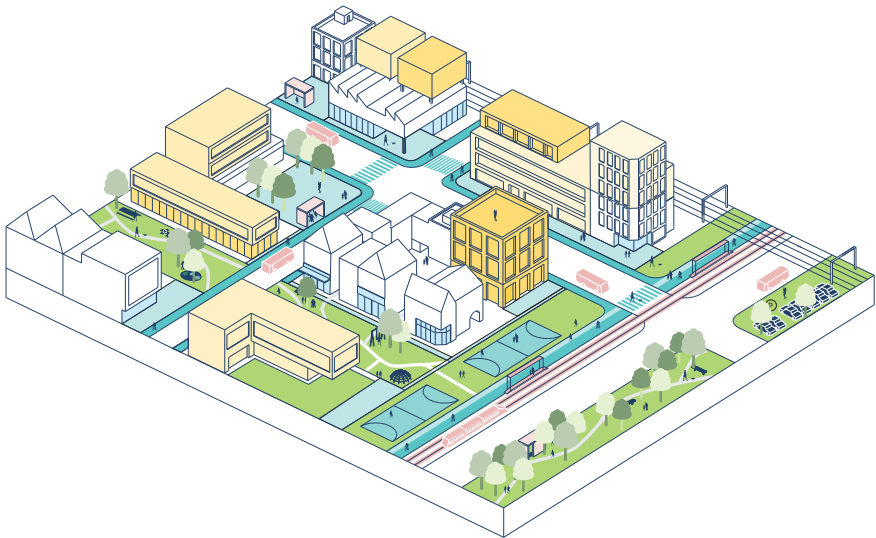




SPECIAL EDITION

BOOK OF IDEAS

MIDTERM RESULTS SUB>URBAN. REINVENTING THE FRINGE



Urban Challenges: Fringe Solutions

Midterm Meeting in Brussels,
June 12 - 14, 2017

In Cooperation with EURO CITIES,
Edge-of-Center Transformation

6th issue

Urban Challenges: Fringe Solutions

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INTRODUCTION

The URBACT III network sub>urban. Reinventing the fringe is half way the project term, making it an ideal moment to look back on intermediate results. At the same time the EUROCITIES project Edge-of-Centre Transformation has come to a conclusion and bundled their results into a final report. Both partnerships have joined forces since they are looking at the urban transformation of the same areas: the edges of the historic centres, also named the fringe. From June 12 until 14 all partner cities of the two networks joined in the heart of Europe to discuss these results. The participating cities are Amsterdam, Antwerp, Baia Mare, Barcelona Metropolitan Area, Brno, Casoria, Düsseldorf, Gothenburg, Oslo, Nacka, Solin, Stockholm and Vienna. On June 13 Alderman Rob Van de Velde (Antwerp) and Vice Mayor Hanna E. Marcussen (Oslo) hosted the conference for politicians and practitioners from the city to the European level.

What makes the fringe a good solution?

For the past two decades, urban development and planning in Europe has had a strong focus on the renewal of metropolitan cores and historic inner cities. This has resulted in many successful urban renewal programmes. However, many inner cities seem to have reached their peak in terms of density, as a result of housing improvement programmes and replacing traditional industries with offices and flats. Much of the edges of the urban centres have not been in the picture till now, as growth has often spilled out in suburban sprawl. These fringes are now ready for change, through new kinds of renewal and densification. This situation cannot be ignored, as the urban fringe provides cities with a huge potential to adapt and accommodate future growth without sprawl, through modernising yesterday's car-based, dormitory suburbs.

Sub>urban and Edge-of-City Transformation recognise this potential in the fringe. Challenges and solutions of this research can be found in part 1 of this special edition of the Book of Ideas. Inspirational examples are shared in part 2.

Enjoy reading.

PART 1 | MIDTERM RESULTS SUB>URBAN



Vice Mayor Hanna E. Marcussen (Oslo)

Alderman Rob Van de Velde (Antwerp)

AT THE TABLE



From left to right: Richárd Kovács (Member of the Local Council, Baia Mare), Ivica Rakusic (Deputy mayor, Solin), Maarten van Tuijl (Lead Expert URBACT), Rob Van de Velde (Alderman Antwerp), Katlijn Van der Veken (Head of Spacial Department Antwerp), Hanna E. Marcussen (Vice Mayor Oslo), Ellen de Vibe (Head of urban planning department, Oslo), Roman Haken (European Economic and Social Committee), Geir Aga (Director General, Urban Development, Oslo)



Special guest: Flemish Chief Architect Leo Van Broeck

CONFERENCE PROGRAMME

09:30 **Welcome, Urban Challenges in Antwerp and Oslo**

by Vice Mayor of Oslo Hanna E. Marcussen
and Vice Mayor of Antwerp Rob Van de Velde

09:45 **Sustainable use of land**

by Flemish Chief Architect Leo Van Broeck

10:10 **Fringe Solutions of the EUROCITIES and URBACT network**

by Peter Austin, city of Oslo
by Isabelle Verhaert, city of Antwerp

10:45 Coffee

11:15 **Practitioners' view**

Matthias Herding, *Solar- and Climate villages Garath, Düsseldorf*
Volkmar Pamer, *Urban gardening development in Vienna*
Isabel Tome, *A two-way process in Montcada i Reixac, Barcelona Metropolitan Area*
Francesca Avitabile, *Beyond guerrilla, gardening alliances in Casoria*
Erik Florberger, *Temporary use in the harbour area, Gothenburg*

