D.T 2.1.2 SPECIFICATIONS OF THE DEFINED COMPONENTS AT LOCAL LEVEL

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D.T2.1.2 Specification of the defined components at local level

FOREWORD

Sustainability components at CE level and local specificities

CHAPTER 1

MANTOVA PILOT AREA - ITALY

D.T2.1.2 Specification of the defined components at local level

1.1. PILOT AREA SPATIAL FEATURES

AREA Mantova Historic Center

BRIEF HISTORY	Mantova began its life in 2000 BC developing the first urban village: the Etruscan. The vilage then suffered from the roman domination. During medieval times (1000-1200 AD) Mantova was dominated by the Canossa family who enriched the city with important buildings. In 1115 AD the city became a “free municipality” : city walls and monastery were built. Alberto Pitentino in 1198 was responsible for the regulation of the water-system of Mincio river within the urban area. The communal government entered into crisis and because of that in 1273 the Bonacolsi family came into power for 50 years (the family enriched the city with new palaces, churches and monasteries). in 1328 a rebellion let the Gonzaga family to come to power from 1328 to 1627: San Giorgio Caste and others important buildings and churches were built; many important artists and intellectuals came to the Gonzaga court (Donatello, Alberti, Mantegna and Romano who reorganised the city at urban level). The 18th and the first half of the 19th century were caracterized by a first austrian domination, a french domination and a second austrian domination which transformed the city in a military base. In 1866 Mantova entered in the new Reign of Italy. With the unit of Italy Mantova lost the strategic and military roles and started the enlargement toward the south part of the city. A further urbanistic expansion took place during the seventies of the XX century.
MORPHOLOGY OF URBAN SETTLEMENT	Mantova is located in the intersection of administrative borders among 3 regions (Lombardy, Veneto and Emilia Romagna) and at the main time in an isolated position far from Milan and peripheral within the region. The area of Mantova incorporates characteristics of the 3 regions without a clear identification with any of them. The area is caracterized by a flat morphology of fluvial origin. The city is stricltly connected with water which is a dominant element. The lakes surronding the city ara artificially divided into 3 lagoons (originally they was a unique enlargement of the Mincio river).

	The lakes system has been declared of cultural interest. The historical evolution of built underlines a stabilized urban centre in which different development phases are clearly visible. Roman phase: the presence of a roman nucleus is certified by the archeological evidences but are not visible in the current urban composition; medieval phase: in the communal period the city clearly divided the political and administrative centre from the commercial centre and religious centre; Renaissance phase: in 1401 Francesco I Gonzaga wanted the division of the city in neighborhoods. Once defined the road-scheme, the goal began the improvement of the urban decoration in oder to foster the population growth and the presence of valuable buildings; XX century: among the fifties and seventies the urbanization exploded creating an urbanised "continuum" within the city centre and the suburbs.
CONTRUCTION'S TECHNOLOGIES	The historic construction's technologies in the HBA of Mantova are: • **Load-bearing** masonry made by bricks tied with cement or clay or a mix of both • **Slabs** made by timber and/or bricks • **Vaults** made by bricks or in camorcanna (wooden vaults and plastered swamp • reed wickers • **Roof** with timber structure and coverings made by shingles Streets and squares were traditionally paved by pebbles.

1.2. PILOT AREA SOCIAL AND ECONOMIC FEATURES

1. INHABITANTS

The demogaphic indexs indicates high levels of elderly people, within the last 30 years the population has been intensely reduced (from 64,000 inhabitants during the seventies to 49,308 in 2017)
17,500 inhabitants live in the city centre (36,9% of the population) with a various composition: couples, old people, students, foreigners and rich people.
The most common building is the "casa mantovana" characterized by a tight and deep gothic parcel, a 2 or 3 levels development.
There is a lack of social houses or student houses.

2. CITY USERS

The city of Mantova is not the unique reference point for the provincial area: several municipalities interact more with other cities like Brescia, Cremona, Parma and Verona. This is due to infrastructural weaknesses, lack of industrial poles and few univesities.
The historical centre presents a good mix of trade, artcraft, offices and services.
Many people work, buy and spend their free time in the city centre.

3. INVERSTORS

- Franchising
- Banks, insurance offices, third sector for headquarters in prestigious buildings
- Development companies interested in prestigious buildings
- Tipical food and beverage sector connected to the several events on the thematic (EATMantua, ERG East Lombardy, ecc.) lead to the opening of business activities as restaurants, tipical food and wine shops.

1.3. PILOT AREA COMPATIBILITY WITH SUSTAINABILITY'S COMPONENTS:

ENVIRONMENT

ENERGY EFFICIENCY	Contributions: Conflicts: • the municipality area residential estate is dated: the majority of buildings was erected before the 1919 (37%), from 1980 only the 11% of residential buildings has been built. This data helps to understand the level of environmental sustainability of buildings within the area.
UHI	Contributions: • the historical centre microclimate is influenced by the lakes (positive contribution of water and green areas) Conflicts:

Energy efficiency:

Are the buildings of your HBAs able to be adapted to face the energy efficiency challenge? Which are the main problems in order to reach this goal?

UHI

Does the morphology of your HBAs face well the Urban Heat Island phaenomenon? Is this problem relevant for your HBAs?

WASTE AND WATER	Contributions: • The waste recycling level is high: 79,7% of on the total amount of urban waste produced, the door-to-door collection involves all citizens and, thanks to a microchip and an electronic label which customize bags, the user doesn't pay additional taxes but only the actual cost for the non-recycled waste disposal. Thank to this system the city has passed the law waste collection level goal. The system generates problems other than environmental questions (see "conflicts). Because of that) the municipality is experimenting a new system (in selected historical centre neighborhoods) based on rubbish bins giving more freedom to citizens no more limited by garbage collection hours. The bins include paper, plastic and glass collection (the door-to-door collection is still activ for the non-recyclable waste). A badge allows citizens to open the bins. The location of the bins has been accurately discussed with the artistic and cultural conservation government office. • Mantova is one of the first city at national level for waste-water depuration (100% of the population is served by the waste-water urban sewerage) and for the water loss limitation (dispersion rate 20,7 %) Conflicts: • The current door-to-door waste collection system is not appreciated by the population because it creates some discomfort (the damp is kept in the house from Friday evening to Monday night, it is tied at certain times), the trash on the sidewalks occupies this three nights a week (every night for public exercises), from 7 pm to night, with a negative visual impact (especially on tourists) and accessibility problems (reduction of the section of sidewalks, obstacles that can not be marked along the sidewalks) • • "incompatible" industrial sites (close to water)

Waste and water

Which are the main difficulties in waste and water treatment linked to the features of your HBAs?

ENVIRONMENT

ENVIRONMENT

POLLUTION	Contributions: • Mantova is the most livable city in Italy according to the Legambiente Urban Ecosystem 2017 ranking, the annual report on the environmental performance of the capital cities. • Mantova has 32 trees per 100 inhabitants and an extensive equipment of usable urban green spaces (50.1 sqm / inhabitant). • public lighting: gradual replacement of old light bulbs with LED light.
	Conflicts: • the air quality is poor. The critical parameters for atmospheric pollution are ozone and thin particulate matter (Pm10), for which several limits are exceeding the limit. The health target for Pm10 of 20 µg / mc, indicated by the World Health Organization but the urban control units record the annual average value of 33 µg / mc. Nitrogen dioxide, even if it doesn't overcome the limits, is nevertheless an important parameter, also in relation to the secondary character and its involvement in the production of ozone. • There are some points in which traffic blocks are frequents with harmful consequences for the environment, in particular as regards atmospheric and noise pollution levels. • High incidence of motorized vehicles: Mantova is characterized by a high motorization rate (60 cars circulating per 100 inhabitants)
MOBILITY	Contributions: • The town is easily crossed on foot and turns well by bike. Mantova is one of the cities with the largest extension of pedestrian areas in Italy (0.9 square meters per inhabitant of per capita extension of the pedestrianized road surface) and it is also equipped with a good cycling infrastructure (29.11 square meters of cycle paths per 100 inhabitants). • The city has an large network of cycle paths, also linked to extra- urban cycle routes (eg Peschiera-Mantova, affected also by cycle tourism) • There is a bike sharing service • No particular problems related to road safety • The historic center is served by a minibus

Pollution

Air, light and noise pollution are important for your HBAs? Why?

Mobility

Cars, bikes, trucks, people on foot… which are the main problems and potentialities of your HBAs related to those topics?

MOBILITY	Conflicts: • Critical situation regarding the usability of existing roads inside the historical centre due to the presence of valuable paving such as cobblestones, inadequate to the cyclist practicability and which generates problems of accessibility to people with disabilities; • ▫ poor accessibility to the city centre (and consequently to the historical centre), bound by structural limits because it is surrounded by three quarters from the lakes. This results in congestion of vehicular traffic and parking problems; • ▫ serious delay in terms of infrastructure, both for road and rail networks (road links with Brescia and Milan are insufficient while the route to Bologna is heavily penalized due to the traffic jams created in Modena (Verona-Brenner intersection), railway lines are obsolete, single-track non-electrified, with trains often delayed, Mantua, moreover, is the only Lombard city that does not have a ring road surrounding the city entirely); • ▫ high level of noise pollution, mainly concentrated near the main traffic arteries. In fact, traffic is the main cause of noise in the urban environment putting in the background the sources attributable to activities generally defined as anthropogenic. • ▫ The Traffic Plan is an instrument aiming at the development of specific measures to reduce noise pollution in urban areas. • ▫ Residents, merchants, city users, students and tourists complain about the lack of parking spaces and the difficulty of accessing the centre (consequently shops and services). There is also a lack of road arteries adequated to the mobility demand. • ▫ Difficulties in the loading and unloading

ENVIRONMENT

SOCIAL

SERVICES AND FACILITIES	Contributions: • presence of social and welfare centers, cultural centers and recreational facilities, with a density related to the population greater than the national average values.
	Conflicts: • hospitalization and care facilities are a negative exception • poor university offer and in high qualification training • the hospital is located outside the historic city because it is city surrounded by old city walls, lakes and railway and could not permit the presence inside.
CULTURAL LIFE AND LEISURE FACILITIES	Contributions: • Discreet accessibility to cinemas and theaters, while library presence is above the national average; • The Province and the Municipality of Mantova have a very interesting offer of spaces and cultural activities; The MuMM (Mantova Office Museums and Monuments) is a structure within the Cultural Activity Sector of the City of Mantova, established in order to manage the museums and monuments of civic property in a coordinated way. This is an innovative project that will lead to the construction of a unitary and integrated civic museum system. The Mantova Card offers discounts on entrances and other services for tourists and citizens who want to rediscover their museum system. The creation of thematic itineraries connecting different museums and cultural initiatives for the enhancement and dissemination of the cultural heritage of the city is also envisaged.
	Conflicts: • lack of recreational activities, especially those in the evening • open public spaces seen more as “monuments” or parking lots, rather than socialization and enjoyment spaces; • rich museum heritage but complete lack in contemporary art system

Services and facilities:

Are there daily facilities like schools, hospitals etc in your HBAs?

Cultural life and leisure facilities

Are there daily facilities like cinemas, theaters, gym, aggregation places etc in your HBAs?

