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Stadslab European Urban Design Laboratory
Master Class Young Professionals 2008

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

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

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PRODUCTION

IMPLEMENTATION

INVESTIGATION



Innovative District Lublin

Stadslab

Master Class

Young Professionals 2008

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Foreword

Marc Glaudemans, Dean of Fontys Academy of Architecture and Urbanism, Tilburg
Professor Urban Strategies

Stadslab European Urban Design Laboratory combines a design laboratory and a knowledge centre for architects, urbanists and landscape architects. Stadslab welcomes mid-sized European cities to put forward a study case for its international Master Class program. Knowledge production through the production of projects is a common method in design-oriented disciplines. As Juliette van der Meijden points out in this publication, a successful project entails both a clear definition of what issues it is addressing, and at the same time offers an appealing proposition to a variety of parties. The aim of Stadslab is to engage this wider set of interests and to integrate these in conceptual design proposals. These design proposals themselves become a subject for further discussion and might turn out to be a platform from where to launch a set of urban transformation strategies. At the same time, the process through which these results are achieved is innovative and part of the agenda to position Stadslab as a centre for post-academic professional education in urban design. Young and more senior architects, planners or landscape architects participate in Stadslab Master Classes to develop further their own professional skills, to engage in real-time, real-world international design and research assignments and to put to the test their own work methods and skills. In 2007 and 2008 we have been able to give shape to these objectives with sixteen, mostly

European, talented, energetic and hardworking participants. In 2009 we will continue our journey and move from Poland to the north-eastern part of Hungary. The city of Miskolc has offered to be the second 'hosting city' for Stadslab. It has put forward its own specific problems and challenges related to its location and the transition processes it has in common with many central European cities. As the dean of Stadslab I wish to thank all participants and experts who made our first two projects such a success, and welcome any future participation from talented professionals from all over the world to become part of our ever-expanding network.



2

Stadslab Lublin. Inquiry Based Design

Juliette van der Meijden, Coordinator Master Class Lublin 2008

Didier Rebois, Visiting Professor Master Class Lublin 2008

"I'm not teaching only asking"
Socrates

In matters of Urban Design it is a customary practice to focus on the production of projects. However, one could argue that a project constitutes an opportunity and a threat, all at once. An opportunity for the entrepreneurial spirited and a threat to less asserted matters. And couldn't we argue as well that contemporary planning is a less asserted matter. Especially during the initial stages of planning when an open regard is essential to the quality of the outcome.

A successful project entails both a clear definition of what issues it is addressing, and at the same time offers an appealing proposition to a variety of parties.

Does the project have that unique revamping quality that will make the city attractive? Can it hold prosperity? Does the project convey well-being to its inhabitants or in other words, can people see themselves living it?

Even when the project has proved to be appealing, timing its realization can compromise its agreeability. Time can only be surpassed by swiftness, and projects are time consuming.

If one advocates that project based design has proven to be ineffective in dealing with the complexities of contemporary

planning, one has to come up with a design method that can live up to the challenge. A method that has inductive qualities.

STADSLAB = CHANGE AGENT

From the outset Stadslab made one point clear: if its subject is urban transformation and how to well achieve this aim, its Master Classes are foremostly about learning to apply adequate design tools. To begin with asking adequate questions in terms of urban transformation.

The first Master Class in Lublin in the fall of 2007, focused on the preliminary stages of urban transformation. A combination of intense studio sessions, expert meetings and field trips comprised the program. The results boiled down to urban visions with an inquisitive quality, in which participants laid down a redevelopment agenda for Lublin.

Revisiting Lublin in the following year, gave a unique opportunity to select a topic from that agenda, in order to take it to a next step, from a general vision to a more elaborate design proposition. For this purpose an inquiry based design practice was then developed for the studio work. Participants were given a theme to work on in conjunction with a fixed site. The Master Class was carried out by various teams of international architects and urban designers.

Studio work method consisted of constructing a “development case” for the given area, by understanding present urban conditions and a careful projection into the future. Design effort then had to keep focused on problem structuring and achieving a clear problem definition. In subsequent stages the teams engaged in testing ideas and evaluating its effects for transformation. More than singular projects, the results should be perceived as an integrated design agenda to achieve the city’s aim: “Energetic Lublin”.

LUBLIN = INNOVATIVE CITY

A city of 360 thousand inhabitants, with a student population of over eighty thousand, but without an up-to-date economic basis. A condition known to many midsized cities in Europe today. How can such a city take advantage of its talented young professionals and what kind of effect does their life style have on the town? Lublin’s economic strategy brief summarized to one sentence, advocates creating interfaces between business, science and culture.

One of the concepts developed during Stadslab 2007, was a multifunctional technologic hub, located between the down-town area and the future airport in East-Lublin. Stadslab '08 has taken on this idea, inquiring into what type of innovative district could be created in the area, in conjunction with a strategy to propel its transformation. The international teams subsequently worked out different design components, addressing topics such as mobility, morphology, landscape and sustainability.

In terms of urban design, today the issue of sustainability is leading cities to develop and redevelop districts into accessible mixed use areas. In order to transform existing cities into a “zero carbon environment”, mobility is a key-word. Work districts once again are being welcomed into the fabric of the city, and public transport has become a major development asset. Equally undergoing review is the type of university campus that can be characterized as an “Academia flourishing Eden”. Renewed interfaces between science, business (and culture) are currently under way. Two cases in particular inspired the group: Eindhoven’s High Tech Campus (NL) and the science and production cluster in Aachen (D). The idea of clustering academia and businesses around a common target, proved useful to rethink possible relationships between production and science based research. This so-called “cluster” generally consisted of offices and laboratories with education and services, organized around public spaces. Traditional boundaries, such as faculty departments and individual companies, are second to a given product or experiment.

East-Lublin can be described as an area with fragments consisting of a little bit of everything, but as yet no overall vocation. In the northern part of the area a mixture of old industrial sites and recent industries coexist. One interesting feature is the old railway tracks that cut the area diagonally. To the south, strips with a variety of activities reside side by side. The Special Economic Zone and the Agriculture Faculty’s historic manor house site, being worth mentioning. The adjacent agriculture fields produce herbs that are exported worldwide. Spin-off produce is still of regional value.

- With these ingredients set on the table, the team went to work and came back with a concept to make the ‘innovative city’:
- Good accessibility is essential in order to diminish car use, attractive public transport alternatives should be developed.
 - Zero carbon strategies based on the usage of natural energy and waste recycling, must be integrated in propositions.
 - The new district should be “double-aimed” at simultaneously urban and landscape qualities. To foster new identity and at the same time relate the district to the culture of Lublin, urban as well as landscape components should be strategically placed.
 - At the scale of the region of Lubelskie, high-tech agricultural research, can generate new products based on local herbs and vegetables. The area around the Agriculture Faculty qualifies as a possible location for experimentation.
 - Possibly another high-tech cluster can be created, which is dedicated to Mechanical Engineering, and related to car or helicopter production. A site in the old industrial area could work as an important transformational cell.

But by far the most difficult part to envision is an adequate strategy to successfully occupy and transform the territory of the new district. It is too large and too complex subject to be dealt with in a single effort. To be successful this type of urban operation requires well spent time, and an element that can function as a change agent by itself. East Lublin needs a design component that will claim a vocation for the district, (perhaps even for Lublin), and direct developments for the years to come. one movement that has the ability to reprogram the territory. The outcome of the Master Class points towards the transformation of the railway tracks into a mixed use park, that can be occupied in phases. This operation should be seen in conjunction with a number of different thematic propositions for the district.

3

Importance of the Stadslab Master Class to Lublin

Ewa Kipta, Architect and planner, Lublin City Office

To understand urban problems of countries with communist experience, it is necessary to realise the specific synergy that appeared between the modernist ideas for development and the centralised, auto- and bureaucratic political system. The result was visibly negative for urban space: uniformity of architecture, neglect of the traditional urban texture, lack of harmony between old and new structures, boring new districts, and bad quality of public space. Economic inefficiency of the system resulted with permanent crisis, and that caused serious reduction from original functionalism to most trivial ‘physiologism’, where the needs of people and local communities were reduced (mainly by administration, not without urban planners) to a very simple, low level. While the social integration was treated as a danger to the system, local government was replaced by local agencies of the central state structures, no wonder that the quality of local life was no longer visible. Urban space became unfriendly and ugly, and the new districts were shapeless, with no or little urban qualities. Recovering from those conditions requires a lot of effort. First of all in thinking about urban space, architecture and needs for social integration and forgotten everyday aesthetics. When the political pressure was released, all that was left from that “school of urbanism” is little engagement of public participation in planning and a habit to create plans based on

dividing grounds between the sectors of intervention: traffic and road engineers are in charge to decide on areas of streets and roads marked grey, environmentalists and gardeners are responsible for green areas, architects are in charge of housing and public facilities, economists and technicians are to decide on the areas of jobs and industries. This is a very common understanding of what urban planning is about. A frequent comment to defend that kind of simplifying idea is even more astonishing: such urban regulation does not prevent good architecture or proper arrangement, but allows more freedom for nonconformist solutions. This description is somewhat too radical, but it is to show the need for change in the minds of urban planners, of local governments and of the public - to create mechanisms of defence not only for private interests (which has been recovered quite easily), but also to articulate and defend common interests of local communities (left behind, when the normal social integration disappeared). This is, apart from the usually complex range of aspects, a very specific context for every urban planning activity in Poland, which also was to be addressed during the STADSLAB Project.

The 2008 STADSLAB Master class concentrated on Zadebie, the former industrial district, built in the seventies of the last century on former farmlands, and then seriously suffering from decline



during the transition in the nineties, when most of the out-dated businesses disappeared, infrastructure appeared to be inadequate and neglected, environment offered poor quality - even if no longer suffering from the pollution. The dramatic coincidence of poor industrial quasi-urbanisation with the still remaining farms and fields deserve the need for further changes of far better quality. There are new development perspectives created by the economic zone and by the pressure of universities and colleges to develop their infrastructure for increased number of students. To use these prospects to create a good spatial result is the responsibility of our time and place.

The choice for Zadebie derived from the studies made during the previous (2007) STADSLAB project oriented towards the more general urban strategies. That district appeared to have good access and development potential, paired with obvious demand for 'recycling' of misused grounds of poor quality. The 2008 project was more specific, with the aim to organise a part of the city in a possibly sustainable, differentiated and multifunctional urban structure. It was divided into a series of specific problems such as transportation systems, environment improvement, innovative economy development, public facilities, and then integrated into one idea or vision of complex changes leading towards urbanisation and vitality, offering sound economic, environmental and social conditions. That kind of studies - offered by "outsiders" - even if they cannot lead to instant, ready made practical solutions, have a positive impact on current urban-planning activities:

- They allow to see the complexity of local problems from a certain distance, what is helpful in a proper definition of the priorities.
- They can define a number of different solutions and consider their consequences from different angles.
- They are general enough to encourage public discussion stimulated by revealed possibilities.
- At the same time they are specific enough to organise a public discussion around a good frame of problems to be solved.
- They add outsider's impressions into the local perspective, preventing attitudes based only on current status-quo.
- They create an opportunity for better public debate about the vision of change, without the risk of personalised criticism deriving from reasons not related to the topic (which is often the case for locally created proposals).
- The young professionals point of view, considering the lack of experience as a quality, is more general, and as such leads towards integrated visions of complex development. This is a good starting point to consider the wide context.

