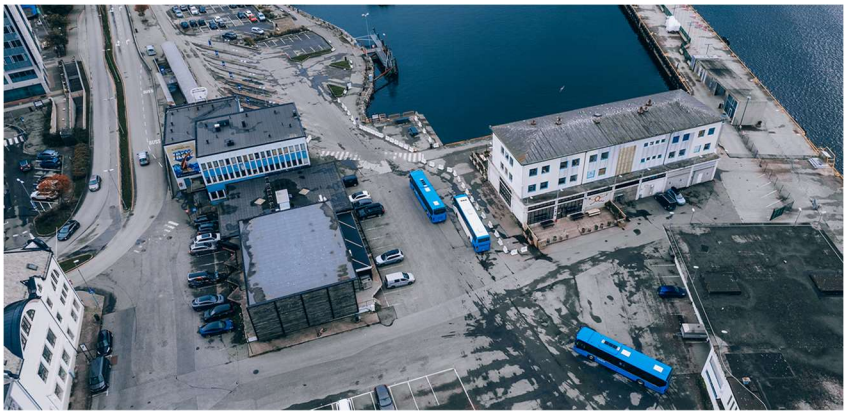
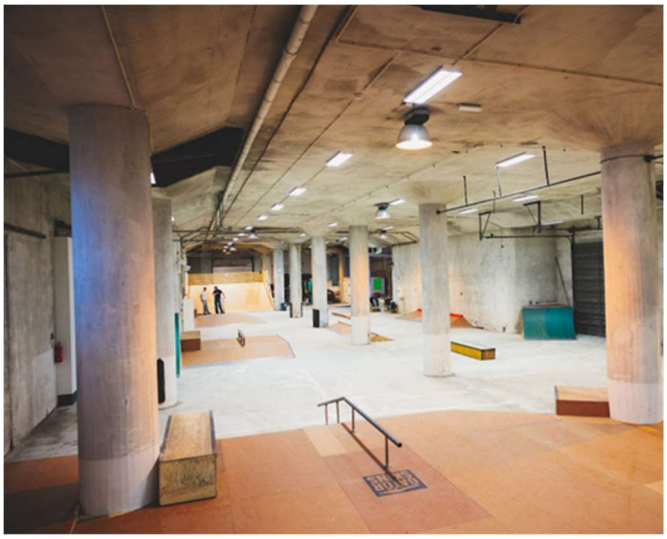


Repurposing Industrial Buildings at Sørsida

- **Sørsida** is located south of the city centre of Ålesund, Norway.
- A plan for re-developing the area is in place (2015). According to this plan, most of the old buildings should be demolished.
- Private initiative and funding has led to re-purposing and continued use of two buildings: **Terminalen** (concert and event venue) and **Molo** (brew pub).
- A third building: **Devoldbygget**, has been partly refurbished and was opened as a skateboarding hall in 2024 with further plans for the rest of the building.
- The Devold building was re-purposed based on input from the local community over a long period.
- There are plans to activate another building on the site.
- Re-purposing these buildings activates the area and creates discussions around the historical, cultural, circular and aesthetic value of the infrastructure.
- It is a **challenge to work with a plan that does not open up for re-use of buildings.**
- The **different kinds of value** that old buildings possess is **not documented well or assessed well i**n traditional property development.



Prepared by: Andreas Amundsen / Ålesund kommune
More info: https://sorsida.no/
re-value-cities.eu
Photo credits: ÅK/SUAS/Terminalen/OK-entreprenør

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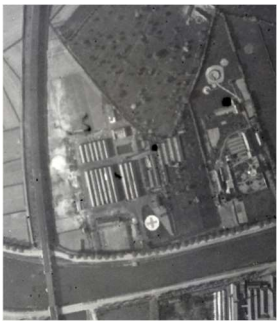
Funded by the European Union