D.T2.1.2 Specification of the defined components at local level

Identity perception

Are the identity’s value still readable? How could the identity’s perception live together with the contemporary needs?

SOCIAL

IDENTITY PERCEPTION	Contributions: • The center of the city has a particular conformation, forced into severe physical boundaries by natural obstacles such as lakes. These have strongly contributed to maintain overtime the city historical design; • Population strong sense of identity (Source: Censis), above all for the historical factors (glorious past) and architectural qualities, uniqueness and attractiveness; • Satisfaction for available services, human scale of the city, quality of cultural events; • Perception of a place of excellence, of a vaste space full of different suggestions, with a long and interesting history, with its own recognizability, structure and identity; • The area identified as “Historical Centre” covers different neighborhoods (no longer divided by administrative limit but by historical and cultural habits; • Reaching Mantova from the San Giorgio Bridge gives a strong urban character to the city (iconic skyline); • Mantova is a world heritage city for its widespread beauty, for the preserved historical, artistic and architectural heritage, for the uniqueness cohesion between architecture and nature, walls and waters. It has characteristics that allow a diversified tourist proposal (monumental and historical, naturalistic and enogastronomic). It also boasts a great wealth and variety of cultural initiatives including four international festivals.
	Conflicts: • Students with tertiary education do not consider their city attractive in particular referring to professional life expectations), the city therefore risks losing its creative class; • Poor accessibility and lack of parking spaces

SOCIAL

GENTRIFICATION VS. MIXITÈ

Contributions:

- The urban center still presents a good mix of residence, commerce and crafts, offices and services.
- Existing commercial activities and new openings aiming at enhancing the typicality of both food and wine and non-food quality sectors. The individual initiatives need to be supported in a general requalification plan, for which a Commercial District project has already been prepared potentially able to strengthen the attractiveness of the centre.

Conflicts:

- few accommodations accessible for those without resources (social housing for families in emergency situations, accommodation for temporary residents and students, etc.)
- Until 2008, the historic centre had maintained the character of “open air shopping center”, since 2008 the exercise closures have been rapid, in particular (not groceries). The empty spaces created breaks the commercial continuity and this creates loosing of interest for consumers and consequently difficulties for new activities to open. The action of placing giant images of historical images of Mantova on empty shop windows has been opportune. In this way we try to maintain the pleasantness and the interest of the place. The change in the activities property has introduced less specialized and qualified products and typologies of goods (eg commercial chains) into the city centre. The current “new” business model within the city centre are the “outlet model” and the ones which sell low-cost products and “in stock” goods.

Gentrification vs. mixitè

Is the HBA still a place for daily life? Is able to host different sorts of citizens?

Accessibility

What about disabled people and their access to HBA? Are there some limitations to the access for some categories of people?

ACCESSIBILITY

Contributions:

- The Department of Social and Health Policies has proposed a series of tourist itineraries accessible to all. On the new tourist maps it is indicated if the monuments are accessible totally, partially or with assistance, and those not accessible (focus on motor disabilities)
- APAM (the transport company) has introduced buses equipped for people with mobility disabilities.

Conflicts:

- few interventions directed to people with motor disabilities (even less for people with perceptive and cognitive disabilities) and discontinuity of interventions
- difficulties related to the configuration and use of places (paving with cobblestones, porticoes often cluttered, presence of dehors, door-to-door waste collection, etc.)
- poor on the sport communication of what is accessible or not (without consulting specific guides or websites)

Security:

Is the HBA a safe place against natural hazards? What about man-made risks?

SECURITY

Contributions:

- low social conflict, reduced crime
- Starting in 2000, the Municipal Administration has launched new urban security policies. The “Treaty for Security” represents an instrument for planning policies and police interventions.

Conflicts:

- The population has proved to be hypersensitive towards phenomena such as illegal immigration, illegal labour, unemployment, etc. even if in Mantova these phenomena are limited compared to national levels. The dissociation between perceived security and real situation is increasing the demand for real security, interventions, preventive and repressive police actions, while lowering the degradation and disorder tolerance threshold;
- The 2012 earthquake showed the historical centre seismic vulnerability

ECONOMY

TOURISM IMPACT

Contributions:

- Mantova is an art and culture city with a various tourist offer: monumental and historical, naturalistic and enogastronomic. It boasts a great wealth and variety of cultural initiatives including international festivals (first of all “Festivaletteratura”)
- Food and wine excellences are attracting new type of tourism (and also related events have been organised);
- Large tourist flows, even international, during the day (but the city doesn’t register saturation levels typical of other Italian cities such as Venice or Florence in fact tourism is still sustainable and a resource for the city);
- Agriculture, environment, tourism, art and culture are the four dimensions that best describe the potential of the Mantuan reality and represent the keys to the development of the territory

Conflicts:

- The city is considered by citizens capable of “promoting itself” thanks to the historical-cultural appeal;
- Despite a certain tourist attraction, receptivity is considered by tourists to be scarce, expensive and not of high quality (source: Mantua after the great transformation, Censis data)
- Many restaurants are closed on Sundays at lunch time with the consequent difficulty for tourist especially during major events (many people, few open places for eating)
- Infrastructural isolation

MAINTENANCE COSTS

Contributions:

Conflicts:

- difficulties in finding funds for the maintenance of public historical heritage;
- Split incentives phenomenon: HBA are characterized by high numbers of rented buildings. Owners are not stimulated to maintain or invest even more in the building renovation since the benefits of the investments affect only the tenant life (reduced bills, indoor comfort)

Tourism impact

is the tourism an efficient source for the economic life or could it also cause conflicts? Are tourists needs more important than inhabitants needs?

Maintenance costs

Who is in charge to pay for maintenance costs? Are they affordable?

D.T2.1.2 Specification of the defined components at local level

Transformation costs

Is the regeneration of HBa’s buildings attractive for investors? Is there a balance between costs and benefits in interventions on HBAs?

TRANSFORMATION COSTS

Contributions:

Conflicts:

- Deep renovation of HBA not financially sustainable: deep renovations of historical buildings is complex and often impossible due to conservative rules that lock deep (and financially more attractive) interventions to increase Energy performances.
- Priority of financing on strategic heritage: public funding for restoration and recovery are channeled to monumental emergencies, relevant for tourism attraction (historical palaces, public and specialized functions, located on streets and squares with impact on the city image) causing a progressive decay of scattered historical buildings with minor relevance (residential, commercial and office buildings).

CHAPTER 2

EMILIA - ROMAGNA EARTHQUAKE PILOT AREA - ITALY

1.1. PILOT AREA SPATIAL FEATURES

AREA 2012 Earthquake area in Emilia-Romagna Region

BRIEF HISTORY	Emilia-Romagna began its life in the early centuries b.C. as a nation-state first run by the Gauls, then the Etruscans, before being taken over by the ancient Romans. It was the Romans who built many of the roads and market towns that are still famous for today. After the fall of Rome, the region was taken over by the Byzantines and then the Franks, who bought the area into a period of prosperity, evidence of which can still be seen in the towns today in the form of art and architecture. Under the Franks, the region was donated to the Pope, then the territory was divided into many realms under different foreign noble families, until the invasion of Napoleon. From its first steps, the territory was characterized by **important cities in the plain**, along the Via Emilia (roman street), **small towns and villages in the rural areas and castles** with their surrounding villages in the mountains. Moreover, the rural territory, designed by the Romans, was divided in regular plots, each with its own rural house and farm.
MORPHOLOGY OF URBAN SETTLEMENT	Emilia-Romagna Region is a region of cities, made by one metropolitan area, Bologna, many medium-size cities and small towns. Following the evolution of those towns, it's possible to recognize some many phases, that are really common for every town in the region: • **Romans phase:** The history of urban planning in Emilia-Romagna begins with the Romans, who set up colonies along the main road of the territory, the Via Aemilia. The colonias started as a military camp and had a rudimentary orthogonal pattern. The rectangular town-plan has streets crossing at right angles with blocks of houses. The main streets were called cardo and decumanus and the four quadrants (or centuria, consisting of 4 x 25 blocks) were divided in a grid. Also the land outside the camp were parcelled up in regular plots for distribution among the soldiers, called "centurions" (centuriation).

	• **Medieval phase:** outside or in addition to the Roman city, the new Lords or the communities of the medieval towns built their settlements, based on the main square, where the religious and the political powers were represented through the presence of the cathedral and the Municipal Palace.In that square took also place the local market. The blocks were made of narrow and long plot, where townhouses with workshops and porches at the groundfloor were built. The towns were enclosed by defensive walls. • **Renaissance phase:** the noble families governing the main cities transformed them, by mainteining often the medieval layout but adding new palaces and modifying facades, creating new squares and gardens, adding new portions with wider and regular streets and plots. The structure and the size of the Renaissance towns remained more or less the same until the end of the XIX century. **The XX century** transforms the city walls into avenues which circle the town centre; industrialization brings with it an unbridled building spree.
CONTRUCTION'S TECHNOLOGIES	The historic construction's technologies in the HBA of Emilia-Romagna are: • **Load-bearing** masonry made by bricks, stones and both according to place (brick in the plain, stones in the mountains, mixed in rural territory) • **Slabs** made by timber and/or bricks • **Vaults** made by bricks • **Roof** with timber structure and coverings made by shingles Streets and squares were traditionally paved by pebbles.

1.2. PILOT AREA SOCIAL AND ECONOMIC FEATURES

1. INHABITANTS

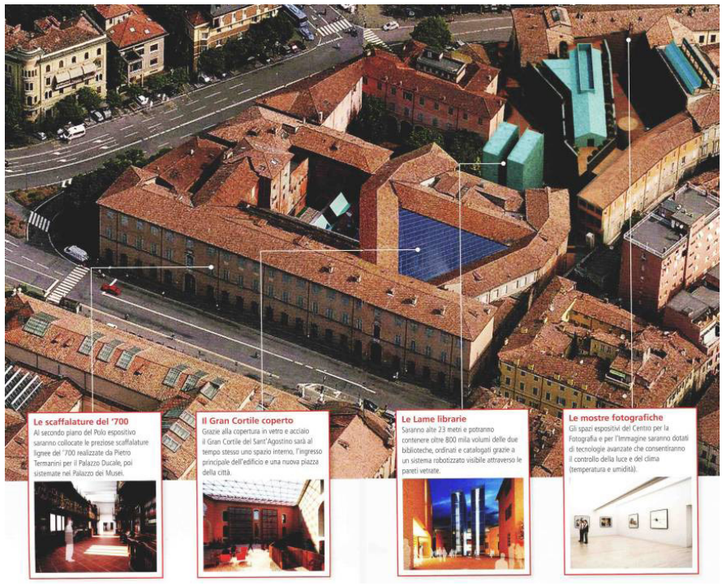
The Modena's area affected by the earthquake in 2012 is divided in 9 Municipalities: Camposanto, Cavezzo, Concordia sulla Secchia, Finale Emilia, Medolla, Mirandola, San Felice sul Panaro, San Possidonio, San Prospero.
The Pilot Area is a territory of 461 square kilometers inhabited by 85,000 residents of which about 14% are foreigners, a percentage higher than the provincial figure (13.4%), but that between 2014 and 2015 has undergone a negative change (-1.4%). The density of the population is 184,94 ab./km². The economic crisis and the earthquake of May 2012, that hit some municipalities of the Modenese plain, they have indeed produced effects on the attractive capacities that usually the economic-productive system and social Modena has exercised in the past. Immigration Italian and foreign, which constitutes the main source of demographic increase, it undergoes a progressive one deceleration due to contraction of mobility Italian inbound, but above all related, in the last period, slowing down of the afferent dynamics to the foreign component. The age structure of the Modena population is characterized by the high numerical consistency of the classes from 35 to 64 years, which collect the births in the period of the so-called baby-boom and a large part of the migratory later contingents. According to the classical migratory patterns, foreign immigrants are made up of prevalence from young population or middle age 19-49 years (almost 54 thousand individuals in the province of Modena at 1 January 2016, 59% of foreigners).

