Presentation of the Business Complex PJSC "Center for European Integration"

Space for Business with Growth Potential

Office and warehouse complex
in a prime location at the entrance to Lviv

Scan to visit the website

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About the Complex

Location

The complex is situated in the northern part of Lviv, near entry routes from major international directions (Kyiv, Brest, Warsaw). It features convenient access for both passenger and freight transport, with direct connectivity to key city thoroughfares.

Both the land plot and all buildings are fully owned by the Private Joint Stock Company "Center for European Integration."

Transport accessibility:

- **200 m** to highways E40, M06, H17 (Kyiv) and M09, E372 (Polish border)
- **5 km** to Lviv city center
- **7 km** to the central railway station
- **11 km** to the airport
- **0.2 km** to the city boundary

Key Advantages

- Immediate access to key transportation arteries at Lviv's entrance
- Secure enclosed area of over 1 hectare
- Flexible functional layouts tailored to tenant needs
- Developed infrastructure in the immediate vicinity
- Suitable for logistics, office, or light industrial operations
- High investment potential

Complex Specifications

- Land area — **1.1562 ha**
- Total building area — **5,040.9 sq.m**
- Facility types — **Office, production, and warehouse**
- Main buildings — **3**

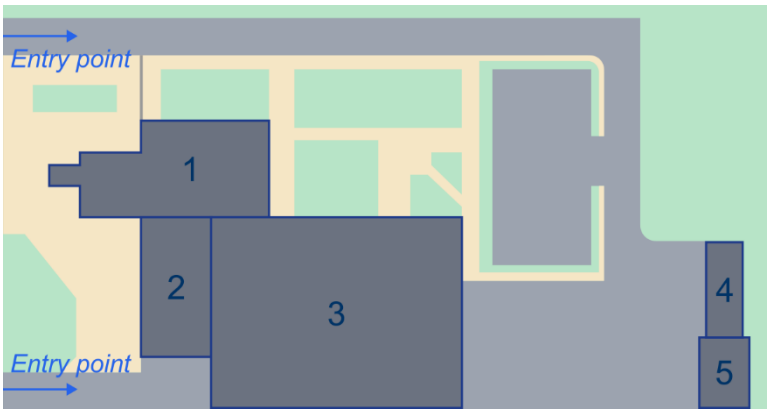
Building Overview

- Engineering & Laboratory Building — **2,574.9 sq.m**
- Pilot Production Building — **1,687.0 sq.m**
- Canteen Building — **562.3 sq.m**
- Additional technical and storage units

Infrastructure & Utilities

- Dedicated transformer substation 2×630 kVA with upgrade potential
- Modern telecommunications: internet and phone lines
- Water supply from municipal systems and on-site pumping station
- Sewerage and drainage systems fully in place

Site Layout



Legend

- Buildings
- Green areas / grass
- Roads / pavement
- Walkways
- ➤ Entry point

Будівлі:

1. Engineering & Laboratory Building
2. Canteen Building
3. Pilot Production Building
4. Pumping station and central heat unit
5. Workshop

Property Potential

The complex offers substantial development capacity thanks to its flexible layout and well-structured engineering systems. Existing buildings can be refurbished or reconfigured to accommodate modern purposes—from office and R&D hubs to logistics centers or production spaces.

