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Stadslab European Urban Design Laboratory
Master Class Lublin 2007

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Stadslab is a knowledge centre and laboratory for urban design in today's European cities, where participants take advantage of real time postgraduate and PhD programs

Stadslab European Urban Design Laboratory is the postgraduate program of Fontys Academy of Architecture and Urbanism, Tilburg, Netherlands

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MASTERCLASS

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European Urban Design Laboratory

LUBLIN 2007

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1
Foreword

Ruud Vreeman, Mayor of Tilburg, Professor of the Fontys Administration School

In December 2007, I visited my colleague Adam Wasilewski, mayor of our Polish partner city of Lublin. This was my first visit to the city. The visit was made on the occasion of completion of the first Stadslab Master Class, to which both mayors were invited. I was struck by the vitality of this city, previously unknown to me.
In Lublin, one in four inhabitants is a student at one of the city's universities. The city has a magnificent historical centre and an attractive green setting. At the same time, I realised that this is a city in search of a new identity, new economic drive and improved accessibility in the new Europe.
Ten architects and city planners from the Netherlands and Poland have together developed visions for Lublin, with a keen eye to place these isseus in terms of spatial scenarios.
These spatial visions encompass a broad range of aspects important to any city: accessibility, employment opportunities, a good residential climate and a clear identity.

For a city and for its mayor, having outsiders hold up a mirror and thereby revealing the strengths and qualities of your city is of inestimable value. In many cases you are already aware of the strengths and weaknesses of your own city, but the hectic life of everyday administration sometimes gets in the way of developing a powerful future vision.
Every city that finds itself in some form of transformation phase needs the vision and opinions of outsiders, above all if those outsiders are well educated and experienced professionals who are willing to use their experience to the benefit of 'your' city.
Tilburg is also a city in transition, even today. With the loss of the textile industry, that well into the twentieth century employed tens of thousands of people in Tilburg, the city was plunged into a deep crisis. Since that time, the city governors have been working towards improving the vitality of the city, to make it a city that matters, and of which you can be justly proud. Where life is good and where there is excellent (higher) education, and a good range of cultural facilities.

European cooperation as intended by Stadslab is extremely valuable for initiating or stimulating the process of thinking about a city. As a mayor, you must consider yourself fortunate that a laboratory and centre of expertise for urban design of this kind is established in Tilburg. I hope that the cooperation between Tilburg and Lublin will prove fruitful.



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Introduction Stadslab European Urban Design Laboratory

Marc Glaudemans, Dean of Fontys Academy of Architecture and Urbanism

European cities, especially in the new member states in Central Europe, all witness very substantial transformations, caused by the transition from centrally planned decision-making to the full exposure of market forces. Stadslab European Urban Design Laboratory is our response to these and other observations and challenges posed by a dynamic Europe. Located in Tilburg, Stadslab is an international research program for medium-sized cities in Europe. Its master class program offers design expertise to cities and regions in Europe in order to stimulate coherent, sustainable and successful urban environments. Our projects allow hosting cities and regional authorities, to have real time cases of their choice, examined in one of Stadslab's urban design laboratories. Subjects of these laboratories could be any topic related to the revitalization of cities in an increasingly post-industrial era of globalisation and transformation. The program defines the most dynamic changes that are taking place in these countries, which are decisive for their sustainable economic growth. The projects consist in designing a development agenda for a given city with regards to its urban structural development or its general strategic development plans.

In the long run, Stadslab aim is to educate European 'change agents', professionals who will bring about, or help to bring about, change. Change will definitely be a buzzword in the coming decades. Often referred to as the 'old world' and with new giants emerging in the East, Europe must renew the basis of its competitiveness; increase its growth potential and its productivity. If anything, Europe's cities have always been and are going to stay the key figures in this continuing story.

Architects and urban designers can invest their skills and knowledge in this developing Europe, with such diversity and potential. Stadslab is aimed at young and experienced professionals with the ambition to really become involved in the dynamic process of urban transformation. As a school of Architecture and Urbanism we strongly encourage this orientation to real-world practices. Even though architecture may the oldest or 'mother of the arts', architects, urban designers and the schools that educate them, should continuously be engaged in a dialogue with the world outside to ensure that our designer answers meet the demands of modern society. Stadslab seems to us an excellent way of practising this engagement.







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The case of Lublin

Adam Wasilewski, Mayor of Lublin

In December last year, the Lubliners had the opportunity to review the concepts of a spatial and functional improvement of the most prospective urban areas of their hometown proposed by the international project STADSLAB realized by the Academy of Architecture and Urbanism of Fontys University in our twin city of Tilburg partnered with the city of Lublin and Lublin University of Technology. This event initiated an interesting public debate on the trends in the urban development of Lublin.

The local authorities did not expect the project to deliver some tailor-made solutions. Instead it served the purpose of juxtaposing the views of "external" experts with the "internal" image of Lublin and presenting the methods of urban planning applied in Holland and other European countries. As far as the Lublin architects and planners are concerned, the project offered them the opportunity to explore the Western planning and design methodologies undergoing constant changes due to the dynamic social and economic transformation of the last decades.

In the course of the project, a team of experienced Dutch and Polish designers prepared a number of urban concepts.

Following the analysis of the potential of the key municipal areas, which may prospectively have impact on the city structure, they produced the spatial visions.

A very interesting vision of a modern industrial district has been proposed for the Special Economic Zone in Lublin. The designers also drew attention to a number of threats and opportunities related to the new developmental areas in the vicinity of the interchanges of the future city bypass road.
Another stimulating idea is the revision of the functions of existing and prospective post-industrial areas and their transformation in line with modern urban planning aimed to elevate their attractiveness through offering the maximum comfort of living. This approach is best visible in the concept of opening the city to the valley of the Bystrzyca by creating highly developed public spaces along the river.

From the local authorities' perspective, it is of utmost importance to be in possession of well-prepared development plans and visions allowing for various scenarios. Therefore, we appreciate new ideas addressing the city's investment ambitions and at the same time conforming to the latest trends and tendencies in

urban spatial planning. The project accurately points to the transformation processes within the degraded areas and those that might be possibly exposed to such risks in the future. This should allow the city to take adequate action and stave off the threat of such negative phenomena.

The presentation of the STADSLAB project was a chance to see how Lublin may be perceived in Europe. It contributed to the debate on further city development. The concepts conceived during the workshop will certainly provide the wealth of data and inspiration for the drawing up of strategic action plans.

Lublin's expectations concerning Stadslab

Ewa Kipta, Programme Coordinator, Lublin Municipal Office, Dept. of Architecture and Urban Development

Lublin is the administrative centre of the voivodship, the capital of the Lublin Region, and home to 365 thousand inhabitants. It is the biggest town in Eastern Poland, with a long history based on the location of ancient merchant routes of Europe.
One of its assets is the location of the town atop loessial rolling hills of the Lublin Upland, and in the valley of the Bystrzyca river. The traces of permanent settlement are dated back to the 5th and 7th centuries. The town grew in importance under defence of the castle built in XII century. In 1317 the King of Poland granted Lublin the municipal regulations based on, so called, German rules, defining spatial layout, local taxes system and public structures and responsibilities. Due to vital commercial contacts eastward and westward, Lublin has been inhabited by different nationalities and religions, from the middle ages on. This resulted in a rich and varied community and growing importance in the country. Since XV century the city played an important political role in the Polish-Lithuanian Union, as a location of Common Diet defining the rules for the union and since 1578 offering a site of Royal Tribunal - the highest court of the Kingdom.
The series of wars and rebels of second half of XVII century resulted with robberies and destruction, but also changed the map of routes. As a result, Lublin suffering from economic and political reduction, was reduced to the role of peripheral centre, but with cultural ambitions still alive. After the World War II the region became a part of a 'buffer zone' along the eastern boundaries of Poland. The official 'friendship' between Soviet Union and the rest of centralised communist countries referred only to the capital cities with the top politicians, never to regions. Lublin and the region has been suffering from isolation since 1945 till 1989. The later 15 years of transformation, between 1989 and 2004, opened very new perspectives not only for Poland and other new EU countries, but even more to the regions which found themselves again on the way between East and West. Re-defining the economic and cultural role in the new context is the most vital challenge for Lublin.
Lublin has the ambition to consolidate itself as a perfect link between east and west Europe and is in need of strategies to achieve its goals. The Lublin region has one of the lowest per capita GDP in the entire European Union (2002 = 32% of EU average). The benefits from the economic transformation after 1989 were more evident in the Polish regions located closer to Western Europe than in the eastern part. However, the standard of living in the city of Lublin is considerably higher than in the surrounding countryside. Transportation infrastructure appears to be the major problem of the region, and other problems are more or less related to that disadvantage. There is not enough bridges across the main river of Poland dividing the country, there are no major highway connections between Lublin and other major cities, no (international) airport, and declining rail links. The regional strategy refers to most of these problems: one new bridge is going to replace the old and narrow structure along the national route S-12; the other one is planned to improve the westward connections (towards Wroclaw and Poznan); the construction of the international airport, located 12 km from the centre of Lublin, is the major project devised with a strong support from regional and local administration and the business. The modernisation of the railway connections, with direct line to Kiev) is also the subject of strategy, but requires more interest from the railway company, slowly adopting to the trans-European context.
There are few questions to the "outsiders", which are important for shaping the future of Lublin. We need to know, whether the cultural heritage of our city has enough attractiveness for tourists form all over Europe, whether the cultural offer has some distinctive features, but also if other parts of it are not too far from the common mass-cultural melting pot. We want to know if our part of history is understandable and interesting for anyone from "outside". In terms of challenge for modernisation, we want to hear the non-local suggestions concerning priorities among many visible areas of activities.
Representatives of Lublin Municipality do not expect ready-made solutions for the city. Instead, they hope for multi-aspectual comparison, juxtaposition and confrontation of the two ideas of Lublin's development: the one developed locally, and the one presented by the Dutch partners. A chance of contact between the European experiences in city planning for the 21st century, and the local methodologies for these objectives are of crucial importance. The realisation of the programme will show how Lublin can be perceived by other European states and cities, which will contribute to the debate and implementation of future city development projects.