2. CITY USERS

Before the earthquake, in the historic centers of the area there were a lot of services and facilities but not so many inhabitants. The lack of inhabitants and the process of tertiarization of the HBA (university, institutional, touristic function) brought to town centres emptying in the evening hours.
After the earthquake, there are almost no more city users. New service areas - temporary or not - were make available for the communities outside the town centres. These modified the attendance of traditional public spaces and some functions found a new permanent location outside the historic centre.

3. INVERSTORS

In the historic centers of Emilia Romagna Region most of investments are related to commercial chains, single-brand, banks and insurances. After the earthquake this investors lost interest in the area affected by the earthquake and the original owners are not interested in the post-disaster restoration. Nowadays potential investors are companies, mostly foreign, that would like to buy entire town centres "on sale" to transform they in outlet mall or accomodating facilities.



Requalification city center project for Sant'Agostino complex. Modena.

1.3. PILOT AREA COMPATIBILITY WITH SUSTAINABILITY'S COMPONENTS:

Energy efficiency:

Are the buildings of your HBAs able to be adapted to face the energy efficiency challenge? Which are the main problems in order to reach this goal?

ENERGY EFFICIENCY

Contributions:

- **HBA typologies as positive factor for replicable intervention.**
  Local historical settlments usually have similar building typologies that could enable a more replicable recovery intervention (e.g. Fascist age buildings in Forlì area, Portici in Bologna).

- **Good practices in the Energy planning** for historical centres renovation, such as Regolamento per il Risparmio energetico e la bioedilizia: co-planning process between municipalities in the Forlì province, with the aim to promote, at the urban and building scale, recovery and renovation actions in the historical centres, by reducing Energy consumptions, increase the use of renewable energy and improving the quality of life indoor.

Conflicts:

- **No dedicated actions for HBA in the regional Energy policies:** the objective of GhG emissions reduction in the Emilia-Romagna Region Energy policy is extremely relevant but it covers the building stock in general, with a focus on public buildings and industries, without a specificity on HBA.

- **Planning and regulatory tools for HBA reduce the freedom of action** for what concerns the level/depth of renovation (conflict between building protection and renovation) [crf. SUSREG, 2015]

- **Performance of materials vs material conservation restrictions:** Energy performance of building components and materials, especially for insulation and finishes, could contrast with the preservation requirements and bonds (facade preservation, possible reduction of the public space dedicated to the street and car access).

ENVIRONMENT

ENVIRONMENT

UHI	Contributions:
	Conflicts:
WASTE AND WATER	Contributions:
	Conflicts: • **Aged subservices:** drainage systems are often too aged and their poor conditions and inadequate characteristics could bring to damaging of the street level and buildings over it.
POLLUTION	Contributions:
	Conflicts:
MOBILITY	Contributions: • **Urban density:** the urban dense structure is a favorable condition for public transport system (widespread).
	Conflicts: • **Difficulty to manage underground parking:** Historical ruins presence, vulnerable foundations and poor quality of the ground hinder the creation of underground parkings and increase conflict with car use in historical areas. • **Difficulty management of heavy vehicles in HBA:** e.g. narrow street section, noise and vibration stress on historical buildings

UHI

Does the morphology of your HBAs face well the Urban Heat Island phaenomenon? Is this problem relevant for your HBAs?

Waste and water

Which are the main difficulties in waste and water treatment linked to the features of your HBAs?

Pollution

Air, light and noise pollution are important for your HBAs? Why?

Mobility

Cars, bikes, trucks, people on foot… which are the main problems and potentialities of your HBAs related to those topics?

Services and facilities:

Are there daily facilities like schools, hospitals etc in your HBAs?

Cultural life and leisure facilities

Are there daily facilities like cinemas, theaters, gym, aggregation places etc in your HBAs?

SOCIAL

SERVICES AND FACILITIES	Contributions: **Historical buildings faced function changes in time:** variation of uses over the centuries allowed HBA to re-adapt forms and functions, preserving a strategic role in the city life.
	Conflicts: **Standards for public facilities:** Specialized facilities like hospitals and schools require accessibility, safety, performance and functional standards that cannot be reached with dated buildings in HBA, causing a migration of specialized function outside the HBA boundaries.
CULTURAL LIFE AND LEISURE FACILITIES	Contributions: **Natural mall:** actions for commercial improvement in HBA with strategic relevance in Emilia-Romagna have been conducted in the last years, through unitary marketing policies for commercial activities, events and public initiatives, street pedestrianization, public spaces management and quality enhancement, refurbishment of the stores views (shop window, shading, dehors), reuse of the commercial voids, training of operators. For instance, several actions have been conducted in Emilia-Romagna cities: • in Faenza, a Plan was approved for vehicle free areas and realization of pedestrian and cycle path to connect parking areas to the historical centre of the city; • in Parma participatory actions to recover and valorize shops of the city centre; • in Imola, attractive initiatives were made to fill and valorized public empty buildings • in Forlì, monitoring actions on vacant stores were conducted
	Conflicts: **HBA delta between day and night functions:** the migration of residents toward the peripheries and the process of tertiarization of the HBA (university, institutional, touristic function) bring to a city centre emptying in the evening hours, leading to the switching off of the public life and the security decrease

SOCIAL

IDENTITY PERCEPTION	Contributions:
	Conflicts: • **Urban scene continuity:** Deep recovery of historical building area could contrast with continuity perception of the urban scene provided by the conservation of historical facades.
GENTRIFICATION VS. MIXITÈ	Contributions:
	Conflicts: • Low-income population in historical centres: demographic studies show that 11.7% of historical centres population is foreigner. In Modena the percentage grows to 26,1% , while in Reggio Emilia to 23,9%, and in Forlì to 23,7%. Population of historical centres are mainly constitutes elderly people, migrants and students. http://www.ilsole24ore.com/art/notizie/2017-12-14/l-117percento-persone-residenti-centri-storici-italiani-e-straniero--112023.shtml?uuid=AEy84ESD

Identity perception

Are the identity's value still readable? How could the identity's perception live together with the contemporary needs?

Gentrification vs. mixitè

Is the HBA still a place for daily life? Is able to host different sorts of citizens?

Accessibility

What about disabled people and their access to HBA? Are there some limitations to the access for some categories of people?

Security:

Is the HBA a safe place against natural hazards? What about man-made risks?

ACCESSIBILITY	Contributions:
	Conflicts:
SECURITY	Contributions: • **UMI (Unità Minime di Intervento) and Piani organici for reconstruction:** Positive actions for the reconstruction after the Emilia-Romagna earthquake in 2012 have been taken, such as the arrangement of planning tools, like Piani Organici which are operative tools for regeneration and revitalize of historical centres damaged by the earthquake. The plan defines a strategy and concrete actions for the Municipality, as jointly agreed with public and private organizations, to rebuild and recover urban areas and reactivate social life as well as the economic and administrative ones. The use of a"Minimal Intervention Unit - UMI" (aggregate urban scale) guarantees unitary planning and design of renovation ensuring seismic safety, energy saving and overall quality of the aggregate.
	Conflicts: • **Seismic vulnerability of historical centres:** The concentration of functional systems in a few buildings and confined areas increases the chance of damage of the whole system in case of a seismic event. [I.Cremonini, 2013] • **Functional and structural collaboration of the buildings in the urban aggregate**: Seismic adequacy intervention and energy refurbishment in the HBA should consider the whole aggregate instead of the single building, since the buildings are often functionally interconnected through load-bearing and not load-bearing elements with the scope of the aggregate stiffening. UMI consider to work in this direction (Recovery Plan).

SOCIAL

Tourism impact

is the tourism an efficient source for the economic life or could it also cause conflicts? Are tourists needs more important than inhabitants needs?

Maintenance costs

Who is in charge to pay for maintenance costs? Are they affordable?

Transformation costs

Is the regeneration of HBa's buildings attractive for investors? Is there a balance between costs and benefits in interventions on HBAs?

ECONOMY	TOURISM IMPACT	Contributions:
		Conflicts: • **High percentage of vacant buildings:** 21% of residential buildings are vacant, while in the rest of the cities is around 12%: 183.000 units used by commuters, occasional accomodation for tourists or simply vacant. [CRESME on Istat data, 2011]
	MAINTENANCE COSTS	Contributions:
		Conflicts: • **Split incentives phenomenon:** HBA are characterized by high numbers of rented buildings. Owners are not stimulated to maintain or invest even more in the building renovation since the benefits of the investments affect only the tenant life (reduced bills, indoor comfort)
	TRANSFORMATION COSTS	Contributions:
		Conflicts: • **Deep renovation of HBA not financially sustainable:** deep renovations of historical buildings is complex and often impossible due to conservative rules that lock deep (and financially more attractive) interventions to increase Energy performances. • **Priority of financing on strategic heritage:** public funding for restoration and recovery are channeled to monumental emergencies, relevant for tourism attraction (historical palaces, public and specialized functions, located on streets and squares with impact on the city image) causing a progressive decay of scattered historical buildings with minor relevance (residential, commercial and office buildings).

CHAPTER 3

POPRAD PILOT AREA - SLOVAKIA

1.1. PILOT AREA SPATIAL FEATURES

AREA Poprad

BRIEF HISTORY	The region was settled by Neanderthal man and since that time it was continuously inhabited area. In the neighborhood and the city itself there were found several settlements and also crypt of Germanic count. Nowadays town consist of 5 formerly independent towns developing next to each other. The most important was Spišská Sobota. The main development age begins after the second world war when the towns joined together, and the railway was built. The importance of the city raised as it becomes the economic regional center and center of tourism of international importance.
MORPHOLOGY OF URBAN SETTLEMENT	**The town consists of** 5 towns joined together, so it has 5 historical centers. Spišská Sobota os the biggest and most preserved one. The city center is developed as economic and business center. Veľká and Spišská Sobota in the north are the residential parts with mainly family housing quartiers. The industrial parts are located in Matejovce and eastern part of the city. Residential parts – block of flats housing – are located in the south and in connection with the city center. In the south of the area there is small recreational area. **Middle ages till the 19th century** – development was focused only within the old parts around the main squares. None of the tows were fortificated except of Spišská Sobota, where the backyards sheds were joined together to form fortification wall. **19th and 20th century –** Industry: There was built industrial plant in Matejovce and later in Poprad and Svit. Transportation: The next mileage was the railway which causes urban joining of the towns together. Also the connection to High Tatras was important as the tourism grew. Later the international airport and at the beginning of 21st century also highway influenced the growth of the town.