By the courageous project of transformation of the area which was not expected to be a place of interest in Lublin, we received a good warning for more responsibility for the spatial qualities that concerns every future site offered for development. The quality of urbanised space will never come by itself - especially when it comes to the large scale business developments. Development of a good strategy causes some problems at the starting point, but then it prevents the risk of bad functioning, unfriendly environment, and the lack of positive context and plenty of spatial conflicts - the obstacles known too well from technocratic developments of the seventies.

Derived from the partnership between Lublin and the City of Tilburg, the idea of initiating STADSLAB project in Lublin, was very much in tune with our aspirations. It was an honour to host the STADSLAB students and take their ideas as an inspiration to our own discussion on the important aspects of the shape of our city. The value of impressions from outsiders was added to a good understanding of trans-European "philosophy of life" of the young generation. As a result we had a chance to see a powerful vision of transformation in a very uninteresting part of Lublin. These proposals are a good point to face the complexity of urban transformation from brown-fields and no-man's land into an attractive vital urban environment.



4

‘Spatial projects are projections of social space’

Marcin Skrzypek, Forum Culture of Space, ‘Grodzka Gate - NN Theater’

What struck me most when I studied the results of Stadslab 2008 was the integrity and clarity of its final project. Five Lublin universities scattered around the city and their students who make up one fourth of Lublin population got new common and public space. It is settled in now degraded and neglected area turned into new environment friendly, innovative and productive city district.

The district consists of a few smaller sections having their own identity and function. I can imagine that drawing a map of this place or showing the way to a person visiting it would be very easy although it has no central point. Instead of a centre there is a crossing of two communication trails which is a symbol of modern thinking about organising physical and social space. Its arrangement no longer depends on points where the power is concentrated and from where it is distributed but on places and networks enabling people to meet, communicate and work together.

The participants of this year’s Stadslab made up a complete self-contained urban organism plugged in to the larger organism of Lublin. This is probably a standard principle of modern city planning but rarely can you see such an iconic representation of this rule and such a contrast between dreams and reality. The

reality is, that local investors, individual people and institutions that would be supposed to implement the visions of Stadslab do not form such an organism. The mystery behind this project is that it is based on the assumption of strong cooperation between all stakeholders while this cooperation is now too weak to make these visions come true or even to enable the stakeholders to acknowledge them in full.

The practice of urban planning in Poland looks completely different. Continuing the above biological analogy, one can say that while participants of Stadslab 2008 composed an organism, Polish city planners devise only separate organs: a leg and an ear; a head and a liver, etc. Obviously, such urban ‘beings’ cannot function properly to say the least.

Why? The principles of planning are obvious and universal. What obstacles prevent Polish city planners from applying them? This question refers to the general philosophy of European Union and the sense of organising such team activities as Stadslab.

We judge people by their garments. One look at the arrangement of one’s room or even a desk tells you a lot about its user. There is a psychological test in which you draw a house of your dreams and on this basis a psychologist can describe your

inner self. When you look at Polish cities you will see fences. Owners of detached or semi-detached houses, a dream of the Polish family, put up high walls and fences ended up with sharp pointed golden blades.

However, in traditional villages or small cities fences are very often lower and do not prevent you from seeing the house or catch eye contact with somebody standing in its door. In the West you can even see houses without any fences as if their inhabitants are not afraid of instant murder and robbery. In these areas people smile to each other more often and talk friendlier. My point is, these fences exist or do not exist also in people’s minds.

Open-mindedness is not just a metaphor. If we had magic glasses showing the truth about ourselves, we would see such iron bars - thicker or thinner, higher or lower - around majority of Lublin inhabitants. Personally, nobody would admit his or her isolation by such a fence but when it comes to working together or giving access to information you will frequently bump up against these invisible barriers. I believe people intuitively know about them and so they frequently create appearances to cover their mental fences just as rich people plant palisades of conifers inside their high walls to feel not like in a prison but like in a wood. Nevertheless keeping up such defense architecture wastes a lot of energy. We can see it very clearly in city landscape: every border has a belt of ‘dead area’ from both sides. Hence the policy of removing borders from Europe, from houses, from societies.

These considerations are not architectural or urban in a strict sense. We have to remember however, that on the other end of every expert planning procedure there are living people with their daily routines and pursuits, with their personalities and psychology. And vice versa - they are unaware that the way they feel and behave as individuals and members of society depends on good or bad construction of public space designed by experts behind large LCD screens. Stadslab is an occasion to make them shake hands because they have to take each other in consideration.

The public presentation of Stadslab 2008 took place in a post-industrial building of abandoned workshops that is going to be taken over by a new institution - the Workshops of Culture. By organizing this event at such a place I took the risk that people would not come. I had to take extra effort to invite them there. However, I knew that the present state of this locality is the same as that of the Grodzka Gate, where I work together with thirty other people. Fifteen years ago it was on the far end of

neglected Old City, actually on the outskirts of Lublin. Organizing workshops of culture for the inhabitants we all took part in the revitalization of this place. Grodzka Gate was revitalized on the same way we are doing today at the Workshops of Culture - by cultural activity. This helped to revitalize the Old City by bringing livelihood to it.

I mention all this to testify and demonstrate that spatial transformations are not abstract - just on the contrary: they happen in front of our eyes and with our involvement. Urban visions worked out at Stadslab 2008 do not only plan the future face of a part of Lublin, that we now do not even recognize as a part of Lublin, but most of all they plan social transformations that have to be undertaken to put these visions into practice. Spatial projects are projections of social space. Social space is a self-portrait of a community. The harmony of space reflects the harmony of civic relations between institution, offices and individual people. The success of Stadslab lies in the integrity of the workshop team. I believe that we, here in Lublin, are able to re-configure our minds and hearts to take over the fruits of its work to achieve the goal they fixed.

5

Master Class Curriculum

Alda Alagic, PhD researcher and participant

Week 1 (21 - 26 September)

The master class started with a welcome dinner at a restaurant in Tilburg. The participants were exited to meet each other as they already were in contact exchanging information about internships, housing and the subject of the master class Lublin. The course started with several introductions to introduce Poland, the Lubelski region and the city of Lublin. The lectures were given by Anita Ryng, employee of the Polish embassy in The Hague and Ewa Kipta, architect and urban planner at Lublin City Office. Both proved to be very enthusiastic and inspiring Lubliners, able to bring alive this very charming city in the eastern part of Poland. To introduce the participants with the master class objective Didier Rebois, Stadslab visiting professor, gave a lecture about technology parks, their context and main objectives illustrated with a great number of references from all over the world. The next days were spent in the studios of the Academy of Architecture and Urbanism in Tilburg to develop the strategy and to make the first sketches. At the end of the week an interesting trip was made to the High-Tech Campus of Eindhoven. Bert van Breughel, principal architect of INBO office and supervisor of the campus development,

guided the tour alongside the impressive buildings and landscape. It was a perfect sunny day to experience the campus by having lunch at the lakeside restaurant and witness the daily activities of the employees at the campus. The well designed and pleasant spatiality of the site has certainly played a role in this campus success at attracting international specialists from multinational corporations such as Philips, Siemens and Nike. At this point some of us returned home and some went to their temporary new homes to start their internship at architectural offices Diederendirix, Inbo and BDG Architects, which would last until the end of the master class.

Week 2 (20 - 24 October)

In November we gathered all again in Tilburg and resumed our activities to design an Innovative District in Lublin. In this week two external critics visited us and participated in the design debate. Ronald Rietveld and Roger Riewe contributed tremendously with their broad and inspiring experience as respectively landscape architect and architect. To gain more inspiration and knowledge on the topic a field trip was made to the campus of Utrecht and Aachen. In Aachen the supervisor of the campus development René Daniels gave

a presentation and guided the participants through the campus and the city. Main difference with the High Tech Campus of Eindhoven is that the Utrecht campus as well the one in Aachen are physically connected to the university and have mixed urban programs. This means that there is different approaching to the spin-off development of such complex zones. In Eindhoven it was Philips which was the initiator and in the other two cases it were the universities. The participants were exited to see the state-of-the-art architecture conducted by leading Dutch architectural offices OMA and MVRDV. The rest of the week was spent in intensive design sessions at the Academy. At this point the participants were growing closer and searching for the best ways to work together.

Week 3
(17 - 20 November)

In December we gathered in Lublin. The city proved to be even more interesting than we expected from the lectures. We stayed at the luxurious ‘Grand Hotel’ in the center of the city, the best location from where to explore the city. The Faculty of Architecture provided a studio for us to continue our work and at night we discovered the city and its cute underground bars. At this point the participants formed a very solid group having a lot of laughs and fun during the intensive designing sessions. The few days before the presentations last changes on the designs were made and presentations prepared. On Thursday we first presented our ideas to the vice-Mayor and other officials from the municipality of Lublin. The presentation of the strategy for the Innovative District was well received. In the evening we presented the idea in the Cultural Center of Lublin for a broader audience, mostly students looking for inspiration and good vibrations concerning the city they live in.

At the end I can say that the ‘operation Lublin’ succeeded and that everybody went home fulfilled with new experiences and friendships.

STADSLAB MASTER CLASS Innovative District Lublin (Sept. 21 st - 26 th)			
WEEK 1	SESSION 1: 09.00 hrs - 12.30 hrs	SESSION 2: 14.00 hrs - 17.30 hrs	SESSION 3: 19.30 hrs - 22.00 hrs
Sun. 21/09			Welcome session and dinner
Mon. 22/09	D5 Introduction studio DIDIER REBOIS Student City	D5 Seminar EWA KIPTA Lublin: Facts & Figures	S1 Round Table ANITA RYNG Special Economic Zone
Tue. 23/09	D5 Design Studio J. vd MEIJDEN & P. GOUD Methods & Results	D5 Design Studio	D5 Design Studio
Wed. 24/09	D5 Design Studio	D5 Design Studio	D5 Design Studio
Thu. 25/09	D5 Design Studio	D5 Seminar ERIC de VETTER Campus Development	D5 Design Studio
Fri. 26/09	F1 Field Trip NL University Campus Utrecht	F2 Field Trip NL BERT VAN BREUGEL High Tech Campus Eindhoven	
STADSLAB MASTER CLASS Innovative District Lublin (Oct. 20 th - 24 th)			
WEEK 2	SESSION 1: 09.00 hrs - 12.30 hrs	SESSION 2: 14.00 hrs - 17.30 hrs	SESSION 3: 19.30 hrs - 22.00 hrs
Mon. 20/10	D5 Design Studio	D5 Design Studio	D5 Design Studio
Tue. 21/10	D5 Design Studio	D5 Design Studio	S2 Round Table R. RIEWE & R. RIETVELD Critics on the proposals
Wed. 22/10	D5 Design Studio R. RIEWE & R. RIETVELD	D5 Design Studio	D5 Design Studio
Thu. 23/10	D5 Design Studio	D5 Design Studio	D5 Design Studio
Fri. 24/10	F3 Field Trip (Germany) RENE DANIELS Techno Campus Aachen		
STADSLAB MASTER CLASS Innovative District Lublin (Nov. 17 th - 21 th)			
WEEK 3	SESSION 1: 09.00 hrs - 12.30 hrs	SESSION 2: 14.00 hrs - 17.30 hrs	SESSION 3: 19.30 hrs - 22.00 hrs
Mon. 17/11	D5 Design Studio LUBLIN	D5 Design Studio LUBLIN	D5 Design Studio LUBLIN
Tue. 18/11	D5 Design Studio LUBLIN	F4 Field Trip (Poland) EWA KIPTA, LUBLIN City Tour	D5 Design Studio LUBLIN
Wed. 19/11	D5 Design Studio LUBLIN Preparation Presentation	D5 Design Studio LUBLIN Preparation Presentation	D5 Design Studio LUBLIN Preparation Presentation
Thu. 20/11	PRESENTATION Mayor and Council City Hall, Lublin	PRESENTATION Public Cultural Center, Lublin	Dinner & Certificate Ceremony Lublin
Fri. 21/11	F5 Field Trip (Poland) WARSAW City Tour		Return Home

6

Master Class Projects





Mobility

Alda Alagic & Miljana Marinkovic

One of the key success factors of modern regional planning is a sustainable and effective regional and intra-urban transport system and network. For every city a proper access to its territory is essential to secure its economy and vitality of inflow of people, goods and materials. For contemporary network cities and regional centers such as Lublin, the topic of connectivity is the starting point of any urban strategy.