The results of the Master Class do not relate to the straight implementation of this or that idea - it is more about the way of thinking, presentation and, last but not the least, the discussion caused by the proposals. The important issues related to the quality of urban space understood both as a respect for the historic features and the prospects for modernity. The main results refer to a series of critical issues:

- The urban scale of development proved to be an important aspect of devising the urban planning regulations, especially when confronted with the large scale investors, increasingly appearing in Lublin.
- The planning proposals devised along the Stadslab course, inspired with high urban density of low-rise investment associated with urban greenery increasing the attractiveness of development.
- The historic city centre proved to have universal cultural values, good enough to be a main feature of the identity of Lublin. The modern Lublin should develop urban space of no lesser quality - and that should be the challenge for both local government and developers.
- The quality of space for streets, squares and roads is another issue to be reconsidered after too long habit to treat these areas only in terms of technical aspects - the respect for aesthetics should not be limited only to historic areas.
- The use for public green space was another important point for discussion showing the cultural difference and possible area of long-term intervention promoting the healthier patterns of life.
- The presentation of urban area if form of drawings from aerial view are very useful as a tool for public debate, as they are easy to understand for non-professional audience, and their accuracy is suitable for urban concepts open to further architectural definition.
- The willingness to public debates on urban development remains in Poland a non-evident part of local policies. The information on more open procedures and requirements consists the core of permanent professional education in this field.

The Stadslab Master Class offered to Lublin not only a good training for a couple of urban planners working for the City Office. It also means a deep insight to the prospects for the city's future, released from local limitations, but experienced with more advanced development trends. We hope that the professional contacts introduced by Stadslab shall continue in coming years, and, hopefully, help us with promoting Lublin as a place of potential.



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Stadslab Lublin Premier European Urban Design Laboratory

In order to achieve the appropriate "design temperature" the Lublin Master Class should be compact and intense. Our brief specified an "Energetic Lublin, a Lublin on the move".

Changing Agent

Juliette van der Meijden, Coordinator Stadslab

Lublin is a perfect example of a city in transition from a state-centred to market-oriented economy. Both local and regional government realize too well the necessity for a severe revamping of it's apparatus, imposed by the quick pace of an emergent (European) economy. In a few years time, Lublin has seen new shopping malls, super markets and parking garages, adhere almost overnight to city soil. A contemporary market condition that seems to have found it's way to every region in Europe. But does this new condition also hold the answer to local spatial and economical issues?
The first pressing local issue, became apparent with our fact finding visit. It takes three hours - Formula 1 driving style - to arrive in Lublin, from Warshaw. The city needs to be better connected to the Polish and European road and rail networks. The elections of November 2006, left Lubliners dreaming of a political and economic renascence. At this point in the city's history, Stadslab came to propose a Master Class on the subject of urban transformation. With the city as our "commissioner" and the Technical University as our counterpart we set out to work.

Stadlab's question to potential participants is if they can see themselves becoming "European Urbanists", considering the topics the program pursues are related to the redevelopment of the midsized European city.
Stadslab's adopted work method can be characterized as that of a "changing agent": concepts are developed by participants, and subsequently tested during open debates, in order to stimulate (professional and public) awareness on transformation processes. In the case of Lublin, the Master Class was carried out by a group of Dutch and Polish designers and planners and focused on the preliminary stages of urban transformation of the city. Intensive studio sessions, expert meetings and field trips in Lublin, as well as in the Netherlands, took place from September to December 2007 (in average 3,5 days per month). The Master Class program for Lublin consisted of a combination of team oriented analysis and design work, as well as individual designing. Participants developed a number of hypotheses for Lublin's future, subsequently the city and its inhabitants decide which course of action will be pursued. In a "best case scenario", the Master Class results are adopted by the municipality, in order to develop structured plans for the city. Our brief specified the ambition of the city to achieve an

"Energetic Lublin", a Lublin on the move.
In December 2007 the Master Class results were presented to the municipality of Lublin and the population of the city. These results can be considered as visions with inquisitive qualities, perhaps the start for Lublin's spatial redevelopment agenda 2007.

Main Ideas Of The Master Class

Didier Rebois, Visiting Professor Stadslab

Urban design needs to be able to combine a large-scale territorial vision with a local-scale architectural vision.

The Master Class on the development of Lublin was structured around three strategic topics, which appear as the main intervention levels to start an urban transformation of the city: mobility, green and uses.
In a first step, the Master Class worked with different types of information on Lublin, past and future as well as strategic mapping (during a workshop in situ). Concerning the latter, a distinction was made between diagnostic mapping on the existing state of affairs and a mapping of proposals for each topic.

Mobility: accessing and linking

The city of the 21st century will be a sustainable city open to a plurality of forms of mobility. Contemporary cities need to be designed to take account of this new imperative. The idea is to conceive space for lifestyles that ally long-distance with local mobility.
The main question was, how to make the main districts and places of Lublin more accessible, at different scales from territory to local, and with a mixture of displacement modes. And how to link them better to create interactions between these spaces? Encouraging mobility with different ways of displacement, creating a good "multi-mobility" - is a strong objective because it is the key of urban development. The question being how to connect the new airport, the future intermodal railway station with the main dynamic places of Lublin: the historical centre, the University campus, the bus station, the future technologic park. The solution proposed is to create a strong and efficient network of public transport (Bus Rapit Transit or Tram) with a ring around the centre, connected to main lines along the principal axes of the city.

Green: adding value and connecting it to the development

The main issue here is how to give a better value to the nature in the city. Not only as a patrimony and an identity of Lublin, but also as a catalyst for nature associated development and urban transformation.
Green can be considered as a quality of Lublin, a green city with many squares, parks, a river valley and a generous topography. Lublin is an urban landscape. But further studying revealed that the strong quality of nature inside the city has been impaired by urban development. The landscape around the city is rapidly shrinking because of the diffused urbanisation of individual housing. And - inside the urban tissue - the river area has not really been appropriated by the inhabitants; it has become more like the back of the city.
This is why we imagined to invert our gaze, and look towards these natural elements as the positive side of the city. Thus proposing to make this green patrimony one of the main motors of the development of Lublin, by connecting nature with urban transformation.

Usages: diversity and mixing the uses

How to obtain a good balance between uses in Lublin : education - work - housing - commerce and culture ? And how to encourage the mixture and connexions between these uses?
Lublin is changing because of its integration in Europe and it is a chance for its development if this is connected to its local identity. One of the components of this identity is a certain quality of life. We imagine four main types of uses, to reinforce or to create anew, but without destroying this way of life.
Housing : there is a danger in allowing the proliferation of diffused individual housing in the suburbs. Thus studies focused on new compact housing districts, also to avoid further exodus of inhabitants from others smaller cities and villages.
Commercial development : along car mobility axis in the suburbs, a great number of commercial buildings and shopping strips have been created. Studies were conducted on how to organise their connection with the street in an urban like manner, and mixing them with others uses, like housing, in multifunctional urban zones.
Modern working areas : to attract firms to Lublin it is important to be able to offer them a good urban environment, and not only lots to built area. Imagine two main types of working areas :
- dense blocks of offices near the railway station creating a modern business district profiting of good accessibility;
- a High Tech Park offering green, services and a good public transport connexion with the universities

And finally, we know that good urban development must integrate a fourth transversal topic: Culture. How can the cultural dynamics be associated to public spaces and a green strategy, taking into account the transformation time?
Lublin is candidate for the European Capital of Culture 2012, and the idea is to profit from this opportunity by generating an urban cultural programme. This can be realized by "animating" many places in the city, creating energetic public spaces, and profiting from the fact that 1/4 of the inhabitants of the city are students.