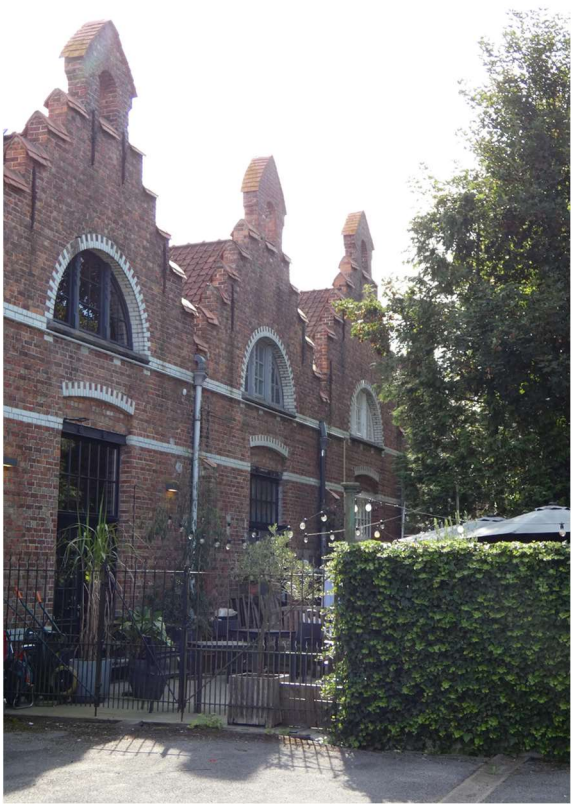
Brush Factory - Bruges

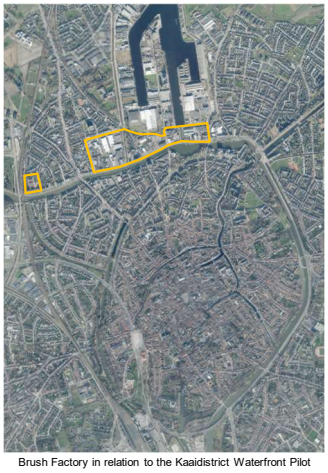
The small **Brush Factory** was built in 1912, at the edge of the city, near the canal Bruges-Ostend. It replaced a medieval farm and was – at the time it was built – surrounded by fields and pastures. After the second world war, the factory was sold to Etamil (nowadays Etam) and the big chimney was torn down. The rest of the complex was preserved until today. The **city's residential areas expanded** slowly towards the factory – see aerial photos 1918-1971-2023. Today, the factory is completely surrounded by residential buildings, big and small.
What was once one brush factory was slowly divided into **22 smaller units**, according to the divisions of the facade. The units were **sold off individually** over time, leading to the fragmentation of the complex. This occurred without any involvement or influence from the city administration.

These units match the scale of the neighborhood but serve different purposes, including sports, a dance school, a restaurant, a B&B, and creative offices. Due to their small size, no large-scale functions were established on the site. However, the internal road system remained privately owned, leading to parking issues and **poor visual quality of the internal streets**.

In 2015, the city developed a spatial plan for the entire neighborhood, which included the "project zone brush factory." The initial study proposed expropriating part of the site to address the parking problem. However, this solution was not included in the final spatial implementation plan, representing **a missed opportunity**.







Brush Factory in relation to the Kaaidistrict Waterfront Pilot

Prepared by: Lies Debbaut & Jeroen Vansteenkiste – City of Bruges
More info: https://tvplus.be/artikel/wonen-een-borstelfabriek

Photo credits:
luchtfoto1914-1918.be, geopunt.be, Beeldbank Brugge, VOLTarchitecten/Stijn Bollaert, Benny Proot, Jeroen Vansteenkiste

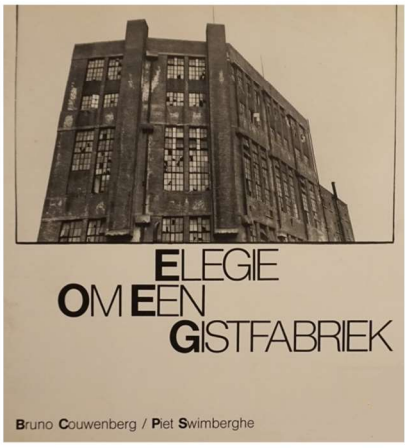
Losing the iconic Gistfabriek - A story from a time when urban regeneration was framed differently

What if New European Bauhaus had been around in 1985? *A tribute to Victor Jockin and the industrial cathedral he built in Bruges, 1924*

History and objectives: The Gistfabriek (Yeast factory) was built in 1924 after a design by the Dutch architect Victor Jockin, in the Nieuwe Zakelijkheid style (also known as New Objectivity or New Pragmatism). It was part of a larger industrial complex, currently run by the chemical concern DuPont. The Gistfabriek stood at the northern edge of the historic centre of Bruges, near the Handelskom area that had marine and commercial activity since centuries (see fragment of painting De Handelskom in Brugge, Hendrik van Minderhout, 1653). It was an industrial cathedral of light, bricks, concrete and steel.

Description: In 1985, the building was demolished even if there was considerable protest against its dismantling. In their requim manifesto, Elegie Om Een Gistfabriek, Bruno Couwenberg and Piet Swimberghe praise the extraordinary quality and features of the building, while referring explicitly to the Bauhaus tradition as an influencing factor for the design.

Sustainable built environment: The Gistfabriek was literally a beacon of innovation, uncompromising clarity and optimism. After its original function, it could well have been transformed into the Belgian Pompidou Centre and become a hub for innovation and culture in Bruges, but history decided otherwise.
Fortunately, times have also changed in Bruges, of which another iconic building at the other side of the city centre – the Concertgebouw of 2002 – can testify.