12:00 **Debate: What happens next?**

Maarten van Tuijl, temp.architecture, Amsterdam
Ivan Tosics, program expert URBACT
Ellen de Vibe, head of urban planning department Oslo
Roman Haken, European Economic and Social Committee
Marton Matko, policy advisor EUROCITIES

12:30 **Policy recommendations**

by Vice Mayor of Oslo Hanna E. Marcussen
and Vice Mayor of Antwerp Rob Van de Velde

12:45 **Lunch**

Conference moderated by Jan Edøy



MEET SUB>URBAN AND EDGE-OF-CITY TRANSFORMATION

sub>urban.Reinventing the fringe

‘Sub>urban. Reinventing the fringe’ is about countering urban sprawl by transforming the complex periphery of cities into a more attractive and high-quality area for existing and future communities. Through a flexible process and an implementation-oriented approach, we seek to reinvent urban planning.

The sub>urban theme unites cities and regions that want to achieve an enhanced quality of life by carefully increasing the densities of 20th-century post-war urban areas at the periphery of the historic centres instead of expanding the urban territory. The aim of the network is to develop useful strategies by uncovering new processes, instruments and partnerships. In addition to thinking strategically on a city and regional scale, this project is about the implementation of local action plans in pilot sites.

The network has identified five subthemes: (1) transforming for intensified use, (2) transforming for social inclusion, (3) transforming the relationship with the region, (4) transforming private space and (5) transforming spatial planning.

Sub>urban is an URBACT III network. Antwerp is the lead partner of the network. Barcelona Metropolitan Area, Baia Mare, Brno, Casoria, Düsseldorf, Oslo, Solin and Vienna are the partner cities of our network. The network is guided by lead expert Maarten van Tuijl.

Lead Expert, Maarten van Tuijl is an architect and urban planner in the office temp.architecture in Amsterdam. He is the author of the book “The Flexible City. Sustainable solutions for a Europe in Transition” together with his business partner Tom Bergevoet. Maarten is a member of the Dutch Herbestemmings-team (National Redevelopment Team).



Edge-of-Centre Project

The exchange project on edge-of-centre urban transformation was kicked off at an international conference in Oslo in March 2015 and ended in June 2017.

The project was an initiative of the EUROCITIES working group on integrated urban development. Its aim is to find ways of transforming undeveloped and underutilised areas near city centres into functioning ones, complete with new housing projects, better business opportunities and improved environmental conditions.

The edge-of-centre Transformation project is led by the city of Oslo. Amsterdam, Brno, Gothenburg, Nacka, Stockholm and Vienna are partner cities of the exchange project. The cities have visited each other and worked on a specific case in every host city. The results are combined in this final report.

The EUROCITIES network used a working method based broadly on the principles of peer-reviewing, without external expertise. The results of the project are therefore based on the combined expertise of practitioners from the participating cities.

Workshops were hosted for 2 ½ days in each city for the EoCT project, focussing on selected local planning issues and areas, which they defined themselves in line with the project idea.

Participants were first presented with local planning issues, often from different perspectives. Site visits and discussions with stakeholders followed. The network was then divided into smaller groups, each with a specific task to solve for the focus area. The results were finally presented in each host city to the whole group and to invited colleagues, decision makers, and the public.

Edge-of-Centre Transformations



URBAN CHALLENGES

URBAN CHALLENGE #1

How to renovate post war buildings and neighbourhoods?



URBAN CHALLENGE #2

How can we use less land and create compact and mixed urban neighbourhoods?



We want to share the urban challenges that we are looking at, in the fringe areas of our cities. Some of these challenges are specific, while others are

more general. But with each of the challenges we feel that there is a specific answer or opportunity at the edge of our urban centres.

URBAN CHALLENGE #3

How to attract people, including families back into the city and reverse sprawl?



URBAN CHALLENGE #4

How to manage urban development projects with less resources?



URBAN CHALLENGE #5
How to transform fragmented and privately owned places?



URBAN CHALLENGE #6
How to react in time to population growth or decline?



URBAN CHALLENGE #7
How to make the built environment more sustainable?



URBAN CHALLENGE #8
How can we reinforce or form the identity of our fringe areas?





DEFINITION OF THE FRINGE AREA

Where is this ‘urban’ fringe? This is related to the existing urban areas and to the question: When do we risk reinforcing sprawl and when are we reinforcing the city?

Definition by the OECD:

1. Urbanity is based on density and not on municipal boundaries.
2. The morphological urban area (MUA) is the urban area you recognise as a continuous built city when you are flying above.
3. The functional urban areas (FUA) is the areas that depends on the core settlements. This area is usually defined by commuting data.

Definition by by sub>urban:

1. The fringe areas are within the existing morphological urban areas.
2. The fringe areas are - or will be - connected by public transport.