From transversal topics to specific mutating spaces

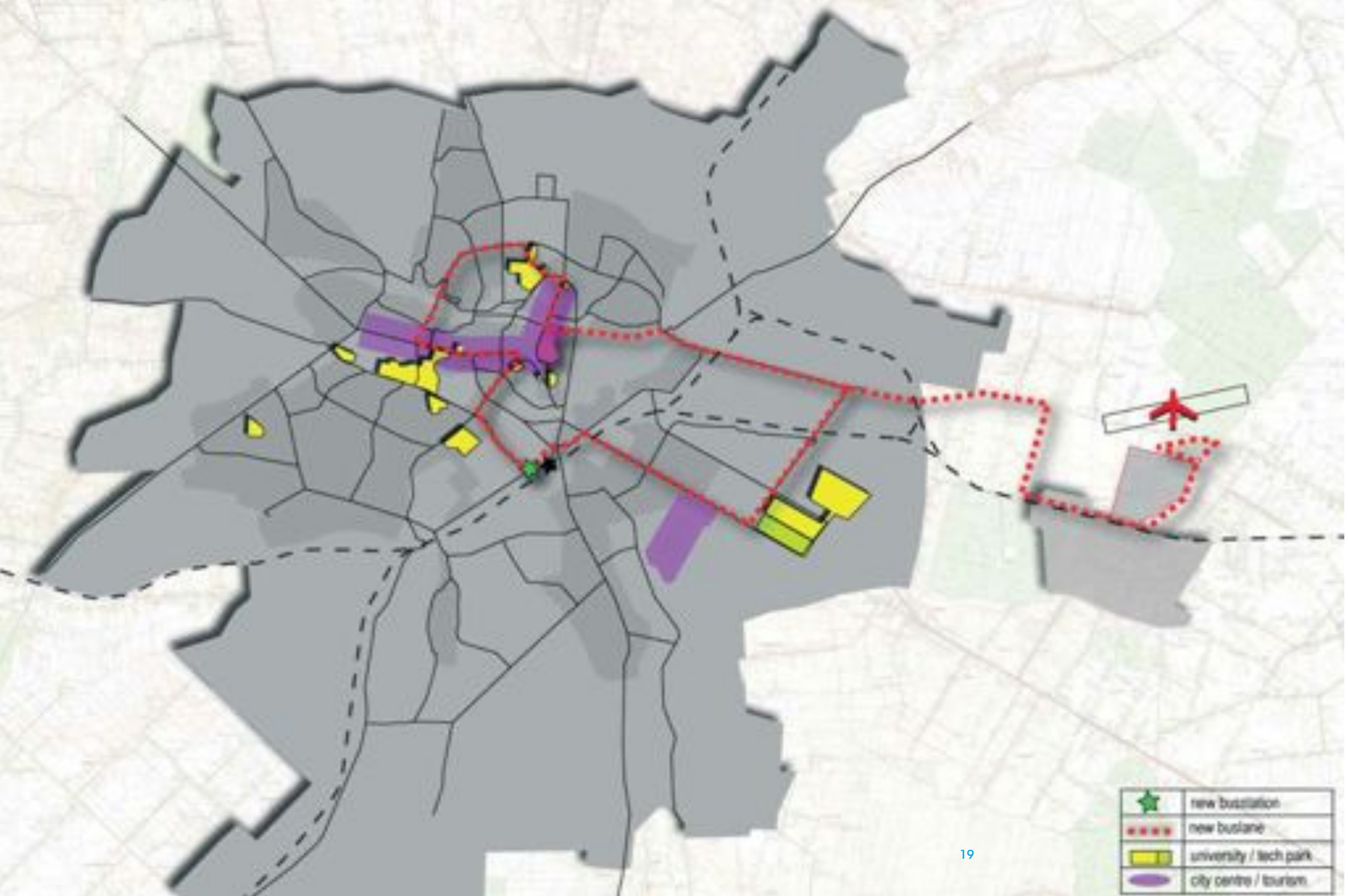
In a second step, in continuity of this gained knowledge of Lublin, and this thematic global vision of the future, four situations of "urban mutation" were illustrated, where mobility, nature and transformation of its uses can be juxtaposed.
Four hypotheses were produced for new urban spaces with different ambiances :
The "Industrious Strip", or how to profit of an existing development on the North boulevard, connecting it to the new future ring road, reinforcing accessibility, producing a mixed district but where the dominant economic activities would be around food and agro-production.
The "Technohub East" district, or how to profit from the implementation of an airport near the city, creating a huge Technologic park, offering to new technology firms qualified spaces to come in Lublin, and in conjunction with a research domain linked to the universities, but also other urban programs, such as housing, services and green parks. The area will be very well connected to public transport, to offer qualified people a space to work, but also to live.
The "Garden City" of the 21st Century, or how to answer to the demand of the inhabitants to have better residential offerings, integrating the diversity of their ways of live. The proposal is to create on a former, partly obsolete area in the South, not far from the station and the city centre, a new huge housing district. In this area different typologies will be mixed, on the base of an urban grid, in order to control the implementation in time. This "garden city" will propose at the same time to connect housing with nature (gardens, parks) and to urban services (shopping, social and cultural facilities).
The "Green Valley" inhabited park, or how to enhance a green corridor inside the city, creating strong green public spaces, connecting all the main districts of Lublin with "soft mobility" (pedestrians, bicycles, public transport). The park can welcome many new programs connected to leisure and sport, but also an extension of the university, housing and offices connected to the railway station. The aim is to create a dynamic urban façade on the park as a limit between green and buildings, but also with a considerable permeability towards the existing city.

Conclusions

Starting from a realist study of the city, we allowed our fantasy to explore these ideas and to produce visions which were shown to the local authorities and to the public in Lublin. In this production on the future of the city, we connected the modernization of mobility to the transformation of the urban tissue, and we integrated nature as an active motor of the change. We propose to stimulate a dynamic urban life.
We realize that these visions are ambitious and can be consider - not utopian - but as idealistic scenarios. During our work, we introduced a main implementation factor: time.
Scenarios were designed in two steps : short term in 5 years, and long term in 15 years. For urban development it is important to consider a long term vision of the future, integrating strong lines of development (like the question of modernization of mobility and the question of limit between built and open areas). it is necessary to consider all along the process of urbanization. But inside this structure it is important to introduce flexibility. Urbanisation is always realized step by step, and has to be able to introduce new elements, the rhythm of economic development, the unstable programmes, the change also of mentality during the process.
Our contribution has to be seen in terms of proposing new elements for a debate with local authorities and inhabitants. We thrust that this type of production of ideas can be appropriated, not as a fixed image of the future, but to provoke a debate with all the people concerned with the future of Lublin.



5
Masterclass



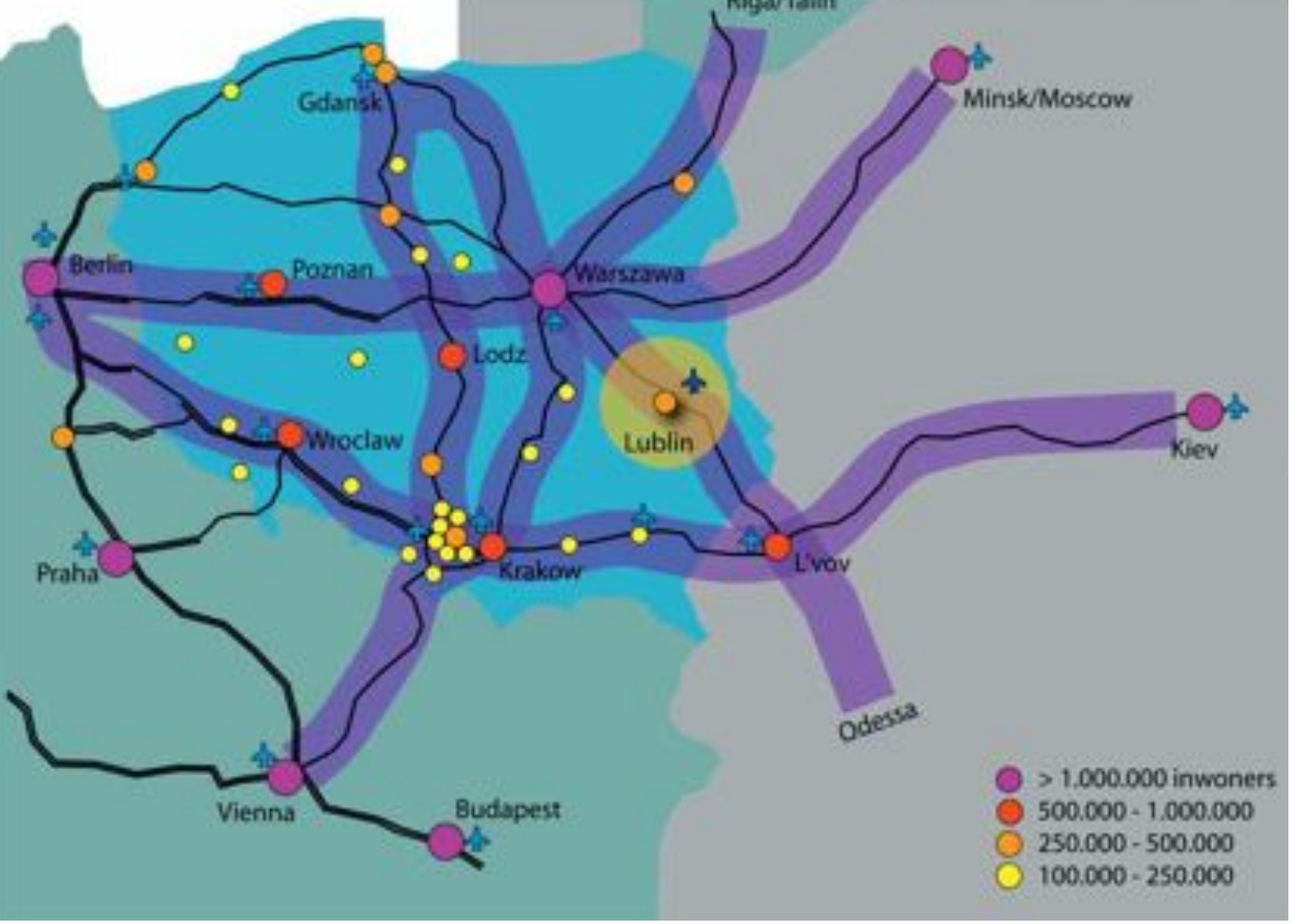


General considerations

Paul Kurstjens and Pawel Oron

Lublin finds itself between the confidence that the state will stand up for small farmers who colour the region, and European subsidies aimed at tackling unemployment; between the trusted top-down planning and the unmanageable bottom-up building practices; between East-West and North-South oriented infrastructure lines and the border of both Poland and Europe. How can one as a urban designer create, when one does not have sole authority, but is required to cooperate with a group of very dissimilar designers? City planners, architects and artists from the Netherlands and Poland, each with their own design cultures?
But as soon as the first drawings are on the table, things seem to move forwards of their own volition.

