center;"> Turn urban growth into sustainable urban development </div> <p style="text-align: left;">   </p>

MILUNet



North East South West
INTERREG IIIIC

MILU net

PART-FINANCED BY THE



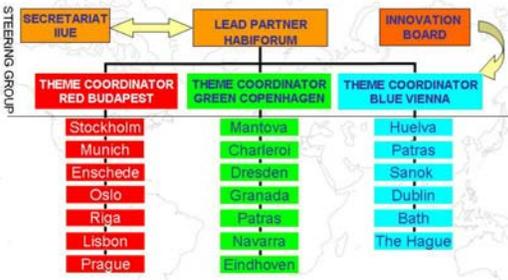
MILUNet Partners

24 Partners

- National, regional & local authorities
- Expert centers & universities
- Lead Partner: Habiforum foundation, the Netherlands




MILUNET organisation



STEERING GROUP

SECRETARIAT IUIE ↔ LEAD PARTNER HABIFORUM ↔ INNOVATION BOARD

THEME COORDINATOR RED BUDAPEST

- Stockholm
- Munich
- Enschede
- Oslo
- Riga
- Lisbon
- Prague

THEME COORDINATOR GREEN COPENHAGEN

- Mantova
- Charleroi
- Dresden
- Granada
- Patras
- Navarra
- Eindhoven

THEME COORDINATOR BLUE VIENNA

- Huelva
- Patras
- Sanok
- Dublin
- Bath
- The Hague



The focus of the Implementation Lab

General aim of an Implementation Lab is to investigate as a group both new and persistent urban problems as they relate to sustainable area development



When is an Implementation useful ?

- When area development processes are blocked
- When process acceleration is required
- When creative impulses are needed
- When innovative concepts have to be introduced
- When an impartial expert (second) opinion is needed
- When a multi disciplinary approach or enrichment from culturally different points of view is needed

OUT OF THE BOX THINKING



Objectives of Implementation Lab

- identify opportunities,
- identify barriers,
- find instruments,
- find effective policies,
- build up a body of expertise,
- disseminate knowledge.



Implementation Lab's were held

- 1999 Amsterdam (NL)
- 2000 Oslo, (N)
- 2001 Vienna, (A)
- 2002 Gdynia, (PL)
- 2003 Portland Or, (USA)
- 2004 Den Haag, (NL) 4-7 April
- 2004 Stockholm, (SE) 9-11 June
- 2004 Mantova, (IT) 3-5 November
- 2005 Huelva, (ES) 20-22 April
- 2005 Budapest, (HU) 5+6 September
- 2005 Muenich, (DE) 26-28 October
- 2006 Charleroi, (BE) May
- 2006 Province of Zeeland, (NL) Summer
- 2006 Patras, (GR) November
- 2007 Lisbon, (PT) 11-13 May
- 2009 Vienna, (A) 2-4 September
- 2010 Vienna Kagran district, (A) 19-21 May
- 2010 Bratislava, (SL) 20-22 September



Implementation Lab ingredients

Three days workshop:

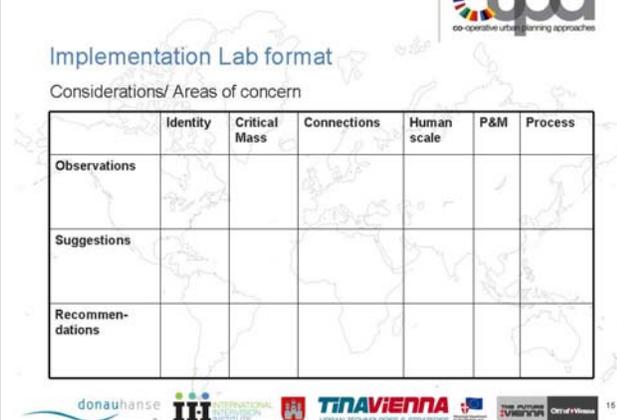
- External international experts
- Internal local experts
- Case dossiers
- Maps
- Reference cases
- Site visit
- Focused brainstorm sessions
- Task forces for recommendations
- Press conference and comments of authorities



Implementation Lab format

Considerations/ Areas of concern

	Identity	Critical Mass	Connections	Human scale	P&M	Process
Observations						
Suggestions						
Recommendations						



Implementation Lab

- Identity**
Do the project areas have their own identity?
- Critical mass**
Does each site have enough development, infrastructure and resident population to maintain a coherent community?
- Connections**
What links does each site have with its surrounding natural and man-made environment?
- Better Human Scale**
Do the existing developments relate to diverse human scale activities?
- Promotion & Marketing**
How are existing (mixed) uses on each site promoted?
- Process**
How to organise an effective planning and implementation process?



Proceedings

- Make an inventory of **Observations**
- Make use of the 6 considerations that are most relevant
- Select the common / most striking **Observations**
- Use these common / most striking **Observations** to generate **Suggestions** for interventions (large scale / small scale) in the second round
- Make use of the considerations that are most relevant



Day 1 Monday 20th of June 2011

- 08.15** Gathering in hotel lobby of your hotel, We will leave for the LVIV City Council Hall on foot
- 08.30** Arrival at the LVIV City Council at the Rynok Square in Lviv
- 09.00** Official welcome by the Mayor **Mr Andriy Saddovy**
- 09.15** Welcome by **Mr Andriy Pavliv** Director, City Development Department and **Yuriy Kryvoruchko**, Head, Office of Architecture at City Development Department
- 09.30** General introduction to the programme and introduction of participants by **Huibert A. Haccoû**. CUPA Facilitator and chair of the Implementation Lab



Day 1 Monday 20th of June 2011

09.45 Introduction to the study case area by Yuriy Kryvoruchko followed by discussion about the problem statement

10.30 Coffee break and walk to the Implementation Lab venue: The Centre for Urban History of East Central Europe on 6 Bohomoltsya Street



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Day 1 Monday 20th of June 2011

11.15 Reference cases: presentations from the in CUPA Participating Cities

13.15 **Lunch Vienna Coffee House** Breaking up for a bus ride (with running lunch) to the study case area. Participants are requested to bring digital photo equipment and take pictures!

14.30 - 16.00 Site visit to the EURO 2012 UEFA Football Stadium guided by source persons from Lviv

16.00 - 18.00 Site visit of the surrounding area and city of Lviv on foot and by bus

17.00 Return to the Hotels in the Centre of LVIV

19.00 Welcome dinner. At the Vienna Coffee house on 12 Svobody Avenue Lviv. Participants can be picked up from the hotel for a walk to the restaurant

21.30 End of day 1



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GROUP 1 and 2
Elsbeth van Hijckama-Vlieg
Femke Haccou

GROUP 3 and 4 room
Volkmar Pamer
Martijn Kramer

Process Room A and B	Spatial Concepts Room C and D
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1. Volkmar (Concept) int
Myhailo Fedyk u
Yuriy Kryvoruchko u
Yulia (transl) u
Darko int
Rolf int
Marek int

2. Martin (Concept) int
Gennadiy Shulga u
Yaryna Onufriv u
Valentyn Sharovатов u
Anna int
Yaryna Voronych (transl) u

3. Femke (Process) int
Ivan Loun (transl) u
Jadwiga int
Andriy Vihastyi u
Luke int

4. Elsbeth (Process) int
Yuriy Nazaruk u
Terry int
Markus int
Oleh Pundur u
Evhen Voronych (transl) u
Valeriy Hyzhniak u



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Day 2 Tuesday 21st of June 2011

Facilitator team available for subgroup sessions are:
Martijn Kramer, Femke Haccou, Elsbeth van Hijckama Vlieg, Volkmar Pamer

08.30 Gathering in the hotel lobby to walk to the Centre of Urban History.

09.00 Introduction and Q&A;
Plenary assessment of the problem statement and if appropriate reformulation of the problem statement / key areas of concern

10.30 Coffee break

11.00 Working sessions subgroups starting with Observations

12.30 Lunch at the Vienna Coffee House



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Day 2 Tuesday 21st of June 2011

13.30 Working sessions continued with Suggestions.

17.30 End workshop sessions.

17.30 - 19.00
Facilitators sit together to formulate the main messages to be presented as outcome of the Implementation Lab

19.30 Dinner

21.30 End of day 2



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Problem statement

- What are - or should be - the ambitions and significance for the city of Lviv of the area, after the EURO 2012 UEFA CUP Football games have taken place?
- What could be a strategy to brand the area with a specific identity?
- How can it be mentally and physically linked to the city?
- How can a reason to be here, not only for sport - or other events - be created, but also during the weekdays and in the evenings?



Subgroups

Subgroup 1 Elisabeth Hylckama-Vlieg
2 Femke Haccoû

Focusing on stakeholder collaboration and the question how to involve the inhabitants of the region.

Subgroup 3 Volkmar Pamer
4 Martijn Kramer

Focuses on the conceptual question how should the area be functionally used.