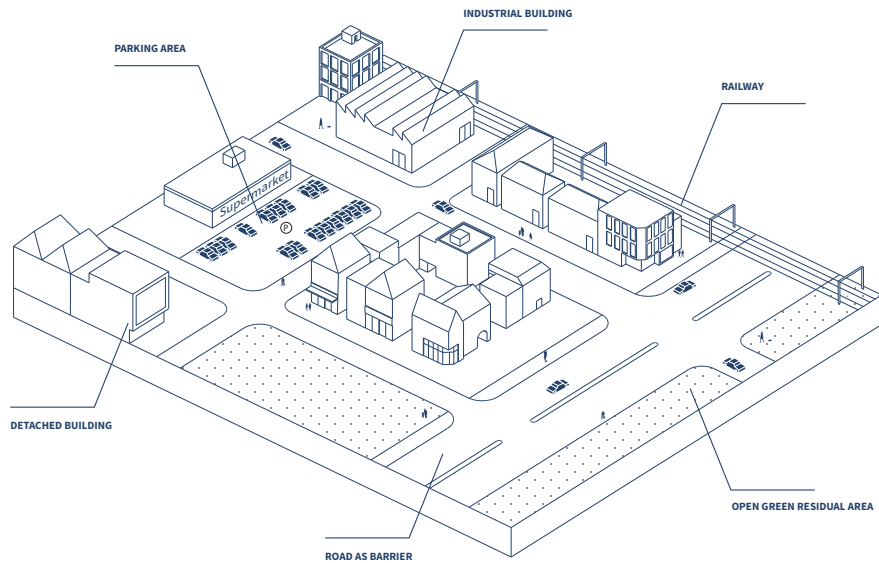
Watch the movie of Ivan Tosics on The fringe.

CENTRE CITY, FUA AND MUA POPULATION (INHABITANTS)

City	Centre city population	FUA (2007)	MUA (2007)
Amsterdam	(2016) 821.702	1.474.000	1.052.000
Antwerp	518.368	1.406.000	830.000
Baia Mare	123.738	150.000	150.000
Barcelona M.A.	(city Barcelona) 1.602.386	4.082.000	3.659.000
Brno	377.000	535.000	376.000
Casoria	(city Naples) 975.260	2.901.000	2.308.000
Düsseldorf	603.210	1.286.000	1.016.000
Göteborg	(2016) 549.789	956.000	627.000
Solin	(city Split) 178.102	No numbers	No numbers
Stockholm	(2012) 817.952	2.171.000	1.479.000
Oslo	647.670	1.037.000	712.000
Vienna	1.840.576	2.584.000	1.675.000

Morphologic Urban Areas = MUA

Functional Urban Areas = FUA



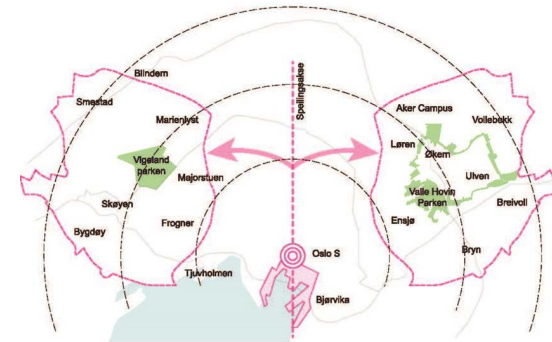
COMMON ISSUES

The fringe areas in our partner cities were built after World War II. The areas have a **lower density** than the inner city, are **more fragmented** and look somewhat like a patchwork. The buildings are often in **need of renovation** or ready for adaptation for new functions. This provides us with an opportunity to take this momentum of change, to regenerate and rethink entire areas. If there are low-density housing areas in the patchwork, there is a high maintenance cost for roads and other infrastructure, and the quality of public spaces could suffer. Most fringe-areas are dominated by car traffic, with extensive parking spaces above ground, by traffic congestion and by a non-sustainable environment. Our fringe areas are often divided by barriers, like for instance highways, pipelines, cables and railtracks, mostly directed to the historic centre. As a result there is often little activity and even less human interaction in the streets. Even the open spaces are organised in a monofunctional way.

THE POTENTIAL OF THE FRINGE

The sub-urban network proves that the fringe holds potential. We will show you some of the themes and discussions that

we dealt with and some inspirational examples that can become possible outcomes.



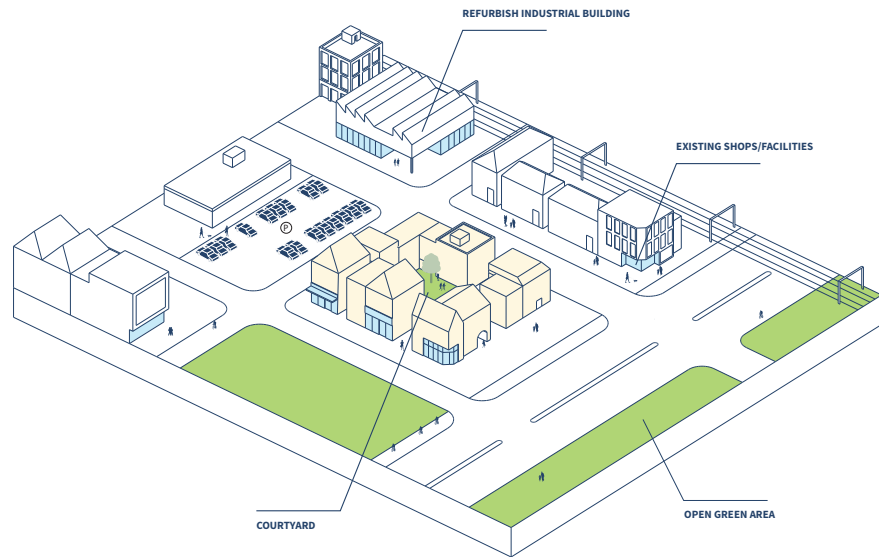
Potential of proximity



Momentum of change



Combine the best of both worlds



STEP 1 | EMBRACE EXISTING QUALITIES

- Renovate some existing buildings to create multi-layered identities
- Activate the underused public domain to make the fringe more sustainable
- **Renovate and improve collective buildings**
- Involve the present residents and users in this transformation