The first series of drawings address development on a national level. Lublin is located on the eastern boundary of Europe, and very much caught in between strucutures; poorly connected with national road and train systems. Surely something can be done, but what? The drawings proceed to link the spatial qualities of the city to the necessary infrastructural improvements at a higher scale. In doing so, the group realizes that infrastructural connections alone, could also lead to the reverse effect of











leaving the city empty-handed. In other words, top-down and bottom-up planning; large and small-scale players need one another in order to achieve success.

Lublin, as a major city, is located in a region with plenty of villages and hamlets, where approximately half of the population is employed in agriculture. In such a region, the train is practically unable to fulfill any meaningful function in terms of transportation. In this situation the bus is a more suitable means of transport, and the car eventually an even better mode of travel, once wealth has increased. Because Lublin is a regional centre - comparable for example with the city of Groningen, in the northern part of the Netherlands - traffic problems tend to concentrate in the city. Lublin has already developed a plan for a ring road. This road has been located quite a long distance from the current city centre, one can expect that for the time being, local car traffic will continue to use the urban road network. This then leads to the question whether the new ring road can represent any economic gain for the city or will the city develop outwards towards the ring road, and could this lead to a functionally peripheral city centre?
These dilemmas have been tackled in a range of strategies, that although different in nature have been brought together in the following:

1. Urban axes with related development areas.

In Lublin, just as in other European cities, a shift is taking place, from heavy to light industry, and from government services to consumer-oriented services. Industrial estates are being redeveloped and small-scale businesses, offices and retail trade are flourishing. Many government facilities (from the communist period) are currently experiencing hard times, because the private sector is now focusing on that market. Take for example the innumerable private bus companies competing with the state operators.
Lublin is home to no less than 7 universities, but more than 50% of the labor force has been employed in the public sector. Considering that this is bound to change in the present market economic, there is a opportunity to retain part of the graduated student population. Most students are currently forced to leave the city to find a job.
The relationship between new business and educational institutes and between the agricultural hinterland and the changing city cannot be easily designed, although a spatial design can create conditions for bringing about the changes. This insight has led to two important development areas, one on the northern edge of the city where food-related industry is already based. The other development location is on the eastern side of the city, where alongside the helicopter base, a new airport is planned. Between airport and city centre is an industrial estate for heavy industry, which could develop into a mixed commercial site with research institutes linked to the universities. For both development areas the design focused on the spatial and functional relationship between ring road, airport and city centre.

2. New public transport system.

If viewed only from the perspective of automobile accessibility, the above mentioned economic development areas can blossom. However, in the specific case of Lublin, a deliberate choice has been made to focus on public transport.
On the one hand this relates to the balanced pattern of settlements in the surrounding region, that automatically results in high levels of car use, which in turn can lead to a car overload in Lublin. On the other hand, Lublin itself is home to a fine-meshed network of trolley buses and buses, eminently suitable for upgrading.
Considering the possibility of building a new regional airport, this can be a reason for that upgrading of the bus system. As long as the state railway cannot provide a new station near the airport, transport to and from the airport will have to be provided by urban public transport. Such a line, between airport and city centre, can be best served by a "sexy tram line", such as nowadays in many European cities. But this requires considerable financial investments up front. Another option is to phase the investments, by starting with an open track, that can be used by the existing buses (a solid track with catenery lines along which buses and trolley buses can travel, and which could be converted in the future for use by trams).
Initially, this route could link the airport to the city centre with a stop at the station, in a circuit that brings together all the existing bus lines.
If the state railway company is able (perhaps with European subsidies) to introduce renewal, the city of Lublin can build a two-faced central station, with a north and a south entrance. This can give the 'dormant' station and its surrounding area a boost, and the city can consider building a station at the airport.



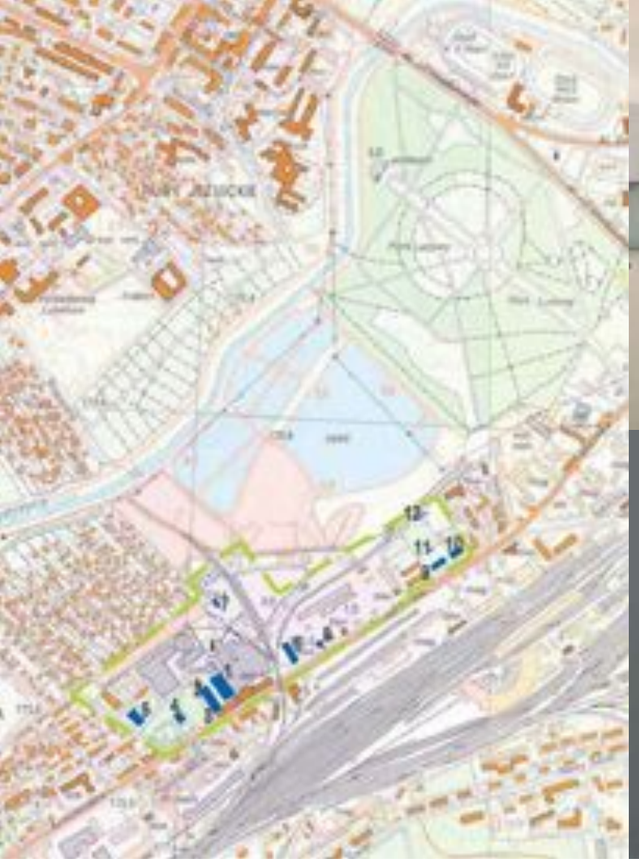


Cultural Strategies

Jan Doms, LEF stadsdynamica Tilburg (urban dynamics)
Joanna Muzykowska, Municipal urban planning Lublin

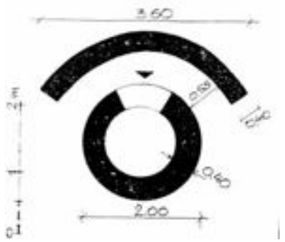
The general idea of Jan Doms and Joanna Muzykowska is to unfold special cultural strategies to add values to the process of the city development of Lublin. The chosen name for this strategic program is called: LUBLIN VALLEY ART TRACK (tm). The name refers to the existence and the range of possible use of the wealth of green river valleys, both marshy and dry, parks and woodlands all over the city. The Trade Mark addition to the name is to articulate the unique Lublin program in terms of professional local, regional and even worldwide communication. The program its self is based on the following actions as doing research on the spot, getting involved with community, making connections with investors and initiators, creating (equality of) opportunities for participants and doing spatial en functional experiments in order to discover new prospects. Everything is to be done in a cultural and communicative way.

Lublin stands to gain from a strong cultural (and social) strategy The city's potential appeal is great, thanks to an interested and active citizen body of 375,000 people, the presence of 7 universities and quite a lot of education centres and an urban landscape shaped by its stunning geographical environment. Lublin has a spectacular historic centre and many sites of cultural interest. Lublin aspires to be named the cultural capital of Europe in 2016.
If Lublin is to make good use of its potential, what is needed first and foremost is active involvement by all residents, both young and old. They should be stimulated to share their knowledge, skills and enthusiasm within a cultural framework. Their participation in spatial and functional studies, in knowledge shaping - on the basis of both historical and current sources - and in translating the results into engaging and representative designs, presentations and other manifestations will serve as an operational basis. Lublin's wealth of appealing green urban spaces (its 'green hardware') provides the context in and around which these activities are to be realised.