Implementation Lab format

Considerations/ Areas of concern

	Identity	Critical Mass	Connections	Human scale	P&M	Process
Observations						
Suggestions						
Recommendations						



Day 3 Wednesday 22nd of June 2011

08.10 Gathering in the hotel lobby NB check out of the Hotel and bring the luggage to the Centre of Urban History !

08.30 Introduction formation and instruction of task forces

09.00 - 11.00 Working groups exchange and finalize their recommendations
Coffee breaks during working session. Coffee / tea and refreshment on side tables in the session rooms

11.00 Presentation of ppt of recommendations and discussion

12.00 CUPA meeting do's and don'ts and further progress

13.30 Leaving for lunch (optional)

15.00 End of program



MILUbook



The MILUbook:
Principles, Practices, Projects, Policies

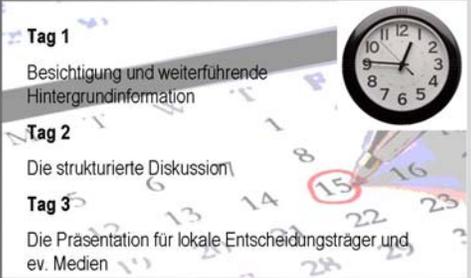



C Presentations

Volkmar Pamer

<p style="text-align: center;">DAS IMPLEMENTATION LAB</p> <p style="text-align: center;">EIN FORMAT</p>  <p style="text-align: center;">Volkmar Pamer Stadtplanung Wien</p>	<p style="text-align: center;">EINE KURZE GESCHICHTE</p> <p>2000 Gründung der IFHP (International Federation of Housing and Planning) Arbeitsgruppe MILU (Multifunctional and Intensive Land Use) in Amsterdam durch Prof. Huibert A. Haccou (Niederlande)</p>  <p style="text-align: right;">StadT:Wien</p>
<p style="text-align: center;">WARUM MILU?</p> <p>Probleme Verbrauch immer größerer Flächen Verbrauch immer größerer Ressourcen</p> <p>Ziele Förderung von Multifunctional Intensive Land Use Umsetzung von nachhaltiger Stadtentwicklung Effizienter Umsetzungsrichtlinien</p> <p>Herausforderung</p> <p style="background-color: red; color: white; text-align: center;">Umwandlung von städtischem Wachstum in nachhaltige Stadtentwicklung!!!</p>  <p style="text-align: right;">StadT:Wien</p>	<p style="text-align: center;">EINE KURZE GESCHICHTE</p> <p>2000 – 2004 Workshops in Oslo/N, Wien/Ö, Gdynia/PL, Portland/Oregon/US Ausarbeitung des Workshopformats – 'Implementation Lab'</p>  <p style="text-align: right;">StadT:Wien</p>
<p style="text-align: center;">EINE KURZE GESCHICHTE</p> <p>2004 – 2007 IFHP working party MILU wird vom EU-kofinanzierten INTERREG IIIc Projekt MILU net abgelöst Implementation Labs in</p> <p>Den Haag/NL, Stockholm/S, Mantua/I, Huelva/E, München/FRG, Charleroi/B, Patras/GR, Lissabon/P</p>  <p style="text-align: right;">StadT:Wien</p>	<p style="text-align: center;">EINE KURZE GESCHICHTE</p> <p>2007 Präsentation des Buchs</p> <p>MILU Multifunctional Intensive Land Use PRINCIPLES – PRACTICES – PROJECTS – POLICIES - TOWARDS SUSTAINABLE AREA DEVELOPMENT © COPYRIGHT ISBN/EAN 978-90-800647-4-0 Utgever: Habitatum</p>  <p style="text-align: right;">StadT:Wien</p>

<p style="text-align: center;">DIE HERAUSFORDERUNGEN</p> <p>Stadtplanung</p> <ul style="list-style-type: none"> • Alle Arten von stadtbezogenen Aktivitäten – Wohnen, Arbeiten, Freizeit • Stadterneuerung • Verbindungen • Umweltschutz • Klimabezogene Aufgaben  <p style="text-align: right;">Stadt:Wien</p>	<p style="text-align: center;">PROBLEME</p> <p>Schwierigkeiten in der Verdeutlichung</p> <ul style="list-style-type: none"> • Strukturelle Inkompatibilitäten • Prozessbezogene Unsicherheiten • Betriebsblindheit • Andere Unzulänglichkeiten  <p style="text-align: right;">Stadt:Wien</p>
<p style="text-align: center;">MITTEL UND WEGE</p> <p>Sicht von Aussen</p> <ul style="list-style-type: none"> • Lokale Experten und Experten von außerhalb arbeiten zusammen • Verschiedene Sichtweisen auf Grund verschiedener kultureller Hintergründe und Mentalitäten • Externes und internes Wissen ergänzen einander  <p style="text-align: right;">Stadt:Wien</p>	<p style="text-align: center;">MITTEL UND WEGE</p> <p>Gemeinsam Lösungen finden</p> <ul style="list-style-type: none"> • Workshop • Konzentrierte Arbeit • Strukturierte Arbeit • Klares Ziel  <p style="text-align: right;">Stadt:Wien</p>
<p style="text-align: center;">ERGEBNISSE</p> <p>Formulierung von praxisorientierten und zukunftsorientierten Lösungen</p> <ul style="list-style-type: none"> • In physischer Hinsicht • In prozessbezogener Hinsicht • Eine Entscheidungshilfe für Politiker, Planer und Bürger  <p style="text-align: center; background-color: red; color: white; padding: 5px;">Maßgeschneiderte Lösungsansätze, die die lokale Situation berücksichtigen</p> <p style="text-align: right;">Stadt:Wien</p>	<p style="text-align: center;">PARTNER UND TEILNEHMER</p> <p>Städte und Gemeinden</p> <ul style="list-style-type: none"> • Lokale Akteure, z.B. Stadtplaner, Ökonomen, Beamte, Experten aller Art (problembezogen) • Externe Experten aus anderen Städten  <p style="text-align: right;">Stadt:Wien</p>

<p style="text-align: center;">ARBEITSWEISE</p> <p>Workshop in situ</p> <ul style="list-style-type: none"> • Die Stadt oder Kommune definiert ein Stadtplanungsproblem, das es zu lösen gilt • Klare Problemformulierung und Information (Karten, Daten, Geschichte, Hintergrundinformation, Akteure etc.) min. 2 Wochen vor IL-Beginn • Keine generellen Probleme, das Problem muss klar determiniert werden  <p style="text-align: right;">StadT:Wien</p>	<p style="text-align: center;">ZEITRAHMEN</p> <p>Tag 1 Besichtigung und weiterführende Hintergrundinformation</p> <p>Tag 2 Die strukturierte Diskussion</p> <p>Tag 3 Die Präsentation für lokale Entscheidungsträger und ev. Medien</p>  <p style="text-align: right;">StadT:Wien</p>
<p style="text-align: center;">DIE STRUKTURIERTE DISKUSSION</p> <p>Ev. Betrachtungsfaktoren für die Diskussionsstruktur</p>  <ul style="list-style-type: none"> • Identität • Verbindungen • Kritische Masse • Menschlicher Maßstab • Ökologischer Fußabdruck • Promotion und Marketing • Prozess <p style="text-align: right;">StadT:Wien</p>	<p style="text-align: center;">IDENTITÄT</p> <p>Welche Identitäten haben die Gebiete? Wie kann die Identität verbessert oder modifiziert werden?</p> <p>Historische Gebäude</p>  <p style="text-align: right;">StadT:Wien</p>
<p style="text-align: center;">IDENTITÄT</p> <p>Die Struktur des öffentlichen Raumes</p>  <p style="text-align: right;">StadT:Wien</p>	<p style="text-align: center;">IDENTITÄT</p> <p>Die Architektur</p>  <p style="text-align: right;">StadT:Wien</p>

IDENTITÄT

Wasser

Andere z.B.

Liegenschaftsstruktur

Silhouette

Phantasie, Grenzgebiete etc.

Duft

Werbung

StadT+WiEN

Welche Verbindungen hat ein Ort/Bereich mit seiner Umgebung?

VERBINDUNGEN

Physisch

StadT+WiEN

VERBINDUNGEN

Sichtbezogen

Kyoto/J

Rom/I

Gdansk/PL

Osiek/H

StadT+WiEN

VERBINDUNGEN

Soziokulturell

StadT+WiEN

Hat ein Ort/Bereich genügend Entwicklungspotential, Infrastruktur und Nutzer, um bestimmte Funktionen bedienen zu können?

KRITISCHE MASSE

- Büros
- Verkaufsfächen
- Gastronomie
- Veranstaltungssaal
- Park
- Soziale und medizinische Einrichtungen
- Hotel
- Kultureinrichtung

StadT+WiEN



MENSCHLICHER MASSSTAB



Stadtwien

Wie kann der ökologische Fußabdruck minimiert werden? Welche – oft weit gespannten – Maßnahmen müssen ergriffen werden?

ÖKOLOGISCHER FUSSABDRUCK



Stadtwien

Wie können Planungen und zukünftige Nutzungen und Funktionen erklärt werden?

PROMOTION UND MARKETING

- Eine engagierte Informationspolitik
- Ausstellungen aller Art
- Diskussionen mit den Bürgern
- Einbindung von Schulen (Volksschule aufwärts...)
- Bücher und Broschüren
- TV und Radiopräsenz
- Berichte in Zeitungen und Journalen
- Präsentationen wo immer es geht



Stadtwien

Wie kann ein effektiver und effizienter Planungs- und Umsetzungsprozess gestaltet und weitergeführt werden?

PROZESS

- Politisches Dokument
- Mediation
- Geldmittelbeschaffung
- Branding
- Wettbewerb
- Öffentlichkeitsarbeit
- Koordination
- Zwischennutzung
- Bürgerbeteiligung
- Kooperative Planungsverfahren



Stadtwien



Der allererste Eindruck nach der Besichtigung

Individuelle und gemeinsame Betrachtung an Hand der 6 oder mehr Faktoren

Individuelle und gemeinsame Ideensuche an Hand der Faktoren

An Hand der Ergebnisse der Diskussion werden praktikable Vorschläge erarbeitet

Vertiefung der Vorschläge unter Bezugnahme auf lokale Bedingungen (politisch, Planungskultur etc.)

Präsentation der Ergebnisse vor Entscheidungsträgern (und der Presse)

Stadtwien

DERZEIT ARBEITEN MIT DEM IL-FORMAT ...