How can one renovate post war flats to improve their quality, in situations where ownership is fragmented? The opportunities for renovating collective buildings are closely linked to the way the housing is organised. For example in Bulgaria and Romania, there are no associations of home owners by law. Collective renovations are therefore exceptions. In Hungary on the other hand, the percentage of private ownership is similar, but the residents of apartment buildings are grouped in associations and subsidies are linked to these associations. This is a powerful incentive to organise, in order to achieve more qualitative renovations. But even without a strict law and conditional subsidies, stakeholders can initiate collective renovation. In Baia Mare this process is made possible by a private developer. He organises the residents of an apartment building and renovates the building. In return he can add and sell one extra floor.

Renovate and improve collective buildings



Bulgaria

<https://drive.google.com/file/d/0B5AtvT-sSp2DTEMzWDN-ndGRpMkk/view?usp=sharing>



Baia Mare project developer

<https://drive.google.com/open?id=0B5AtvT-sSp2DwKR-RU3hrdEpnR00>



Coaching property management, Antwerp (in Dutch)

<https://youtu.be/qkrmAybc4s>

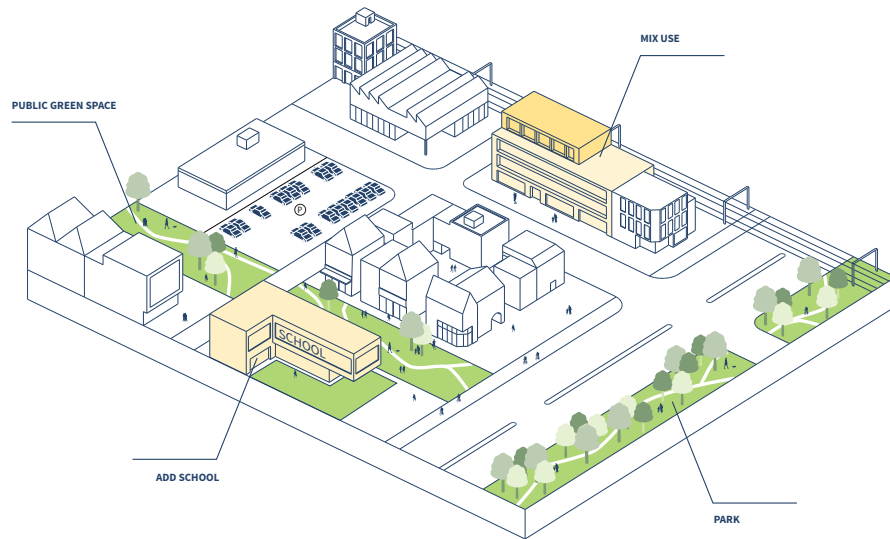


Transformation of 530 dwellings, block G, H, I – quartier du Grand Parc - Lacaton & Vassal, Druot, Hutin

<https://www.lacatonvassal.com/index.php?idp=80>

The City of Antwerp coerces the property management of collective buildings to carry out renovations for more energy efficiency. The city finances a masterplan and technical expertise. This way the property managers are better able to facilitate the entire renovation process. The management of collective buildings will be a challenge that we will increasingly have to deal with in compact cities.

Besides the issues of management, there is also the problem of the impact of the renovation works. Examples in France and the Netherlands however show us that major renovations are possible without having to move the residents for the duration of the works. One of the best known examples is the renovation of Lacaton Vassal in Bordeaux, where residents were able to stay in their apartments while balconies were added and the building was insulated.



STEP 2 | ADAPT PARTS WITH LESSER QUALITY

- Find new typologies for housing
- Create mixed urban areas
- Integrate social infrastructure, jobs and production
- Use vacant buildings
- Open up fenced areas

What are new typologies for housing? To attract more people and families into our cities, one has to find ways to combine the benefits of a single family home with compact housing in the fringe. Somehow, we have to find ways of managing everything in an apartment building that you could manage in a villa. When we think of housing typologies we can look at the Havenhuizen of Amsterdam. Here the designers literally took the single family house typology and transformed them in high density buildings in Amsterdam.

Other examples illustrate new ways to transfer the typical activities and uses of a single family house into other housing typologies. There are more and more examples of collective spaces in apartment buildings, where you can paint your furniture, clean your bikes, or rent spaces for visiting guests. In Malmö for example, there is a bicycle building. This is a collective building with rental apartments and a hotel. The resi-

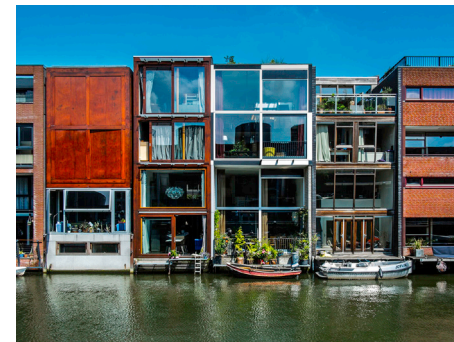
Find new typologies for housing



Bicycle house, Malmö
<https://vimeo.com/179528719>
<http://www.copenhagenize.com/2017/02/malmos-bicycle-house-is-open-cykelhuset.html>



Amsterdam CPO (in Dutch)
<https://www.amsterdam.nl/wonen-leefomgeving/bouwen-verbouwen/zelfbouw/zelfbouw/samen-bouwen/>



Borneo Sporenburg, Amsterdam



Østensjøveien 27, NCC Offices, Oslo, Henning Larsen Arch.
<https://www.ncc.group/our-projects/ostensjoveien-27/>

dents can bring their cargo bikes into the kitchen. The elevators and doors are adapted so you can get your groceries easier from your bike into the kitchen fridge. This is comparable with having the garage next to the kitchen of a single family house.