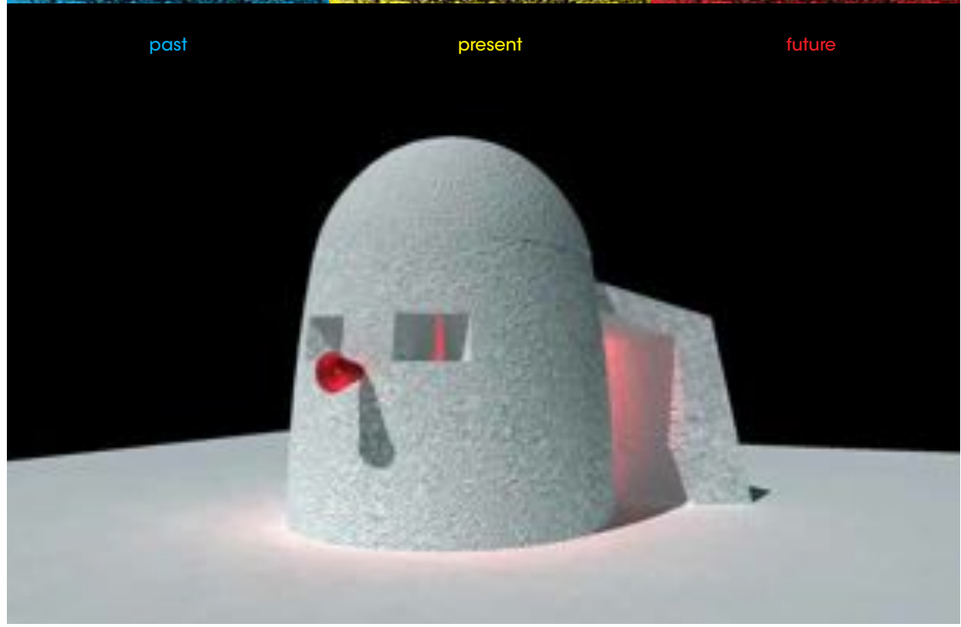












The sugar factory area as an example

The various industrial buildings of the sugar factory and its surroundings are connected to one of the major green valleys, a rather well designed but neglected city park and to the train station area. The headquarters has been caused to decide to close down this technologically well developed factory in the region because of European Union regulations. The state is one of the shareholders. The workers reacted furious by going on strike. It seemed appropriate to Doms and Muzykowska to start thinking about the possible future for this unique industrial heritage, situated on a key position of the city. The idea is to reuse the old distillery, the warehouses, the administration building and the housing including the directors' villa and of course add new for the purpose suitable volumes. Put this historical and future 'hardware' on the 'market' under the theme 'cultural industry'. Poland has a far-reaching tradition of graphic and typographic design, which found exceptional expression during the period of the Polish Avant-garde. It is an interesting thought to bring all sorts of intelligent design (and production) together, industrial design, architectural design, e-design and so on and stimulate a creative environment for living, working, presenting and be part of local, national en global networks.

The 'story tellers' of Lublin

On the sugar factory residence you can find three shelters made out of concrete, which are remains of resistance. Doms designed based on this objects, the so called 'story tellers' of Lublin. With the help of audio-video equipment the story tellers give you as inhabitant or visitor notion about history, present and future of the sugar factory. The voices of the workers, the shareholders, the inhabitants, municipality, future participants, et cetera, will be heard.
This idea is also applicable to for instance the bus stops, which are spread over the city and its region. One could transform all these mostly odd shelters into 'story tellers' of Lublin in transformation. A lot of audio-visual productions for these waiting places who needs in many cases redesigning, could be produced by the innovating studios of Lublin, financially supported by interested parties.
By taking an approach that emphasises quality (talent attracts talent!), one can ensure a solid and consistent foundation for expanding the scope of Lublin's cultural and social activities. The city will profit from a stronger position, which at the same time will enhance opportunities for the city's inhabitants and entrepreneurs.



Industrious Strip

Rik Bakker

The northern strip is the direct consequence of the proposed link to the new ring road around Lublin.
Thanks to the new turnoff, accessibility will be massively improved, both from the ring road and from the city centre.
The area currently on the city side is characterised by small-scale industry and unstructured residential development, both single-family homes and low-density apartment complexes. Due to individual initiatives by private individuals and project developers, there is practically no structure whatsoever.





On the northern side of this axis, close to the ring road, is the food auction. This food auction is tremendously attractive to food-related businesses, and thanks to the new connection to the ring road, its position will be massively improved.

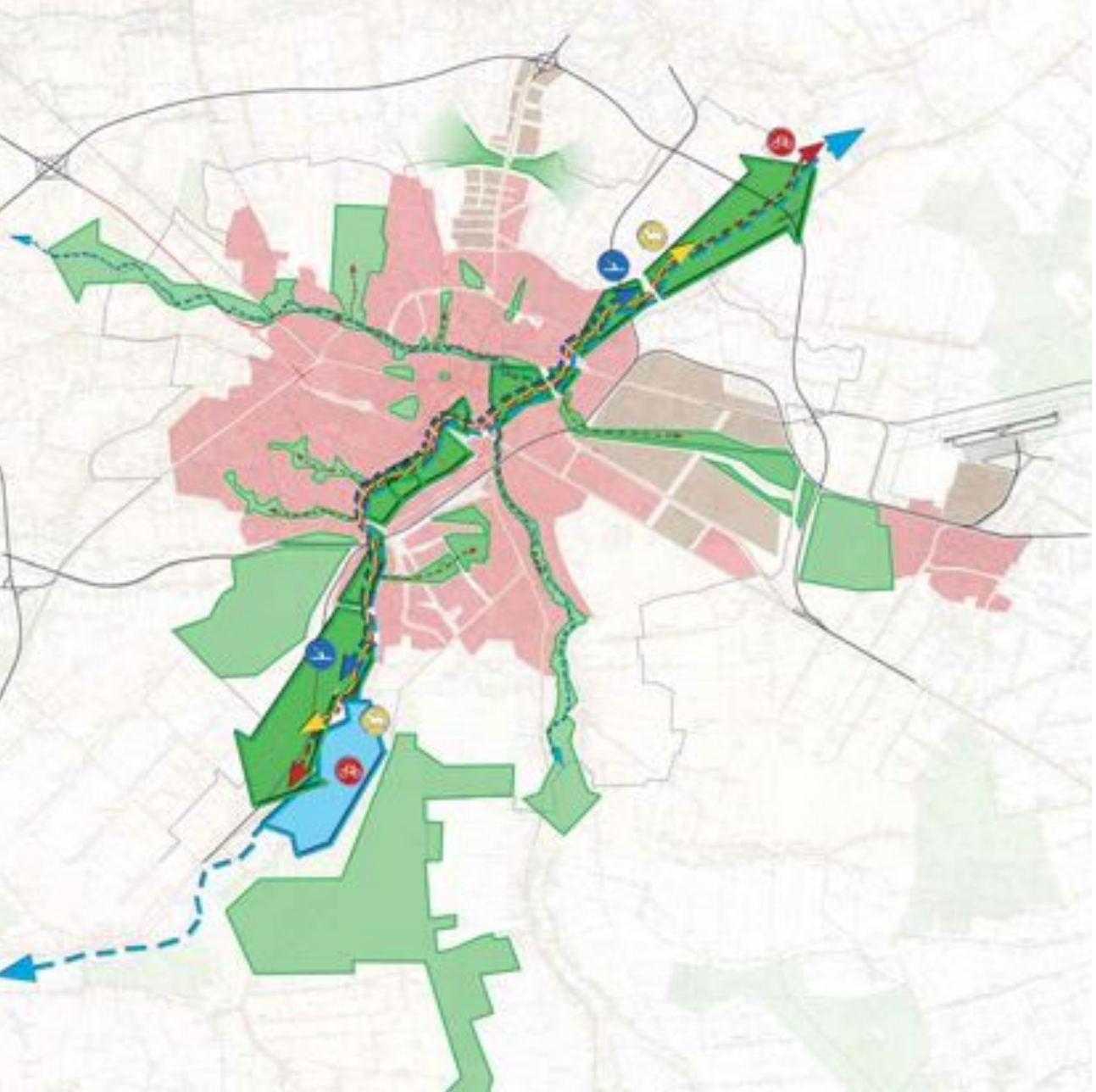
We suggest developing an area in the northern section of the strip with industry directly related to the food auction.
In the southern section of the strip we propose responding to recent housing developments and by making use of the demand for comfortable homes in a green environment in the eastern section, close to the city centre but with a feeling of living close to nature. To the west of the access route, an industrial area will be developed, once again related to the food auction, but consisting of smaller businesses.

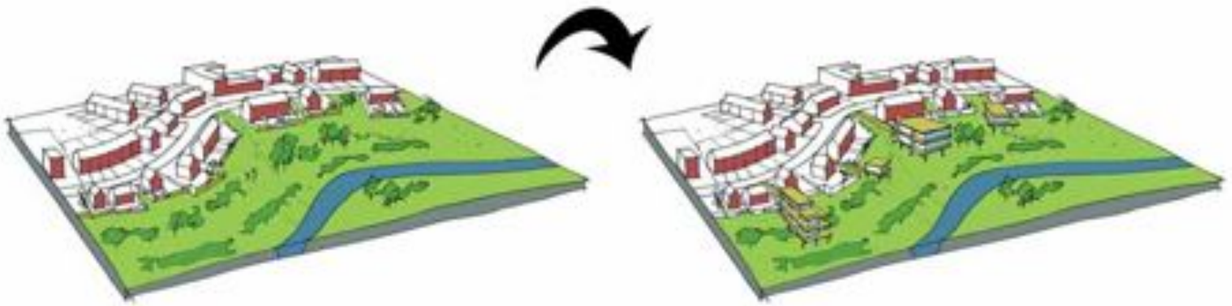
The northern and southern side are divided by a green corridor in the form of a valley, that considerably adds to the green character of this northern strip. This corridor is in line with the city boundaries.