To develop the region in a sustainable way the proposal for Lubelski region includes a tram-train system that will connect the cities and villages to the central core. This hybrid system runs on train- as well on tram rails. The behavior of the vehicle in the periphery is similar to a train which gains a velocity up to 130 kilometers per hour. Due to the lightness of the vehicle it can rapidly slow down and transform into a tram when approaching an urban area.

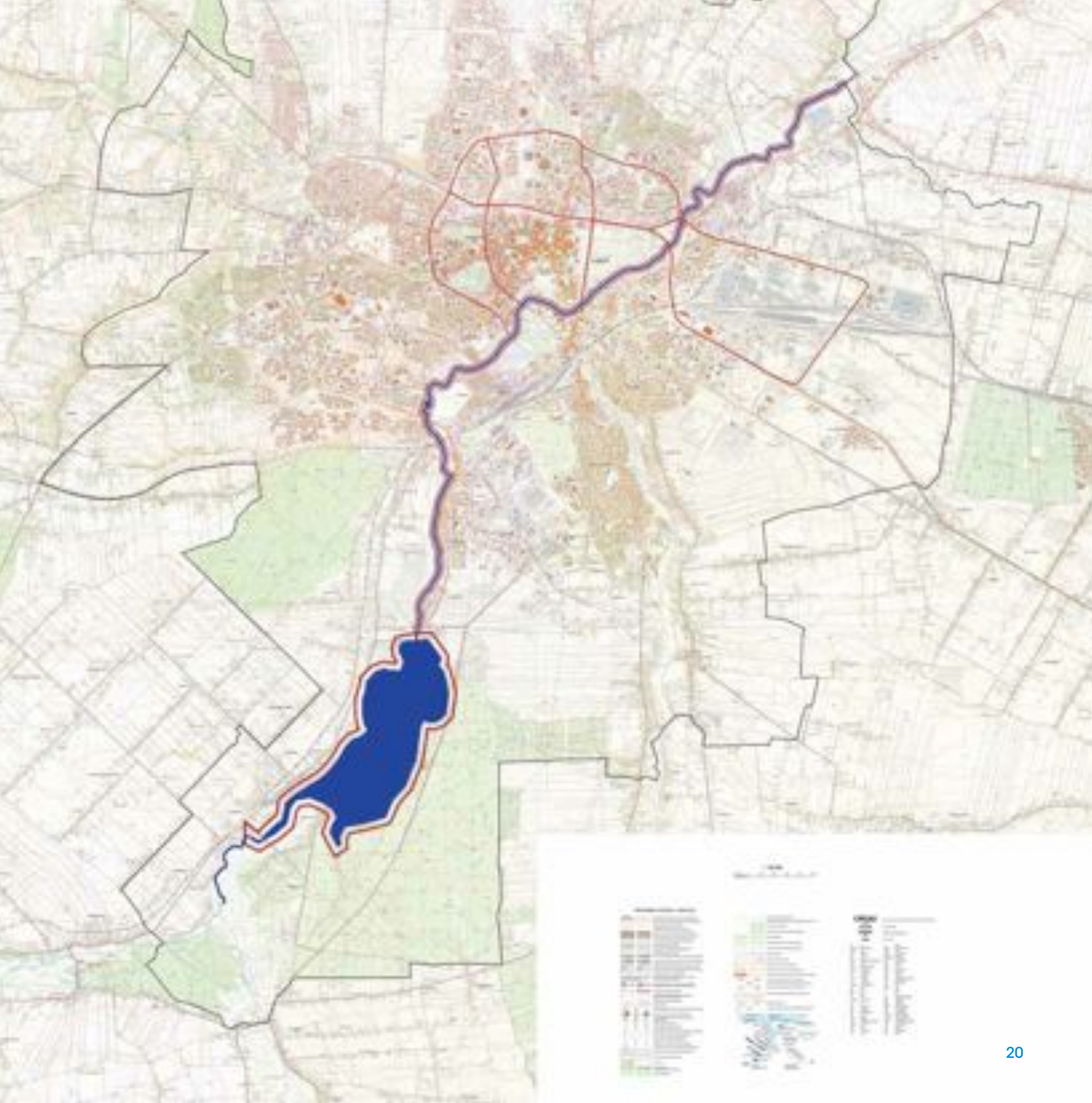
On the city scale the tram-train has a circular route around the city center connecting the existing universities with the area designated for the new Innovative District. Students will develop their research skills in the district and will form an important

target group as eventual employees or founders of new companies. Besides that the city will gain vitality as a result of the crossing-over area from the universities to the Innovative District and from the planned airport east of our site. The Innovative District is situated proximately halfway from the city center to the airport, which will be connected by the tram-train system.

This makes the position of the District a significant node in the urban network. The positioning of a station within this zone will provoke further development.

This station is proposed on the bridge which is the central node of the Innovative District. This bridge gains importance as it is proposed to be the main crossing of different transport systems as tram-train, car, tram, and bus.

The central street, which integrates the new bridge, is defined as the main axis of the area connecting and defining the orientation of different parts of the Innovative District. It makes the District well connected to the city and airport by different means of transportation, resulting in the designation of certain zones as so-called 'soft-mobility zones'. This means that the

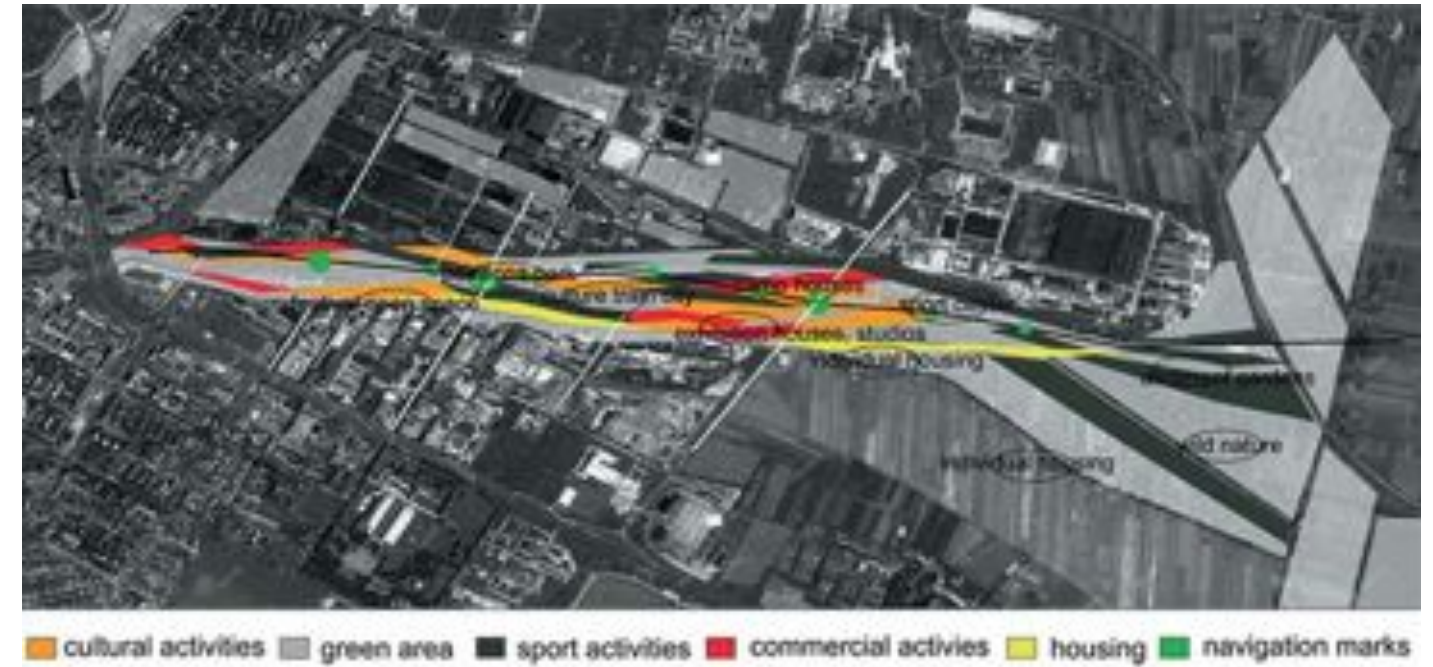
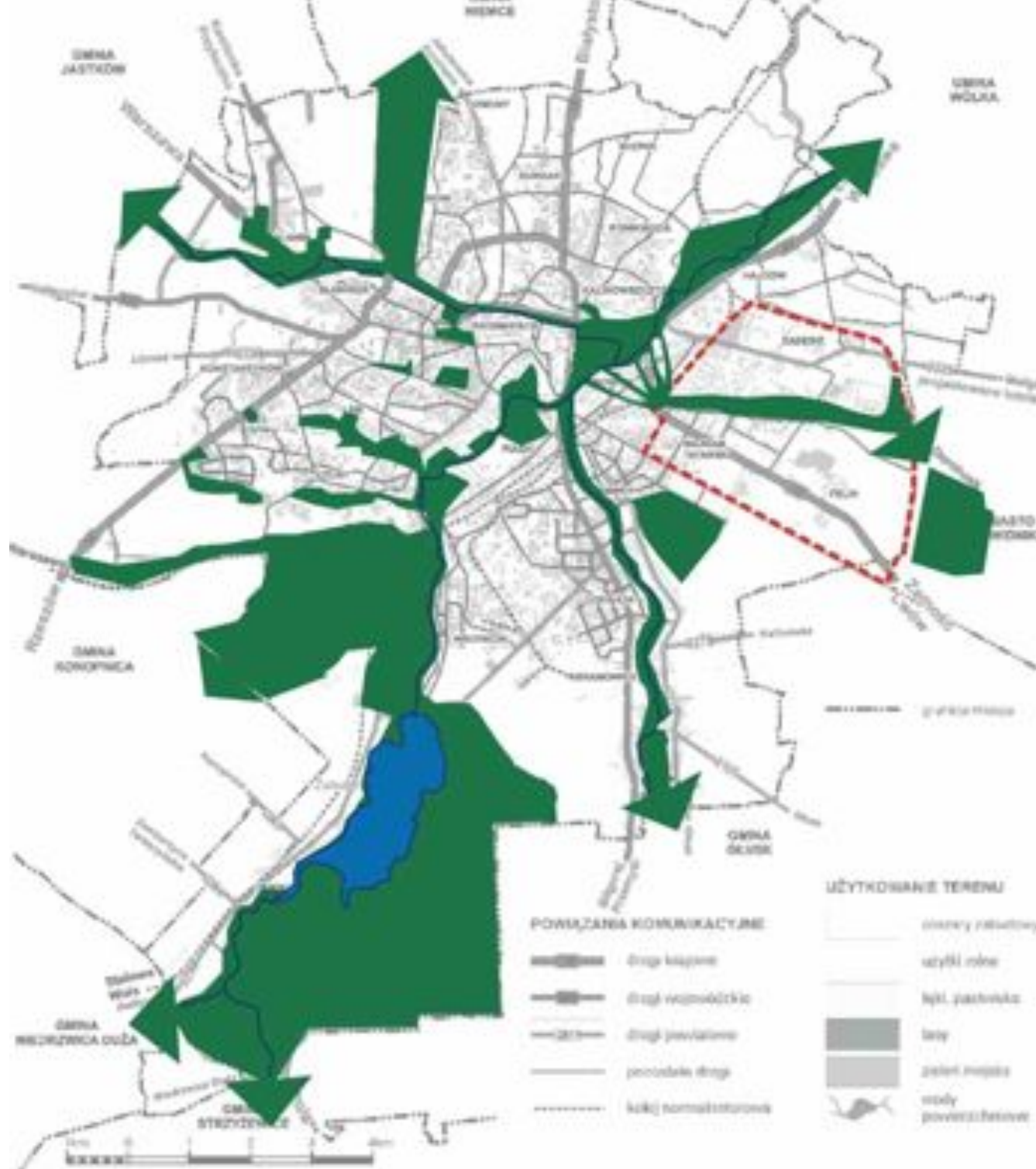