Wien, Bratislava, Krakau, Lublin, Odessa, Novi Sad, Vidin....



www.iinstitute.nl

Stadtwien

<p>Konfuzius: "Wenn ich es Dir sage, wirst Du es vergessen. Wenn ich es Dir zeige, wirst Du Dich erinnern. Wenn ich Dich einbeziehe, wirst Du es verstehen!"</p> <p>StadT:Wien</p>	<table border="0"> <tr> <td>Kitos</td> <td>Thank you</td> </tr> <tr> <td>Terima kasih</td> <td>谢谢</td> </tr> <tr> <td>Paldies</td> <td>Tack</td> </tr> <tr> <td>Teşekkür ederim</td> <td>Хвала!</td> </tr> <tr> <td>Sipas</td> <td>Go Raibh Maith Agat</td> </tr> <tr> <td>Ευχαριστώ</td> <td>Mulţumesc</td> </tr> <tr> <td>Dziękuję</td> <td>bakka për</td> </tr> <tr> <td>Gracias</td> <td>Danke</td> </tr> <tr> <td>ありがとうございます</td> <td>Dèkuji</td> </tr> <tr> <td>Obrigado</td> <td>Dalu</td> </tr> <tr> <td>مشکرم</td> <td>Спасибо</td> </tr> <tr> <td>Merci</td> <td>Yauwa</td> </tr> <tr> <td>Daghang salamat</td> <td>Grazie</td> </tr> <tr> <td>Akre</td> <td>شكر</td> </tr> <tr> <td>תודה לך</td> <td>Благодаря</td> </tr> <tr> <td>Medawagse</td> <td>Bedankt</td> </tr> <tr> <td>Cám ƠN</td> <td>Kusakililaku</td> </tr> <tr> <td>Na gode</td> <td>E se é</td> </tr> </table> <p>volkmar.pamer@wien.gv.at</p> <p>StadT:Wien</p>	Kitos	Thank you	Terima kasih	谢谢	Paldies	Tack	Teşekkür ederim	Хвала!	Sipas	Go Raibh Maith Agat	Ευχαριστώ	Mulţumesc	Dziękuję	bakka për	Gracias	Danke	ありがとうございます	Dèkuji	Obrigado	Dalu	مشکرم	Спасибо	Merci	Yauwa	Daghang salamat	Grazie	Akre	شكر	תודה לך	Благодаря	Medawagse	Bedankt	Cám ƠN	Kusakililaku	Na gode	E se é
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C Presentations

Rolf Richard Rammensee

<p>Landeshauptstadt München Department of Urban Planning Urban Development – Rolf Rammensee</p> <p>Allianz Arena - planning a soccer stadium</p>	<p>Allianz Arena – planning a soccer stadium</p> <p>Munich: geographic situation</p> <p>Landeshauptstadt München Referat für Stadtplanung und Bauordnung</p>
<p>Allianz Arena – planning a soccer stadium</p> <p>Region of Munich</p> <p> ■ City of Munich - 310 km² - 1.3 Mio. inhabitants ■ Munich region - 5.500 km² - 2.5 Mio. inhabitants </p> <p>Landeshauptstadt München Referat für Stadtplanung und Bauordnung</p>	<p>Allianz Arena – planning a soccer stadium</p> <p>Final 5 researched locations</p> <p>Landeshauptstadt München Referat für Stadtplanung und Bauordnung</p>
<p>Allianz Arena – planning a soccer stadium</p> <p>Situation in 1999, aerial view</p> <p>Landeshauptstadt München Referat für Stadtplanung und Bauordnung</p>	<p>Allianz Arena – planning a soccer stadium</p> <p>Aerial view in 2008</p> <p>Landeshauptstadt München Referat für Stadtplanung und Bauordnung</p>

Allianz Arena – planning a soccer stadium

Landeshauptstadt München Referat für Stadtplanung und Bauordnung

Connectivity

Oberschleißheim Garching A9 München-Nürnberg U6 Ismaning Freimann Schwabing Isar Mittlerer Ring Ingolstädter Straße U2 U3

Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Rolf Farnensee | Juni 2010 – Seite 7

Allianz Arena – planning a soccer stadium

Landeshauptstadt München Referat für Stadtplanung und Bauordnung

Connectivity

Town-hall, city centre, Marienplatz

Public transport hub, Freetmaning

Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Rolf Farnensee | Juni 2010 – Seite 8

Allianz Arena – planning a soccer stadium

Landeshauptstadt München Referat für Stadtplanung und Bauordnung

Ecology, subjects of protection

Actual utilization, environmental structures

Subjects of protection: human and recreation

Subjects of protection: flora and fauna

Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Rolf Farnensee | Juni 2010 – Seite 9

Allianz Arena – planning a soccer stadium

Landeshauptstadt München Referat für Stadtplanung und Bauordnung

Land Use Plan

Legally zoning plan

Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Rolf Farnensee | Juni 2010 – Seite 10

Allianz Arena – planning a soccer stadium

Landeshauptstadt München Referat für Stadtplanung und Bauordnung

General view and various illuminations

neutral

FC Bayern Munich

Derby: FC Bayern vs. TSV 1860

TSV 1860 Munich

Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Rolf Farnensee | Juni 2010 – Seite 11

Allianz Arena – planning a soccer stadium

Landeshauptstadt München Referat für Stadtplanung und Bauordnung

Gameday action

Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Rolf Farnensee | Juni 2010 – Seite 12

<p>Allianz Arena – planning a soccer stadium</p> <p style="text-align: right;">Landeshauptstadt München Referat für Stadtplanung und Bauordnung</p> <p>Surrounding area</p> <p style="font-size: small;">Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Ralf Krammrose Juni 2010 – Seite 13</p>	<p>Allianz Arena – planning a soccer stadium</p> <p style="text-align: right;">Landeshauptstadt München Referat für Stadtplanung und Bauordnung</p> <p>out of the air, may 2011</p> <p style="font-size: small;">Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Ralf Krammrose Juni 2010 – Seite 14</p>
<p>Allianz Arena – planning a soccer stadium</p> <p style="text-align: right;">Landeshauptstadt München Referat für Stadtplanung und Bauordnung</p> <p style="text-align: center;">Thank you for your attention</p> <div style="background-color: blue; color: white; padding: 5px; transform: rotate(-15deg); display: inline-block;"> <p style="font-size: small; margin: 0;">Kontakt: Landeshauptstadt München Referat für Stadtplanung und Bauordnung am Frauenplatz 10 München, DE Tel. +49 89 233-22345 Fax +49 89 233-29079</p> </div> <p style="font-size: x-small;">Landeshauptstadt München Referat für Stadtplanung und Bauordnung Stadtentwicklungsplanung – Ralf Krammrose Juni 2010 – Seite 15</p>	

C Presentations

Marek Dinka

<p>Multifunctional areas in Bratislava</p> <p>CUPA (Cooperative Urban Planning Approaches) IL Lvov (Implementation Lab Lvov, 20.-22.8.2011)</p> <p>www.bratislava.sk </p>	<p>Content</p> <ul style="list-style-type: none"> ■ Functional land use in Bratislava ■ Existing multifunctional areas ■ Planned Multifunctional areas <p>www.bratislava.sk </p>
<p>Functional land use in Bratislava</p> <ul style="list-style-type: none"> ■ the city was build according to the Athen Charta ■ Land use functions have been eparated in the city in different zones ■ To create a multifunctional zone wasn't a planning goal <p>www.bratislava.sk </p>	<p>Urban conception of the city</p> <ul style="list-style-type: none"> ■ The main goal is to bring the city closer to the river, which means: <ul style="list-style-type: none"> ■ To complete/finalize the development areas on the left bank of the river as a part of a city center ■ To compose the right bank as a part of the city center ■ To finalize the waterfronts on both banks of the river and connect them <p>www.bratislava.sk </p>
<p>Pribinova Street - Eurovea</p> <ul style="list-style-type: none"> ■ A new part of the city, former brownfield ■ Historical building "Storage Nr.7" reconstructed and adapted ■ The first part called Eurovea opened few weeks ago: <ul style="list-style-type: none"> ■ almost 30 000 sqm retail, leisure and entertainment place ■ more than 24 000 sqm office place ■ 235 flats + hotel ■ new riverfront park, new river promenade, new public square <p>www.bratislava.sk </p>	<p>City-wide center Petržalka</p> <ul style="list-style-type: none"> ■ Undeveloped land, opposite to Eurovea ■ The idea is to build an additional part of the city center, in connection with its counterpart on the left bank of the river <ul style="list-style-type: none"> ■ The center is proposed to communicate with its counterpart (Eurovea) ■ It is a mix of housing, retail space and office space ■ The city prepared a zonal spatial plan for this area <p>www.bratislava.sk </p>

City-wide center Petržalka



www.bratislava.sk



City-wide center Petržalka



www.bratislava.sk



Thank you for your attention

Elaborated by: Marek Dirlik
Department of Territorial Systems Coordination, city of Bratislava

www.bratislava.sk



C Presentations

Jadwiga Wojciechowska Bartnik

<p>MULTIFUNCTIONAL DEVELOPMENT</p>  <p>UEFA EURO2012 POLAND-UKRAINE POLISH EXAMPLES</p>	
<p>WARSZAWA</p>  <p>POLAND-UKRAINE NATIONAL STADIUM</p>	
 	<p>GDAŃSK</p>  <p>PGE ARENA</p>



C Presentations

Luke Bruins

<p>REDCONCEPTS development of creative cityzones</p> <p>Lviv 2011</p>	<p>Red Concepts</p> <ul style="list-style-type: none"> • Development of (creative) city zones • Products <p>Lviv</p>
	<p>Reference case: NDSM</p> <ul style="list-style-type: none"> • No attraction by office market • No interest by housing market <p>Lviv</p>

 REDCONCEPTS
Department of Creative Strategies

Reference case: NDSM

- Old shipyard buildings
- Artist
- Space for development

- Media

LWV

 REDCONCEPTS
Department of Creative Strategies

Reference case: NDSM

- Branding
- Organisation [program]
- Organisation & proces design
- Fasing plan [program & fysical]
- Defining launching products

LWV



 REDCONCEPTS
Department of Creative Strategies

 REDCONCEPTS
Department of Creative Strategies

Smederij, Amsterdam

Multi tenant

Cléret o.o.