Within the city boundaries, the access route will become a functional strip with facilities on both sides such as showrooms, supermarkets, shops and other public functions. Through high-density building on both sides of the road, this will become a true urban thoroughfare.

All of these developments, however, engender a considerable risk. In order to not negatively influence the remaining untarnished nature areas, the boundaries of the development must be clearly defined.
With that in mind, a number of spatial instruments are available to us, in respect of both landscaping and architecture.
By creating an embankment in the landscape, we can indicate the boundary of the industrial development. On this embankment, building is only permitted in a way that emphasises the boundary between the landscape and the urban area.
In the residential urban area, too, the boundary between building and landscape should be produced in the form of specific architecture, which responds to the landscape.

Our striving is not to strictly control the development, but to preserve the landscape and its potential for building, by operating a form of development planning.





Green Valley

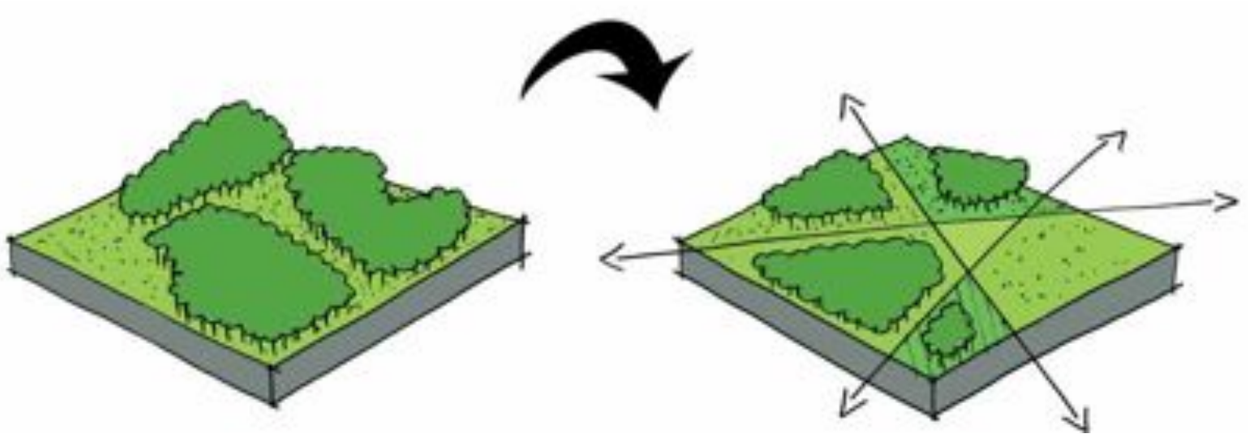
Rik Bakker and Bartlomiej Kwiatkowski

The river valley is the best example of the proximity between the attractive surrounding landscape and the urban areas of the city of Lublin. Although it is not a large river, the water is flanked by a green valley, which runs right through the heart of this beautiful city centre. This green valley represents tremendous potential for expanding to become a high-quality and attractive landscaped park for leisure use and for housing and work.

At present, however, there are few contacts between the city centre and the green environment of the valley, in either functional or even visual terms. The buildings back onto the green area, and the valley is populated at present by the homeless and drugs users, leading to high levels of criminality. The average city resident avoids the valley entirely.

In the future, the park will be located even more centrally in the city, once the station area starts to develop as a high-density urban area.

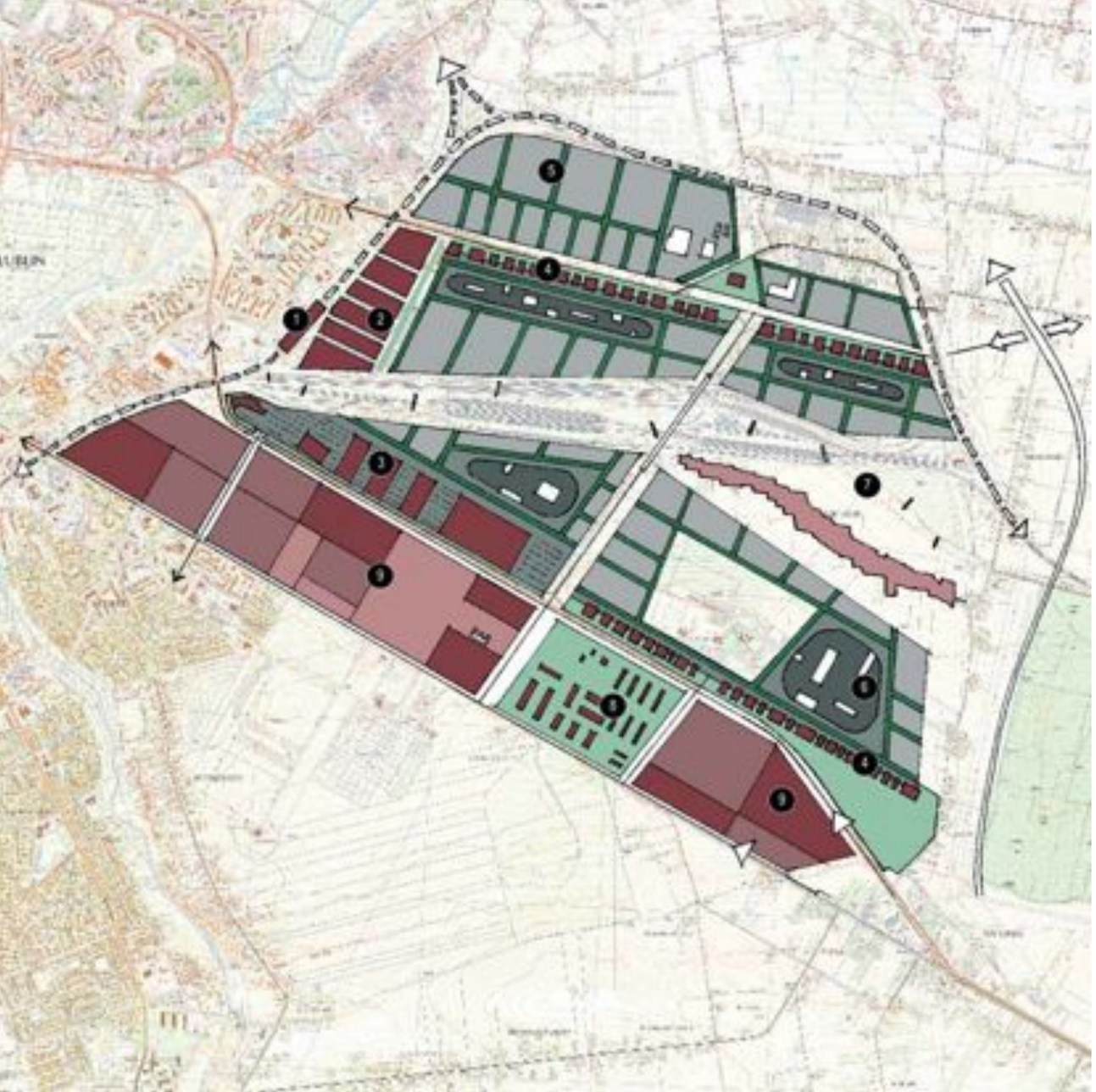




This green space should be incorporated into the city and converted into a true landscaped park for the city of Lublin. To achieve this, action will have to be taken simultaneously on several levels. Functions must be strengthened or added, such as residential, educational facilities, sport and leisure time facilities and cultural functions.
In addition, functional and visual links must be improved; links between park and city, but also a green link to the other urban districts and the landscape surrounding Lublin.

Green areas must be designed, to include more lines of sight (vistas) and open space, making it attractive to spend time in and even live in the city park.

By creating architecture on the periphery that focuses specifically on the park rather than turning itself away from the green area, the city will be linked to the green, and the residential areas themselves will become visible from the park. Consideration could also be given to a form of architecture or material use that reflects the park itself. Whereas the development to the south of the station can be typified as 'garden city' in the newest sense of the word, the green valley could be described as the 'city garden'.



Techohub East

Piet Goud and Natalia Przesmycka

This section of the city occupies a very strategic position between the future airport and the city centre, and with a direct link to the new ring road.

In the future, this area will have a well-developed public transport network, linking together the airport, the universities and the city centre.

In this area, a working environment can be realised with a high-tech image and dynamism. Technology-related businesses and research institutes can be established here. The existing university centre can be expanded and the relationship with business strengthened.

To develop this area successfully, it is vital that an environment be produced that not only has good regional and national connections, but also itself offers an attractive working environment with extensive and good facilities for the companies.

A high-quality public space with a clear individual identity is therefore of essential importance.
By producing a business park, this area can also be used to make the green identity of the city of Lublin tangible and visible.

In this business park, a wide variety of building types will be realised, in some way related to and profiting form the public space surrounding them.

The starting point for this development will be the zone adjacent to the station on the northern edge of the area. This station is currently no longer in use and somewhat dilapidated, can be revitalised and developed into a second full station for Lublin, in the future with direct links to the airport. Near the station, a multifunctional urban development is conceivable, with offices, commercial space and apartments.

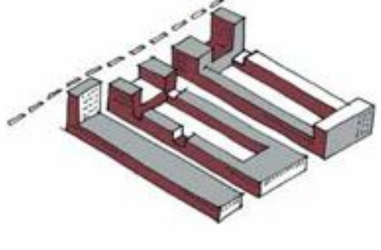
Adjacent to the railway zone and alongside one of the most important access routes to Lublin, by way of extension to the commercial developments that have already been established here, a zone can be created for large-scale commercial activities. Possibilities include mega stores, a multi-screen cinema and large-scale wellness activities.