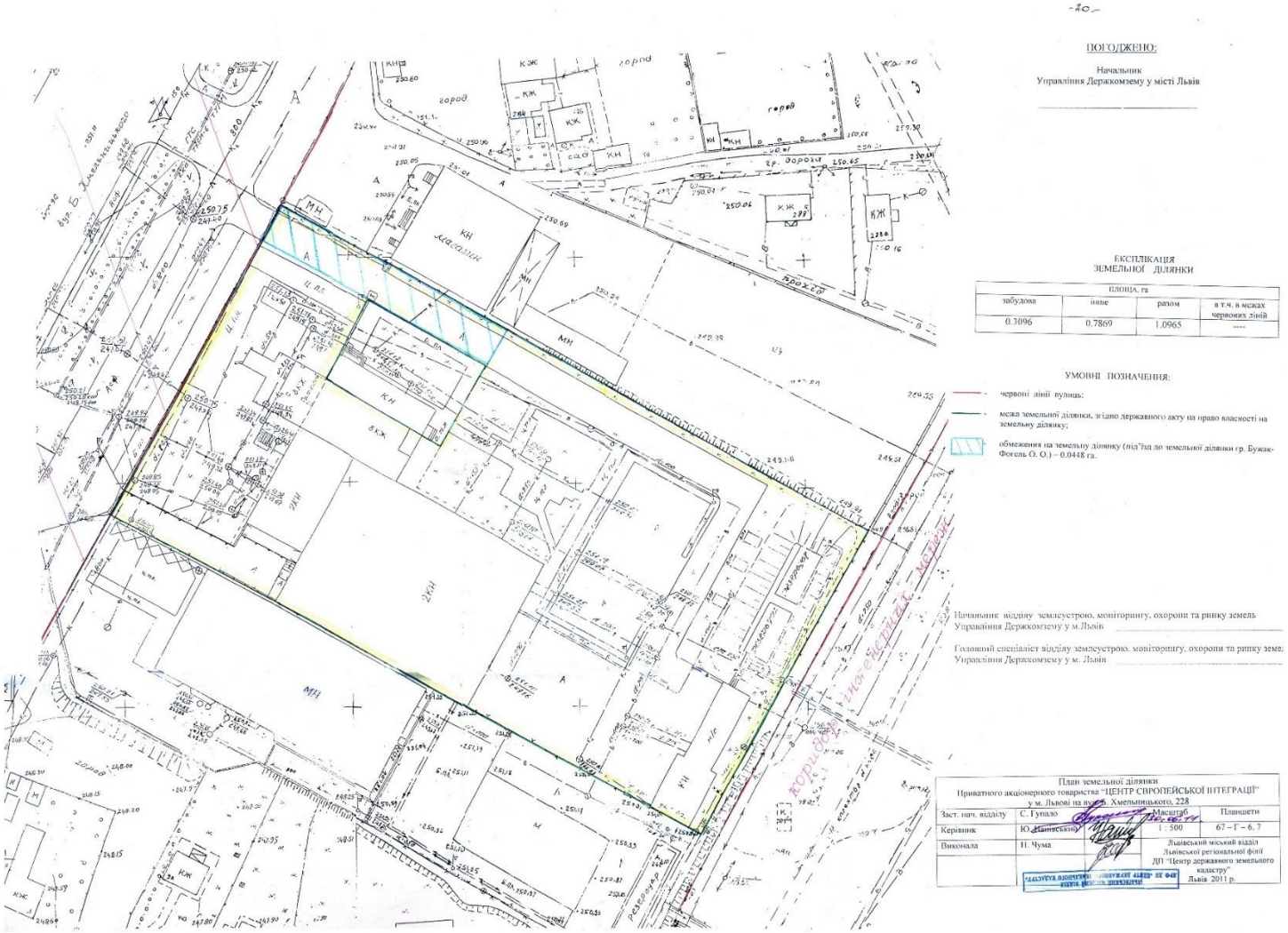
Historically, the site hosted the **Special Design Bureau with Pilot Production "Sportmash"** — a space where engineering innovations were conceived, tested, and implemented. This legacy gives the property a solid technical foundation, adaptable for unconventional uses. Notably, the premises have previously functioned as a film set, showcasing their versatility.

Development Directions:

- Renovation and technical upgrades of existing facilities
- Expansion of logistics and administrative infrastructure
- Creation of new commercial or office zones
- Adaptation for creative industries and tech startups
- Investment appeal based on location and scalability

Special attention can be given to transforming the Engineering & Laboratory Building into a loft-style space, offering a modern look with industrial character — ideal for contemporary office use or mixed-purpose functions.