	Housing: rapid building of block of flats by the end of the 20th century changed the number of inhabitants and also the urban structure of the town. The housing estates are now the most concentrated parts of the city even they are at the periphery. Family housing was situated in the suburbs. Recreation: is represented by recreational and sport center (AquaCity, Sport stadiums). Recreational areas are situated in the south part of the town. **Today –** The strict functions splitting is not actual anymore. There is development of commercial amenities and mixed structures as the city converts into regional center.
CONTRUCTION'S TECHNOLOGIES	In the past the most used material was stone and wood as the most accessible ones. The main buidings were buit of stone with wooden roofs. Wood as construction material was used for secondary and supporting building.

1.2. PILOT AREA SOCIAL AND ECONOMIC FEATURES

1. INHABITANTS

A number of inhabitants of the city of Poprad is 51 235 (March, 2015). The long-term trend is slow decreasing of a total number of inhabitants (see Diagram 1). More specific demography features of the city of Poprad are summarized in table 1. Age structure of Poprad´ inhabitants according to city districts is in Table 2. In the city, there is a majority of inhabitants with finished high school education. According to statistical data for 2011, there is the total amount of 18 187 flats in the city and more than 16 900 flats are actively used. More detail data about the flat statistic in the city is in Table 3. Rental flats owned by the city are after estimation around 2% from a whole range of flats in the city.

According to the survey realized with more than 1400 inhabitants of the city in the year 2015, keywords characterized the city are: the High Tatras, my born town, my home.

2. CITY USERS

The city of Poprad is a business centre and service provider for whole Poprad region. Unemployment rate for Poprad region is on a level around 7% (there is no statistical data at the local level). Daily present population from surrounding region reaching education, cultural, sport and leisure time services in the city of Poprad is in total 4 988 people.

There are more than 750 retail services providers in the city with following division (see Table 4).

The city of Poprad is also a centre and entrance to the High Tatra region with a wide range of services for tourism. Total income of accommodation providers in the city from tourists was more than 2 800 000,- € in the year 2014. Income from foreign tourists has part more than 60%. Detailed data about visitors/tourists are in Table 5.
In the registries of Ministry of Interior of SR there are 483 of civic associations, 7 associations of legal entities, 27 NGOs provided welfare services and 1 foundation in the city of Poprad.

3. INVERSTORS

There are more 6 800 of entrepreneurship with division 2 957 of legal entities(companies) and 3 808 persons in the region of Poprad in the year 2014. Around 10% of them providing services with a direct link to tourism.
The city of Poprad is a centre and entrance to the High Tatra region with a wide range of services for tourism.
There are 39 entrepreneurship provided accommodation services for tourist within city of Poprad with an accommodation capacity around 2000 beds.

1.3. PILOT AREA COMPATIBILITY WITH SUSTAINABILITY'S COMPONENTS:

Energy efficiency:

Are the buildings of your HBAs able to be adapted to face the energy efficiency challenge? Which are the main problems in order to reach this goal?

UHI

Does the morphology of your HBAs face well the Urban Heat Island phaenomenon? Is this problem relevant for your HBAs?

ENERGY EFFICIENCY	Contributions:	HBA A (Spisska Sobota): Ability to eliminate temperature extremes in the outer environment.
		HBA B (Sidlisko): Quick and efficient adjustment to the new requirements through easy construction alternations.
	Conflicts:	HBA A (Spisska Sobota): Large temperature differences between summer and winter. Cultural and historic value of HBA in terms of preservation vs energy efficiency.
		HBA B (Sidlisko): Without modifications, the structures's energy efficiency is low.
UHI	Contributions:	HBA A (Spisska Sobota): Object construction.
		HBA B (Sidlisko): Urban structure and spatial conditions allow for extending green areas.
	Conflicts:	HBA A (Spisska Sobota): HBAs support creation of UHI due to their construction materials and absence of green areas. The structure does not allow for increasing the size of green spaces.
		HBA B (Sidlisko): High density demands large parking spaces contributing to low green space ratio.

ENVIRONMENT

WASTE AND WATER	Contributions:	HBA A (Spisska Sobota): Waste and water is fully implemented in the area. For water treatment, the water retention is low and rain water is disposed from the area quickly.
		HBA B (Sidlisko): Waste and water is fully implemented in the area.
	Conflicts:	HBA A (Spisska Sobota): The water is taken away from the area, it is not collected.
		HBA B (Sidlisko): The water is mostly taken away from the area, it is not collected in necessary extent.
POLLUTION	Contributions:	HBA A (Spisska Sobota): Neither is relevant (neither contribution, nor conflict).
		HBA B (Sidlisko): Neither is relevant (neither contribution, nor conflict).
	Conflicts:	HBA A (Spisska Sobota): Neither is relevant (neither contribution, nor conflict).
		HBA B (Sidlisko): Light pollution is relevant concern due to large amount of light sources (street lamps) and insufficient technical solution (producing light all over the area).

Waste and water

Which are the main difficulties in waste and water treatment linked to the features of your HBAs?

Pollution

Air, light and noise pollution are important for your HBAs? Why?

Interreg CENTRAL EUROPE BhENEFIT
D.T2.1.2 Specification of the defined components at local level

Mobility

Cars, bikes, trucks, people on foot… which are the main problems and potentialities of your HBAs related to those topics?

MOBILITY	Contributions:	HBA A (Spisska Sobota): Based on compactness of the territory there is a potential for development of pedestrian and cyclist movement. Trucks banned from entrance to these areas.
		HBA B (Sidlisko): Based on compactness of the territory there is a potential for development of pedestrian and cyclist movement. Trucks banned from entrance to these areas.
	Conflicts:	HBA A (Spisska Sobota): High demand for parking spaces at the expense of other spaces.
		HBA B (Sidlisko): High demand for parking spaces at the expense of other spaces. Safety issue connected to transportation intensity.

ENVIRONMENT

SOCIAL

SERVICES AND FACILITIES	Contributions: HBA B (Sidlisko) Full coverage by relevant services due to high population density
	Conflicts: HBA A (Spisska Sobota) Low demand for services and facilities. Low social-economic demand for these services. Due to regulation of the territory development on this area is limited.
CULTURAL LIFE AND LEISURE FACILITIES	Contributions: HBA B (Sidlisko) Sufficiently covered by cultural life and leisure facilities due to high density of residents.
	Conflicts: HBA A (Spisska Sobota) Sufficiently covered by cultural life and leisure facilities due to high density of residents.
IDENTITY PERCEPTION	Contributions: HBA A (Spisska Sobota) Significant genius loci.
	Conflicts: HBA B (Sidlisko) Low identification of residents with the area. High anonymity.
GENTRIFICATION VS. MIXITÈ	Contributions: HBA B (Sidlisko) The current demographic, functional and physical structure reduce the processes of gentrification.
	Conflicts: HBA B (Sidlisko) None.

Services and facilities:

Are there daily facilities like schools, hospitals etc in your HBAs?

Cultural life and leisure facilities

Are there daily facilities like cinemas, theaters, gym, aggregation places etc in your HBAs?

Identity perception

Are the identity's value still readable? How could the identity's perception live together with the contemporary needs?

Gentrification vs. mixitè

Is the HBA still a place for daily life? Is able to host different sorts of citizens?

Accessibility

What about disabled people and their access to HBA? Are there some limitations to the access for some categories of people?

Security:

Is the HBA a safe place against natural hazards? What about man-made risks?

ACCESSIBILITY	Contributions: -HBA A (Spisska Sobota) From the point of view of urban space there is contribution due to urban structure. The physical structure is not contributing to accessibility limitations. -HBA B (Sidlisko) From the POV of urban space there is contribution due to urban structure.
	Conflicts: -HBA A (Spisska Sobota) Absence of technical and other solutions dealing with spatial accessibility. -HBA B (Sidlisko) Absence of technical and other solutions dealing with spatial accessibility.
SECURITY	Contributions: -HBA A (Spisska Sobota) Social control.
	Conflicts: -HBA B (Sidlisko) Anonymity of the space, lack of social control. Low level of resilience against natural hazards and effects of crises (infrastructure). Flood risk from rainwater= morphology issues.

SOCIAL

D.T2.1.2 Specification of the defined components at local level

Tourism impact

is the tourism an efficient source for the economic life or could it also cause conflicts? Are tourists needs more important than inhabitants needs?

Maintenance costs

Who is in charge to pay for maintenance costs? Are they affordable?

Transformation costs

Is the regeneration of HBa's buildings attractive for investors? Is there a balance between costs and benefits in interventions on HBAs?

TOURISM IMPACT	Contributions:	HBA A (Spisska Sobota) Support of economic activities.
		HBA B (Sidlisko) Not relevant.
	Conflicts:	HBA A (Spisska Sobota) No conflicts.
		HBA B (Sidlisko) Not relevant.
	Contrib:	HBA B (Sidlisko) Low maintanance costs for objects due to number of residents.
TRANSFORMATION COSTS	Conflicts:	HBA A (Spisska Sobota) Extremely high costs for maintanance of objects (preservation regulations). High maintanance costs of public spaces by the municipality.
		HBA B (Sidlisko) High maintanance costs of public spaces by the municipality.
	Contributions:	HBA A (Spisska Sobota) Investments into transformation is attractive for investors due to greater number of visitors.
		HBA B (Sidlisko) Investments into transformation is attractive for investors.
	Conflicts:	HBA A (Spisska Sobota) Strict preservation regulations are increasing transformation costs.

ECONOMY

CHAPTER 4

KARLOVAC PILOT AREA -CROATIA

1.1. PILOT AREA SPATIAL FEATURES

AREA Karlovac Historic Center

BRIEF HISTORY	In 1578, in Bruck on Mura, a historic decision was made on the construction of a new modern defense fortress on the territory of Croatia, which will defend the Austrian Monarchy and Western Europe from all the stronger and more reluctant attacks of the Turkish army. The construction began on July 13, 1579, after the Austrian Archduke Charles II. Styria together with the Civil Commissions led by Franz Poppendorf, President of the Court War Council, made the decision to build a new fortress on the rivers of Kupa and Korana. By its founder, the city got its name Karlstadt, Carolostadium or Karlovac. Although until the beginning of the 18th century Karlovac fortress existed primarily as a well-organized military center, command and supply center of Military Frontier and never won Turkish military goal, but in 1579 first civilians, citizens Bartol Jurišić and Juraj Švarački sought permission for building houses. According to the primary military use in the fortress, they are mostly built: barracks, storerooms, military hospitals and flats for commanders. But since the foundation, residential homes are being built for civilians, merchants and tradesmen who serve a large military apparatus or seek protection. With the defeat of the Turks under Vienna (1683), fear of Turkish dangers ceases and the period of strong civilian development of the city begins. Thanks to its excellent position, Karlovac became one of the most important transit centers in this part of Europe, and in 1781 Emperor and King Franz Joseph II. it proclaims it a free royal city. This course of events will also cause the first major changes in the construction state of the fort. Immediately before and after the Second World War, the construction of new, over-sized buildings and interventions in canal will result in numerous disturbances and devastations of the historic fortification system. The City Star has been protected since 1963.
	After the Peace Agreement (1699): Construction of Karolina (1726-1734) and Josephine (1770-1779) Roads, along with the existing waterway with the River Kupa, gradually transforms the city from the Military-Krajina fortress into a rich mercantile-