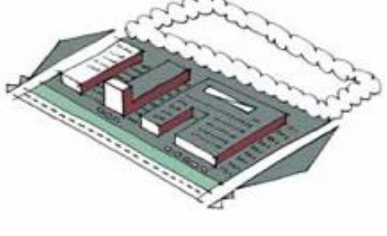
A linear park strip with representative commercial buildings along the main routes will form an attractive welcome to the city. In a campus-like structure, businesses will be accommodated in green 'rooms' with an open and attractive relationship to the main trunk routes and railway track.

In the heart of the area, large-scale collective commercial buildings will offer compact accommodation for a wide range of businesses, including start-up technology companies.
The zone in the southwest corner of the area could develop into a patchwork of functions and atmospheres, with the residential function the most prevalent. Space has also been set aside here for the planned technology park close to the university.

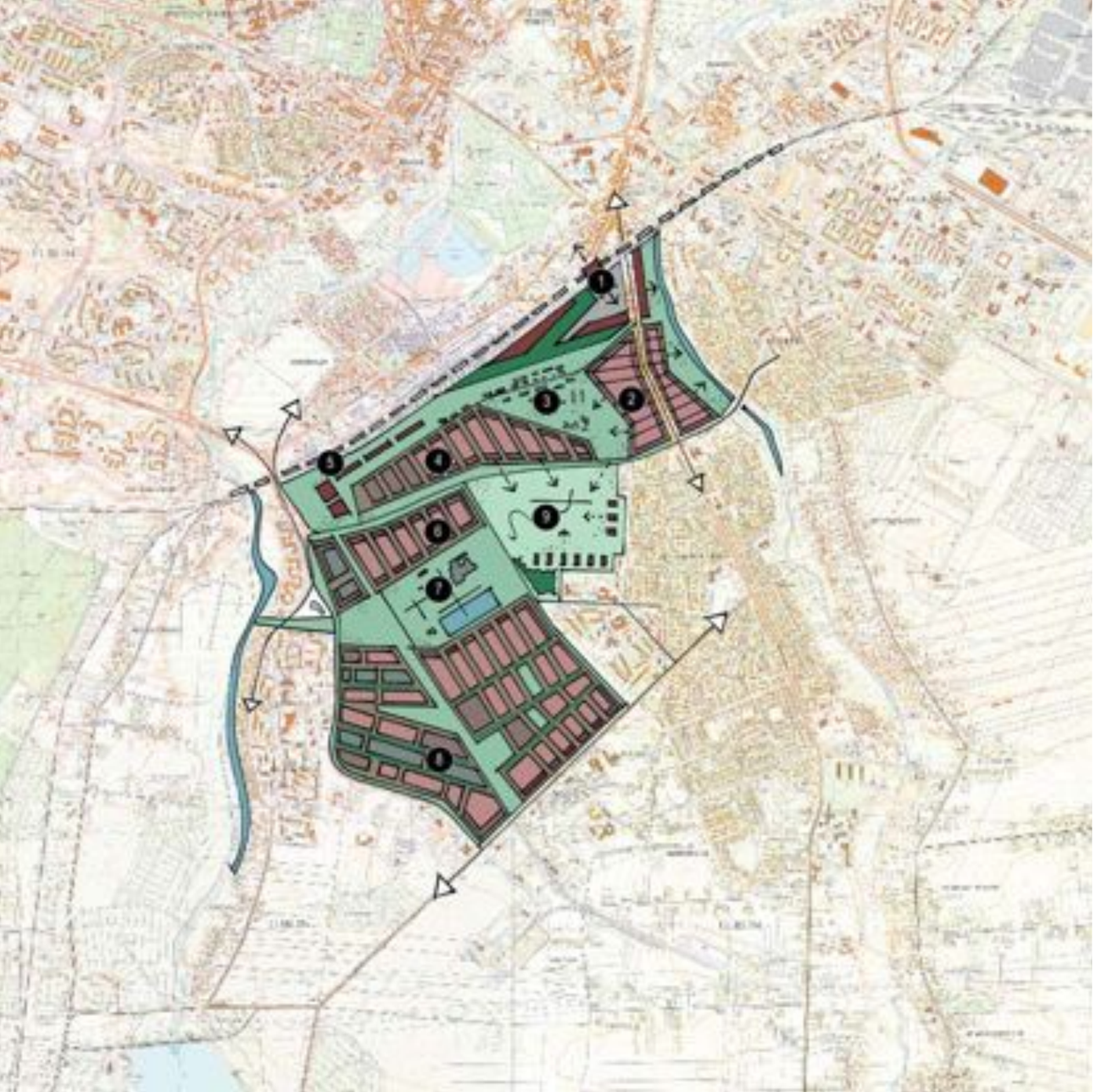
The railway zone in the heart of this area originally saw service as an important supply line for the industry located in the area, but is currently above all used as a marshalling yard. According to expectations, the infrastructural function of the railway will become less important.

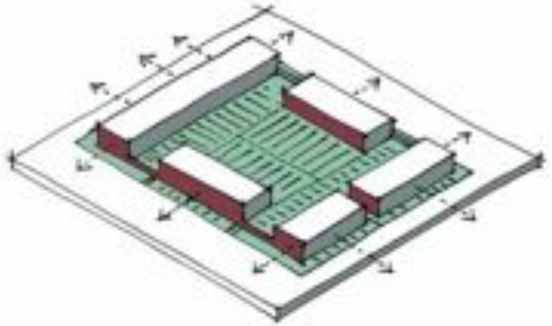
This zone could be transformed into a green lung for the business park. The tracks could be maintained, but will take on a different spatial meaning as structural elements in a revitalised and extensive green landscape, that itself forms part of the overall green structure of the city of Lublin.
Here, small-scale facilities such as lunchrooms and meeting places and clubrooms could be realised. The transformed landscape could also lead to hybrid architecture in which landscape-related structures offer accommodation to students and technology start-up businesses.
This green zone will take on form gradually as the surrounding area is developed, and as such will over time take on an increasingly important role as a meaningful empty space, breathing to the rhythm of the city.

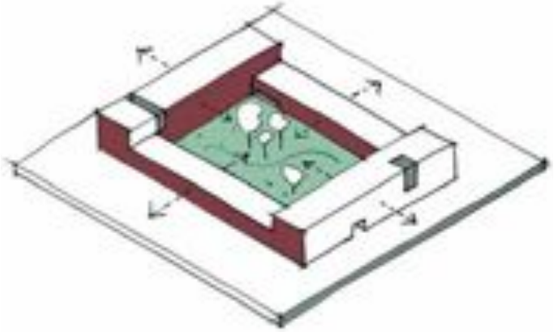












Garden City

Piet Goud and Natalia Przesmycka

The idea here is an illustration of the transformation of an urban district.

At present, this area is above all characterised by industrial and commercial activities. Mainly businesses requiring large amounts of space, often in low-value premises, some of which are almost derelict occupy this area. A large-scale city heating power station is located in this area.

If zones along the northern and eastern access routes to the city become more successful in developing into attractive areas for business establishment, the opportunity will be created for this urban district to transform into a high-quality living and working environment.

A possible starting point for this transformation is the current station. This central station, at present the only station in operation in Lublin, in its current situation is focused only on the northern side of the city, towards the river valley and the city centre located in that direction (at a respectable distance).

By also focusing the station of the future on the southern side of the city, more opportunities will be created for the area to the south of the railway line to develop further. The area immediately adjacent to the station can develop into a business centre. The historical residential areas to the south, currently earmarked by the municipal authorities as a revitalisation zone, could profit from the new impulses this will bring about, whereby the relationship between the built-up area and the main access routes and the river valley to the east will be underlined.

In the future, the area could transform into a new garden city. This could be of considerable value to Lublin, since it makes it possible to offer alternative accommodation to people who would otherwise perhaps be forced to seek accommodation in the suburban areas outside the city boundaries. The housing currently available in Lublin is characterised by a degree of imbalance with on the one hand large-scale post-war flats and on the other, individualistic suburban villas. In this new garden city, residential forms could be developed that fill the intervening gap, and offer an affordable alternative in particular for young starters on the housing market and families. Offering attractive accommodation to specifically this target group is of essential importance for the viability of the city in the longer term.

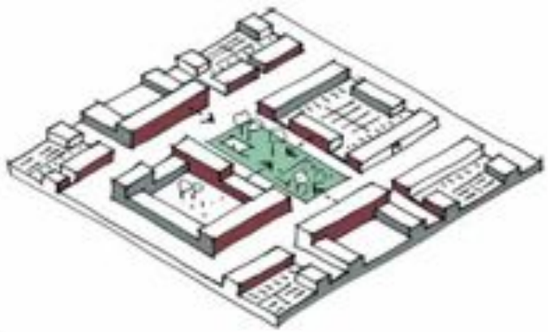
Rows of single-family homes with private gardens - a rarity in Lublin today - and urban housing with shared garden courtyards, in combination with carefully-situated and spatially strategically-located apartment blocks will offer accommodation to this target group, as well as a safe play area for children.