In Oslo, we visited the office building of the project developer NCC. It is located in a monofunctional business neighbourhood that is slowly starting to transform. The building is constructed as a collective building which houses different firms. It is the home of the project developer himself who rents out some offices. But at the same time this building can easily be converted to a small office building with flats. The internal patio can be transformed into a collective garden.

Create mixed urban areas



Vienna, Alt-Erlaa

Vulkan, Oslo
<http://www.vulkanoslo.no/en/about-us/>

Split3

Sundstadt, Tübingen (example from The Flexible City)
<http://www.nai010.com/en/component/zoo/item/the-flexible-city-e-book>

How to create mixed urban areas? For many years, mixing functions has been an explicit goal for urban development policies and projects. But when we see the results, it is often not been put into practice at the end of the journey. In practice there are more barriers to mixed use than we often assume at the start and a lot of these plans get somehow stuck in the implementation, sale and management phase. But we have also seen some good practices:

Split 3 was built during the communist period in Croatia and is designed and constructed as a mixed-use neighbourhood. The central boulevard is flanked by large apartment buildings. The original plans were to run the boulevard through to the sea but the development stopped after the first stage. The ground-floors are shops and the first and second floors are office buildings. Above there are flats. The neighbourhood

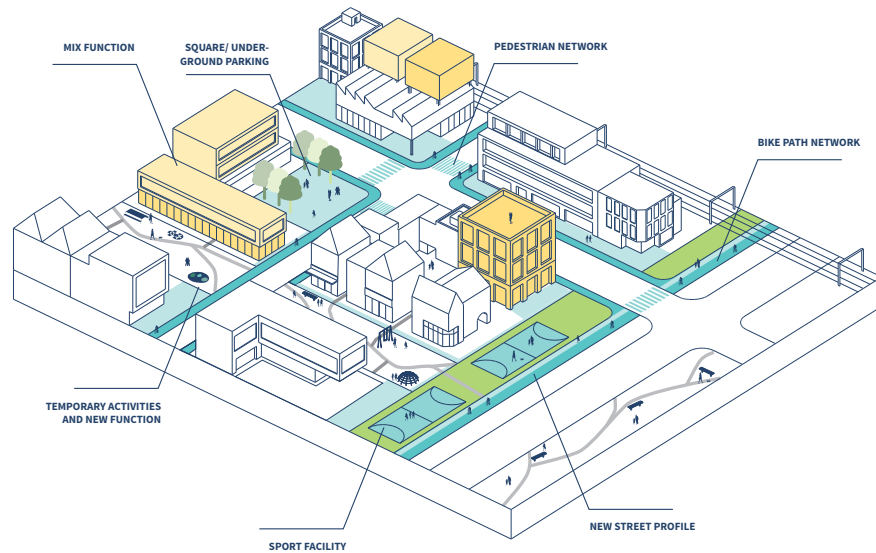
was built in the 70s and is still successful today. There are almost no vacancies in the shops and office buildings and the homes are still in demand.

We witnessed a similar success in the Alt Erlaa estate in Vienna. As in Split, high density housing was successfully combined with a large number of amenities. There are swimming pools on top of each block and recreational facilities, such as bowling alleys, integrated in the towers. A sociological study pointed out that the Alt Erlaa residents go on holidays or short vacations less frequently than residents in other areas. The residents indicate that the quality of the amenities and flats in their neighbourhood give them less need to travel elsewhere in their free time.

In Oslo we visited the Vulkan area, a new development with different shops and restaurants, a marketplace, offices and two hotels. The project developer explained that, apart from the housing, most of the space was rented out. This gave the developer the opportunity to look for the right partners. If for example the shops were causing noise pollution in one area, he could move them to another place and install a quieter meeting room underneath. This flexibility in management also gave the opportunity to organise car and bike sharing systems, since most of the parking space was still held by them.

Another interesting development is that of Sundstadt in Tübingen, Germany. This development not only created 6000 houses, but also yielded 2000 jobs. Here the primary actors were the residents who worked together with designers and the municipality. To encourage the construction of affordable houses, the municipality organised a competition to make plots available for private building cooperatives. By excluding the intermediate developer, the construction price was 15 to 20% less than the regular price.

These last two examples show that if the builder of a project stays in the area, there can be more opportunities to build more for mixed and flexible uses and with higher quality.



STEP 3 | ENCOURAGE INTERACTION

- **Create a collective layer**
- Temporary use and placemaking as tools to create new communities
- Encourage multifunctional use of spaces

Collective spaces and venues - also called a collective layer - are missing in most of the fringe areas in our network. These are the places where neighbours can meet. The collective development and management of part of the public domain, for example of a tree or a communal allotment garden, stimulates social interaction between neighbours and workers, as well as relieving the city's management services! To encourage social interaction in a neighbourhood, these meeting places should be attractive and accessible, so people stay longer and make better use of them. This can be as easy as improving the doorway of an apartment building.