MORPHOLOGY OF URBAN SETTLEMENT	craft center. This course of events will also cause the first major changes in the construction state of the fort. The city is developing economically, demographically and culturally significant and goes beyond its framework. The Star is connected with newly built roads by penetration of third, so-called Rijeka doors, magazines and beautiful houses and palaces are built, and Karlovac suburbs are being developed. After demolition of Military Frontier (1873), wooden bridges and guardhouses (“city gates”) are demolished, road embankment are built for entry into the city (1888). It can be stated that at the end of the 19th century the Karlovac City Star lost all strategic significance and became only historical monument of the city. The city, however, was obliged not to demolish fortress bastions and ramparts and to build houses there, but the development set other rules. **Period of the 20th century:** Around 1924, in southwest part of fortification system, a new road (King Tomislav street) was built, connecting new part of the city with central square of The City Star. On entire embankment is formed an aesthetically balanced block of residential one-storey houses with façade-oriented to canal. The northwestern part of the fortification system is entirely ruined after creation of Regulatory Plan in 1932 and on embankments are built beautiful and modern houses. With the rapid expansion of the city, especially with construction of New Center, since 1960s, stagnation and devastation of urban tissue of City Star began, the most pronounced in its eastern part, known as the “Chinese Quarter”. Unfortunately, during the Homeland War (1991-1995), shelling and bombing has severely damaged over a hundred objects in protected entity of the City Star and also those ones included in the List of monuments of national significance (eg Church of the Holy Trinity with the Franciscan Monastery, Church St. Nicholas, City Museum, City Hall building and so on.)
CONTRUCTION’S TECHNOLO-	The historic construction’s technologies in the HBA of Karlovac City Star are: • masonry load-bearing walls made by bricks, stones and mix – bricks and stones • Slabs made by timber • Vaults made by bricks • Roof with timber structure and coverings made by roofing tiles Streets and squares were mostly paved by stones (granite cubes, stone slabs).

1.2. PILOT AREA SOCIAL AND ECONOMIC FEATURES

1. INHABITANTS

Today, around 1,100 people live in The City Star and number of inhabitants is constantly decreasing. The age structure is unfavorable because of growing share of the old. The Urban plan of City Star foresees an increase in the number of inhabitants to 2,200-2,500, and possibly more. Buildings are mostly privately owned while the rest of the property is city, state or ecclesiastical. Gross floor area of residential buildings is 25.1%, 32.1% of buildings with mixed purpose, 9.7% of commercial buildings and public buildings 40%.

2. CITY USERS

There is a necessity to activate the eminent urban space with contents and activities with maximum preservation of its authentic features and interpolation of modern elements to make life and stay in the center of old Karlovac as quality as possible.
The basic repertoire of the entire center of the Star Center is the “gaps” of Ban Josip Jelacic Square together with the space of the Little Plaza emanating the unique “scene” of various events whose scripts are fabled with fixed and mobile equipment on the surface and activating the surrounding buildings with new contents.
Revitalization of the Square and the surrounding blocks aims to create an attractive and democratic one the public space - the city’s DOMESTIC LANDSCAPE, metropolitan meeting place and exchanges that revitalize urban habits, foster communication and social contacts, a place they are happy to enjoy with pleasure.
The main goal is to restore content and life in the old city center, with the new one focusing on the main square as a city living area, a place where people will enjoy their leisure time with pleasure. Combining existing historical elements that serve as a reminder of the past and adding contemporary elements that follow the changes of the 21st century, it wants to restore the old glory and importance to life in the old city center the modern Karlovac you deserve.

3. INVERSTORS

All funding opportunities are open. We think that the most acceptable model of financing would be the model of public-private partnership with the possibility of using EU funds.

1.3. PILOT AREA COMPATIBILITY WITH SUSTAINABILITY'S COMPONENTS:

ENVIRONMENT

ENERGY EFFICIENCY	Contributions: • increased comfort of living and hygienic conditions • reduction of energy consumption and CO2 • revitalization of downtown and restore people to the center
	Conflicts: • the price of works is higher than other buildings of the same purpose • restoration conditions of the Ministry of Culture which are quite strict and conservative • lack of financial support
UHI	Contributions: N.A. NOTE: Buildings within the HBA necessarily need energetic renovation, and this is done on smaller projects, so this year, City Karlovac plans to report the energy reconstruction of its two buildings - the City Administration Building and the Youth Library at EU Energy Reclamation Contests. The greatest obstacle may be the restoration conditions of the Ministry of Culture, which may limit reconstruction primarily to natural persons who are not financing funding for more demanding renovations.
	Conflicts: N.A. NOTE: It is supposed to be the Urban Heat Island phenomenon, but it has not been sufficiently explored and it would certainly be necessary to undertake more detailed analysis.

Energy efficiency:

Are the buildings of your HBAs able to be adapted to face the energy efficiency challenge? Which are the main problems in order to reach this goal?

UHI

Does the morphology of your HBAs face well the Urban Heat Island phaenomenon? Is this problem relevant for your HBAs?

Waste and water

Which are the main difficulties in waste and water treatment linked to the features of your HBAs?

WASTE AND WATER	Contributions: • increasing the quality of supply and water quality • reduce losses
	Conflicts: • work must be carried out in accordance with the conditions of the Ministry of Culture NOTE: Currently planning is underway to replace all water supply and sewerage infrastructures by the HBA, and will begin work in 2018.

ENVIRONMENT

ENVIRONMENT

POLLUTION	Contributions: • reduction of light pollution • energy saving • reduction of CO2 emissions • increase traffic safety • reduction of maintenance costs
	Conflicts: • lack of financial support • relatively long period of return on investment NOTE: Light pollution is a problem because more than 90% of public lighting is inside the HBA of the old type, and it is necessary to install new lighting, eg LEDs.
MOBILITY	Contributions: • increase the quality of life • increase traffic safety
	Conflicts: • lack of financial support • restoration conditions of the Ministry of Culture which are quite strict and conservative NOTE: Within the HBA, there is a major problem of lack of parking spaces planned to be solved by an underground garage under the main city square. Also, roads need to be adjusted to reduce vehicle traffic and provide more pedestrian and cycling zones.

Pollution

Air, light and noise pollution are important for your HBAs? Why?

Mobility

Cars, bikes, trucks, people on foot… which are the main problems and potentialities of your HBAs related to those topics?

Services and facilities:

Are there daily facilities like schools, hospitals etc in your HBAs?

Cultural life and leisure facilities

Are there daily facilities like cinemas, theaters, gym, aggregation places etc in your HBAs?

SOCIAL

SERVICES AND FACILITIES	Contributions: N.A.
	Conflicts: N.A. NOTE: Within the HBA are the local and regional public services, the state administration, the University of Karlovac, and the student and pupils home.
CULTURAL LIFE AND LEISURE FACILITIES	Contributions:
	Conflicts: NOTE: at the moment there aren't similar facilities in HBA

SOCIAL

IDENTITY PERCEPTION IDENTITY	Contributions: Historical space identification is still visible and significant for all residents, and all plans for revitalization and reconstruction of HBA areas are always in line with citizens and stakeholders who live and work in the HBA area.
	Conflicts:
GENTRIFICATION VS. MIXITÈ	Contributions: The HBA area of Karlovac is an area where a highly developed day-to-day life is primarily due to the large number of students at the Karlovac Polytechnic, and the public service offices attended by a large number of citizens daily.
	Conflicts: The problem is that most events and activities are overwhelmed with the coming of darkness, and it is necessary to intensify work on the revitalization of the entire area through day-to-day activities.
ACCESSIBILITY	Contributions: Nearly all public facilities within the HBA area have been adapted to disabled people over the past years, and city authorities are continually working on adapting public space to all citizens.
	Conflicts:
SECURITY	Contributions: There is no significant risk of natural disasters.
	Conflicts:

Identity perception

Are the identity's value still readable? How could the identity's perception live together with the contemporary needs?

Gentrification vs. mixitè

Is the HBA still a place for daily life? Is able to host different sorts of citizens?

Accessibility

What about disabled people and their access to HBA? Are there some limitations to the access for some categories of people?

Security:

Is the HBA a safe place against natural hazards? What about man-made risks?

Tourism impact

is the tourism an efficient source for the economic life or could it also cause conflicts? Are tourists needs more important than inhabitants needs?

Maintenance costs

Who is in charge to pay for maintenance costs? Are they affordable?

Transformation costs

Is the regeneration of HBa's buildings attractive for investors? Is there a balance between costs and benefits in interventions on HBAs?

ECONOMY

TOURISM IMPACT	Contributions: Tourism can be a major driver of the development of HBA areas, primarily now that Karlovac has built the first aquarium of freshwater fish in this part of Europe, the natural beauty of Karlovac and its accommodation on four rivers, close to the Plitvice National Park and excellent traffic position between land and coastal Croatia.
	Conflicts:
MAINTENANCE COSTS	Contributions: The maintenance of public space is within the competence of the city authorities as stipulated by the legal regulations.
	Conflicts:
TRANSFORMATION COSTS	Contributions:
	Conflicts: NOTE: The reconstruction of the HBA area in Karlovac should be attractive to private investors in view of the Karlovac geographic position, but a small developmental problem may be close to the capital city of Zagreb (only 50km), which could be a threat to attracting bigger investors to Karlovac.

CHAPTER 5

IDRIJA REGION PILOT AREA - SLOVENIA

1.1. PILOT AREA SPATIAL FEATURES

AREA Idrija Region - Slovenia

BRIEF HISTORY	Idrija is a town in western Slovenia. The history of Idrija is closely connected to the development of the mercury mine. The development of town is in close connection with expansion of mine and its infrastructure, as well as miners living quarters, and a miner's theatre. The town of Idrija has kept a lifeline to the mine, resulting in a number of buildings in its old town. The Idrija old town is protected and is a location of the majority of monuments be it of national or local importance.
MORPHOLOGY OF URBAN SETTLEMENT	**Idrija is a mining town, it started developed after the mine was open in the late 15th century. Settlement with miner's buildings developed into town in 16th and 17th century. Most important buildings are protected as monuments of local and national importance.**
CONTRUCTION'S TECHNOLOGIES	The historic construction's technologies in the HBA of Idrija for miner's house as a characteristic architectural type of the area of Idrija - **masonry load-bearing:** wood, stone - **Slabs wood, stone** - **Vaults:** wood - **Roof:** wooden structure, covered by tiles Streets and squares were traditionally paved by pebbles.