Land Plot Plan



[Download the Land Plot Plan as a Separate File]

(in .pdf format from the website of PJSC "Center for European Integration" https://cei.lviv.ua)

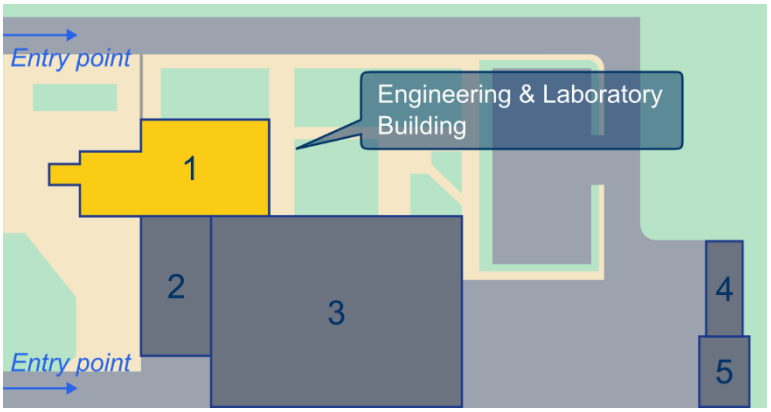
Engineering & Laboratory Building

Total Area: 2,495.6 sq.m • 7 Floors • Units from 10 to 170 sq.m

The building offers 3-meter-high premises suitable for offices, company branches, and R&D spaces. Priority is given to long-term leases, both for individual floors and for the building as a whole.

Its structure allows for conversion into loft-style spaces, ideal for creating a contemporary office–industrial environment tailored to tech companies, creative industries, or mixed-use tenants.

Site Layout



Legend

- Buildings - Highlighted Building
- Green areas / grass
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Buildings :

1. Engineering & Laboratory Building
2. Canteen Building
3. Pilot Production Building
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Photos of the Building and Interiors

Engineering & Laboratory Building – Exterior View i

Engineering & Laboratory Building – Exterior View i

Engineering & Laboratory Building – Exterior View i

Engineering & Laboratory Building – Interior View

Engineering & Laboratory Building – Interior View

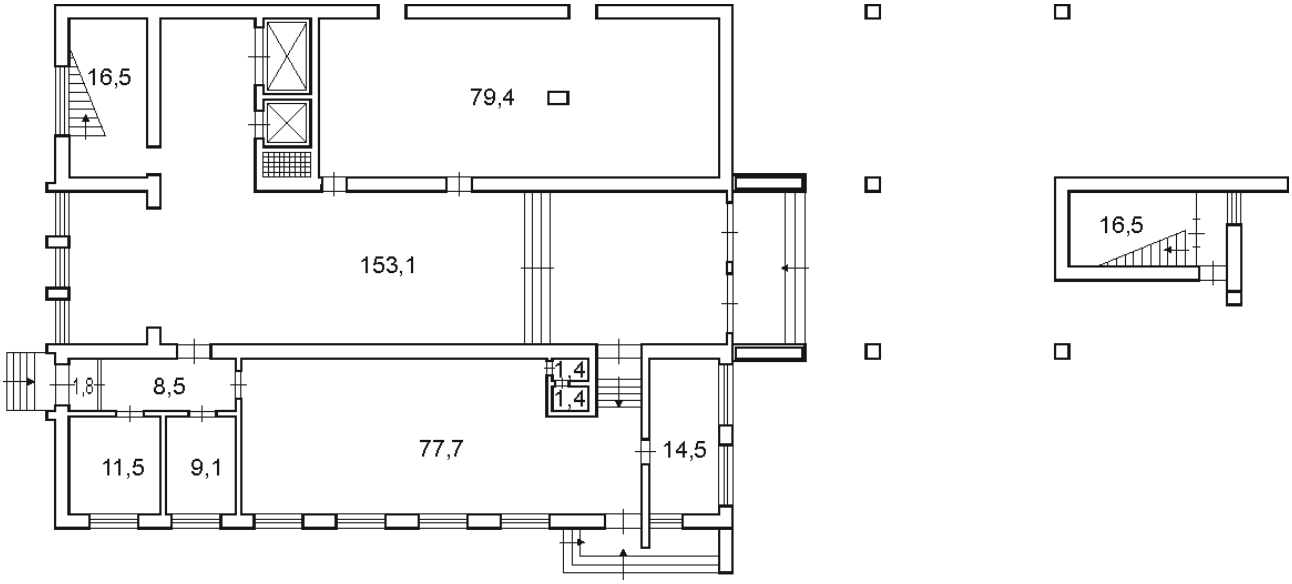
Engineering & Laboratory Building – Interior View