Prepared by: Han Vandevyvere – VITO/NTNU
More info: https://inventaris.onroerenderfgoed.be/personen/11935
Photo credits: Pictures taken shamelessly from the web

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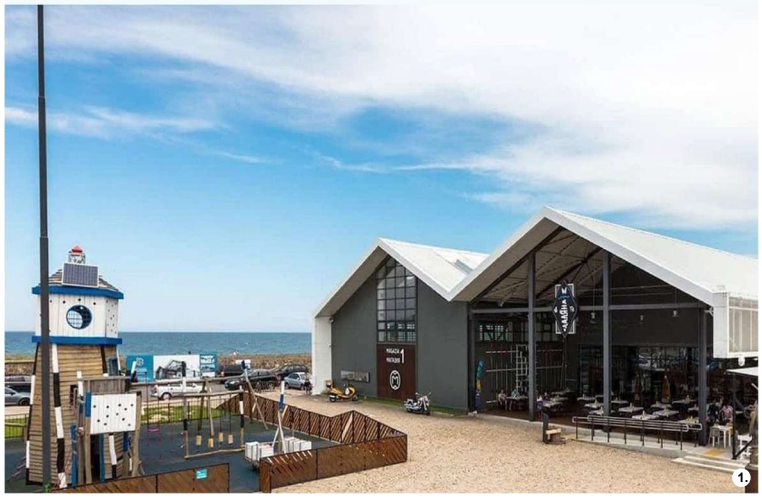
I Stage – Implemented at the moment



Transforming Burgas Port: From Industrial Heritage to Public Access Zone

History and objectives: Since the mid-20th century, there has been a dream to **restore the city's connection with the sea and lakes**. The first opportunity and basis for this are the recorded decreases in the port's usability and efficiency and the expansion of other terminals. The project encompasses the reorganization of the area's structure, giving it a modern appearance, a variety of functions, and free public access. At this time, the first phase of the project has been completed, and the gradual expansion of the area for public access is forthcoming.

Description: The area includes a coastal strip with public spaces and buildings: a Maritime station with passenger terminal, Mazagias, Congress Centre, Business Centre, Science Centre "Planetum", dining and entertainment establishments, playgrounds, and pedestrian and bicycle paths. **The area is characterized by a harmonious combination of port infrastructure and the rich maritime heritage and valuable features of the city of Burgas.**

Management: The project involves cooperation between the Municipality of Burgas, the State Enterprise "Port Infrastructure," and international experts.

Costs and Financing: The design and implementation cost 10€ million, funded by national resources through the "Bulgarian Port Infrastructure" Company, with no funds from the state budget.

Data / Knowledge: A General Development Plan for the Port of Burgas and a Regional Development Strategy have been applied, along with international expertise in planning and design.

Sustainable Built Environment: The project focuses on **creating a high-quality and sustainable urban environment accessible to all**, as well as intermodal transport connections to enhance transport efficiency and reduce environmental impact.

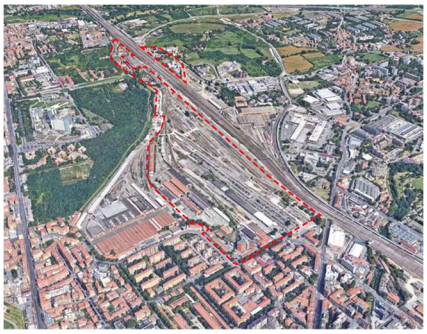
Challenge: **Balancing public access and port activities**. This has been realized through changes in the organisation of terminals, freeing up spaces and changing their purposes and functions.

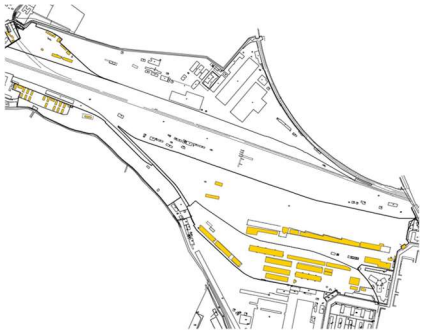
Results: **The spatial, functional and visual connection of the city with the sea has been restored and enhanced**. The project has a social and economic impact, based on the high levels of interest, recognition, visitation, and attracted subsequent investments. The area has become a unique center for recreation, culture, education, and tourism, supporting the long-term stimulation of the local economy.

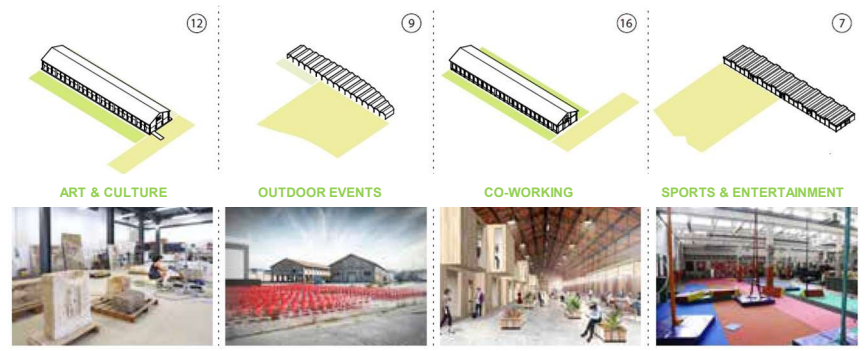
II Stage – Expansion of the area with public access