1.2. PILOT AREA SOCIAL AND ECONOMIC FEATURES

1. INHABITANTS

Idrija settlement
Statistical data on Idrija settlement (2017):
No.of inhabitants:
5860 (51% women)
Average age: 46
Age index: 186
Births (no.): 43
Deaths (no.): 76
Natural increase: -33
In migration: 273
Out migration: 285

Ownership structure for the protected old town:
- 33% privately-owned
- 33% locally-owned
- 27% Church-owned
- 7% state-owned

No. apartments (2015): 2581
Vacant: 16%

D.T2.1.2 Specification of the defined components at local level

2. CITY USERS

Municipality states goals on work, tourism, shops, culture), accessibility in several strategies:

- Local energy concept
- Development plan and marketing strategy for tourism in the municipality of Idrija for the period 2009 - 2015
- An innovative strategy for the sustainable development of the Municipality of Idrija
- Municipal spatial plan
- Municipal Environmental Protection Program
- Youth strategy
- Operational program for urban wastewater collection and treatment
- Local cultural program of the Municipality of Idrija
- Municipal Environmental Protection Program 2016 - 2020 for the Municipality of Idrija
- An integrated mobility strategy

Analysis of the Implementation of the Standard Rules for Equalizing Disabled Persons in the Municipality of Idrija and the Action Plan for Equalization of Disabled Persons in the Municipality of Idrija 2016-2020

3. INVERSTORS

- Municipality
- State
- Kolektor, Ltd.
- Several smaller local organizations

1.3. PILOT AREA COMPATIBILITY WITH SUSTAINABILITY'S COMPONENTS:

ENVIRONMENT

ENERGY EFFICIENCY	Contributions: Local energy concept supports and encourages renovations using energy efficient principles.
	Conflicts: - high costs of energy efficient renovations for historical buildings - cultural heritage protection restrains in applying energy efficient materials
UHI	Contributions: Idrija is located in a valley, surrounded by mountains, green areas that are protected by urban planning measures and subject of natural heritage. Therefore heating effects are low.
	Conflicts:
WASTE AND WATER	Contributions: Operational program for urban wastewater collection and treatment for Idrija provides measures for managing waste management, water supply and floods.
	Conflicts:

Energy efficiency:

Are the buildings of your HBAs able to be adapted to face the energy efficiency challenge? Which are the main problems in order to reach this goal?

UHI

Does the morphology of your HBAs face well the Urban Heat Island phaenomenon? Is this problem relevant for your HBAs?

Waste and water

Which are the main difficulties in waste and water treatment linked to the features of your HBAs?

D.T2.1.2 Specification of the defined components at local level

Pollution

Air, light and noise pollution are important for your HBAs? Why?

Mobility

Cars, bikes, trucks, people on foot… which are the main problems and potentialities of your HBAs related to those topics?

POLLUTION	Contributions: This is not considered as a problem neither conflict.
	Conflicts:
MOBILITY	Contributions: An integrated mobility strategy for Idrija and wider region foreseen several improvements as are biking routes and pedestrian area in the city center.
	Conflicts: Finances, synchronization of the mobility plan with spatial plan. Due to unsufficient public transport most of the inhabitants use cars for traveling to services and commuting to work.

ENVIRONMENT

SOCIAL

SERVICES AND FACILITIES	Contributions: Daily facilities are located in Idrija.
	Conflicts:
CULTURAL LIFE AND LEISURE FACILITIES	Contributions: Cultural life and leisure facilities are located in Idrija.
	Conflicts:
IDENTITY PERCEPTION	Contributions: Idrija still carry and value the heritage of mining town.
	Conflicts:
GENTRIFICATION VS. MIXITÈ	Contributions: HBA is still a place where people are living and most of services needed for daily living with local administration are located.
	Conflicts: Shopping malls in outskirts of HBA and Idrija are a threat.

Services and facilities:

Are there daily facilities like schools, hospitals etc in your HBAs?

Cultural life and leisure facilities

Are there daily facilities like cinemas, theaters, gym, aggregation places etc in your HBAs?

Identity perception

Are the identity's value still readable? How could the identity's perception live together with the contemporary needs?

Gentrification vs. mixitè

Is the HBA still a place for daily life? Is able to host different sorts of citizens?

Accessibility

What about disabled people and their access to HBA? Are there some limitations to the access for some categories of people?

Security:

Is the HBA a safe place against natural hazards? What about man-made risks?

ACCESSIBILITY	Contributions: National legislation and Disabled Persons in the Municipality of Idrija and the Action Plan for Equalization of Disabled Persons in the Municipality of Idrija 2016-2020 promotes accessibility
	Conflicts: Several public buildings are not fully accessible due to preservation conflicts.
SECURITY	Contributions: Idrija is a safe place.
	Conflicts:

SOCIAL

Tourism impact

is the tourism an efficient source for the economic life or could it also cause conflicts? Are tourists needs more important than inhabitants needs?

Maintenance costs

Who is in charge to pay for maintenance costs? Are they affordable?

Transformation costs

Is the regeneration of HBa's buildings attractive for investors? Is there a balance between costs and benefits in interventions on HBAs?

ECONOMY

TOURISM IMPACT	Contributions: Tourism is important for Idrija, HBA is part of the UNESCO site.
	Conflicts: Locals struggle for more tourists that would spend more than 1 day in Idrija.
MAINTENANCE COSTS	Contributions: Owners are in charge, in case of private owners costs can prevent maintainance.
	Conflicts: Pilot area is under protection regime and renovations require to follow strict conservation rules
TRANSFORMATION COSTS	Contributions: Regeneration is not attractive.
	Conflicts:

CHAPTER 6

SZABOLCS 05 REGION (SZATMAR) PILOT AREA - HUNGARY

1.1. PILOT AREA SPATIAL FEATURES

AREA Szabolcs 05 Region

BRIEF HISTORY	Nowadays one third of the medieval Szatmár county belongs to Hungary. In the 11th century centre of Szatmár county was Szatmár city (now Satu Mare in Romania). As in the Middle Ages there was not royal castle in the county numerous large estates (properties of Bátori, Csaholcs and Perényi families) gained prominent role in economical and social life in the region. Related to this organization system a large number of castles and country houses were founded in the medieval times, moreover, these lordships began to establish the settlement network of Szatmár running today and a large-scale construction program was realized building of several churches, roads, cemeteries or farm houses. As the Turkish army avoided the region all built heritage could survive from the Turkish demolition. In the 16th century population of the region moved to Reformed religion and as a result the former ornate catholic churches turned to puritan Reformed ones. In the 17th century Szatmár county was donated to the Calvinistic Transylvanian princes of Gábor Bethlen and György Rákóczi the 2nd by the Hungarian king. Szatmár region was not affected by the military acts of World War I and II but due to the changing of Hungarian border in 1920 two third of the original Szatmár county was gone to Romania loosing of many Hungarian people, tangible and intangible heritage, as well.

MORPHOLOGY OF URBAN SETTLEMENT

Szabolcs 05 region is located in east part of Hungary, part of Szabolcs-Szatmár-Bereg county, next to the Hungarian-Romanian border.
The region consists of 44 settlements of 6 towns and 38 villages stated as a densely populated area. Centre of the region is City of Mátészalka.

Due to history and culture of the region four elements of historical building are stated as part of HBA in the region:

1.CASTLES AND MANSIONS
In Szabolcs-Szatmár-Bereg county there are 38 castles and uncountable mansions which were built between the 16th and 19th centuries. These castles with their large estates (forest, parks, agricultural area, roads) defined townscape today and established future urban planning of settlements building both in the cities and in the villages. Architectural style of castles in Szabolcs 05: Renaissance, Baroque and Classicist.

2. MEDIEVAL CHURCHES
Szatmár region is the richest place of medieval churches in Hungary. Due to the lot of rivers of the area conquering armies (Tatar, Turkish) could not damage them in the history. Medieval Reformed churches are located in 95% of settlements and along with Catholic churches determine the image of the settlements located always in the middle of them. Architectural characters: very small size churches with tree bell towers built next to the churches, carved pulpit and medieval frescoes.

3. FOLK FARM HOUSES AND GRANARIES
Folk farm houses are proof of utilization of building materials finding in environment. Tradition-retaining mentality of peasants allows capturing special architectural features of houses for future generation. Building of folk farm houses began in the Middle Ages and later continued with rural classicism style defining design of street façade of folk houses to this day. Characters: made in the 18-19th centuries, made by pise, low masonry, rattan or reed cover, a long veranda is connected to the house, always consisting of 3 rooms, at the end of the yard a big granary is located.

4. MAKOVECZ HERITAGE
Imre Makovecz (1935-2011) is a famous architect designer and founder of the Hungarian organic architecture. Nr. 2022/2015 Government Decision in Hungary states care of his oeuvre on national level. Whole city centre of Csenger was designed by Imre Makovecz building i.a primary school, sport hall, churches. Characters of Makovecz organic architecture: Using traditional raw materials mainly wood utilizing it as structure and not decorative element. According to his idea a building should look like that its ground would have grown out of the ground and its top would have descended from heaven united with its environment.

CONTRUCTION'S TECHNOLOGIES

The historic construction's technologies in the HBA of Szabolcs 05 region are:
- Load-bearing masonry made by bricks, stones or pise
- Slabs made by timber and/or bricks
- Vaults made by bricks
- Roof with timber structure and coverings made by shingle, rattan or reed
- separate church tower made by wood
- utilization of building materials finding in environment
- Organic architecture

Streets and squares were traditionally paved by pebbles, ground or cobble stones.

1.2. PILOT AREA SOCIAL AND ECONOMIC FEATURES

1. INHABITANTS

Population of Szabolcs 05 region is 93 646 people. Szabolcs-Szatmár-Bereg county is the third most populous county in Hungary being one of the country's youngest age-compartment regions of largest proportion of child age people. There is a significant increase in migration from the county to capital city and other big cities; migration indicator of the county is the second highest in Hungary.

Population economic activity: It is stated that in the county 34% employed people are opposite against 64% unemployed and dependent people which shows low economic activity of inhabitant. Reasons of these indicators refer to the lack of job opportunities and the lower life expectancy in the region.

HBA maintainers and owners in Szabolcs 05 region:

- Hungarian state (castles, mansions, Makovecz heritage)
- municipalities (castles, mansions, country houses)
- NGO's (castles, mansions, farm houses)
- churches (medieval churches)
- national parks (castles)
- private people (castles, farm houses)

HBA place's value:
- preservation of cultural and historical tradition and heritage

2. CITY USERS

Number of arriving foreign and domestic guests to the region is doubled from 2010 to 2015 according to the Hungarian Central Statistics Office. Foreign source markets are: Poland, Slovakia, Romania and Ukraine.

Motivation of visitors arriving to the region:
- VFR=Visiting Friends & Relatives
-recreation and relaxation
- cultural pursuit
- official visit

Infrastructure of HBA in Szabolcs 05:
- in the 1990s significant developing have been made in gas supply, phone provision, public water and sewage system,
- M3 motorway is direct and fast connection to the country and the EU,
- bad condition of lower roads,
- most of the historical buildings are renovated and used in functionally of interactive museum, event hall or using for residents or volunteers
- low number of accommodation
- rising number of restaurant, shops and markets
- good quality and coverage of internet and wifi access

Strategic goals of HBA management in Szabolcs 05 region:
- fluently sustainable preservation of HBA and natural environment
- protection of inhabitants , visitors and flora and fauna
- keeping qualified young people in the region
- sure livelihood for inhabitants and resuscitation of small and medium-sized enterprises
- modernization of fields of infrastructure
- encouraging of cooperation with other regions

3. INVERSTORS

Legal person of investors of historical buildings in Szabolcs 05 region:
- owner (state, municipality, churches, etc.)
- maintainers (state, municipality, churches, etc.)
-

Resources of investment:
- domestic -governmental
- European Union

Investment financed by own resources is not representative.