Engineering & Laboratory Building – Interior View

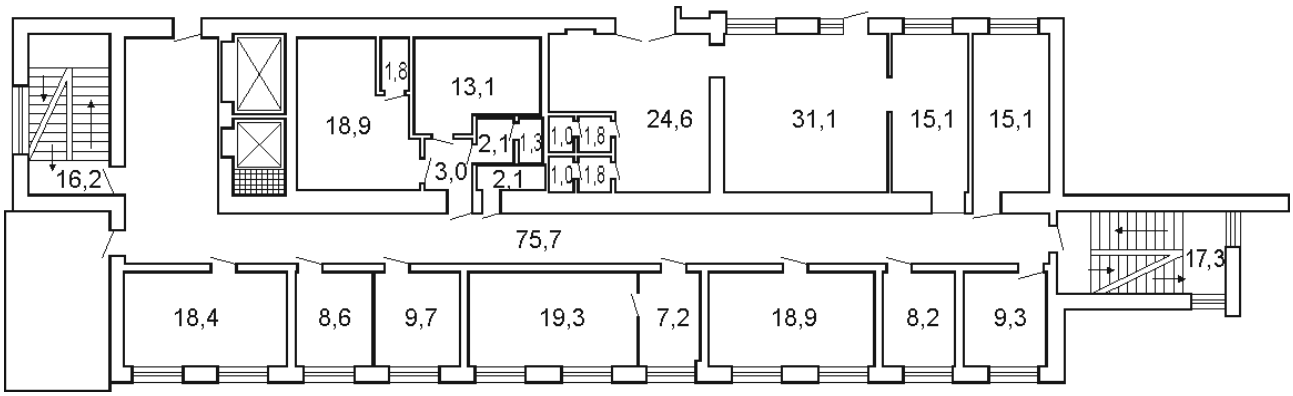
Engineering & Laboratory Building – Interior View