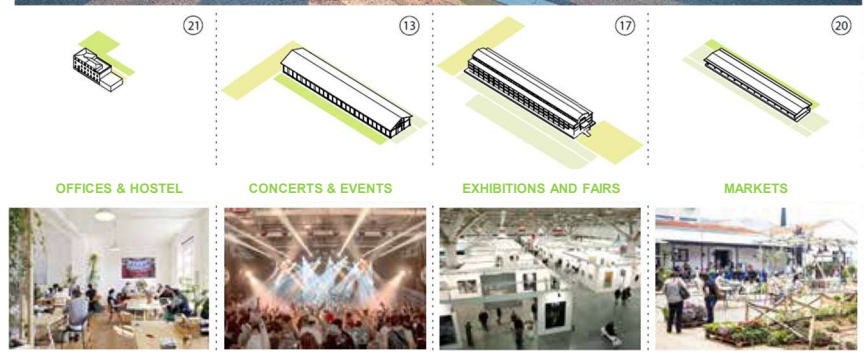
Prepared by: Antoaneta Ivanova /Innovation systems - Burgas Ltd./, Maya Ruseva and Zoya Stoyanova /Municipality of Burgas/

More info: https://port-burgas.bg/zona-za-obshtestven-dostap
https://planetum.bg/pristanishte-infrasktrutra-burgas/ https://www.vamosbg.com/nachalo









DumBO (Multifunctional Urban District of Bologna)

History and objectives: DumBO (Multifunctional Urban District of Bologna) is a **temporary urban regeneration** initiative on the former Ravone freight yard, Bologna's first rail freight facility built in the early 1900s. The project aims to revitalize this 40,000 m^2 area into a **multifunctional space** for culture, art, music, and sports, fostering social inclusion and collaboration among local entities.

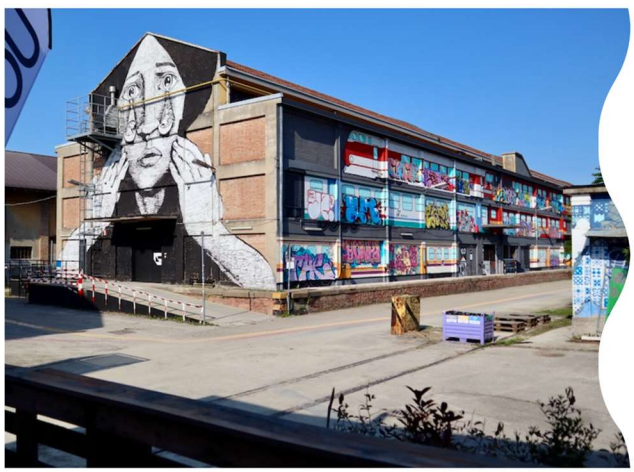
Description: The site includes **six buildings and open spaces** that are versatile and adaptable for various events. It serves as a cultural and social district, inviting participation from businesses, associations, and citizens. The design emphasises creativity, allowing for a diverse range of artistic expressions and activities that engage the community.

Governance: Launched in 2019 with a temporary concession lasting four years from FS Sistemi Urbani, DumBO is managed by Open Event srl. In 2024, the Municipality of Bologna acquired the area aiming for further expansion and regeneration. This acquisition marks a significant step in ensuring the area is publicly accessible and beneficial for the community.

Cost and funding: The Municipality of Bologna acquired the area using **57€ million** from Italy's Recovery and Resilience Facility (PNRR) funds.

Data / knowledge: The project involved extensive consultations with **local stakeholders** to integrate community needs and established a **Scientific Committee** to support co-design efforts. This collaborative approach ensures that the space reflects the aspirations of those it serves.

Sustainable built environment: DumBO emphasises **sustainability** through the **reuse of existing spaces** and **non-invasive interventions**. Plans include transforming the area—currently with 80% impermeable surfaces—into a large urban park, planting over a thousand trees, and revitalizing peripheral zones. In summary, DumBO exemplifies sustainable and participatory urban regeneration, aiming to enhance community value in Bologna.



Prepared by: Daniela De Rubeis - Laura Alesiani / Municipality of Rimini

More info: https://dumbospace.it/

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Photo credits: https://dumbospace.it Unibo - Dicam

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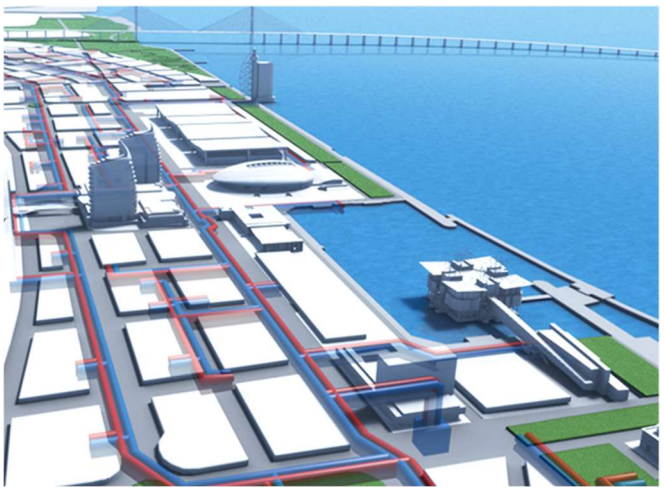

EXPO'98: A Transformational World Exhibition in Lisbon

Expo'98, held in Lisbon from May 22 to September 30, 1998, was one of Portugal's biggest investments. The project brought innovation and modernity to the country, rehabilitating a heavily polluted and underutilized industrial zone, known as the "Zona Oriental." It housed oil refineries, shipyards, chemical plants, and storage depots. This area was environmentally degraded and isolated from the rest of Lisbon, representing a classic brownfield.