buildings in these zones are connected by bicycle, pedestrian and electrical car routes and that 'hard mobility' such as cars or buses are not allowed to enter.

The concept of soft mobility is also applied on the city scale. To bring more livelihood and green recreational space into the urban life the two main points of the urban area - the city center and Innovative District - are connected to the southern lake with bicycle and pedestrian routes. This lake is situated just

few kilometers from the center and the district on the city border. The routes follow the stream of the river running through Lublin making the experience of the city more divers and green. The iconic tram stops of the new tram route are designed as an addition to this green atmosphere. Beside that they are the prototypes of the research and development of the new Innovative District publishing and promoting the activities of agricultural research.





Park

Jelena Stanisic & Jadwiga Wojciechowska

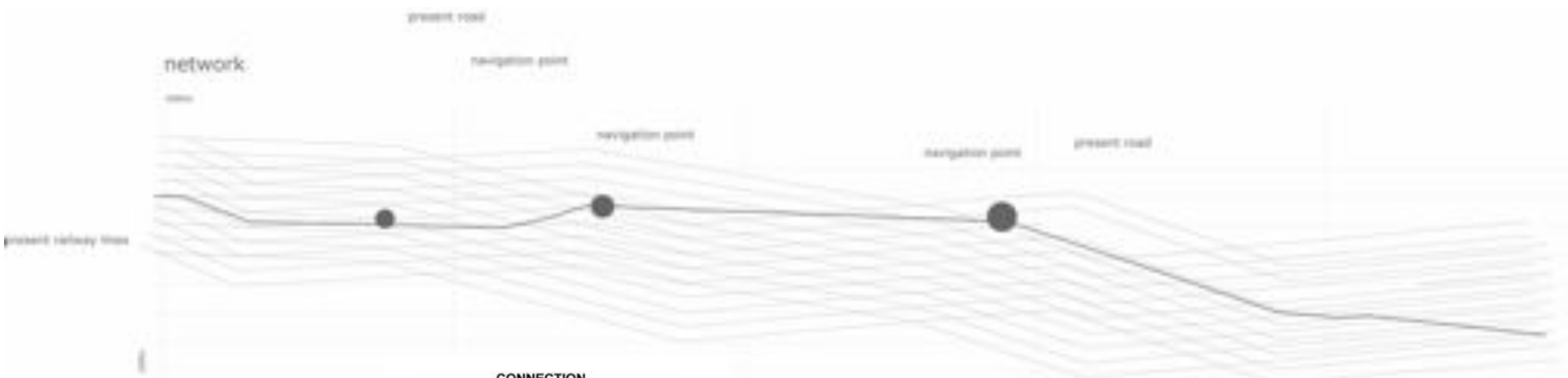
The ecological system is a vital element on the local as well as on the regional scale. It enables roaming and exchange of plants and animals. Beside that, it provides space with refreshment and recreation. The green areas are the last free spaces in contemporary cities and they are threatened by huge investment pressure. It is hard to keep those green spaces in existence, even without mentioning their possible development. Revitalization of post industrial and post railway degraded areas is extremely expensive, which make them less attractive for new investments. It is, however, possible to give these areas back to the city through processes of natural revitalization.

The main idea of creating the park was to leave it in the hands of nature. Let the vegetation gradually take over the space and create a peculiar area of wild industrial forests. Preparation of the area for natural succession doesn't require big spending. Industrial and railway elements can create curious and unique landscapes. A park with rural pioneer vegetation can also present valuable elements of urban ecosystems and be a good source for science, research and education. Spaces revalorized by nature can be easily rediscovered, redeveloped and spread

out. First they would be only islands, developing points but if required those areas could be more developed and changed in a more intensive way. Parts of the park could be given different functions and used for various activities. The first step is to allow nature to take over the degraded space and then use its potential. A good example of such a park is Ruderal Park Frintrop in Essen, Germany.

The old and abandoned railway area of Lublin will be treated with this strategy. The area stretches between the city center and the Innovative District and symbolically as well physically represents the connections between all the others topics: hortus campus, landmark bridge, high-tech campus and mobility. In a wider sense it is very important because it is a part of the green structure on the scale of the city. We could observe it from different points of view, but it is the connecting aspect of the park that will transform this space to one entity.

This space is enormous to be defined as a park in any recognizable sense of the word. It needs a strategy to create conditions which will modify the existing industrial space into a green park containing social functions.



Our idea is to propose different activities: cultural, commercial, sport and to reanimate and refresh the existing spaces. In the analysis of the territory we used existing geometry (present directions, rail roads) which enabled us to make a logical grid as a helpful mean in defining the space. The points defined by the intersections of the grid are appointed as navigation marks which will spin-off further development of the park. These are the most important spots, which will be recognized as bridges in the next step of the research.

The first step was to determine different activities related to future programs in the area. The next one was to define different qualitative factors. Our idea was to introduce factors that already exist and to reanimate them. We found many valuable factors in the area: old wagons, rare animals, abandoned industrial halls, individual houses, and small farms. The plan is to make a connection between nature and society, to preserve the present green space and put the human activities in the center of it.



We decided to reuse present houses and sculptures and start with small cultural ambiances. It will enable us to start with developing in phases. We would like to involve people in the process of creating certain atmospheres. For example it would be interesting to let the artist ventilate his ideas and imagination on the surface and interior of the old wagons. The next step is the development of a Pavilion Park. Starting point for the Pavilion Park should be the old chimney which gives certain characteristics to the surroundings. The building is understood as a monument that should be reanimated, inspired by the way famous artist Christo reanimated the Reichstag-building in Berlin.

The fact that Lublin has a rich cultural heritage and aspires to be named the cultural capital of Europe in 2016 was one of the directions in this assignment. In the context of this manifestation different architects and artists should be invited to create the pavilions in Pavilion Park. The suggestion is to use existing materials, for example the use of rail tracks for different purposes as the deck of the houses or urban furniture. This will connect the past and the future of the area and give it a unique atmosphere.



Hortus Campus

Hortus Campus by Elena Pavlova

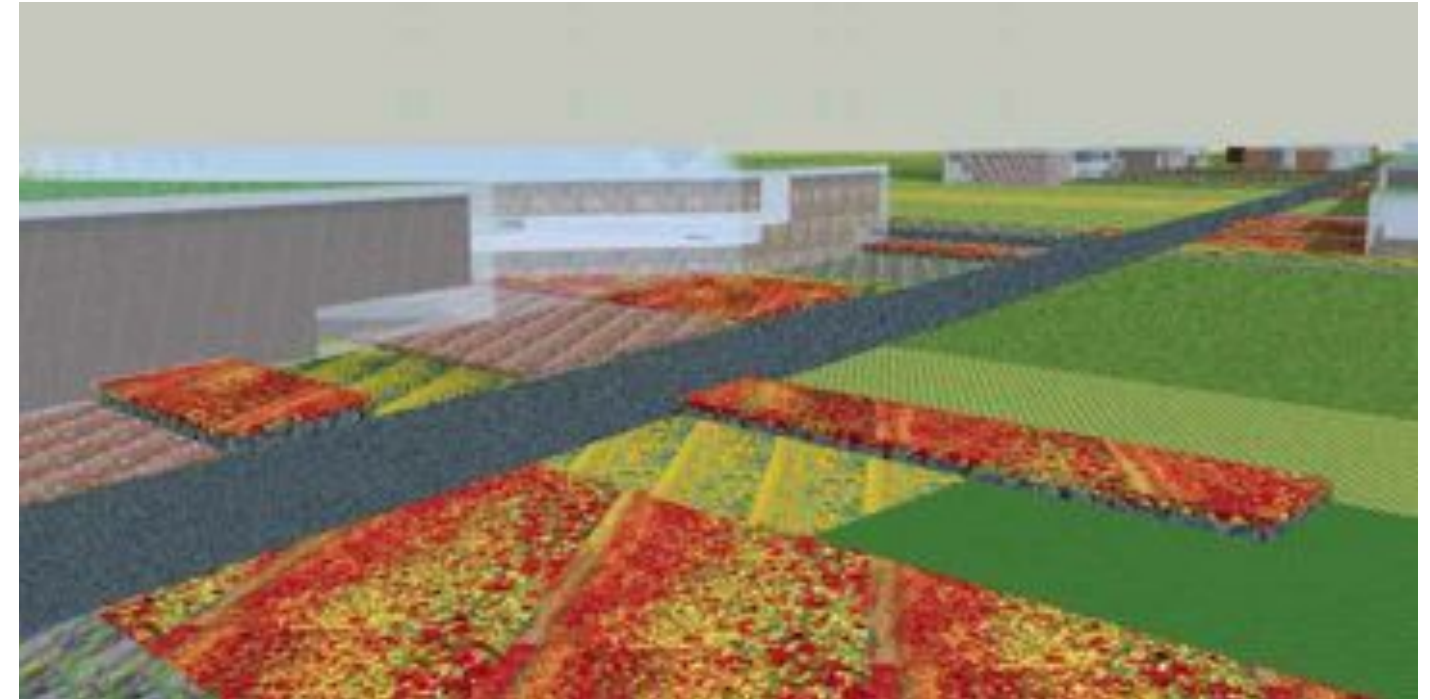
25% of Lublin's community consists of students at one of many Lublin's universities. After Warsaw it is second in student population in Poland. Due to a lack of employment, most of the high educated young people leave Lublin and the surroundings. Creating a new Innovative District will unite the existing fragmented facilities which the city offers. On the other hand, the new high tech research center, will enforce Lublin's capability to attract highly-educated specialists and entrepreneurs.