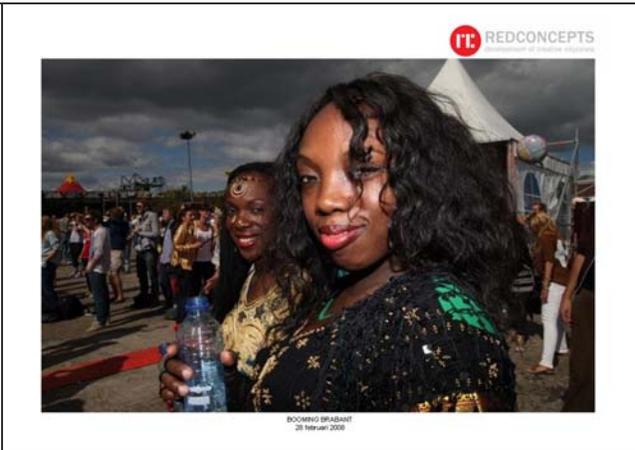
Red Bull

Fs

LWV



REDCONCEPTS
Department of creative strategies



REDCONCEPTS
Department of creative strategies

Projecten Red Concepts

humanity
house
come closer,
come in

REDCONCEPTS
Department of creative strategies

Veemarktkwartier (VMK), Tilburg

REDCONCEPTS
Department of creative strategies

veemarktkwartier
plaats voor nieuwsgierigheid

- Gebiedsontwikkeling
- Visievorming
- Stedenbouwkundig kader
- Gebiedsbranding
- Studio VMK
- Subsidies
- Openbare ruimte
- Sociaal culturele ontwikkelingen

REDCONCEPTS
Department of creative strategies

Triple O Campus, Breda

BLUSHUIS OPEN

- Gebiedsontwikkeling
- Blushuis
- Pakhuis
- Multitenant ontwikkeling
- Conceptbeheer

27 april 2010

REDCONCEPTS
Department of creative strategies

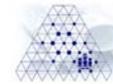
<p style="text-align: right;"> REDCONCEPTS Department of Urban Logistics</p> <h3>Urban Sports and Culture Centre, Strijp S</h3>  <ul style="list-style-type: none"> • Procesbegeleiding • Visievorming • Haalbaarheidsstudie 	<p style="text-align: right;"> REDCONCEPTS Department of Urban Logistics</p> <h3>Procesaanpak project</h3> <table border="1"> <thead> <tr> <th>Phase</th> <th>Objectives</th> <th>Activities</th> <th>MO</th> <th>CO</th> <th>DO</th> <th>MO</th> <th>DO</th> <th>MO</th> <th>DO</th> <th>MO</th> <th>DO</th> <th>MO</th> <th>DO</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>...</td> </tr> <tr> <td>Phase 2</td> <td>...</td> </tr> <tr> <td>Phase 3</td> <td>...</td> </tr> </tbody> </table>	Phase	Objectives	Activities	MO	CO	DO	MO	DO	MO	DO	MO	DO	MO	DO	Phase 1	Phase 2	Phase 3
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C Presentations

Darko Polić



Novi Sad- short history of urban development



ЗП УРБАНИЗАМ
ЗАВОД ЗА УРБАНИЗАМ НОВИ САД

Darko Polić Msc March
Public enterprize "Urbanizam"
City Institute for Urban Planning
Novi Sad, Serbia

Novi Sad- where we are



EUROPE- Serbia



EUROPE- Pannonian plain




Novi Sad- modern beginning



"We, Maria Theresia, by the God's mercy Holy Roman Empress, the Queen of Hungary, Bohemia, Moravia, Dalmatia, Croatia, Slavonia, Rama, Serbia, Galicia, Lodomeria, Carinthia, etc, etc. Cast this proclamation to anyone, whom it might concern...so that the renowned Petrovaradinski Šanac, which lies on the other side of the Danube in the Bačka province on the Sajlovo land, by the might of our divine royal power and prestige...make this town a Free Royal City and to fortify, accept and acknowledge it as one of the free royal cities of our Kingdom of Hungary and other territories, by abolishing its previous name of Petrovaradinski Šanac, renaming it Neoplatnae (Latin), Uj-Videgh (Hungarian), Neusatz (German), and Novi Sad (Serbian)."
—Maria Theresa giving city rights to Novi Sad in 1784



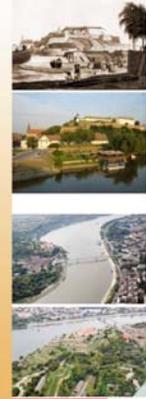

Petrovaradin fortress- Gibraltar on Danube

Celtic-Roman- medieval- Habsburg

Present fortress is built in the Vauban system 1692- 1780

4 levels
16 km of corridors
10000 gun points
Area of 112 hectares
4000 soldiers in a garrison.

- 3000 B.C.
- 100 B.C.
- 100 A.D.
- 450
- 971
- 1237
- 1347
- 1526
- 1692
- 1780



EXIT

Novi Sad- XVIII century

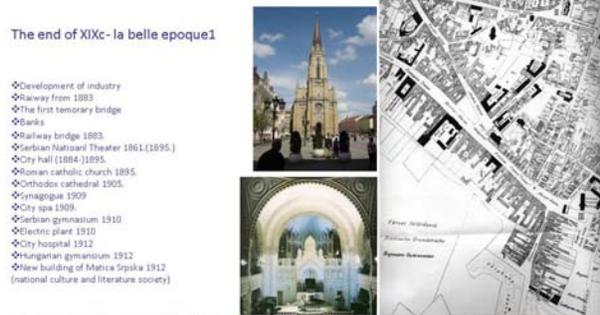





Good geographical place on road From Belgrade to Budapest, Vienna, Temisoara.
The key factor of its quick and successful development.
Merchants, Craftsmen, regional market place...
Border with Ottoman empire, e.g. Serbia Novi Sad aside with Sremski Karlovci (town 16km South from NS), made it the 1st town with Serbian majority in Habsburg empire

The end of XIX- la belle epoque1

- Development of industry
- Railway from 1883
- The first temporary bridge
- Banks
- Railway bridge 1893.
- Serbian National Theater 1861,1895.
- City hall (1884-1895.)
- Roman catholic church 1895.
- Orthodox cathedral 1905.
- Synagogue 1909
- City spa 1909.
- Serbian gymnasium 1910
- Electric plant 1910
- City hospital 1912
- Hungarian gymnasium 1912
- New building of Matice Srpska 1912 (national culture and literature society)




<p>La belle epoque 2</p> <p>Good economic situation was the main reason for its high standard at the end of 19th c NOVI SAD has around 40 000 inhabitants</p>	<p>Between the wars Novi Sad has 65000 inhabitants</p> <p>Novi Sad comes to the Danube Reconstruction of Mali Liman 1922- 1941</p> <p>The first boulevard of Queen Maria, The Bridge of Prince Tomislav, Ban's palace, Sincicate headquarters, The main city medical service centre, Palace of merchants Tanuzić...</p>
<p>The Communists' era</p> <p>Master plans of Novi Sad 1950, 1962, 1974, 1985, 2000,....</p> <p>Residential area of the Danube liman 1950s</p> <p>Establishing University campus 1960s</p> <p>Development of Industry</p>	<p>Post crisis era</p>
<p>In searching for a new methodology of (urban) design in post crisis URBAN DESIGN COMPENDIUM By English partnerships</p> <p>With support of: The Serbian chamber of Engineers, City Institute for Urban Planning Belgrade City Institute for Urban Planning Novi Sad Association of Novi Sad Architects</p>	<p>URBAN DESIGN COMPENDIUM IN PRACTICE</p> <p>Case study- Novo naselje</p> <p>Novo naselje (New Settlement)</p> <ul style="list-style-type: none"> - planned in the end of 1970s , - 1st phase 1978- 1983 - 2nd phase 1989- 1993 - 3rd phase until 2030.

<p>URBAN DESIGN COMPENDIUM IN PRACTICE</p> <p>Case study- Novo naselje</p>	<p>URBAN DESIGN COMPENDIUM IN PRACTICE</p> <p>Case study- Novo naselje</p>
<p>URBAN DESIGN COMPENDIUM IN PRACTICE</p> <p>Planning approach: repair, reconstruction, rebuilt</p>	<p>URBAN DESIGN COMPENDIUM IN PRACTICE</p> <p>appreciation the context</p> <ol style="list-style-type: none"> Strengthening (local) communities <ul style="list-style-type: none"> - The views of other stakeholder groups and individuals, - Organizational or institutional arrangements, - The policy context.
<p>URBAN DESIGN COMPENDIUM IN PRACTICE</p> <p>appreciation the context</p> <ol style="list-style-type: none"> Creating places of distinction <ul style="list-style-type: none"> - Regional identity (climate, physical geography, socio- economic profile), - Linkages to surroundings (how do connections define the settlements characteristics- linear/ grid), - Local character (elements of local distinctiveness: form of place and use of it), - Morphology (historic routes, block patterns, building heights and massing) cues for appropriate design form, - Natural features (particular ecological or geological forms), - Socio- economic profile (local traditions and events to draw influence from). 	<p>URBAN DESIGN COMPENDIUM IN PRACTICE</p> <p>appreciation the context</p> <ol style="list-style-type: none"> Harnessing intrinsic site assets and resources <ul style="list-style-type: none"> - Identify landscape assets to preserve, - Strengthen the identity and structure of the landscape, - Reduce energy demands (utilize solar potential, rain water and drainage systems, the potential of the ground for heating or cooling...). Connections <ul style="list-style-type: none"> - Understand existing access and linkages, - Observe the quality of movement (Movement analysis inventory).