Engineering & Laboratory Building – Interior View

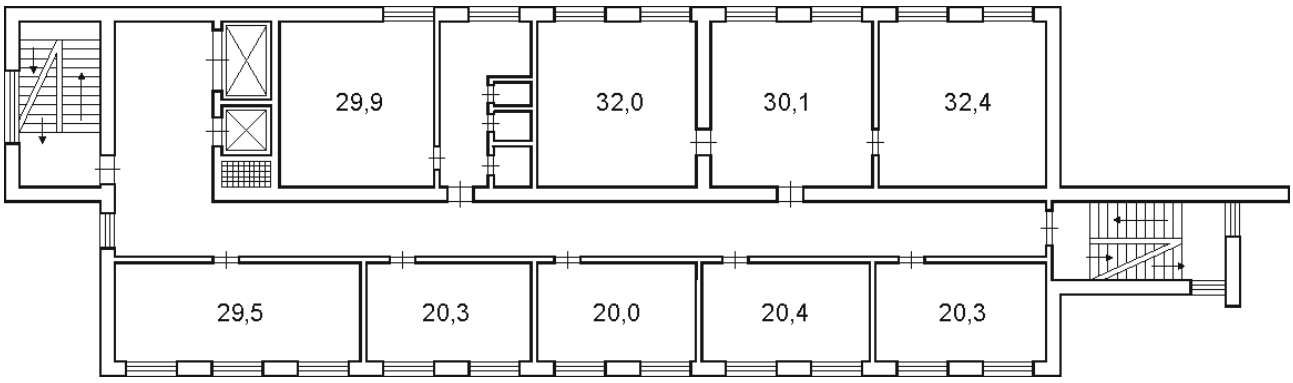
Floor Plans



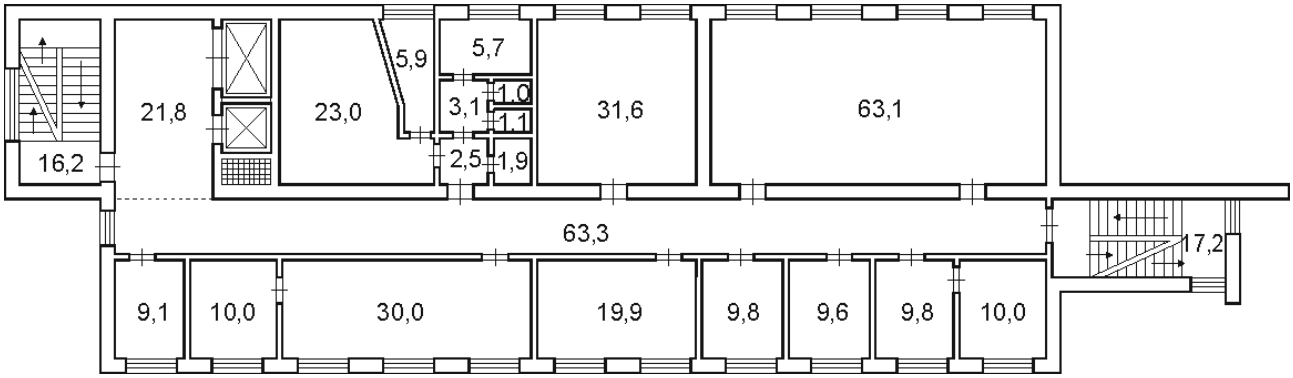
First Floor Plan
Total area – 391.4 sq.m | Main – 192.2 sq.m | Auxiliary – 199.2 sq.m



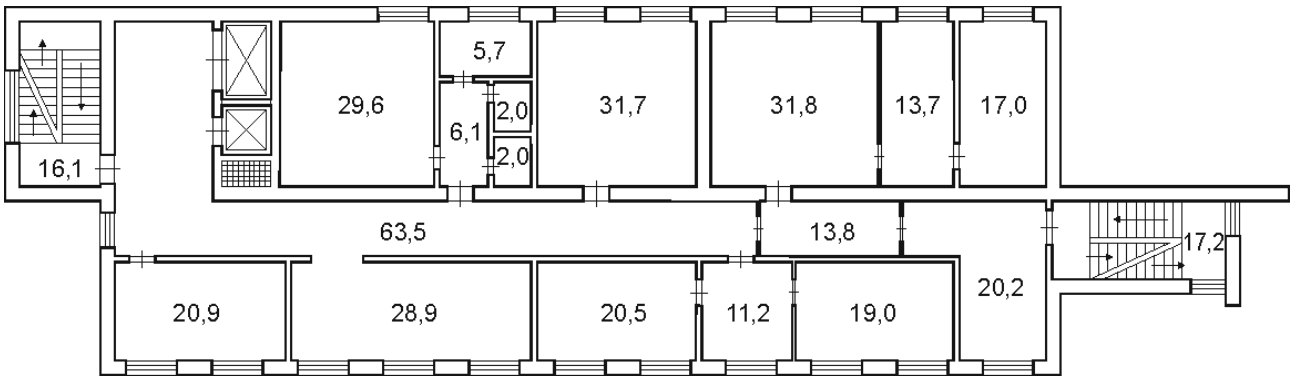
Second Floor Plan
Total area – 342.6 sq.m | Main – 206.2 sq.m | Auxiliary – 136.4 sq.m