We saw a beautiful example of a building in Kabelwerk that is used for housing students and for short term renting, where the collective spaces (the doorway and hall, the collective laundry room, swimming pool and fitness area) were all constructed with such care that people chose to spend more time in them.

Create a collective layer



Laundry room, Poolhaus, Vienna, Pool Architektur
<http://www.kabelwerk.at/info/kabelwerk>
<http://miesarch.com/work/1404>



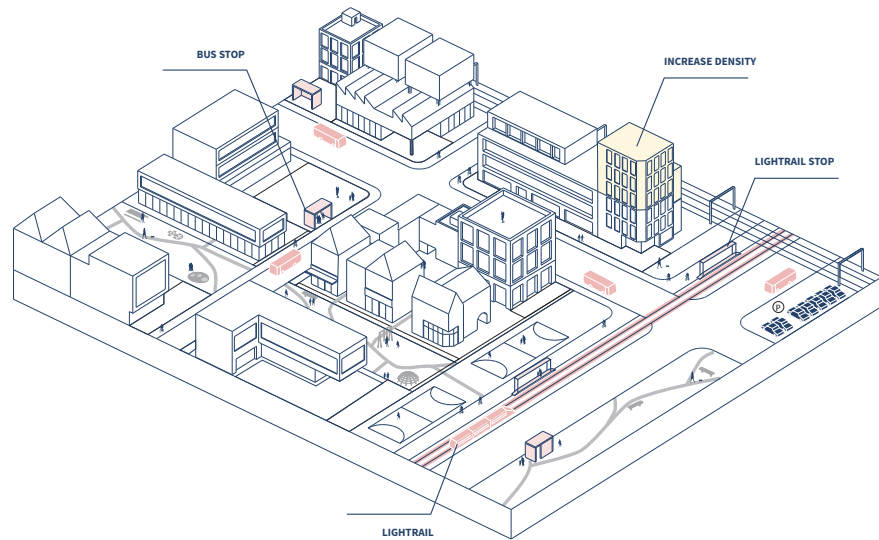
Solin
<http://connectingseparated.eu/naslovna/en>



Collective space, Copenhagen
https://www.dropbox.com/sh/x6877kdaywcr7as/AAB-O2dgKE8_vFMiBKLT5fjRa?dl=0&preview=Gehl_Cities_for_children_Antwerpen_120516_BBS.pdf

Other collective spaces are the little paths next to the private gardens where all the children of the neighbourhood play.

One can facilitate space for social interaction in the public domain. However in Solin for examples the URBACT team worked together with the University of Split and placed installations on a pedestrian road that was under-used. The effect is that these installations are now used as a playground by the residents and schools and it has become a place where residents can meet informally with their children.



STEP 4 | INCREASE SUSTAINABLE MOBILITY

- From roads to streets
- Deal with barriers
- Promote sustainable transport

By changing the scale and mode of transport infrastructure, we can reduce barriers and encourage denser and mixed land-use. Down-grading roads, eg. from motorways to streets or from roads to cycleways, are important tools for enhancing the life quality of an area.

In Stockholm, the main 4-lane highway of “Enskedevägen” links the transformation area in the southern part of Stockholm to the outer ringroad. Options such as reducing the speed of traffic and road capacity, encouraging more cycling and planting a boulevard were under consideration. This could help to open up one of the main roads for more access for pedestrian and cyclists and to reduce its barrier effect.

The strategic role of infrastructure as a barrier for development was also shown clearly in Brno. Here, the City was faced with a big dilemma, linked to uncertainty and local controversy about the relocation of their main railway station, to be financed under the TEN-T programme. The new station will be the key to open up a large sec-

From roads to streets



Hovinbyen, Oslo



Oslo, de Gayardon Bureau



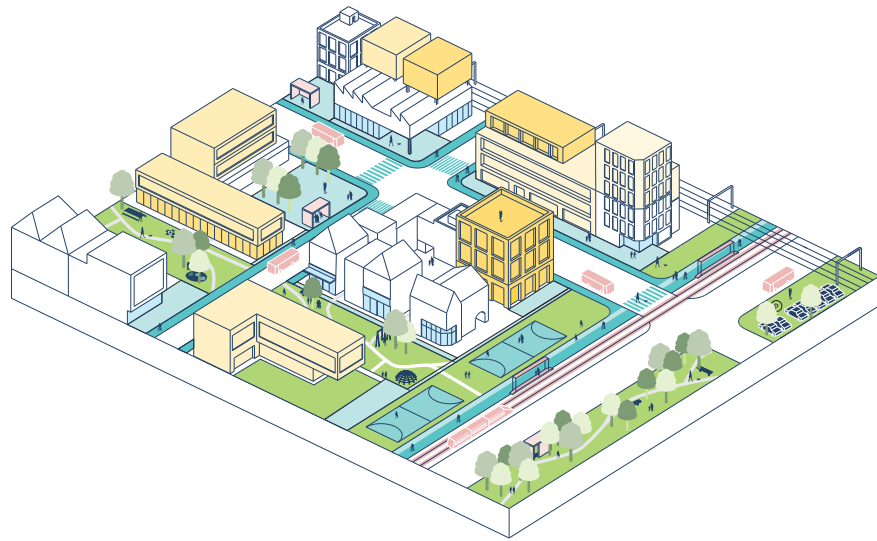
Hovinbyen, Oslo



Lab XX_Work, Merksem (BUUR)

tion of the city-fringe for transformation. In the meantime stakeholders are developing creative ideas for temporary use of the sites around and behind the station, which will generate interest in the development potential before the final railway investment is approved.