Most of the universities in the city are located close to each other in the nearness of the city center. The Agricultural University is the only one separated and situated in the Eastern part of the city. It occupies a strategic position on the South East part of the area which is chosen for the new Innovative District. Hortus Campus will be one of the zones defining the new Innovative District. The main focus in the development of the new Hortus Campus is converting the already existing rich agricultural heritage into a new green economy using the existing built area and fields of the Agricultural University.

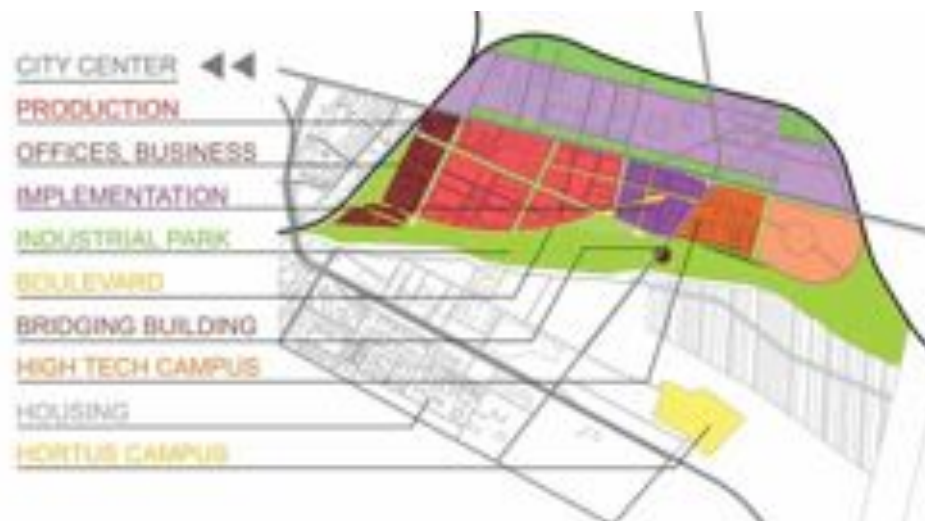


Agricultural fields will be converted into experimental fields for agricultural research. By investing in the educational level and offering a good living and working environment (housing, services, working spaces, green areas, etc) the area will attract newcomers. This process, once started, will spin off new investments and further development of the area and the city by attracting Polish and foreign enterprises. The principal concept is creating an eco-friendly zone using some of the existing buildings of the Agricultural University.

A strict selection has been applied to decide which buildings of the university will be preserved. Those will be the ones which follow the linear tendency of the new main campus street. The presumption is that the historical entrance from the South of the area will keep its function as the main entrance. With that quality it will connect the Hortus Campus with other zones of the Innovative District, where other social and professional facilities are located. A three story parking is located at every entrance of the campus making it possible for the zone to be car-free. The entrances are also the points where all kind of soft mobility equipment as bikes or electrical cars can be rented making it possible to design the zone on an eco-friendly and green basis.



The buildings are carefully positioned on the experimental fields in order to avoid interfering with their linear structure. The height of the buildings is limited to three stories and the roofs are designed as green terraces which will enable the campus to blend into its surroundings of green fields. The use of natural materials, green roofs, internal gardens and the small height of the buildings, offers good living and working spaces. It also invites us in a new era of an ecological way of thinking.



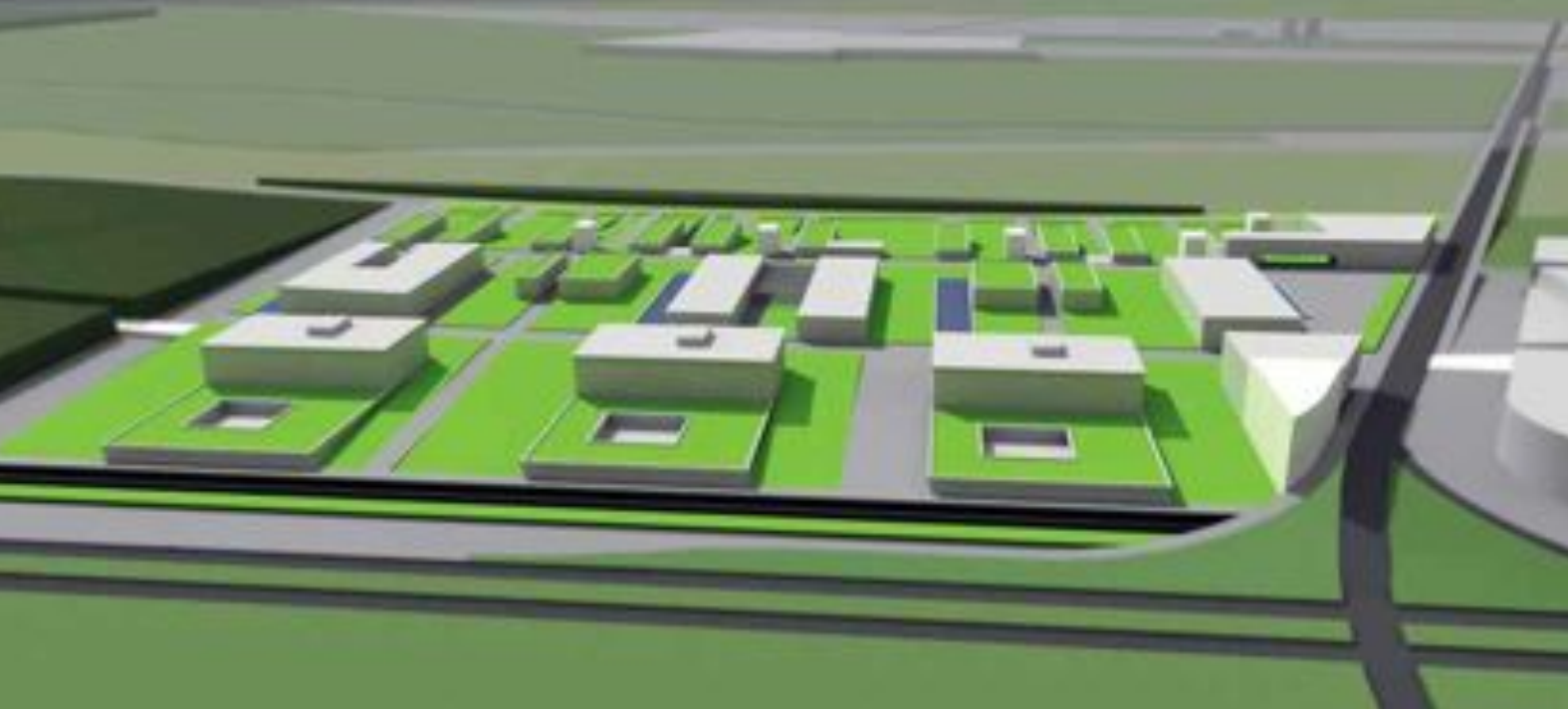
High Tech Campus

Tomasz Szot

Industrial Zone

The topic is the northern part of the innovative district. It is situated along the road from the city center to the airport. So it is a strategic, well-connected part of the city. The existent space is not empty but full of old industrial buildings. Our proposal is to divide this area into five parts: a business zone with offices and commercial facilities, two production zones, a supportive zone and research zone.

To make a better connection for pedestrians we propose a long, S-shaped boulevard going from the city through all parts of the area. We would like to improve this space by adding a new grid of streets and squares. To continue the urban tissue in the east direction, we add new functions and enhance the quality of public space. Production zone, implementation zone and investigation zone should cooperate together to provide a strong structure which could attract companies.