 <p>URBAN DESIGN COMPENDIUM IN PRACTICE</p> <p>appreciation the context</p> <p>5. Feasibility</p> <ul style="list-style-type: none"> - Community need, - Market supply and demand, - Finding sources, - Site capacity, - Land ownership, - Integration with surrounding context, - Construction costs, - Engineering constraints, - Local planning policy context.  <p>6. Vision</p> <ul style="list-style-type: none"> - Value can be created, - Constraints can be overcome, - Context is dynamic. 	<p>Thank you for your patience!</p>   <p>ЗП УРБАНИЗАМ ЗАВОД ЗА УРБАНИЗАМ НОВИ САД</p> <p>Darko Polić Darko.polic@nsurbanizam.rs Darko.polic@gmail.com</p>

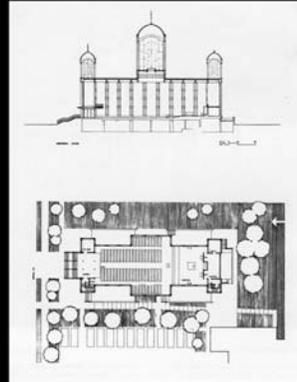
C Presentations

Terri Fuglem

<p style="text-align: center;">LVIV International Intersivision Institute Workshop June 19 – 22, 2011</p> <p style="text-align: center;">Terri Fuglem</p>	<p style="text-align: center;">Ukraine & Canada</p>  <p style="text-align: center;"><i>Iconic Canadian Grain Storage</i></p>
 <p style="text-align: center;">William Kurelek – <i>"Burt Coady's Barn falls down in the Wind"</i></p>	 <p style="text-align: center;">Holy Eucharist Church, Winnipeg</p>
 <p style="text-align: center;">St Vladimir & Olga Ukrainian Catholic Cathedral, Winnipeg</p>	 <p style="text-align: center;">Easter Mass St Vladimir & Olga Ukrainian Catholic Cathedral, Winnipeg</p>



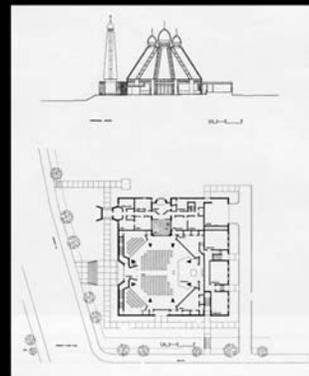
Radoslav Zuk: *St. Joseph's Church, Winnipeg*



Radoslav Zuk: *St. Joseph's Church, Winnipeg*



Radoslav Zuk: *Holy Eucharist Church, Toronto*



Radoslav Zuk: *Holy Eucharist Church, Toronto*

A Tale of Two Cities

Montreal Summer Olympics

Games of the XXI Olympiad 1976

&

Calgary Winter Olympics

XV Olympic Winter Games 1988

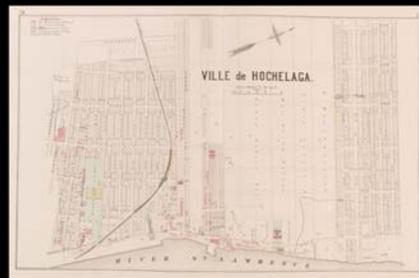
Montreal Olympics
Games of the XXI Olympiad 1976



Expo '67 Buckminster Fuller's Dome



Montreal Visitor's Guide Doesn't Include the East End



Neighbourhood Hochelaga-Maisonneuve



Neighbourhood Hochelaga-Maisonneuve



Neighbourhood Hochelaga-Maisonneuve



Neighbourhood Hochelaga-Maisonneuve



Marshalling Yards, Hochelaga-Maisonneuve

Montreal Olympic Park *(new in red)*

Olympic Stadium - Opening/Closing ceremonies, Athletics, Football (final), Equestrian (jumping team final)

Olympic Pool - Diving, Modern pentathlon (swimming), Swimming, Water polo (final)

Olympic Velodrome - Cycling (track), Judo

Montreal Botanical Garden - Athletics (20 km walk), Modern pentathlon (running)

Maurice Richard Arena - Boxing, Wrestling

Centre Pierre Charbonneau - Wrestling

Olympic Village - Athletic residence

Venues in Greater Montreal

Olympic Basin, Île Notre-Dame - Canoeing, Rowing

Claude Robillard Centre - Handball, Water polo

Centre Étienne Desmarteau - Basketball

St. Michel Arena - Weightlifting

Paul Sauvé Centre - Volleyball

Montreal Forum - Basketball, Boxing, Gymnastics, Handball, Volleyball

Mount Royal Park - Cycling (individual road race)

Quebec Autoroute 40 - Cycling (road team time trial)

Streets of Montreal - Athletics (marathon)

Winter Stadium, Université de Montréal - Fencing, Pentathlon

Molson Stadium, McGill University - Field hockey

Venues outside Montreal

Olympic Shooting Range, L'Acadie - Pentathlon, Shooting

Olympic Archery Field, Joliette - Archery

Olympic Equestrian Centre, Bromont - Equestrian, Pentathlon

Pavillon de l'éducation physique et des sports de l'Université Laval, Quebec City, - Handball preliminaries

Sherbrooke Stadium, Sherbrooke, Quebec - Football preliminaries

Sherbrooke Sports Palace, Sherbrooke, Quebec - Handball preliminaries

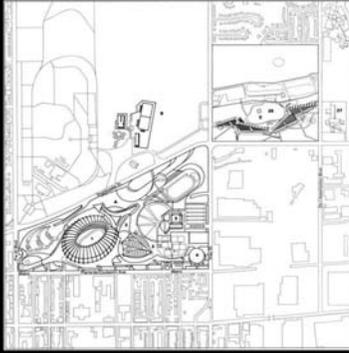
Portsmouth Olympic Harbour, Kingston, Ontario - Sailing

Varsity Stadium, Toronto, Ontario - Football preliminaries

Lansdowne Park, Ottawa, Ontario - Football preliminaries



Maurice Richard Arena - Boxing, Wrestling



Plan of Montreal Olympic Stadium & Tower, Biodome (formerly Velodrome), and Olympic Village



Plan of Montreal Olympic Stadium & Tower, Biodome (formerly Velodrome), and Olympic Village



Aerial View of Montreal Olympic Stadium & Tower, Biodome (formerly Velodrome), and Olympic Village



Model of Montreal Olympic Stadium & Tower and Biodome (formerly Velodrome)



Photo of Unfinished Montreal Olympic Stadium & Tower, 1976



Photo of Unfinished Montreal Olympic Stadium & Tower, 1980's



*View of the Olympic Park with the Maurice Richard Arena,
May 17 1982*

Legacy



*Montreal Olympic Stadium & Tower and Biodome (formerly
Velodrome)*



Montreal Olympics – Athletic Village, 1976



Montreal Olympics – Athletic Village, 2008



La Longue-Pointe en 1999, Hochelaga-Maisonneuve



Street in Hochelaga-Maisonneuve today



Montreal Olympic Stadium – Beautifully Composed (& Massive)



Montreal Olympic Stadium – Beautifully Composed (From Above)



Montreal Olympic Stadium – Massive Scale



Montreal Olympic Swimming Pool -- Underutilized



Montreal Olympic Stadium – Design Exceeded Engineering Capacities (Given Timeframe & Budget)

Legacy of Montreal Olympics:

Well organized, efficient event: BUT remembered for being incomplete AND having incurred a HUGE deficit...

Not planned well for what facilities would become in the future... sports facilities for uninterested citizens

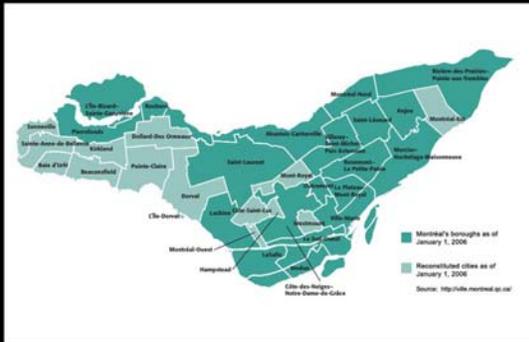
Scale & grandiosity of architecture: spectacular from above but over-scaled ("built drawings")

Legacy of Montreal Olympics... cont'd

Planning not well integrated with residential neighborhoods (scale, multiplicities of uses)

Not a huge tourist attraction – too far away for too little

Huge expenditures to complete the tower; huge expenditures to convert buildings to new uses (e.g. Velodrome to Biodome) and huge expenditures to maintain the properties



Montreal's Borough's

Calgary Olympics

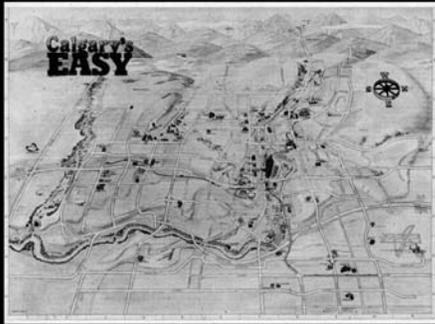
XV Olympic Winter Games 1988

Five new facilities were built for the games:

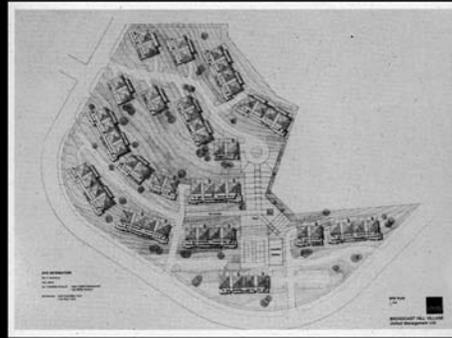
- Nakiska at Mt. Allan, Kananaskis*
- Olympic Saddledome, Stampede Grounds*
- Olympic Oval, University of Calgary*
- Canada Olympic Park, Highway 1*
- Canmore Nordic Centre, Canmore*



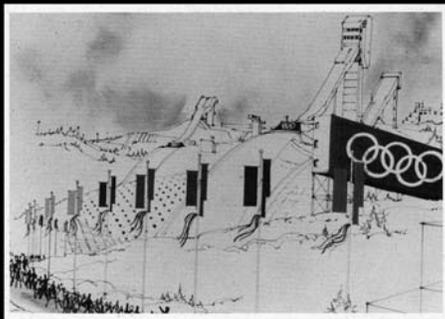
Calgary early 1980s



Calgary Olympics: Envisioning



Calgary Olympics Broadcast Centre Sketch Plans



Calgary Olympics Procession of Flags Sketch



Calgary Olympics: McMahon Stadium (Existing)



Calgary Olympics: McMahon Stadium (Opening)

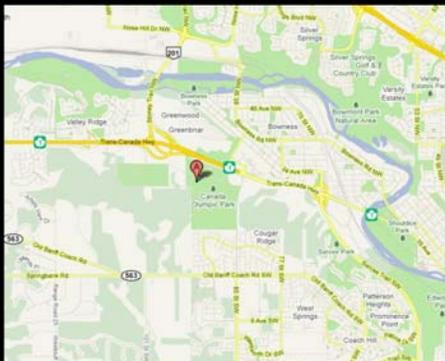


Calgary Olympics: Ski Jump



Calgary Olympics

Legacy



Calgary Olympics: Canada Olympic



Calgary Olympics: Canada Olympic Park today



Calgary Stampede and Saddledome (A) today



Calgary Stampede and Saddledome today



Saddledome under construction



Calgary Stampede and Saddledome today



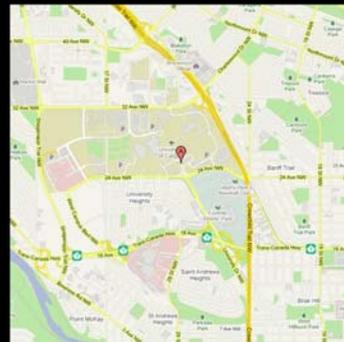
Calgary Stampede Chuckwagon Races



Calgary Stampede and Saddledome today



Home of Calgary Flames today



*Calgary Olympics: Canada Olympic Oval
University of Calgary*



Calgary Olympics: Canada Olympic Oval



Calgary Olympics: Canada Olympic Oval



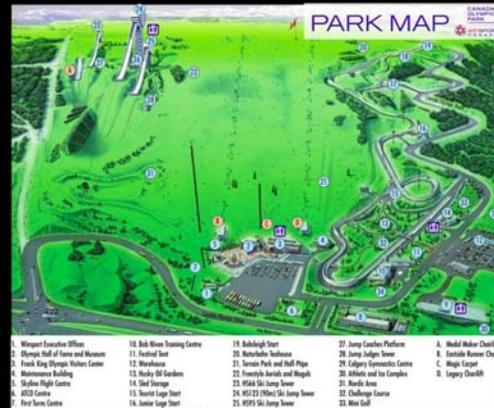
Calgary Olympics: Canada Olympic Park today



Calgary Olympics: Canada Olympic Park in the Winter



Calgary Olympics: Canada Olympic Park in the Winter



Calgary Olympics: Canada Olympic Park in the Summer



Calgary Olympics: Canada Olympic Park in the Summer



Calgary Olympics: Canada Olympic Park in the Summer



Zipline on the Ski Lift

Calgary Olympics: Canada Olympic Park in the Summer



Calgary Olympics: Canada Olympic Park in the Summer



Legacy of Calgary Olympics:

*Finished on time; well organized, smooth operation;
"balanced books" (although this is now disputed);
completed on time*

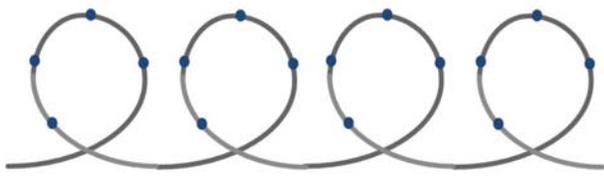
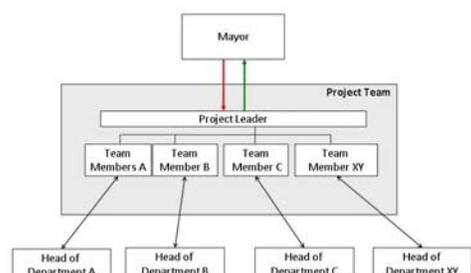
Effective use of existing and new facilities

All facilities are well used

*"Suburban" mentality; but developing light rail transit
run on wind power*

C Presentations

Femke Haccoû and Elsbeth van Hylckama Vlieg

<p>Implementation LAB Lviv outcome</p> <p>Philosophy Program elements & Overall planning</p>	<p>Implementation LAB Lviv outcome</p> <p>General philosophy</p> <p>“City overall approach”</p>												
<p>Implementation LAB Lviv outcome</p> <p>Program elements</p> <p>NO > Administration YES > Ice Hockey multicomplex Exposition centre (Green) connections Affordable low rise housing</p>	<table border="1"> <thead> <tr> <th>Program elements</th> <th>Overall planning</th> </tr> </thead> <tbody> <tr> <td>Basis: Ice Hockey multicomplex Exposition centre (Green) connections Affordable low rise housing</td> <td>Basis: Structure plan 2025</td> </tr> <tr> <td>Step 2: Concept definition for each element</td> <td>Step 1a: [END OF 2011] Decision by Mayor on task force installation & concept definition (see scheme)</td> </tr> <tr> <td>Step 4: Development tender process (for elements that go to market)</td> <td>Step 2: - Research data - Stakeholders analyses and installation in process - Iterative zoning & planning - Feasibility & financial structure - Identity definition and plan</td> </tr> <tr> <td></td> <td>Step 3: [END OF 2012] 1. Approval by Mayor on overall plan 2. Decision of execution organization</td> </tr> <tr> <td></td> <td>Step 4: -Overall planning execution -Systematic evaluation & defining adjustments</td> </tr> </tbody> </table>	Program elements	Overall planning	Basis: Ice Hockey multicomplex Exposition centre (Green) connections Affordable low rise housing	Basis: Structure plan 2025	Step 2: Concept definition for each element	Step 1a: [END OF 2011] Decision by Mayor on task force installation & concept definition (see scheme)	Step 4: Development tender process (for elements that go to market)	Step 2: - Research data - Stakeholders analyses and installation in process - Iterative zoning & planning - Feasibility & financial structure - Identity definition and plan		Step 3: [END OF 2012] 1. Approval by Mayor on overall plan 2. Decision of execution organization		Step 4: -Overall planning execution -Systematic evaluation & defining adjustments
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C Presentations

Volkmar Pamer and Martijn Kramer

 <p>Львів територія довкола стадіон</p> <p>LVIV THE STADIUM AREA Implementation Lab 20 – 22 June 2011</p>	<p>Observations</p> <ul style="list-style-type: none"> • Large historic and cultural attractiveness • Active, vibrant and cosmopolitan atmosphere • Visible religiosity • Gateway to Europe and Europe behind the border • Unknown in Western Europe • Lack of good public facilities for children
<p>Observations (continued)</p> <ul style="list-style-type: none"> • Connected by road and public transport, close to airport • Spiritual place • Green zone in the plain landscape • Focus on sports • Commercial potential • Remote from and not visibly connected to centre • The area has no name 	<p>Observations (continued)</p> <ul style="list-style-type: none"> • Connected by road and public transport, close to airport • Spiritual place • Green zone in the plain landscape • Focus on sports • Commercial potential • Remote from and not visibly connected to centre • The area has no name
<p>Suggestions</p> <ul style="list-style-type: none"> • Combine sports and recreational function aiming at Lviv and the whole region • Emphasize functions which attract larger groups of people for entertainment, exhibitions and festivals • Combine commercial interesting investments with social investment in urban contracts • Implement retail activities but do good research on the impacts for the centre of Lviv • Housing helps to create critical mass, but must be implemented carefully 	<p>Positive Functions</p> <ul style="list-style-type: none"> • Sports e.g. Ice hockey, tennis, skating, inline skating, skateboard, golf, swimming, cross country skiing, riding (also therapy), climbing etc. • Recreation, esp. Family recreation incl. Swimming (e.g. lake) • Art village incl. Open air exhibition • Entertainment park (e.g. Theme park like Ukrainian fairy tales park) • Pilgrim site (Shepticky park) • Green zone recreational site (for bikes and pedestrians) • Festivals • Hospital and therapy units (e.g. riding therapy)

Positive Functions (continued)

- Retail areas
- Expo and conference sites
- Hotels
- Sport related business and R+D sites
- Library
- Housing close to bus terminal and adjacent residential areas

Negative Functions ?

- Large scale housing
- Administration
- Large scale university campus (e.g. except institutes like physical therapy)
- Production

D Format of an Implementation Lab

Workshop format

A Implementation Lab (3 days workshop) consists of a reference seminar (day 1), study visit (day 1), Implementation Lab(oratory) (day 2) and policy recommendation meeting (day 3).