1.3. PILOT AREA COMPATIBILITY WITH SUSTAINABILITY'S COMPONENTS:

ENVIRONMENT

ENERGY EFFICIENCY

Contributions:

Most of the buildings of our HBA in the pilot territory are not significantly subject to energy efficiency as some means of energy supply (e.g. heating) is not provided for these buildings originally, e.g. sacral heritage (medieval churches), folk heritage (folk farm houses and granaries).

Conflicts:

It is possible however that energy supply is still needed, e.g. electricity or heating, and conflicts may arise from the development of the energy supply facilities and from the general normsfollowed by utility service providers. The compliance with the regulations on energy upgrading often causes difficulties in managing historic built heritage, in many cases the norms cannot be interpreted, or they are impossible to meet, the area of protection of the built heritage and the area of energy sustainability are not perfectly harmonized. Besides the utility service system does not properly handle the unique features and needs of the built heritage.

Energy efficiency:

Are the buildings of your HBAs able to be adapted to face the energy efficiency challenge? Which are the main problems in order to reach this goal?

UHI

Does the morphology of your HBAs face well the Urban Heat Island phaenomenon? Is this problem relevant for your HBAs?

Waste and water

Which are the main difficulties in waste and water treatment linked to the features of your HBAs?

UHI

Contributions:

Our pilot area is not a densely populated urban area, but a rural territory. Due to the architecture characteristics of the buildings themselves and the structure of the settlements (the rate of green surfaces between buildings is higher than in case of urban areas) the UHI phenomenon does not appear in case of our pilot HBA.

Conflicts:

According to the aforementioned, conflicts are not recognized within the Hungarian pilot area.

WASTE AND WATER

Contributions:

Either the system of waste management or of water management and sewage treatment are well-structured and well-functioning in Hungary.

Conflicts:

Regarding waste management, conflicts may arise from the non-appropriate environmental consciousness of the visitors of HBAs, therefore information and forming of the environment related knowledge of citizens is of major importance.
Regarding water management and sewage treatment, conflicts may arise from the development of the pipe-network and sanitary facilities in case of those buildings where sanitary rooms are not originally included, however the comfort of the present era requires these facilities. A challenge for architects is to create these rooms in a way they can fit to the style of the old buildings. Besides, emphasis should also be given to the original structure of old buildings in our HBAs, in case of mud brick or wooden structure buildingsmoisture and humidity can cause severe problems, therefore an appropriate insulation should be also used.

ENVIRONMENT

ENVIRONMENT

POLLUTION	Contributions: According to the characteristics of our pilot area of rural features, light and noise pollution is not in concern.
	Conflicts: Conflicts may arise from air pollution, though as the negative effects are indirect related to the built heritage(e.g. in case of acidic rains), the issue does not have an appropriate interest. However the effects of air pollution should be investigated and methods for the prevention against these effects of air pollution should be introduced accordingly.
MOBILITY	Contributions: Buildings in our pilot area HBA are easily accessible by more means of transportation as well (cars, bikes – there of even bicycle routes developed on river dams, community transport – bus, train).
	Conflicts: As the Hungarian pilot area is a rural territory, road traffic is not highly significant, though a well-organized management of transportation might be a challenge. The increase in road traffic (or more significantly the handling of the increased traffic) might be a problem for historical built area managementeither regarding the increased need for parking places what causes the shrinking of green surfaces, or the road traffic caused vibration that have negative effects on the structures of old buildings, and also regarding the road traffic caused discolorationand dirtiness of the buildings. In case the number of visitors grow, pedestrian traffic nearby the buildings may arise as well, what can cause conflicts with by-passers' road traffic. The increase of environmentally friendly means of traffic, namely bicycling, bike storage facilities are needed, what is a further investment need related to the built heritage.

Pollution

Air, light and noise pollution are important for your HBAs? Why?

Mobility

Cars, bikes, trucks, people on foot… which are the main problems and potentialities of your HBAs related to those topics?

Services and facilities:

Are there daily facilities like schools, hospitals etc in your HBAs?

Cultural life and leisure facilities

Are there daily facilities like cinemas, theaters, gym, aggregation places etc in your HBAs?

SOCIAL

SERVICES AND FACILITIES	Contributions: Daily facilities like kindergartens and (mainly elementary schools) are available in the pilot area in most of the settlements, though secondary schools and a hospital can be found only in the district center of the area (Mátészalka). Built heritage may have a significant contribution to education e.g. in the form of class visits, religious education, etc. Besides, some of the public institutions are located in a historic building (e.g. the elementary school in the village of Géberjén is operating in the locally protected Jékey mansion), which on one hand contributes to the prevention of the building structure, while on the other hand it supports the emotional attachment of young children to an old building and to its unique history.
	Conflicts: Conflicts of services and facilities are not recognized within the Hungarian pilot area.
CULTURAL LIFE AND LEISURE	Contributions: The listed facilities are mainly to be found in the district center of the pilot area.
	Conflicts: The availability of cultural and leisure facilities are highly important for the age group of the young adults and young families, thus the lack of these facilities have a negative effect on the population retention capacity of small settlements. Planned and organized actions by local governments related to the strengthening the population retention capacity of the villages are important towards keeping the rural area alive (besides other important factors e.g. availability of work possibilities of course).
IDENTITY PERCEPTION	Contributions: Local identity is still significant for the population of the pilot area. A strong emotional attachment is still recognizable even among those people who moved from there due to different reasons. Regarding local identity the role of churches is of extraordinary importance in the pilot region.
	Conflicts: Conflicts related to identity perception are not recognized within the Hungarian pilot area.

SOCIAL

GENTRIFICATION VS. MIXITÈ	Contributions: Components (buildings) of the HBA are not directly places of daily life (except those buildings that have a new function like giving place to an elementary school), though most of them are still important community places. In the present volume the number of visitors is not a problem for the managing of built heritage.
	Conflicts: The introduction of the SZÉP[1] card has brought about a boom in domestic tourism, the further strengthening of domestic tourism is an opportunity to increase the number of visitors to the built heritage. However for the conservation and sustainable management of built heritage, increasing tourism is of an antagonistic impact, and the principles of sustainable tourism have not been defined and laid down so far. This issue is highly important in terms of people originate from here who are visiting HBA places occasionally in higher numbers (e.g. related to local events, religious holidays).
ACCESSIBILITY	Contributions: Accessibility requirements are to be met when an old building is refurbished, thus regulation is available regarding the issue of accessibility.
	Conflicts: The fulfilment of accessibility requirements often causes difficulties for owners/operators of built heritage (regarding financing investments or aesthetic considerations). Moreover, as parking places are not originally attached to these buildings, the newly created parking lots may be a little distance fromthe buildings, what needs a further consideration related to accessibility (it is not enough to provide the accessibility of the buildings themselves, but also the of the roads leading to the facilities as well).

Identity perception

Are the identity's value still readable? How could the identity's perception live together with the contemporary needs?

Gentrification vs. mixitè

Is the HBA still a place for daily life? Is able to host different sorts of citizens?

D.T2.1.2 Specification of the defined components at local level

Accessibility

What about disabled people and their access to HBA? Are there some limitations to the access for some categories of people?

Security:

Is the HBA a safe place against natural hazards? What about man-made risks?

SECURITY

Contributions:

As the pilot HBA is in a rural territory where the local identity is still strong (significantly stronger compared to bigger cities), manmade risks and injuries (like graffiti making or other forms of malicious wilful damage) are uncharacteristic.

Conflicts:

The strengthening negative environmental impacts caused by global climate change makes it more and more difficult to preserve the historic built heritage. Floods (as a result of global climate change floods appear more increasingly and more and more intensively in the particularly exposed area) are among the natural hazards that might be significantin the pilot territory. As a solution more effective flood prevention and flood protection are needed (possibly by re-introducing previously existing and viable systems such as re-establishing floodplain agriculture).
Draughts and extreme high temperatures can cause damages to wooden structures (Makovecz heritage[2]), to traditional reed roof buildings due to accelerated drying processes and potential fires (the later one is fortunately not important).The previously characteristic deep winters are ceased, but some really cold days might still occur besides extreme high summer temperatures, thus the annual temperature range is high (higher than decades before), to what old building structures can comfort difficultly. Besides due to the generally mild winters the number of pests (insects and moulds) are growing, what cause damage to old building structures as well.

SOCIAL

1 Széchenyi Pihenőkártya – Széchenyi Recreation Card is an electronic voucher card available for employees of Hungarian nterprises as a fringe benefit within cafeteria for holidays, hot meals, health insurance, sports, cultural events

2 Imre Makovecz was a Hungarian architect (1935-2011), one of the most prominent proponents of organic architecture; as such, his buildings attempt to work with the natural surroundings rather than triumph over them

ECONOMY

TOURISM IMPACT

Contributions:

As it was stated before, the strengthening of domestic tourism is an opportunity to increase the number of visitors of the built heritage, what leads to financial benefits for either the owners/operators of the buildings or for the local economy (tourism services provided by local private entrepreneurs, local tourism tax, etc.).

Conflicts:

Development however is accompanied by the strengthening of tourism, which often makes it impossible or at least difficult to preserve the cultural heritage. A solution can be the introduction of sustainable tourism.

MAINTENANCE COSTS

Contributions:

Maintenance costs are usually paid by operators of the built heritage. What is a good opportunity in Hungary is thatthere is possibility for protecting and managing the built heritage through affiliated organizations (e.g. churches, national park directorates, and even private – for-profit- operators etc.) as well.

Conflicts:

The incomes from the operation of built heritage (e.g. entrance tickets, event participation fees) are usually not covering the maintenance costs totally, thus funds are also used for maintenance, what is not an economically feasible method in the long term.

Tourism impact

is the tourism an efficient source for the economic life or could it also cause conflicts? Are tourists needs more important than inhabitants needs?

Maintenance costs

Who is in charge to pay for maintenance costs? Are they affordable?

Transformation costs

Is the regeneration of HBa's buildings attractive for investors? Is there a balance between costs and benefits in interventions on HBAs?

TRANSFORMATION COSTS

Contributions:

Besides EU finds, the Hungarian Government assist to the restoration and development of the built heritage (e.g. national castle program, national fortress program, folk architecture program). In addition, regarding sacral heritage,churches have a very important role in preserving the cultural heritage and in protecting the built heritage. The related financial resources are partly financed from the central budget due to the Act CXXIV of 1997 on the financial conditions of religious and public functions of the churches.

Conflicts:

The lack of opportunities for EU and/or national funds may have a negative impact on the conservation, maintenance and development of the built heritage in the future. A comprehensive market research, incentives for market-oriented investment, and sustainable financial management are needed to be planned and executed properly in time.

ECONOMY

CHAPTER 7

XXX PILOT AREA – CZECH REPUBLIC

1.1. PILOT AREA SPATIAL FEATURES

AREA xxxxxxx

BRIEF HISTORY	
MORPHOLOGY OF URBAN SETTLEMENT	
CONTRUCTION'S TECHNOLOGIES	

1.2. PILOT AREA SOCIAL AND ECONOMIC FEATURES

1. INHABITANTS

D.T2.1.2 Specification of the defined components at local level

2. CITY USERS

3. INVERSTORS

D.T2.1.2 Specification of the defined components at local level

Energy efficiency:

Are the buildings of your HBAs able to be adapted to face the energy efficiency challenge? Which are the main problems in order to reach this goal?