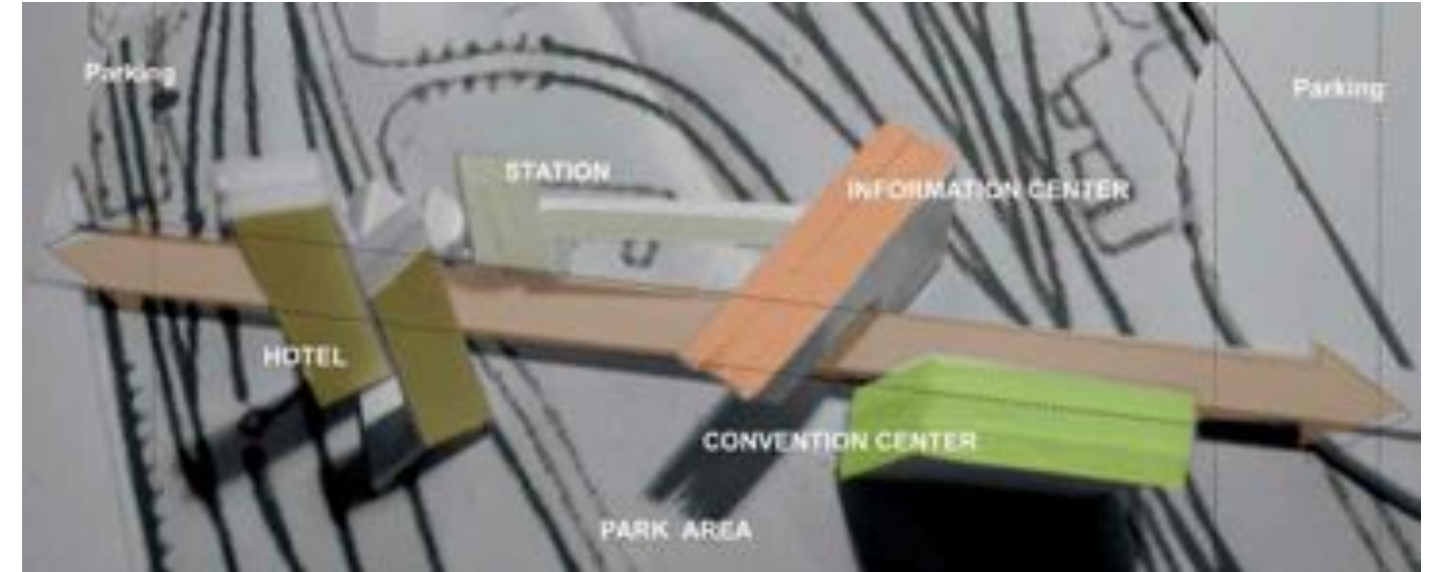
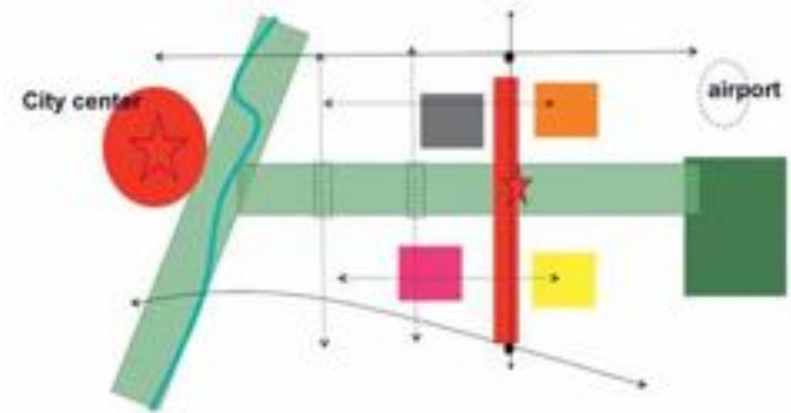
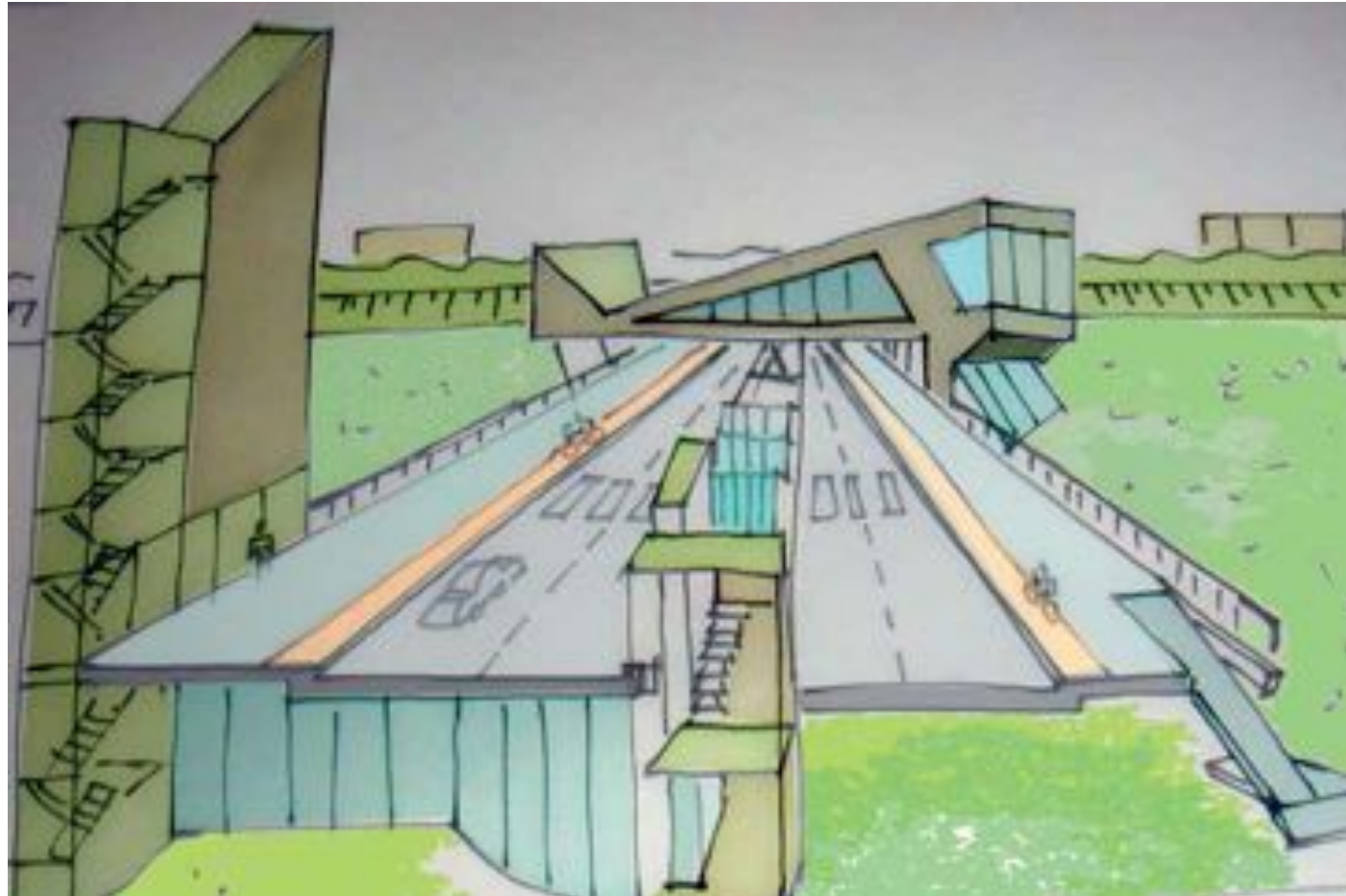


High Tech Campus

The brain of this area is the High Tech Campus, the place where new technologies are invented and tested. We would like to start the campus from the mechanical research cluster. The size of this cluster is 2 hectares. The results of research could be useful for existent factories inside the area. The High Tech Campus is well-connected with the Hortus Campus by the bridge what could help to share new ideas and cooperations.

With relation to Lublin universities and new master and PhD programs it could attract students and companies to be a part of that structure. We proposed to divide the cluster into three parts: research zone, commercial and convention spaces to help people with sharing their experiences, and laboratories.

The car park is situated near the main road, below the cluster's ground level what stems from the natural morphology of this area. Mobility inside the cluster is allowed only by electric cars, bicycles and other ecological means of transportation. To secure good working conditions all of the buildings should be transparent, opened to the surroundings with green roofs and eco-technologies. We propose to leave a lot of free space between buildings to follow the idea: open space - open mind.



Bridge

Bridge by Cora Alfonso

The bridge is located at the crossing point of the existing rail yard/emplacement and the North-South axis crossing the whole of the Innovative District. The location is also situated between the airport and the city centre and among the different development subareas that have been identified inside our plan area. The transportation plan being proposed provides this location with good accessibility both in the North-South as well as in the East-West direction. This location is the central point of the plan area and it is therefore the ideal place to develop a common centre of facilities serving directly the surrounding developments.

But the centrality of this place is not enough to make it an attractive place. The introduction of an appealing program is essential to attract people, businesses and institutions to this area and occupy it.

The activities proposed at the bridge location have the purpose to:

- Serve the surrounding district
- Attract people to this area and occupy the rail yards emplacement (to be transformed into a park)
- Become part of the centers of activity of the city

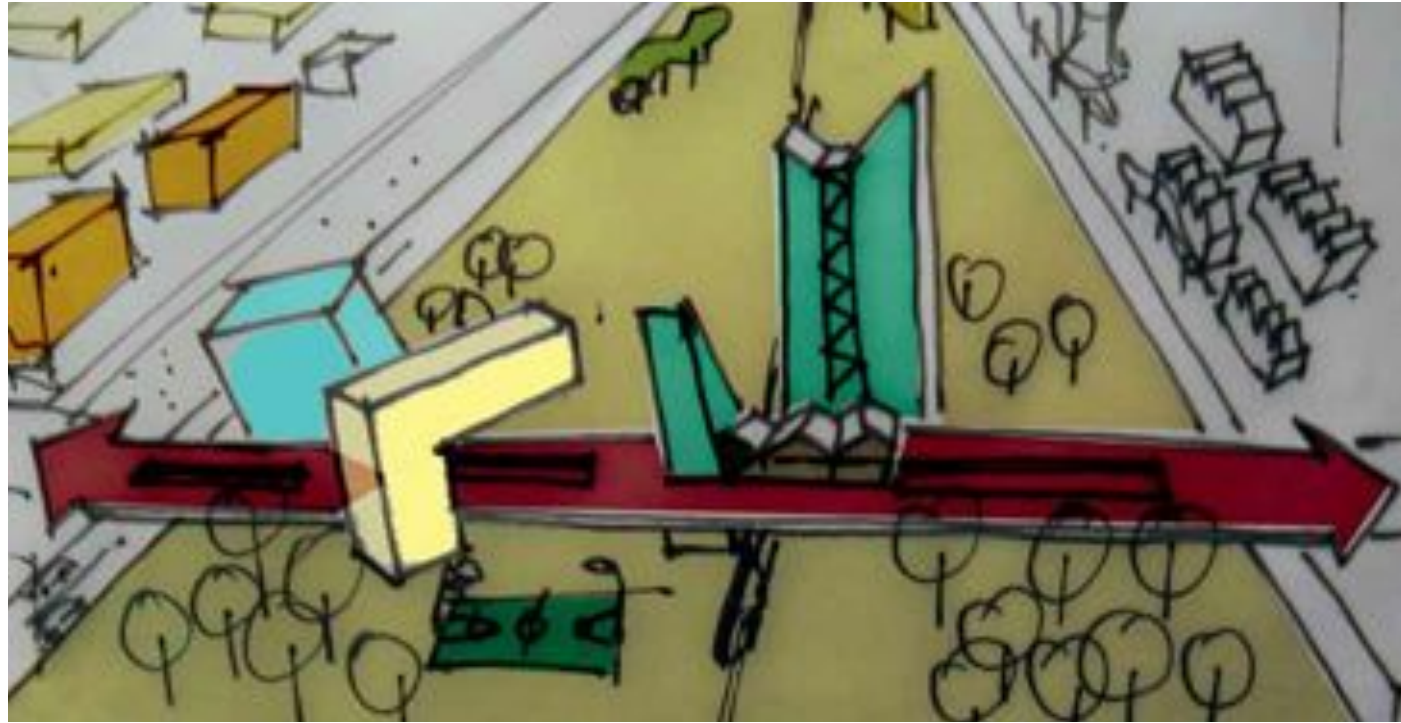
The bridge location should become the centre of the Economic Zone, but should also be an interesting and accessible place for the Lubliners and visitors to the city.