Spanning over 340 hectares, the project requalified the area by enhancing urban development with modern architecture, public spaces, and cultural institutions.

Initiated in 1993, the project was developed by Parque Expo 98, a public company established to manage the exhibition and its legacy. A collaborative working group, comprising representatives from various government ministries and local authorities, developed the "Preliminary Master Plan," addressing both Bureau International des Expositions requirements and urban integration strategies.

The project cost approximately €2.1 billion, funded through loans from the European Regional Development Fund (ERDF), the EU Cohesion Fund and the European Investment Bank (EIB), and revenues from land sales and the exhibition itself (tickets, merchandise, etc.).

Expo '98 prioritized sustainability by implementing extensive infrastructure, including a **multimodal transport terminal** and a **district heating and cooling system**, which significantly reduced energy consumption and GHG emissions. Its legacy includes ongoing cultural engagement and environmental awareness, positioning Lisbon as a model for urban renewal and fostering continued economic and cultural growth.

Prepared by: João Dinis and Rita Marau (Cascais Ambiente), Laura Aelenei and Susana Viana (LNEG)

More info: Lisbon Municipal Archive (lisboa.pt)

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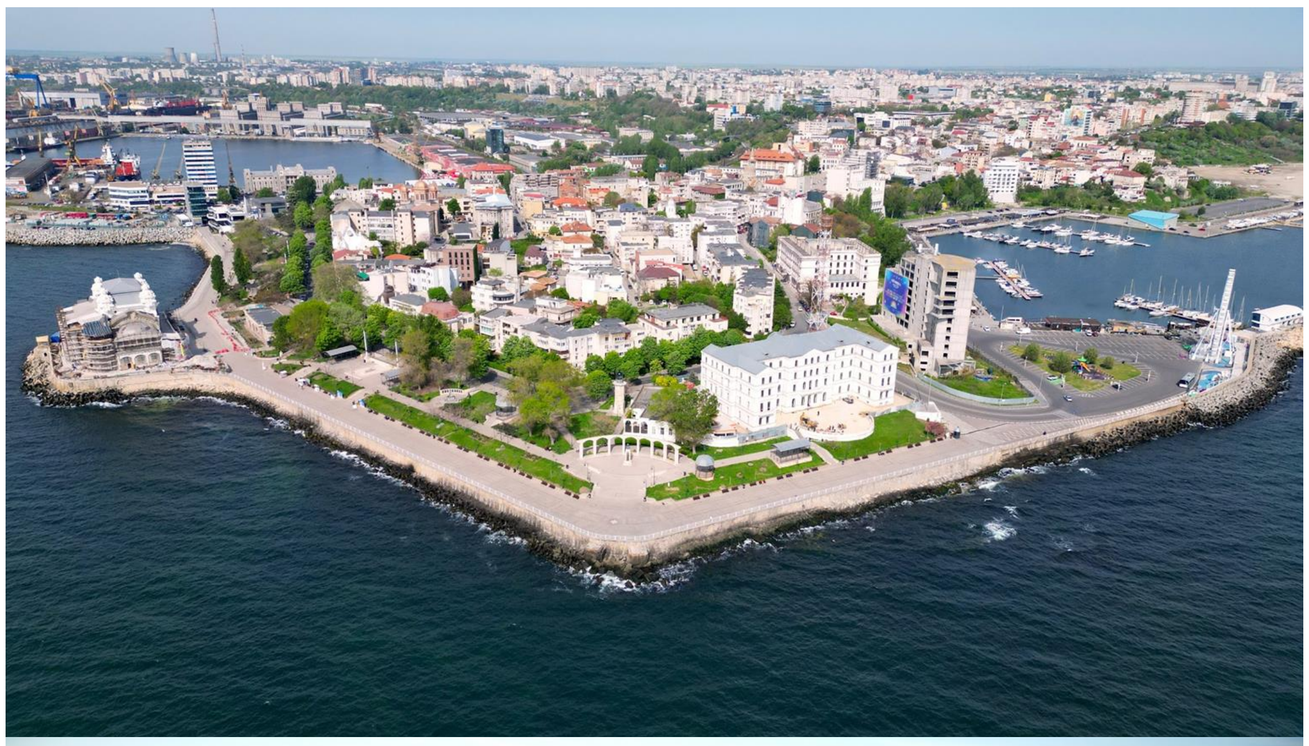
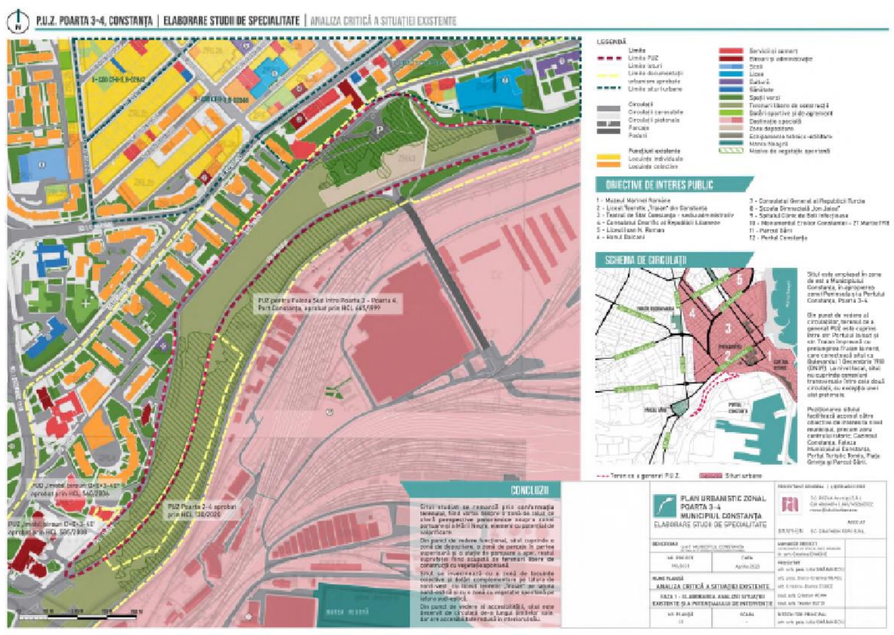
Funded by the European Union