In its efforts, the Implementation Lab format will serve the following aims:

- Increase awareness of the consequences (both positive and negative) of the concentration and/or mix of activities, or: multifunctional and intensive uses of space (urban land, water and green areas)
- Examine the extent to which such concentrated land use interventions contribute to social quality as well as the economic value and the quality and climate robustness of the physical structure of areas
- Consider appropriate containment strategies for cities using multifunctional and intensive land use mechanisms to preserve open space, nature, valuable landscape and water systems, while balancing regional development.

Each Implementation Lab workshop is the result of carefully co-ordinated efforts between the host organisation and the International Institute Intervention.(III) .

Implementation Lab (IL)

Core of the three days workshop is the Implementation Lab.

The IL is an interactive session in which stakeholders of the host partner will work together on the spot with the III partners and experts. To maximize interactivity, the IL's are typically organised as open panel discussions involving planners from the host city/region. The Implementation Lab is meant to give momentum to a local/regional project, by implementing concepts like Multifunctional and Intensive Landuse (MILU) into practice. The Implementation Lab is a 'Laboratory' or 'Pressure Cooker'. All partners work together with the host partner on one or two local and / or regional cases, for which the host partner is responsible. The 'real problem' situation will seduce the III partners to produce the best of their knowledge relevant to the case under study. The need to help solve a practice problem will tap off the maximum of the partnerships know how. The case area(s) are located in the region of the host partner that will go through a (re)development process with special opportunities for instance MILU solutions.

Main purpose of a III Implementation Lab is to investigate as a group, both new and persistent urban/regional problems as they relate to land use. It is the intention that each workshop leaves both participants and hosts with new insights as well as a shared and learning experiences. It is highly desirable that each workshop provides the host useful and practical suggestions on dealing with the problem case(s) discussed.

The main goal is to go a step forward in the process of realisation and come to recommendations for the case area(s). This includes spatial solutions, environmental risk management concepts, architectural ideas, solutions for social problems and crime prevention, process organisation, financing and policy strategies.

Cases

The host organisation identifies one or two problem sites and assembles detailed information on them for the attendees to deliberate over. In addition, a third site can be presented as a case study to demonstrate an innovative approach. Supporting presentations can be made by host officials to inform participants to the full about the idiosyncrasies of the cases under study. In addition to that, selected participants as arranged by the programme organisers can present also input for the deliberations by means of cases that are of interest; this is based on their own experiences.

Focus of an IL

111 partners represent a wide variety of fields including urban and regional planning, architecture, ecology, landscape planning, aerial survey, urbanism, environmental management, construction, water management, risk and safety management, traffic and transport engineering, economics, social, community and health sciences, systems analysis, and law as well as public policy and administration.

The focus is however on the integration of sectoral policies and specialised expert know how, emphasising cross-cutting issues:

- Governance (effective planning and implementation, finance, regulations partnerships, etc.).
- Technology (systems management, construction technologies, architectural concepts, etc.).
- People and environment (participation, quality of life, risks, resource use, etc.).
- Spatial quality and identity of place.

Five issues of concern

While selecting one or two projects for consideration, the host city or institution identifies issues related to five issues of common concern. Manifesting themselves differently in each site, these five types of issues provide the means to both orient participants to the preferred nature of debate, as well as be a basis for organising meeting's panel discussions.

The six issues considered are:

- **Quality and identity:** Does the project area have its own identity, socially functionally and visually? How can this be enhanced? How can a livinggreen life style be supported? Are there local aspiration that we can built on?
- **Critical Mass:** Does each site have enough development , infrastructure and resident population to maintain a coherent community or support a desired mix of amenities with sufficient carrying capacity.
- **Connectivity:** What link does each site have with its surrounding natural and man made environment? Can these connection be enhanced?
- **Human scale:** Do the existing developments relate in scale and proportion to diverse human scale activities such as walking, biking, congregation, social interaction? Do de scale and relationships of public spaces support and attract their use?
- **Promotion and marketing:** How are existing uses promoted ? How effective are these efforts and what types of promotion would be useful, necessary of possible to improve a better sense of place?
- **Process Architecture:** In developing a spatial development strategy, when should stakeholders be involved and how? What are the various interests and interdependencies between stakeholders? How do we handle opposing interests? How do we organise an effective planning and implementation process?

Preparation and procedure of an Implementation Lab

An IL is organised according to the following scheme:

Pre-meeting preparations:

- Identification of problem sites by host organisation.
- Identification of key areas of concern.
- Preparation of dossiers with background material for each site.
- Distribution of background material to registered attendees several weeks prior to arrival.

Procedure of an Implementation lab:

- Site visits to establish context.
- Plenary sessions (including invited speakers).
- Working sessions to formulate concrete suggestions for the case study areas, as well as observations on how to develop (regional) policies.
- Concluding plenary session.



To avoid misunderstanding: an IL forms the core of a workshop.

Work method

The IL's working sessions are conducted by dividing attendees into teams depending on the number of attendees, to distribute professional expertise as evenly as possible. There will be moderators for each team. Experts are available as resource persons. They come from the host organisation, and are familiar with each project. Their role is to help maintain focus as well as to facilitate concise compilation of issues and concerns. Issues and concerns identified for each project are placed within the six areas of concern, mentioned before. Discussions and observations are conducted in an open panel discussion format. Each moderator's objective is to have their project's comprehensive lists of concerns categorised halfway through the IL.

Finally, the deliberations will focus on simplifying the various comments produced by each team. The process is organised in such way that it is ensured that all participants will understand and agree with the ideas generated for the case study projects.

To wrap up the work done, theme co-ordinators and the hosts deliver summary comments in plenary.

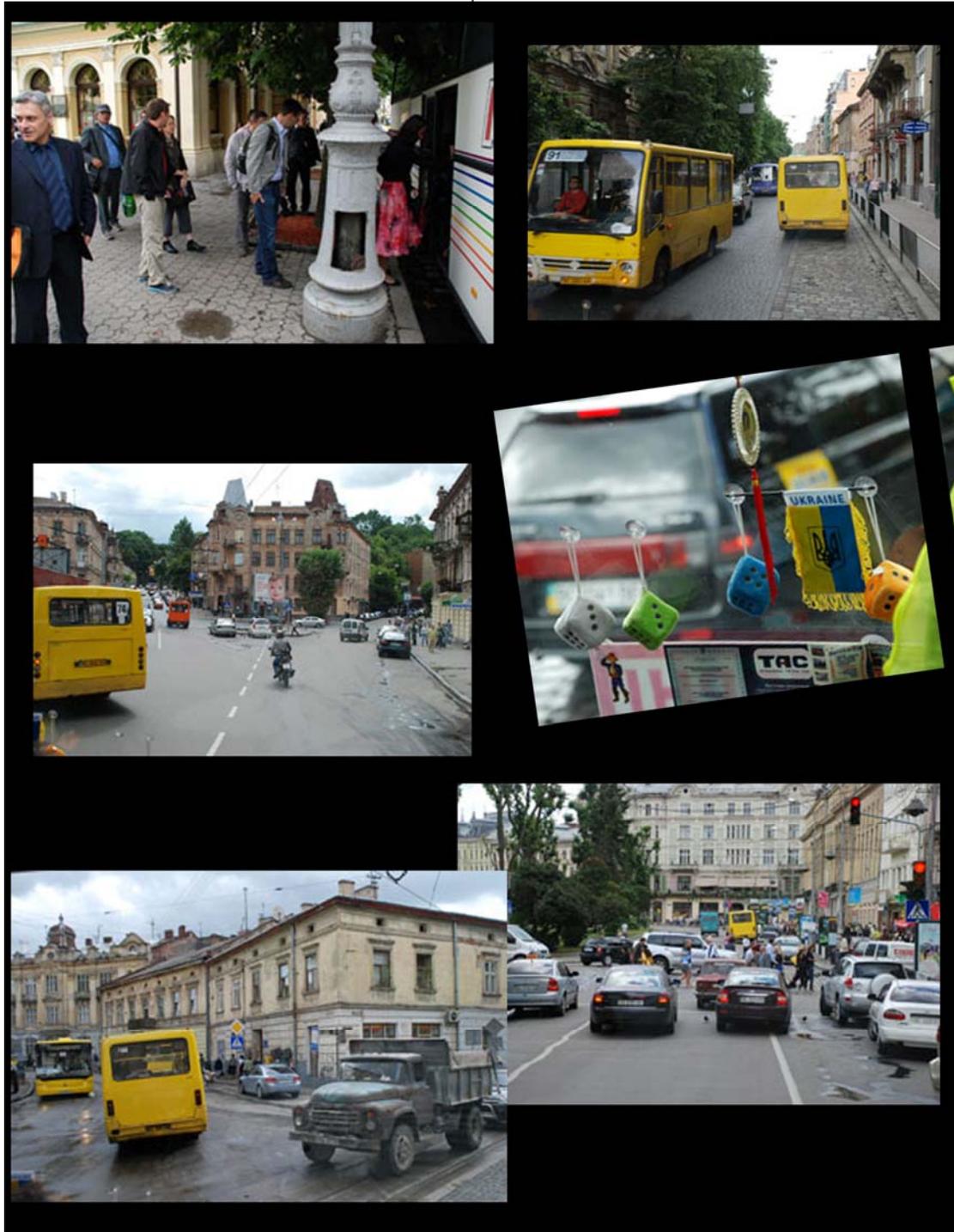
Reporting

The host organisation produces a report, the content of which is in agreement with the IL. This report highlights the results of the Implementation Lab. The host organisation disseminates the report in its region. It is recommended to organise a press conference to present the results.