The activities being proposed for the location are the following:

Convention center: A building complex of multipurpose space's primarily focusing on the requirements of the Economic Zone, but offering the city, in the neighborhood of the airport, a top conference and convention facility to accommodate temporary events of local, national and international interest. The facilities should be able to accommodate conventions, Expos, fairs and other large happenings (ca 5000 m²)

Hotel: For visitors to conventions, universities and other: (ca. 2000 m²)

Other expected facilities included in the strategy of development are: sports centre, including sport facilities and swimming pool. The function probably related to a Hotel en/of convention centre will include: Restaurant(s), Discothèque, bar(s)



Other services: Medical assistance, Nursery, Wardrobe

Activities directly related to the development and promotion of the Economic zone

Front office - Economic Zone

- administration offices of the economic zone
- Information center + Media library (for professional information)
- Smaller meeting-rooms
- Small offices to rent

Visitor's information centre:

- Information for visitors
- including a herbarium
- educational activities for children
- small shop for regional products and herbs related books

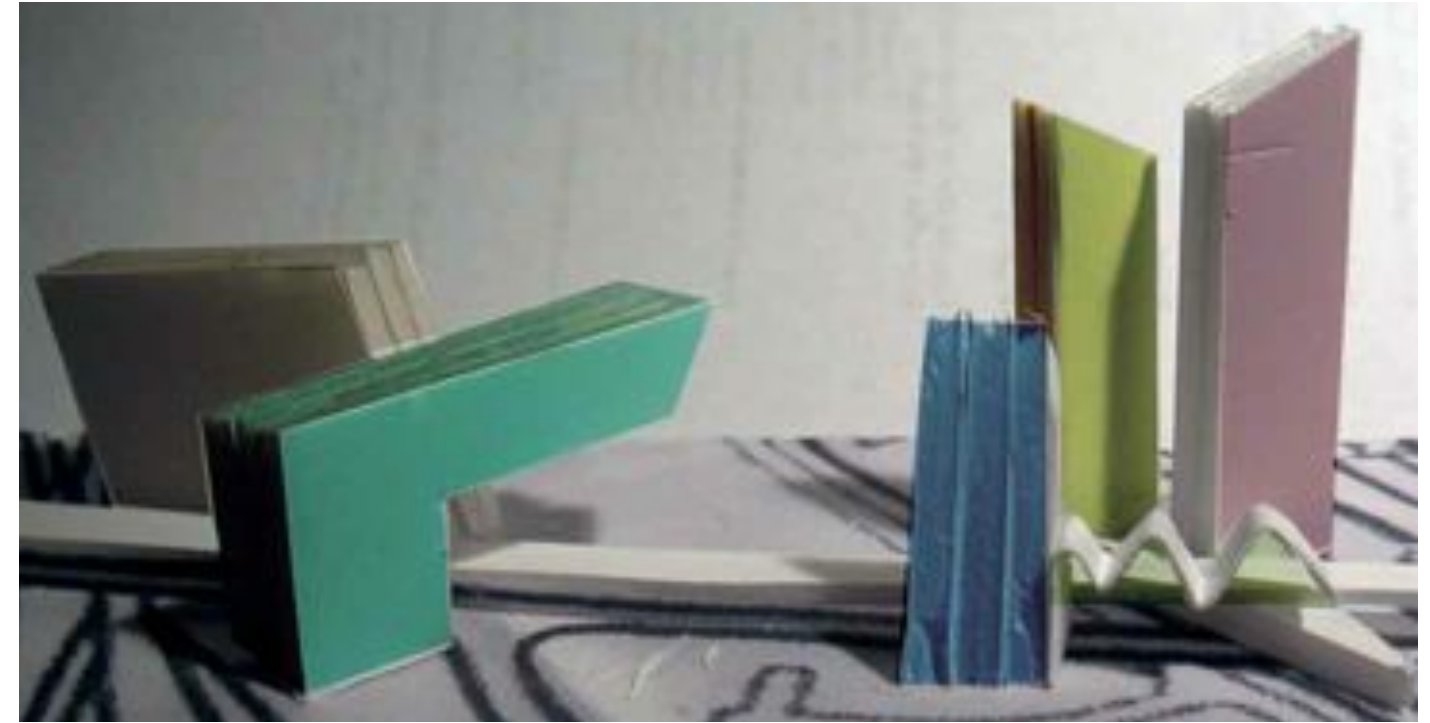
Accessibility facilities:

- public transport station
- parking facilities

With these functions accommodated on the bridge it will be completely transformed from a sterile infrastructural element into a lively inhabited place.

This bridge is not only interconnecting horizontally the boundaries of the rail yard terrain, but is also connecting vertically the bridge and the areas around with the future park on the rail yard. It does not only fly across the valley, it also connects to the valley.

At the level of the bridge it works like a normal street where different modes of transport are offering good accessibility across the bridge, but also to the buildings located there. It is not only accessible to public transport, bikes and pedestrians, but it also allows cars to pass through. The different transport modalities are accommodated next to each other.



Wide sidewalks are located at both sides of the bridge and the bicycle paths are located next to them. Car lanes in both directions are also present. For visitors coming with an automobile there will be parking places at both entrances to the bridge. The tramway is located between the car lanes and in the middle zone of the bridge, between the tramways there is a broad space of about 6 m reserved for the realization of the tram stop on the bridge and for crossing zones for pedestrians. This middle zone is also reserved to create openings in the bridge to allow light through into the park below.

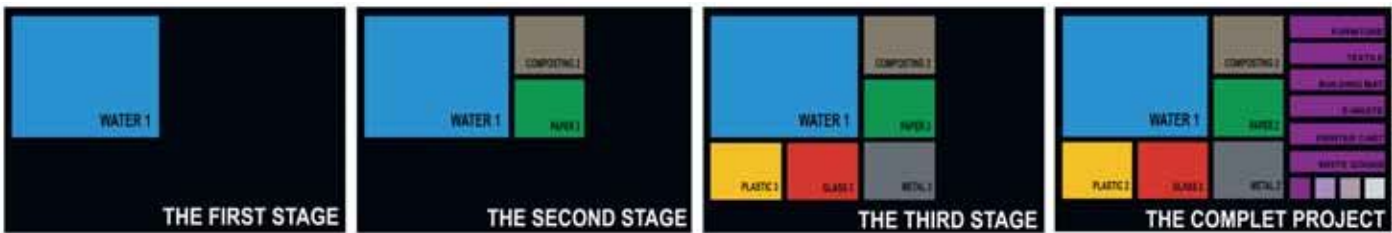
Different access points are to be located on the bridge to allow people walking and biking to go down to the park or come up to the bridge. The most important of these access points is the tram stop at the bridge, connecting the north-south tram route to the light rail system going along the park.

The bridge clusters: The proposed program is positioned at the bridge, bringing it to life and connecting the bridge level to the rail yards terrain where a park is to be developed. The activities are organized at the bridge, in the form of individual buildings above and under the bridge. The bridge becomes a common court to all these activities and the element holding them together. The buildings are to be located in such a way that they do not hinder the free views along the park under the bridge. The different buildings are to be accessible from the bridge as well as from the lower park level. The internal access points offer broad views to the park and surrounding areas.

The bridge marks: One of the buildings at the bridge acts as a landmark to be seen from the distance, indicating the presence of this cluster of activities, but also the development of a new (economic) area in the city. Of the activities proposed the hotel is the function that in the best way could be accommodated in such building looking for the sky.



Recycling plant New York USA



Eco Park

Eco Park by Juliano Cordano

The traditional Waste Management is no longer suited for contemporary life. It is a challenge for architects and specialists to propose solutions which solve the waste chaos. Working on a Recycling District can be opted from two perspectives. The first perspective could be called "Traditional Way", where pollution and CO2 emission are the consequence. The second perspective is called "Better Way", where used materials are not treated as a problem but as a new opportunity by reusing them in an intelligent way. Recycling process transforms used materials into new products in order to prevent and reduce the consumption of fresh raw materials.

Zooming to the site and taking into consideration all the proposed zones in the Innovative District, the "used materials" were defined in the following categories: food and organic waste, special waste (oils and chemical products), e-waste (computers), domestic equipments (blenders, microwaves) and white goods (everything that uses CFC gas).

However, these materials could not just be sent to this place, hence a strategy had to be created and a scheme of implementation was elaborated. This scheme is taking into consideration all the categories as well as their importance. The Recycling Process was divided into four stages of implementation. The first was water recycling. Water is the most important and strategic resource of life and is the base to all sorts of recycling

processes. In the second phase two more components (composting production and paper recycling) were attached to the water treatment. In the next stage three more cycles such as metal recycling were added to the previous phases. Now all the principal elements had their respective processes and new products.

The recycling process needs a lot of energy. A possible answer was found in a Combined Heat and Power Plant (CHPP). The CHPP produces heating and electricity at or near the place where it is used. The waste heat from the electricity generation can be used for water heating in the District. This solution is often more than 80% efficient. As fuel, the biomass produced on the composting production could supply all the needs. Another point is that all water which is needed for this process is coming directly from the water recycling, hence making the entire system auto sustainable.

The special thing about the recycling process is that it is able to adapt to different needs, places and all kind of ideas and solutions. However, the only thing you cannot recycle is wasted time, so reuse, reduce and recycle! The Recycling District is a starting point to think about waste sustainability. The special thing about the recycling process is that it is able to adapt to different needs, places and all kind of ideas and solutions. However, the only thing you cannot recycle is wasted time, so reuse, reduce and recycle!



7

Participants and Staff

Alda Alagic (1981)

From: The Netherlands
Study: Architecture, Building and Planning at Technical University Eindhoven
Work: PhD researcher at Stadslab, Tilburg, The Netherlands

Alda is working on a dissertation about transregional development and its influence on spatial development. In the past she has worked as an architect and lecturer at the University of Eindhoven.

The ideal of Stadslab to connect international designers and planners and give them opportunity to unchain certain dynamics in the cities of Europe is very honorable and challenging for the young professionals. Stadslab gave me a great opportunity to experience the role of the urban planner, face the issues on this scale, and work with colleagues from all over Europe. This master class has built out my competences and fields of interest. Beside that it has extended my professional network.

Cora Alfonso (1973)

From: The Netherlands
Study: Polytechnic University of Havana, Cuba
 Technical University Delft, The Netherlands
Work: Urban planner at Municipality of Tilburg, The Netherlands

Cora has a wide experience in urban and architectural planning throughout her study and work. Her portfolio contends numerous urban studies and designs. As an employee at the municipality she also has experience and knowledge of government policies.

Stadslab offers a win-win opportunity to all parties involved. For the participants it is a short but intensive and rich learning experience and for the international participants a way to learn and work together. For the city where the project is developed it is a possibility to look at itself from a new, defiant and uncompromised perspective and discover possible new answers to its spatial problems. In our specific case it was also a way to put two European cities in contact. The sisterhood of the two European cities Tilburg en Lublin was put in practice.



Juliano Cordano (1977)

From: Brazil
Study: Public Administration at State’s University of Sao Paolo;
Architecture and Urban Design at University of
Araraquara UNIARA, Brazil
Work: Self - employed architect and designer, Preverenges,
Switzerland
Internship during Master Class: MVRDV, Rotterdam

During his study and after, Juliano has worked as a director of projects and creation at “Engenho Brasil Arquitetos Associados” on a variety of projects such as interior design, residential and warehouse.

Being a Brazilian Architect and living in Europe I always wanted to know what the backstage of European Architecture was. I saw in Stadslab the opportunity to discover the difference between New World and Old World Architecture. At the end of the day, MC Lublin gave me all the answers that were needed and now I can understand the ideas of European Architecture and Urbanism. Today I can mix up both experiences to become an open minded and versatile professional.

Miljana Marinkovic (1981)

From: Serbia
Study: Architecture at University of Belgrade, Serbia
Work: Architect at ‘Archtic office for planning and
engineering’, Belgrade, Serbia
Internship during Master Class: Diederendirrix, Eindhoven

After her study Miljana has been working at the ‘Archtic’ office for planning and engineering in Belgrade. For that company she was associated on various designs on several scales such as: the competition for ‘Serbian pavilion in Venice’, residential-business complex in Belgrade and main design for reconstruction of Serbian National Library.