UHI

Does the morphology of your HBAs face well the Urban Heat Island phaenomenon? Is this problem relevant for your HBAs?

Waste and water

Which are the main difficulties in waste and water treatment linked to the features of your HBAs?

Pollution

Air, light and noise pollution are important for your HBAs? Why?

Mobility

Cars, bikes, trucks, people on foot… which are the main problems and potentialities of your HBAs related to those topics?

1.3. PILOT AREA COMPATIBILITY WITH SUSTAINABILITY'S COMPONENTS:

ENERGY EFFICIENCY	Contributions:	ENVIRONMENT
	Conflicts:	
UHI	Contributions:	
	Conflicts:	
WASTE AND WATER	Contributions:	
	Conflicts:	
POLLUTION	Contributions: no	
	Conflicts:	
MOBILITY	Contributions:	
	Conflicts:	

SOCIAL

SERVICES AND FACILITIES	Contributions:
	Conflicts:
CULTURAL LIFE AND LEISURE	Contributions:
	Conflicts:
IDENTITY PERCEPTION	Contributions:
	Conflicts:
GENTRIFICATION VS. MIXITÈ	Contributions:
	Conflicts:
ACCESSIBILITY	Contributions:
	Conflicts:

Services and facilities:

Are there daily facilities like schools, hospitals etc in your HBAs?

Cultural life and leisure facilities

Are there daily facilities like cinemas, theaters, gym, aggregation places etc in your HBAs?

Identity perception

Are the identity's value still readable? How could the identity's perception live together with the contemporary needs?

Gentrification vs. mixitè

Is the HBA still a place for daily life? Is able to host different sorts of citizens?

Accessibility

What about disabled people and their access to HBA? Are there some limitations to the access for some categories of people?

D.T2.1.2 Specification of the defined components at local level

Security:

Is the HBA a safe place against natural hazards? What about man-made risks?

SECURITY	Contributions:
	Conflicts:

SOCIAL

ECONOMY

TOURISM IMPACT	Contributions:
	Conflicts:
MAINTENANCE COSTS	Contributions:
	Conflicts:
TRANSFORMATION COSTS	Contributions:
	Conflicts:

Tourism impact

is the tourism an efficient source for the economic life or could it also cause conflicts? Are tourists needs more important than inhabitants needs?

Maintenance costs

Who is in charge to pay for maintenance costs? Are they affordable?

Transformation costs

Is the regeneration of HBa's buildings attractive for investors? Is there a balance between costs and benefits in interventions on HBAs?

D.T2.1.2 Specification of the defined components at local level

CHAPTER 8

BAD RADKERSBURG PILOT AREA - AUSTRIA

1.1. PILOT AREA SPATIAL FEATURES

AREA Bad Radkersburg Historic Center

BRIEF HISTORY	Lively settlement activity since the Neolithic Age, first mentioned in documents in 1182, and a town since 1299. An important fortification against the Hungarians and an important trade centre due to the location on trade routes on water and land. Economic blossoming through numerous privileges, such as the “Niederlagrecht” (traders obliged to offer wares after a three-day stay in the town) or the “rights to the pre-sale of wine”. Due to increasingly stronger threat by the Osman armies, extension of the fortress took place in the 16th century through building masters from Upper Italy (started 1546). Following the collapse of the monarchy, Bad Radkersburg lost over fifty per cent of the community area through the defining of new borders. An economic upswing took place from the nineteen-seventies through the use of the mineral and thermal springs and offers at the Park Thermal Spa and the Cure Centre.
MORPHOLOGY OF URBAN SETTLEMENT	HBA is located in the center of Bad Radkersburg and around it. In 1978, the town was awarded with Europe’s gold medal for preservation of historical monuments. As the map shows the old city was protected by water and fortification from all sides. In the center of Bad Radkersburg, all buildings are listed in national heritage list. In the Basement there are mostly shops. The upper floors are used, except public buildings, banks and so on, as flats. The city provides the the center with a district heating system, but they are not allowed to give the owners of protected buildings a better price. On the other hand, the owners are not allowed to the old windows, or to use the space beneath the roofs. The „landscape“ of the roofs is protected by local, governmental law. If an investor wants to buy one of the houses, he has to cope with buying a whole building, but not being allowed to use it totally.

D.T2.1.2 Specification of the defined components at local level

CONTRUCTION’S TECHNOLOGIES	The focus lies on the Herberstorff Renaissance Palace: sumptuous inner courtyard arcade of Italian building art and medieval tower connected to the town fortifications. The monumental „four wing building“ with 3 floors was built in the time of the foundation of the city. In the 17th and 18th century, there were some modifications in the building. The facade got a new „face“ in 1803. In the 19th and 20th century, there were only little modifications to a modern use.

1.2. PILOT AREA SOCIAL AND ECONOMIC FEATURES

1. INHABITANTS

The city has now 3160 inhabitants. The trend is shown in the following figure, the city has more than. 500.000 overnight stays. The buildings in the city center are characterized by private ownership.

2. CITY USERS

The city center is intensively used by tourists but also by the local population. There is still a number of shops in the center and working opportunities. The relevance of tourism has increased since some old buildings have been changes into guest houses. The city center is also the cultural heart of the city with various markets during the year and festivals using the center actively. The accessibility is good; limitation exist due to few parking opportunities in the center. However new opportunities for parking have been developed nearly. The center is perceived as very valuable for the city, tourism and for the quality of life for its inhabitants. Number, goals (work, tourism, shops, culture), accessibility, perception of the place's value.

3. INVERSTORS

Unclear

1.3. PILOT AREA COMPATIBILITY WITH SUSTAINABILITY'S COMPONENTS:

Energy efficiency:

Are the buildings of your HBAs able to be adapted to face the energy efficiency challenge? Which are the main problems in order to reach this goal?

UHI

Does the morphology of your HBAs face well the Urban Heat Island phaenomenon? Is this problem relevant for your HBAs?

Waste and water

Which are the main difficulties in waste and water treatment linked to the features of your HBAs?

ENERGY EFFICIENCY	Contributions: The city as great opportunities for an environmental energy use. Beside the hot thermal water the city profits from bioenergy based on wood chips since 2010. This allows to deliver environmental friendly heating to private owners and enterprises. As a result of this engagement the CO2-emissions were reduced and the city safes now more than 2,5 Mill liter of oil.	ENVIRONMENT
	Conflicts:	
UHI	Contributions: The city planning protects a green belt around the historic center. These green spaces part of the former defensive construction of the medieval city have the effect of a green lung and avoid heat waves. In the pedestrian zone trees in the street reduce heating effects.	
	Conflicts: Due to the mentioned mitigation measures the conflict is low.	
WASTE AND WATER	Contributions: This is not perceived as a crucial problem or conflict.	
	Conflicts:	

ENVIRONMENT

POLLUTION	Contributions: Air, light and noise pollution are not a crucial issue in this HBA. There is in the center a high quality of life and remote places.
	Conflicts:
MOBILITY	Contributions: The city center and HBA is characterized by a large pedestrian zone, however for shopping purposes many cars visit the old center looking for parking lots. This traffic in combination with tourists and local pedestrians causes conflicts in peak season.
	Conflicts: The city has developed new parking lots outside the HBA and offers direct paths to the center to solve this conflict. Therefore the situation has been improved.

Pollution

Air, light and noise pollution are important for your HBAs? Why?

Mobility

Cars, bikes, trucks, people on foot… which are the main problems and potentialities of your HBAs related to those topics?

Services and facilities:

Are there daily facilities like schools, hospitals etc in your HBAs?

Cultural life and leisure facilities

Are there daily facilities like cinemas, theaters, gym, aggregation places etc in your HBAs?

Identity perception

Are the identity's value still readable? How could the identity's perception live together with the contemporary needs?

SOCIAL

SERVICES AND FACILITIES	Contributions: In the HBA are several facilities located, or close by (schools, kindergarten) .
	Conflicts:
CULTURAL LIFE AND LEISURE FACILITIES	Contributions: The decision of the community to use an old building in the HBA as a conference center, cinema and local meeting point contributed significantly to the cultural life in the center.
	Conflicts: The conference and festival center need permanent support and management by the community and the tourism association.
IDENTITY PERCEPTION	Contributions: The HBA contributes significantly to the identification of the city. The city center still embraces crucial infrastructure for contemporary needs.
	Conflicts: Heritage conservation is perceived as a burden hindering the implementation and integration of modern shops and further infrastructure.

SOCIAL

GENTRIFICATION VS. MIXITÈ

Contributions:

The inner City is still a part of the daily life. There are several attractive shops, the administration and offices.

Conflicts:

However, outside the historic city and the green belt the city allowed the development of a full range of different shopping malls of al kind. This limits the amount of people driving to the inner city with a limited amount of parking lots.

Gentrification vs. mixitè

Is the HBA still a place for daily life? Is able to host different sorts of citizens?

ACCESSIBILITY

Contributions:

The inner city with the historic buildings is flat and therefore easy to access. However the chosen material in front of the historic buildings , might be a problem for some disabled people.

Conflicts:

Accessibility

What about disabled people and their access to HBA? Are there some limitations to the access for some categories of people?

SECURITY

Contributions:

The HBA has been affected several time by flood caused by the river Mur. However, this conflict has been solved recently. In cooperation with Slovenia it was decided to enhance the dam and the construction on the Austrian side of the river along the historic city centre. The project was started in 2016 and finished in fall 29017. The cost were about 7,5 Mill and payed by the Ministry of Environment (98,5%) and by the communities Bad Radkersburg and Halbenrain (1,5%).

Conflicts:

Solved

Security:

Is the HBA a safe place against natural hazards? What about man-made risks?

ECONOMY

TOURISM IMPACT

Contributions:

Tourism plays a significant role for the local economy. The needs of tourists are not more important than the needs of the local population. However, in the HBA are more shops which are also attractive for tourists. Tourism contributes to the restoration of historic buildings, enhances the usability of old buildings (guest houses). This also applies for the maintenance of traditional gastronomy and hotel infrastructure. Tourism can be perceived as a significant contribution to save the historic inner city. The main hotel infrastructure is outside the HBA adjunct to the spa facilities which are part of the main tourism product.

Conflicts:

Tourism impact

is the tourism an efficient source for the economic life or could it also cause conflicts? Are tourists needs more important than inhabitants needs?

MAINTENANCE COSTS

Contributions:

Most of the historic buildings are privately owned therefore the maintenance costs are covered by private owners. The owners could apply for support. The costs depend on the substance of the building and the new goals.

Conflicts:

Conflicts are perceived concerning the expected demand and guidelines by the conservation agency linked to possible funding.

Maintenance costs

Who is in charge to pay for maintenance costs? Are they affordable?

TRANSFORMATION COSTS

Contributions:

if the building is protected the owner expect higher costs when renovating the building.

Conflicts:

The benefits are significantly lower than the possible cost reduction by funding. Only in tourism the higher investment may pay back, because the tourist is attracted by the atmosphere of the old building and its maintenance. They appreciate also the closeness to the historic center and the ensemble.

Transformation costs

Is the regeneration of HBa's buildings attractive for investors? Is there a balance between costs and benefits in interventions on HBAs?