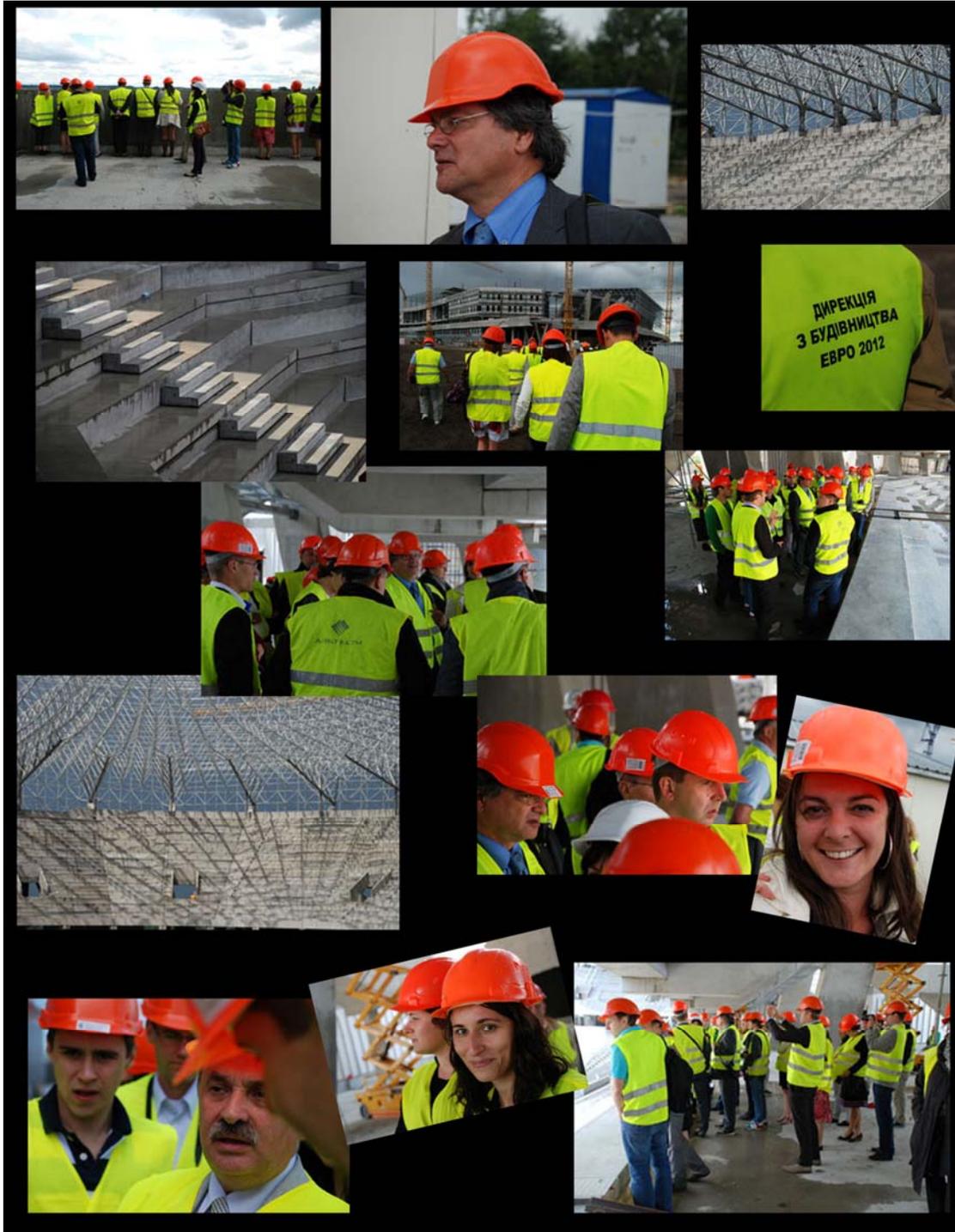


E Photo Collage

Lviv impressions



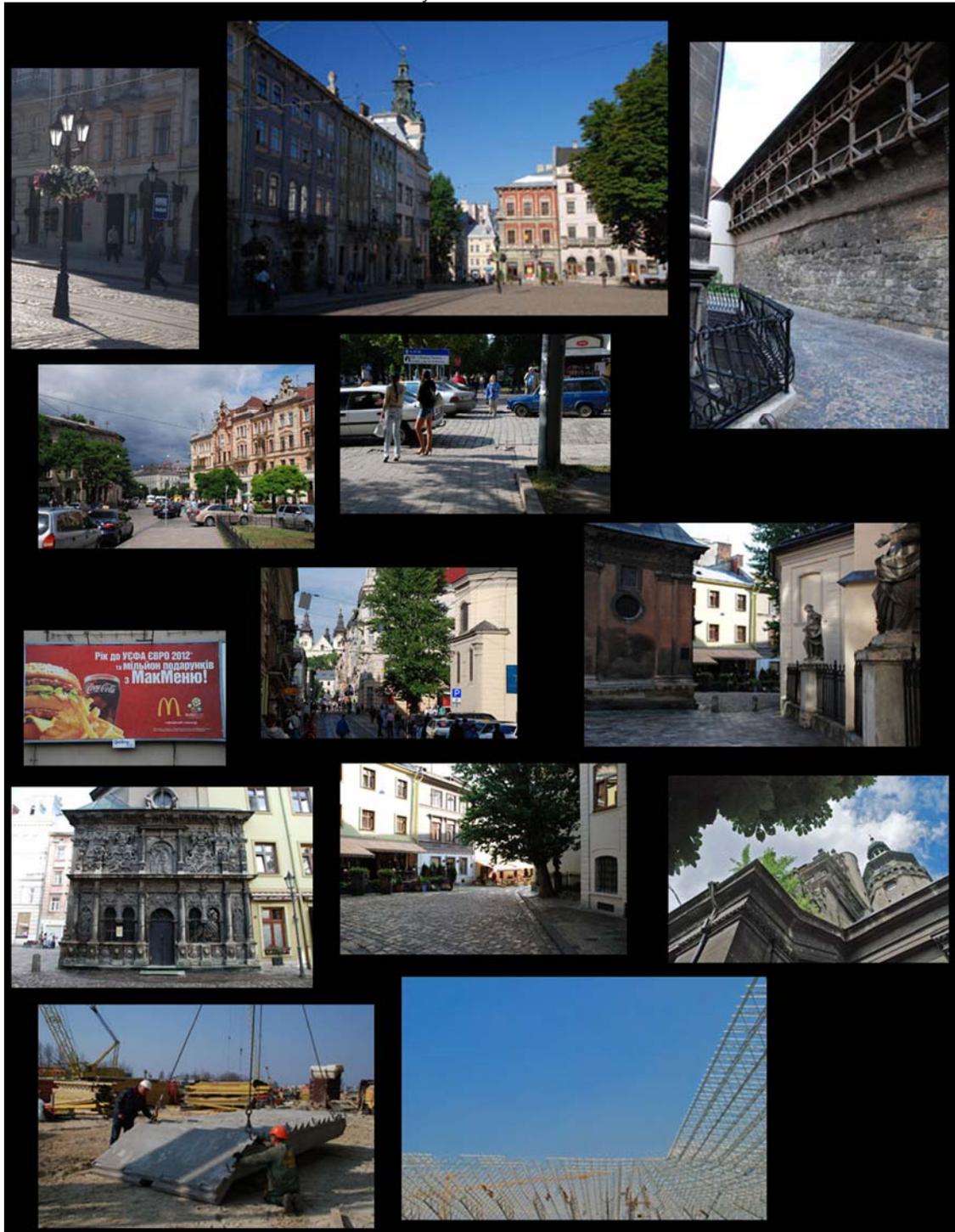
Site visit Football Stadium



Stadium Area



City Centre of Lviv



Wining and Dining





The International Intervision Institute is a product of many years of experience in the IFHP Working Party MILU, Multifunctional and Intensive Land Use (2000-2004) and the Interreg IIIc Operation MILU-net (2004-2007). MILU-net developed into a network of experts dedicated to the generation, collection, exchange and transfer of knowledge on the subject of multifunctional intensive land use as a means to realise more sustainable urban development in Europe. The members of MILU-net were European cities and leading European Research Institutions.

The experiences showed that urban and regional planning professionals are usually closely involved with their own region or city and often miss an objective evaluation of their work. All the cities involved in the MILU projects greatly appreciated the added value of an impartial, non-competitive and professional appraisal of planning problems and potential solutions.

After termination of the Interreg IIIc project, the initiators of MILU decided to continue working with the theoretical framework and the format of the Implementation Lab, that proved to be most productive for the solution of local development problems and for the implementation of strategies focused on multifunctionality, variety, differentiation and intensification.

III is a new initiative, aimed at a continuation of the MILU experience, and at building further on the added value of past experiences of analysis in four continents, 20 countries, and 30 specifically analyzed urban areas.

The goal of the III Institute is to accelerate the development and acquisition of knowledge and competences for sustainable area development in:
urban areas, such as city centres, neighbourhoods, industrial areas, docklands, waterfronts, urban networks and suburbs;
rural areas, including urban/rural fringes, brownfield land, valuable cultural and historical land

The overall aim is to increase sustainable spatial quality. To this end we work from the following principles:

An integrated approach - through interdisciplinary working.

Meeting social needs - by generating support and consolidating interests.

Effectiveness - by interpreting and addressing the problems of each area in its own right.

Upgrading and renewing policies and policy measures - through comparison and evaluation of problem definitions with best practices elsewhere.

The added value provided by III consists of:

Enhanced professional skills.

A stronger elected administration and improved relations.

Accelerated and improved processes.

Optimized outcomes.

Reduced risks

Fresh insights and renewed working methods.

A productive return on the use of resources.

For more detailed information see www.iiinstitute.nl.



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