European urban design laboratory, Stadslab, has organized an intensive but inspiring program of lectures and excursions. Working in the international group of young architects gave a special dimension to this experience. Next to the Stadslab program, I was lucky to work as a trainee in one of the leading Dutch offices “Diederendirrix Architecten”. I have learned about design processes in the Netherlands and working and building culture. I am going back home after three months full of new impression, experiences and knowledge. Stadslab has broadened my horizon and I will try to implement and promote the principles which I have gained. This wonderful experience has been made possible for me through a full scholarship, which I was provided by a Poland Roof Windows company Fakro.

Elena Pavlova (1982)

From: Bulgaria
Study: Architecture at Ecole Nationale Superieure
d`Architecture, Nantes
Work: Fekta Ltd, Varna, Bulgaria
Internship during Master Class: BDG, Zwolle

Elena lives and works in Varna, Bulgaria. In the past she has worked in Nantes where she graduated in architecture. During her study she attended several competitions and workshops in France and Italy.

Cultural diversity has never been an issue since France has adopted me and helped me to lay the foundations of my present and my future. Nevertheless, I’m grateful for my admission in Stadslab, as well as the scholarship provided by Fakro (Roof Windows company). This new experience broadened my horizon. Having a glimpse at the architecture of Netherlands and given the chance to work with Dutch architects laid another key-stone in my arc of design. Participating with young architects in an International Urban Laboratory improved my teamwork. The time spent together in Tilburg (NL) and Lublin (PL) gave us the opportunity to get to know each other, become closer and lie down and fulfill new ideas of professional relations. I still continue to collaborate with some of my colleagues, who furthermore help me to expand my professional and personal knowledge. Living and working in Zwolle gave me a new idea of urban ambience. While riding a bicycle, I had the chance to feel and observe the city in a completely different way. It made me realize how easy it is to organize an eco-friendly city and still serve thoroughly everyone’s needs. This green urban flow transformed my vision of being a citizen and an architect.

Jelena Stanisic (1978)

From: Serbia
Study: Architecture at University of Belgrade
Work: Architect at “Koling office for architecture and
engineering”, Belgrade, Serbia
Internship during Master Class: INBO, Amsterdam

Jelena works as an architect at Koling A.D., company for constructions, investments and engineering in Belgrade. Projects that she worked on are housing and commercial plans in Russia as well as a couple of urban analyses in Belgrade.

I have a high opinion about Dutch schools of architecture. My experience in Holland was very interesting one. In my opinion Stadslab is a great opportunity for young architects to improve themselves in their profession. It gathers people from different countries with different ideas and attitude. It was good to be part of Stadslab group and to have a lot of constructive dialogs, discussions and work. The other part of my stay in Holland that made my experience complete was the internship at Inbo office in Amsterdam. The assignments I had in the office were more practical compared to the more theoretical ones at the Academy. The strategies for solving them were different too. I am very satisfied that I have had the chance to meet both of them. The design methodology in Dutch offices is different from the one in my country. In my opinion it is very important for an architect to feel and meet the differences. This experience in Holland enabled me to introduce the other way of thinking and working and to meet people that have extended my knowledge.



Tomasz Szot (1981)

From: Poland
Study: Architecture at Białystok Technical University
Work: Architect at Stelmach and partners architectural office, Lublin, Poland
Internship during Master Class: INBO, Eindhoven

Tomasz is an architect working in Lublin, Poland. His knowledge of the city has undoubtedly been appreciated during the master class. Interesting to mention is that Tomasz's graduation's theme was "Science and technology park of Lublin" what makes it the same theme as the Master Class at Stadslab.

When I found an article about Stadslab Master Class 2008 on the internet I thought: here is the opportunity to have an international experience. When I realized that the topic of the program is Lublin I felt it can be something more and I have to participate.

Stadslab has offered the postgraduate program for young architects aimed at developing knowledge and getting experience in urban design. During three weeks people from five different countries had very intensive trip through their brains, mentalities and cultures. It has enabled the confrontation of our planning visions, seeking the best possible solution, and the cooperation with professionals in making the final thesis. Beside that, the working practise in architectural office INBO in Eindhoven opened my mind to the new technologies, different ways of thinking and working process what I found very inspiring.

After three months in Netherlands I am sharing my knowledge and experience with people in my country, trying to develop our visions and ideas from Master Class.



Jadwiga Wojciechowska (1984)

From: Poland
Study: Biology and Earth Sciences, Geography of social and economic, Spatial planning at University of Maria Curie-Skłodowska, Lublin
Work: Municipality of Lublin, Poland

Jadwiga has studied and is now working in the city where the case study of the Master Class Stadslab is situated, the city of Lublin. Her knowledge and experience of the city has been of great value to other participants. Jadwiga has experience in housing management and design. In 2007 her plan „Idea for Litewski square” in Lublin was awarded First place by „Gazeta Wyborcza”.

Stadslab gave me the chance to learn from the ideas from people from different parts of Europe (even different part of the World). Thanks to that I can look from a different perspective to my city. Work, meetings with specialists, visits to interesting places surely will not stay without impact on my future professional life. I hope that Master class - workshops, exchanging views and knowledge is just a little part of benefits that Stadslab gave to the group and me. I think that everybody who took part in the Master class gained a lot more for the future.



Staff

Didier Rebois (*visiting professor Stadslab Lublin*) is architect and architectural critic. Since 1990 he is Secretary-General of European and holds a chair in architecture at the Ecole d'Architecture of Clermont-Ferrand.

Juliette van der Meijden (*coordinator Stadslab Lublin*) is urban Designer and consultant. She graduated in Architecture at the Faculdades Integradas Bennett in Rio de Janeiro (Brazil) and in Urban Design at the Academy of Architecture in Rotterdam. In 2002 she became coordinator of the Master of Urbanism Program at the Academy of Architecture and Urbanism in Tilburg.

Marc Glaudemans (*director Stadslab*) is architect. He holds a PhD in the field of Urban and Landscape Theory and History. Marc Glaudemans lectured at several Dutch and International universities and participated in many international conferences. In 2004 Marc Glaudemans became dean of the Academy of Architecture and Urbanism in Tilburg.

Roger Riewe (*lecturer Stadslab*) is a Graz based architect. He is partner and founder of Riegler Riewe Architects with branches in Graz and Cologne. The office is active in several countries in Europe and abroad. Projects include faculty buildings, railway stations and residential projects. Roger Rieuwe has lectured extensively at different universities around the world (Prague, Barcelona, Venice, Calgary).

Ronald Rietveld (*lecturer Stadslab*) is landscape architect. In 2004 his graduation project "Delta Works 2.0" was awarded with the ARCHIPRIX (third prize). For 7 years he worked at Bureau B+B in Amsterdam as project architect and designer. After being a winner at the Prix de Rome in 2006 he started his own design office.

Ewa Kipta (*lecturer Stadslab*) is senior urban planner at the City Office of Lublin, Department of Strategy and Development. Her main speciality is urban revitalisation, with a particular interest in physical and economical rehabilitation of historic areas. She followed several international courses on urban development, amongst others at Harvard University, Graduate School of Design and Leicester Polytechnic Business School, UK.

René Daniels (*lecturer Stadslab*) is architect and urban designer. He has been director of Buro5 in Maastricht until 2008. He has been city architect of both Maastricht and Antwerp, where he was responsible for large scale urban revitalization projects. He is still active as strategic consultant and in numerous committees on spatial planning and design.

Bert van Breugel (*lecturer Stadslab*) is architect and partner at Inbo architects and responsible for its Eindhoven branch. He studied Architecture at Berlin, Leicester and Delft, where he still teaches. For Inbo he is responsible for the offices and laboratories at Eindhoven High Tech Campus. He supervised the traineeship of one of the Stadslab participants.

Reinout Crince (*coordinator Stadslab Master Class 2009*) is urban designer. He studied at Delft University, where he was chairman of the students organization for urban design. He works at Metropolis architects and urban designers in Rotterdam. Since February 2009 he has been appointed coordinator of Stadslab European Urban Design Laboratory.

Aida Alagic (*PhD researcher Stadslab*) is architect. She graduated in 2007 at Eindhoven University of Technology. Since May 2008 she works fulltime on a PhD research at Tilburg Academy of Architecture and Urbanism. She has been closely involved in the preparation of the Lublin Master Class and participated as young professional.

Afterword

Reinout Crinice

Lublin has been a splendid host for two years in a row. The successful ideas of the first Master class in 2007 made a follow-up possible in 2008. While the 2007 edition was more oriented towards a general focus on urban strategies for the city as a whole, the second one was dedicated to an explicit area of the city. The outcome of the first studies resulted in the decision to work on the district of Zabedie, a former industrial zone in the eastern part of the city. The conclusion of the general study was that this zone of the city has good access and development potential. Also the obvious demand for 'recycling' the misused grounds of poor quality, made the choice for a more specific area of the city reasonable.

After the top-down approach in 2007 with a broad view on the city and the exploration of some different locations, the bottom-up approach in 2008 has led to different visions on the development of the Zabedie area itself. The proposed designs have become better adapted to the area, though are not losing their enthusiastic inspiration and innovative vision. The Hortus Campus for example is not only working with the idea of making a campus, but is also trying to find ways of linking entrepreneurship, research and education with the existing facilities and connections. The balance between spatial transformations, economy and society is very important in this matter. The proposals of the participants could be a bit ambitious and might not lead to instant practical solutions. However the 'out-of-the-box' ideas of relatively outsiders offered some new visions in order to provoke a debate about an area which has been neglected for many years and has never been thought of as a place of interest for Lublin, let alone a place with a good spatial quality.

The integral approach in Lublin made it possible to comment on the city not only from an environmental point of view, but also from a social and economical point of view. As mentioned

by Ewa Kipta the ideas of the new generation of planners have inspired the community for continuous discussion and innovation.

In 2009 the Stadslab Master class will move from Lublin to Miskolc in the north-eastern part of Hungary. Miskolc is the third populous city in Hungary and has a strong industrial background. The city is partly facing the same challenges as Lublin. Also coming from a centralized communist political system, the city has been facing a large industrial restructuring during the 1990s. A strong urban growth in the 1950s and 1960s led to a population of over 200.000 citizens in the 1980s. But the city was heavily affected by the crisis in the iron industry of the early 1990s and the population of the city has declined to under 180.000 inhabitants. Nowadays the city tries to become known as a cultural center, making itself also more attractive as the educational and science centre of the north-eastern region of Hungary.

Besides this, the Master class will focus on the theme of social and spatial segregation. With a strong part of the inhabitants being Roma, this faces the city with a lot of challenges. Stadslab will try again to provoke a debate with an integral approach, an open attitude and a dialogue with the local community. This means the general urban studies will be accompanied with a bottom-up approach where community initiatives are studied. In this matter we have to support the local community in breaking the barriers of the old centrally planned decision-making process by making initiatives, dreams and innovation visible. Placing these suggestions next to the larger scale and the strategy of the whole city will give better insight in the possible developments and transformations of Miskolc. Besides that the combination of social and spatial challenges will help arising a debate in creating better circumstances for those neglected areas.

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In my opinion StadsLab is a great opportunity for young architects to improve themselves in their profession. Most important is the exchange of different ideas, approaches to architecture and putting all those diversities into one project. I am very grateful to "FAKRO" company that it enabled me to take part in this urban design laboratory.

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