Improved connexion with the Port - Refurbishment of Port Gate n.1

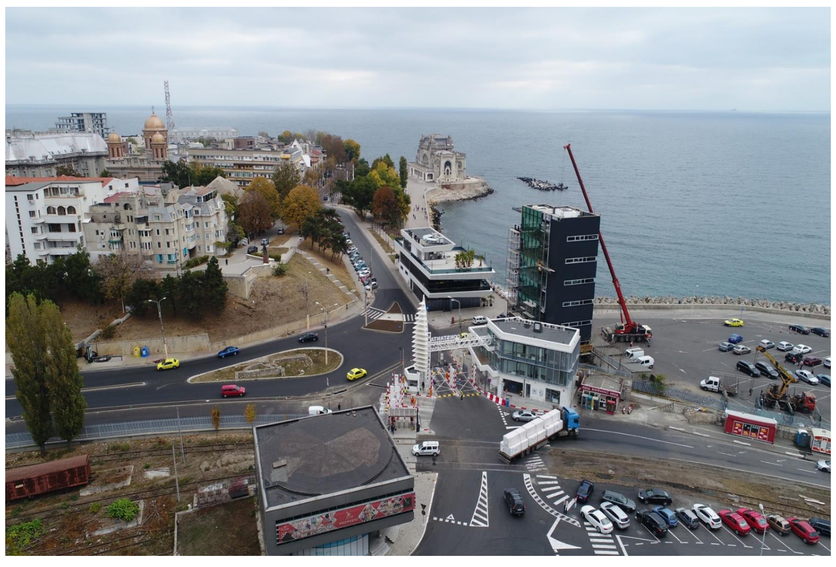
Constanta is a touristic and port City with around 300.000 inhabitants. The Port represents the most active player in the local economy and one of the biggest employers in the city. The port and the city territories are managed by different layers of administration, respectively the national and local levels.

As part of the PORTIS project (2016 -2020), a Horizon 2020 project, both the City and Port authorities joined forces, together with Ovidius University, Constanta Metropolitan Area, Med Green Cluster Association, European Integrated Projects and European Centre for Development, in order to implement a set of 11 measures in the field of sustainable urban mobility.

The aim of these measures was to develop and implement a vision of sustainable mobility that can increase functional and social cohesion between city centres and ports, whilst driving economic growth and improving the attractiveness of urban environments.

The Refurbishment and improvement of Port Gate no. 1 and the Artery Road was one of the first project jointly developed and implemented by the two authorities.

These projects emerged from discussions at the Constanta Mobility Forum, a collaborative platform bringing together local, regional, and national mobility stakeholders. Following an analysis of traffic flows at the Port Gate entrances, these initiatives were identified as necessary, cost-effective investments (around 1 million Euros for both) aimed at enhancing port accessibility and traffic safety, reducing congestion—particularly during peak hours—and improving the overall urban environment in the Peninsula Area.