Many cities are seeking ways to plan for less road space, when car traffic appears to be a constant pressure. Recent studies in Oslo have monitored the effects of closing some of the urban highways due to tunnel maintenance. The researchers have looked at a number of independent road sections, and concluded that many cars actually seemed to “disappear”. So by carefully reducing road capacity, in combination with advanced warning and reliable transport alternatives, people seem to find alternatives that work.



TRANSFORMING PLANNING

- **Create a living lab**
- Plan in 1-5-15 years
- Use a flexible process, learn and adapt
- **Plan, implement and organise management simultaneously**
- New roles for government
- Stimulate cooperation

How to create a living lab? It is important to create a space where cities can develop new methods and planning approaches, through testing and learning. Being part of an knowledge-exchange network has created this 'testing space' in all our partner cities. A living lab like this must be well-facilitated and carefully documented so that we can learn in a systematic way. It can create uncertainty for the stakeholders at the start, but it enables taking advantage of new possibilities and can lead to a mental shift.

All of the partners in the URBACT network are working on two levels. They work on the level of the cities' urban strategy, and they test this strategy in one or more pilot cases. The idea is that the vision influences the cases, and the experience of the cases influences the overall city strategy.

Create a living lab



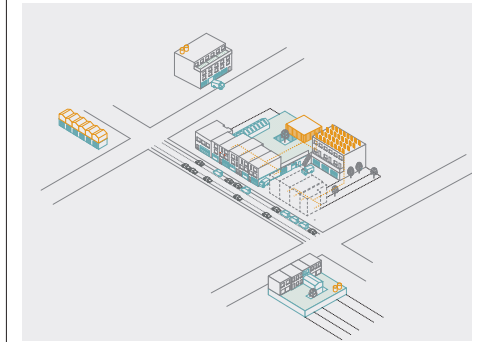
Book Lab XX

https://media.antwerpen.be/download/4/N/N2JDRPYkB-ZUOJLkyQiEyK4rk/LABXX_EN.pdf



Model making, Oslo

https://drive.google.com/file/d/0B70nYm_mCTo-BaJPSVpsSW5PVms/view?usp=sharing



Lab XX_Work

https://assets.antwerpen.be/srv/assets/api/download/772d208f-0783-4776-b2f2-679b79893807/Labo_XX_Werk_170309_NoMarks_S.pdf

In Antwerp we created a testing site with the project Lageweg. After discussions with our politicians, this was communicated to all stakeholders, while working on the level of a big area through research by design in Lab XX. In Oslo the Integrated action plan works on 5 pilot sites in Hovinbyen, an area where there is already a process of planning on the level of the entire area.

Plan, implement and organise management simultaneously



Pilot project Lageweg

https://assets.antwerpen.be/srv/assets/api/download/942d80b1-af6c-4d80-bbbb-e8c4264dceec/Pilotproject_de_Lageweg_LoRes_EN_WithCover.pdf



Step by step Lab, Michelangelo Park, Casoria

http://urbact.eu/sites/default/files/media/2016_suburban_book_ofideas_privatespace_final.pdf
<https://m.facebook.com/UrbactIII/Casoria/>



Solin Beach

https://www.facebook.com/pg/urbactsolin/likes/?ref=page_internal

Planning, implementation and management are all crucial for developing neighbourhoods with long term, qualitative improvements.

Understanding the impact of interventions is also important, as well as the wider effects that the organisation of communities can have, especially in compact urban areas. Developers who take on new roles in the same areas as their investment projects, for example as landowners, housing cooperative or with other responsibilities, are likely to have stronger commitments and contribute to sustainable and high quality results in the longer term.

Planning, implementation and management are not always clearly defined, sequential phases in developing a neighbourhood. These activities will invariably overlap in the fringe areas, where people already live and work. Two of our partner cities already started to take action during this planning network. It is significant that these are the two smallest municipalities of the sub-urban network. In larger cities, the administration is often strictly divided, which makes implementation together with planning very difficult. But the municipality of Casoria already started to plant trees in a park and Solin has collected private funding from the larger companies to restore a former beach area. We should all seek ways to plan, implement and organise the management at the same time.

PRACTITIONERS' VIEW



Matthias Herding,
Solar- and Climate villages
Garath, Düsseldorf



Volkmar Pamer,
Urban gardening development
in Vienna



Isabel Tome,
A two-way process in Montcada
i Reixac, Barcelona Metropolitan
Area



Francesca Avitabile,
Beyond guerrilla, gardening
alliances in Casoria



Erik Florberger,
Temporary use in the harbour
area, Gothenburg

POLICY RECOMMENDATIONS

To EU, national and regional authorities

From the cities of Antwerp and Oslo, on behalf of the networks URBACT sub>urban and EUROCITIES Edge-of-Centre Transformation.