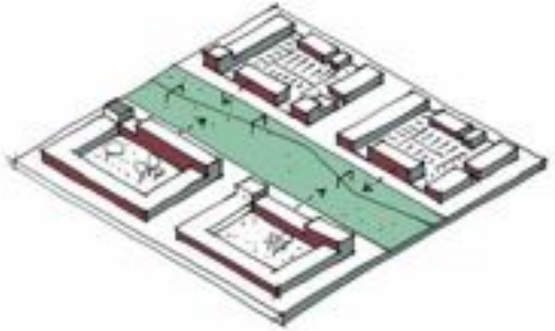
The public space will play a major role as the structural framework within which a wide variety of buildings and functions can be established. Whereas in the adjacent historical garden city (which has become more densely used over time), the public space has a relatively neutral outlook, while the

individuality of the plots of land still has the upper hand, in this area. The public domain could be targeted as a place to spend leisure time and as a binding factor; at neighbourhood level, by creating play areas and small squares, at district level by laying out linear green links between the plan sections, and also by including the green structure in and linking it with the overall green structure of the city.

Commercial activity can be kept in the area, clustered and integrated in the city plan. The power station can in the future be transformed into an energy park, thus also making a contribution to the public space and identity of the area.

The idea is to transform this area of the city into an attractive living environment close to the city centre, combining both green and urban elements in its structure. In that sense, this will be the contemporary translation of the adjacent historical garden city, which will make a contribution to the multiplicity of the residential landscape of Lublin.





FAKRO Group

is presently the second roof window manufacturer in the world. The company was established in 1991 as a private partnership based entirely on the Polish capital. It was founded by its current president and owner Mr Ryszard Florek - originator and the main person behind launching production of roof windows in Poland. Today, FAKRO is the most innovative Polish company and one of the most dynamically developing enterprises in our country as well as the fastest growing roof window manufacturer in the world.

Currently, FAKRO roof windows are distributed not only in the whole Europe but also in every country of the world where there is a demand for products of this kind. Export sales constitute 70 percent of the general sales. The FAKRO Group, employing jointly over 3000 people, consists of 5 manufacturing plants located in Poland and 11 foreign distribution companies (the USA, England, France, Germany, Austria, the Netherlands, Hungary, Russia, Ukraine, Spain, China and Slovakia). In other countries, sales are carried out through companies cooperating with FAKRO which ensure full sales service and technical consultancy. FAKRO range of products includes: centre-pivot roof windows, top hung and pivot roof windows, L-shaped combination windows and roof access windows. FAKRO is also a significant manufacturer of folding loft ladders, offering a whole range of products for all possible applications.

In response to the growing needs and expectation of our customers, we are constantly enriching our range of products introducing new technologies and solutions. Year by year, FAKRO is offering many new products which are developed by our team of 40 constructors - authors of patents. Taking into account the annual number of patent applications, the FAKRO Company is the most innovative Polish company.

The current trends in production development are dictated by the terms of energy-efficiency and intelligent house. With the energy-efficient houses in mind, FAKRO is successively introducing to its range of products on offer many innovative solutions (automatic air inlet, super energy-efficient roof window) and new products (to mentioned only the most important: solar panels, arch roof windows for rounded roofs, conservation roof windows for historic buildings, aluminium-clad plastic windows, stained-glass glazing units).
The ubiquitous home automatics: radiators, ventilation, alarms, roof window and garage door control will be integrated into one system. And in this field, the FAKRO Company is very active introducing to the market a revolutionary Z-Wave system - wireless system of communication between electrical appliances.

Within the scope of non-manufacturing activities, the company takes active part and supports numerous initiatives and endeavours in such fields as culture, education and sport which bear fruit in form of development of both company and region in which it operates. One of such endeavours is Stadslab Masterclass FAKRO programme which enables young and talented architects/town-planners from Central Europe to participate in this project.

6
Stadslab Interviews

Rik Bakker

"During the Master Class I became aware of the intricate relationship between designing and the urban development process."

Rik Bakker works with Inbo Adviseurs Stedenbouwkundigen Architecten since 2000. As a project architect his work consists of leading the design work. At Inbo professionals tent to specialize: Rik works on the aesthetics of buildings, while colleagues are in charge of the urban planning process. Although Rik's architecture also developed a taste for the urban scale.

Why Stadslab Lublin?
Stadslab Lubin caught his attention because it's object is mid-European cities in transition. "I expected the type of knowledge that Stadslab offered on cities in transition; I also expected a lot from the group dynamics during the Master Classes".

Jan Doms

"Stadslab is a kind of nomadic studio, it agrees very well with my background as an artist."

LEF stadsdynamica Tilburg was initiated by Jan Doms in 2001, but his working method was developed back in the seventies, when he started combining real estate and art, in order to generate financial means for new projects. After rehabilitating single objects in the city, he applied this method to urban renewal.
Today his creativity is utilized to develop concepts for unique locations.

Why Stadslab Lublin?
Jan's practice has become more international, and he had an eye on Poland for quite some time now.
Every now and then Jan engages in activities that will inspire his work. The knowlegde components during the program were quite good. Working with some of the other Stadslab participants was very inspiring. Also because of the differences in working cultures: not always easy but very enriching.





Piet Goud

"As architecture becomes more complex, the process itself gaines in importance. One has to realize this; in this sence, Stadslab's method of work is quite contemporary."

Piet Goud started with BDG Architecten en Ingenieurs in 1997. As a project architect, Piet is mostly engaged with the design and construction of large scale architecture projects. He also works on urban development issues, such as restructuring and master planning of urban areas.

Why Stadslab Lublin?

Piet Goud kept an open mind in relation to expectations towards the Master Class. What really attracted him was the academic environment and possibility to study a city in motion, like Lublin. Every lecture stimulated thought. The process driven work method in combination with the compact time scope, was different from his own project oriented practice, but it certainly stimulated new insights.
Also the fact that he could work with a team of professionals from different backrounds gave birth to new ideas.

Paul Kurstjens

"Stadslab lecture series has been a very enriching experience; issues are presented from different perspectives. This constantly contributes to the generation of new ideas."

Paul Kurstjens works seven years as an urban planner for the municipality of Tilburg. His work consists of making comprehensive urban plans and developing new visions for the city, as well as coordinating brief design for building plans. He has always fulfilled the role of liaison, between different disciplines, during planning processes. Paul has chosen to work for the local government early on in his career, because his interest in urban development is not only connected to making plans, but also to seeing them implemented.

Why Stadslab Lublin?

During his participation in the Brabantstad Workshop, he came across planning on a conceptual level. The Lublin Master Class gave Paul the opportunity to further develop this, and add to what he classifies as "working in between scales"; combining top-down with bottom-up designing. For Paul the story does not end here, he will nurture his professional curiosity by keeping an eye on Lublin.

Natalia Przesmycka and Bartlomiej Kwiatkowski

"As academics we see Stadslab as a great opportunity to enlarge our professional network and to be able to look at Lublin from a more European perspective."

Natalia Przesmycka and Bartlomiej Kwiatkowski combine academic work and design in their careers. Natalia is a PhD candidate and teaches History of Urban Planning at the Faculty of Architecture. Bartlomiej worked a few years in Vietnam before teaching Architectural Design at the Faculty.

Why Stadslab?

The program and the topic of the Master Class interested them immediately: particularly the combination of the working sessions and the lecturers.
Another reason that motivated them was to get acquainted with the design process in Europe, as compared to their own. At an academic level it was also quite interesting to observe how a city like Tilburg, in many ways comparable to Lublin, can undergo a complete different development.









Joanna Muzykowska and Pawel Oron

"Stadslab's expert meetings, presenting different ways in which problems can be seen, were instrumental in gaining new insights and generating visions for development. In addition to the field trips, plan implementation became an attainable objective."

Joanna Muzykowska and Pawel Oron started working at the Department of Urban Development in Lublin, a few years after their graduation. She as junior architect and he as a junior urban planner. Currently Joanna is engaged in designing Masterplans for several areas in Lublin.
Pawel is developing a Masterplan for the prestigious Lake district, an area of 500 hectares, south of downtown Lublin.

Why Stadslab Lublin?
Stadslab represented for Joanna and Pawel a chance to broaden their professional knowledge and develop different methods of work. Together with Pawel she has incorporated Stadslab's work method at their department.

Ewa Kipta

"Stadslab generated a sense of urgency to address difficult issues in the city. The recent presentation of the studies for the market area (by the dept. of Urban Development), is a direct consequence of the Master Class."

Ewa Kipta works as a senior urban planner since 1990 for the Municipality of Lublin. She is one of the professionals that stimulated the transition from centralized planning to a more flexible organization. One that can cope with the demands of the emerging market economy.
During Stadslab Master Class she held the position of Interim Director of the Department of Urban Development of Lublin.

Why Stadslab Lublin?
When the Master Class was proposed to the city, the municipality was in the midst of a discussion on the planning methods. Stadslab came at the right time, when we just had a new ambitious mayor. Her department had the expectation that it would support the presentation of ideas and bring inspiration for new development in the city. In terms of methodology Stadslab has been very important, mainly because of three factors: the usage of clear language during discussions, local values where seen as assets (instead of problems) and the open representation of ideas in drawings (as communication tools).




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