Prepared by: George Lupascu/Constanta Metropolitan Area Association

More info: https://civitas.eu/projects/portis

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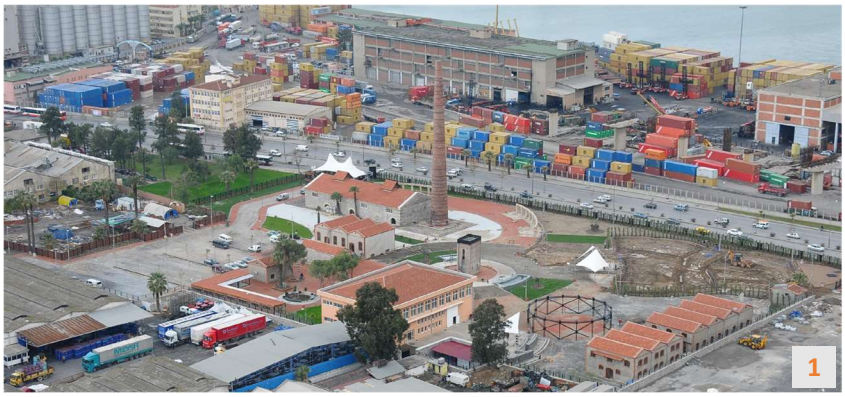
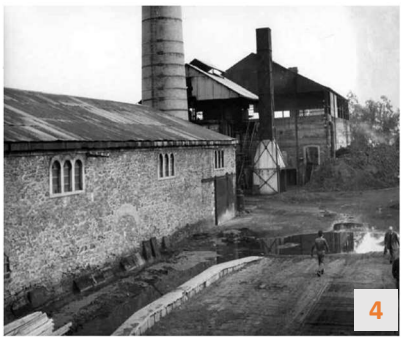
İzmir Historical Coal-Gas Factory



The city of İzmir is a major **port city** with a long history of trade, industry, and commerce. The hinterland of Alsancak Port has played a key role in İzmir's trade and industrial growth, housing many industrial and commercial facilities, including the **İzmir Coal-Gas Factory**, which was a significant commercial and industrial hub in its time, but is now a popular cultural facility with a restaurant and cafe.

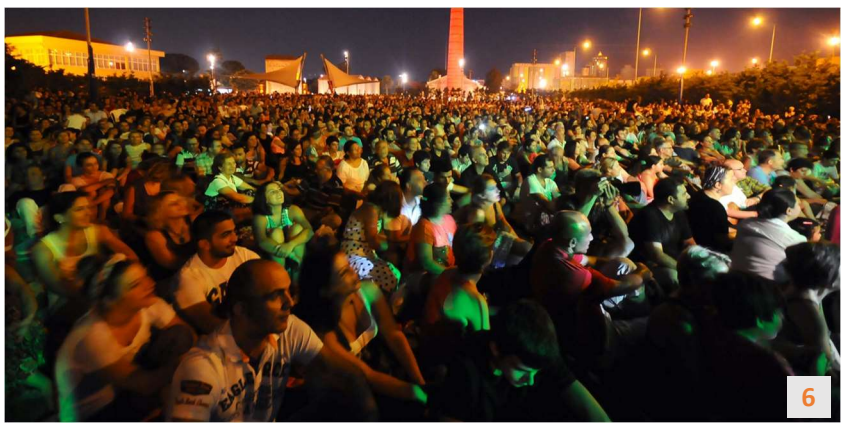
- **History and objectives**: Built in 1862, the Coal-Gas Factory was established to produce coal gas for lighting, heating, and energy needs in the city. The factory played a crucial role in the modernisation of İzmir, and was a central landmark in the district. It ceased operations in 1986 when the city switched to more modern energy systems, like electricity and natural gas.
- **Description**: Rehabilitated in the early 2000s and opened in 2008, the Coal-Gas Factory is a unique and beautiful landmark deeply embedded in the city's industrial memory. As a notable structure in the hinterland of Alsancak Port, it serves as a key cultural and artistic center, where citizens can enjoy interplay of closed and open spaces.
- **Governance**: The restoration works were carried out by İzmir Metropolitan Municipality, who also manages the facility.
- **Cost and funding**: The work was carried out in the early 2000s with a budget of 1,650,000 Turkish Liras (TL) or about 900,000 € at the time.
- **Data / knowledge**: IMM has carried out studies to respond to the needs of the residents. After the project was designed by the Department of Studies and Projects, it was announced by the local press and then implemented.
- **Sustainable built environment**: Sustainable design techniques are not applied in the design process, which represents a weakness of the project. This landmark, which also provides green open areas, also has the potential to provide permeable surfaces in the city.

The Coal-Gas Factory has become one of İzmir's most vibrant areas for social and cultural activities. In addition to hosting concerts, exhibitions, and panels, its restaurant and café have become popular, making it a key attraction in the city. This project reflected the growing interest in repurposing historic industrial sites throughout Turkey, turning them into vibrant cultural spaces while maintaining their historical significance.



One challenge in the restoration is that the design of the İzmir Coal-Gas Industrial Heritage Complex focuses solely on the restoration of the structures as an industrial building. The critic is that the Factory should be handled in a holistic way where it is an inseparable part of an entire heritage district (the hinterland of the Alsancak Port).

The most critical point is that this district should be designed with a holistic design approach, with industrial structures and green open spaces intertwined to serve for cultural and artistic purposes. As well as, not only the structures but also the region as a whole should be designed with climate-neutral techniques in a way that will strengthen the sustainability efforts of the city.