1. RECOGNISE AND ACTIVATE THE POTENTIAL OF CITY-FRINGE AREAS

Those parts of European cities which were built after 1945 are often inefficient and unattractive by current standards. We must not fail the residents and businesses in these fringe areas! Instead, we should recognize the potential of changing fringe sites. They represent a unique opportunity to meet the needs of our growing populations in a sustainable and inclusive way. Our European cities are ready to stimulate and engage with stakeholders, to release the potential of fringe areas. Through this we will enable attractive, compact urban living and working to become a reality, with a more vibrant and inclusive environment and space for all.

2. SUPPORT INNOVATION AND FLEXIBILITY AND ADAPT EXISTING FRAMEWORKS

We are learning, and innovation in planning is happening now. To transform the city-fringes, we need to rethink our processes, tools and regulations. Systems of regulation, comprehensive programmes and control, are not enough on their own, and can even obstruct innovative solutions in the fringes. Our motivation for transforming the city-fringe is built on trust, cooperation and mutual commitment from all stakeholders. Planning and implementation often have to be managed in parallel, and existing policies and regulations should be reviewed. We therefore ask especially that initiatives to increase flexibility and experimentation in changing the urban fringe are supported by regional, national and EU policy and programs.

3. CROSS-SECTORAL WORKING FOR PLACE-BASED SOLUTIONS

Developments in the urban fringe must be competitive, sustainable and inclusive. We must make sure that we leave dynamic and robust communities for our children and grandchildren. Many of our cities' wicked problems, especially in forgotten or deprived neighbourhoods, are in the urban fringe, where challenges are interlinked. To address this we must have cross-cutting policies and strategies which work across sectorial

barriers and administrative silos, within the cities as well as at other levels of government. Place-based strategies focus on sites and areas where the interests of residents, employees, land-owners and public bodies connect. Therefore we strongly advocate a cross-sectoral and place-based approach to changing the urban-fringe.

We will continue in all of our cities in our networks to realise the potentials of the fringe areas, which hold a major potential for meeting our policy goals. We therefore demand full commitment and support for transforming the city-fringes from EU, national and regional levels

*Vice Mayor Rob Van de Velde & Vice Mayor Hanna E. Marcussen
Brussels, 13.06.2017*

PART 2 | INSPIRATION



CASE | THE CANAL PLAN

In 2015, the government of the Brussels-Capital Region initiated the Canal Plan in the central part of the city. The goal is to achieve this plan in 10 years.

The Canal Plan refers to an area that is cut through by a waterway: the canal. A site in need of reconversion and development because it already is in change. And because of its strategic location for the Brussels-Capital Region. The Master Plan is designed by Alexandre Chemetoff, a French architect, urban and landscape designer. He has been the winner of the international competition.

The Plan's goals are as follows:

- To keep economic activity in the city and bring the places where people live and work closer together;
- To create housing that reflects the needs of population growth and the budgets of all household types;
- To create pleasant, unifying public spaces by taking full advantage of the Canal axis, the uncovering of the Senne and the Canal's crossing-points as linkages between different districts;
- To create the conditions for a city that is open (to different functions, a diverse population, etc.) in an area that has been earmarked for receiving new populations in the Brussels Region.

To mobilise the Canal Area's potential, the government has defined an operational zone of 700 hectares, including 300 hectares of public land, and appointed a dedicated team bringing together several of Brussels' public bodies. This team operates according to a unique method, based on co-construction and project-based urban development.

Alfredo Corbalan, Jan Ackenhausen and Sven De Bruycker presented the work of the Brussels region and the Canal Plan. Jan Zaman guided us through the Buda Zone, the northern part of the Canal.

More information, click on Canal Plan, presentations and pictures.





CASE | ARLON 104

Arlon 104, built in the sixties, is an office building of 11 000 m² divided over 9 upper floors and 2 floors of underground parking. It is owned by the Federal Building Agency and hasn't been in use since 2004. In 2010 it was stripped completely, leaving only its bare structure, roof and façade. Arlon 104 is located in the European quarter in Brussels, a dense, upscale administrative zone, yet at the same time suffering from a high vacancy ratio (5.9%) in offices; considering that a vacancy rate of 2% is considered a normal "turnover" rate.

"With the development of the Integrated Action Plan in the URBACT 2nd chance framework, we are primarily aiming to develop a realistic reactivation strategy for ARLON 104, defining the necessary stepping stones and collaborations with key partners. This will be a step by step evolution where public partners take the lead for the reactivation of the lobby as a workshop space, focussing on the organisation of participatory workshops concerning the development of the European Quarter according to specific themes such as NGO-house, commercial development, housing for European interns,... This way, the lobby project can serve as a catalyst for the neighbourhood development as well as for the building reactivation, for which we hope to reactivate the other plateaus on a step by step basis.

With our participation in the URBACT 2nd Chance network, we are also trying to gain experience in developing an approach to facilitate the reactivation of the empty (office) buildings in the city. This entails a few particular challenges such as non-ownership by the city, strict zoning plan definitions, locations in central business districts with high m² prices for real estate,... In this regard, the rather difficult case of ARLON 104, could serve as a pilot project for many others to follow." - Milena Vlemnickx-Huybens



Video installations during Nuit Blanche, 2016

THANK YOU



More Info. This is a special edition of the Book of Ideas. It brings the essence of the Midterm Meeting in Brussels. Additional to this are the inspirational project sites that were visited by the network partners.

The original programme of the Midterm meeting and hand-out can be found here.

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