Prepared by: IZTECH & IMM

More info: https://www.izmir.bel.tr/tr/Projeler/tarihi-havagazi-fabrikasi-kultur-merkezi/1382/4

Photo credits:

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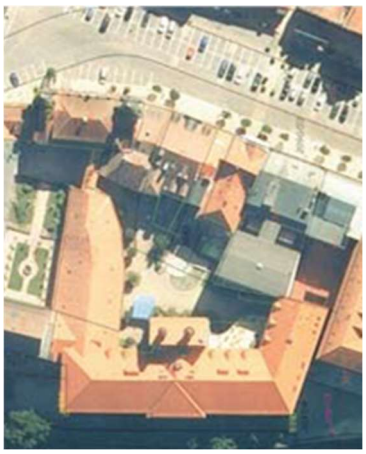
Sladovna - From Brewery to Culture

- **History and objectives**: Sladovna was originally built in the 19th century as a malt house, essential for local brewing. The project was needed to preserve this industrial heritage and transform it into a cultural hub in Písek, promoting art and education.
- **Description**: Sladovna is a large historic building with exposed brick and industrial features, repurposed into a “playful” gallery. Its combination of old-world charm and modern renovations makes it unique and visually striking.
- **Governance**: The project involved local authorities, cultural institutions, and private donors. Today, it is managed as a public cultural institution, with collaboration between the city and artistic partners.
- **Cost and funding**: The renovation cost was covered by both public and private funds. Innovative funding included cultural grants and local fundraising initiatives.
- **Data / knowledge**: Decisions were based on historical research, public interest surveys, and expert consultations on preserving industrial architecture.
- **Sustainable built environment**: Sustainability was achieved through energy-efficient renovations and the reuse of existing materials, promoting both cultural and environmental sustainability.

Sladovna’s transformation into a cultural hub preserved its historical value while engaging the community. Key achievements include restoring its industrial architecture and repurposing the space for art and education.

Challenges arose with accessibility and maintenance, requiring adjustments. The project boosted local tourism and revitalised the area, benefiting the economy. Co-benefits included increased appreciation for industrial heritage and a new educational space. Earlier focus on accessibility and long-term planning could have improved the project. Engaging the community sooner might have enhanced its impact.



Prepared by: Terezie Hroudová, Eva Scholtz/ Smart Písek

More info: https://www.earch.cz/architektura/clanek/pisek-hleda-vyuziti-pro-opustene-objekty-mesto-uz-drive-zrekonstruovalo-byvalou-sladovnu-nebo-zakladni-skolu

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Photo credits: Sladovna Písek

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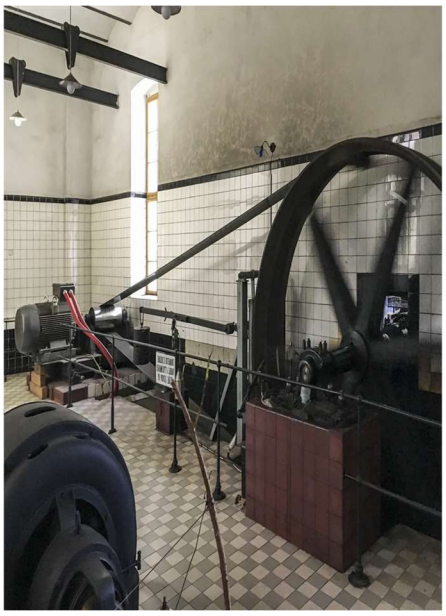

Municipal Water Power Plant - Písek

Písek's Municipal Water Power Plant, built in 1887, holds historical significance, as it is the oldest continuously functioning hydroelectric power plant in the Czech Republic. It represents a key element in the technological and industrial development of the city. Today, the city is responsible for maintaining the plant's operational infrastructure as both a hydroelectric plant and city museum.

- **History and objectives**: Built in 1887 to meet the city's growing demand for electricity, the plant is the oldest continuously operating hydroelectric power station in the Czech Republic. It harnesses renewable energy from the Otava River.
- **Description**: It is an elegant industrial building blending 19th-century design with modern functionality. Its scenic riverfront setting adds to its charm.
- **Governance**: *Energetická správa Písek* is responsible for the technological operations, while *Prácheňské Museum* will manage the museum exhibition for visitors.
- **Cost and funding:** The plant's long-term sustainability and historic preservation have been supported by the city, and in recent years, partnerships with organizations like Prácheňské Museum for exhibitions have been a form of innovative collaboration to enhance its cultural and educational value.
- **Data / knowledge**: In recent years, decisions have been shaped by operational feedback and public interest, with the Prácheňské Museum and city officials collaborating to enhance the plant's accessibility and educational value, demonstrating a data-driven approach to improve visitor experiences and maintain the plant's function.
- **Sustainable built environment**: Using the Otava River for renewable energy, the plant has continuously operated since 1887, demonstrating a sustainable and circular use of natural resources.

The Písek Municipal Water Power Plant's key achievements include over 130 years of continuous renewable energy production and its dual role as both a functional power plant and a museum. However, recent operational challenges led to a change in management, with a focus on improving visitor access and modernizing its operations. Co-benefits include public education and increased tourism. More proactive updates could have addressed operational issues sooner, preventing the need for significant changes later on.

Prepared by: Terezie Hroudová, Eva Scholtz / Smart Písek

More info: Městská elektrárna v Písku: Nejstarší vodní elektrárna v Čechách - Piseckem.czs

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Photo credits: Piseckem.cz, Pictures number 1-7, Jihočeská destinace plná zážitků, stačí si jen vybrat - Piseckem.cz

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