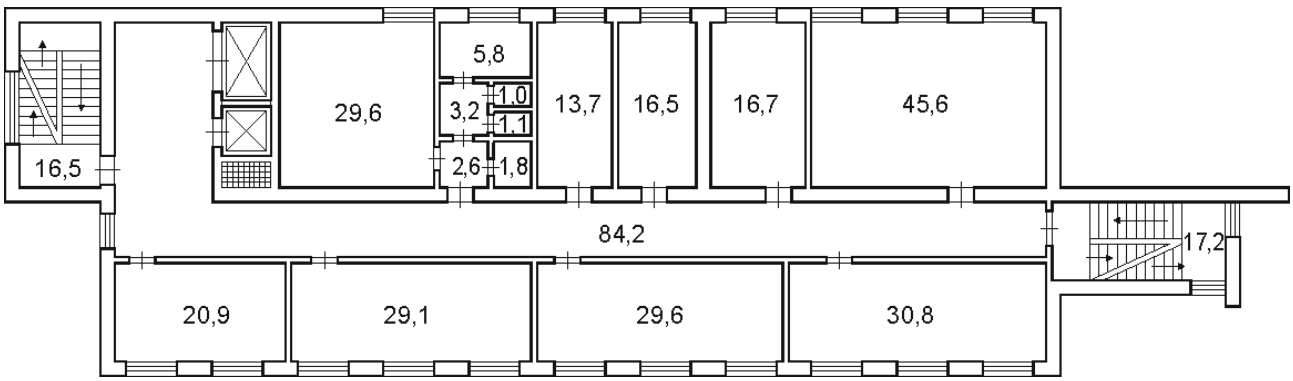
Third Floor Plan
Total area – 368.5 sq.m | Main – 205.0 sq.m | Auxiliary – 163.5 sq.m



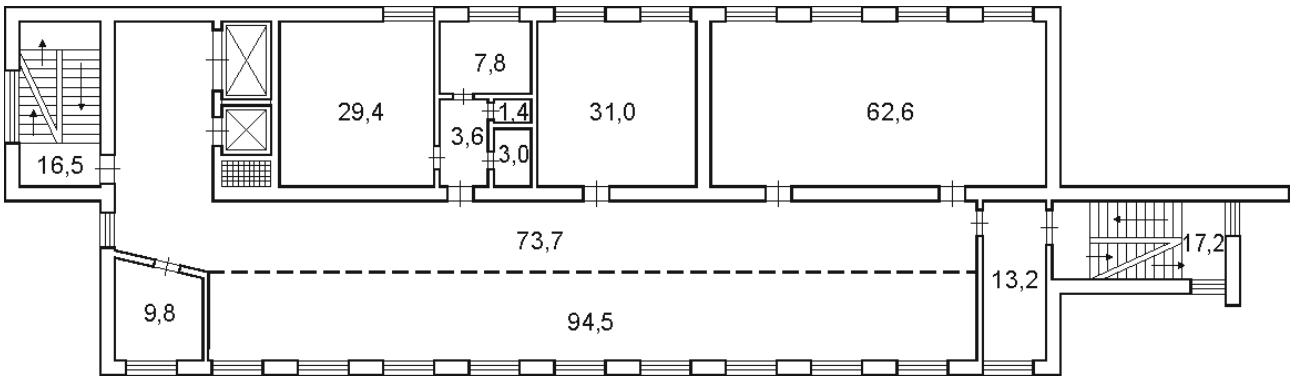
Fourth Floor Plan
Total area – 365.6 sq.m | Main – 202.9 sq.m | Auxiliary – 162.7 sq.m



Fifth Floor Plan
Total area – 370.9 sq.m | Main – 228.7 sq.m | Auxiliary – 142.2 sq.m



Sixth Floor Plan
Total area – 365.9 sq.m | Main – 202.9 sq.m | Auxiliary – 163.0 sq.m



Seventh Floor Plan
Total area – 363.7 sq.m | Main – 211.1 sq.m | Auxiliary – 152.6 sq.m

Contemporary Loft-Style Premises

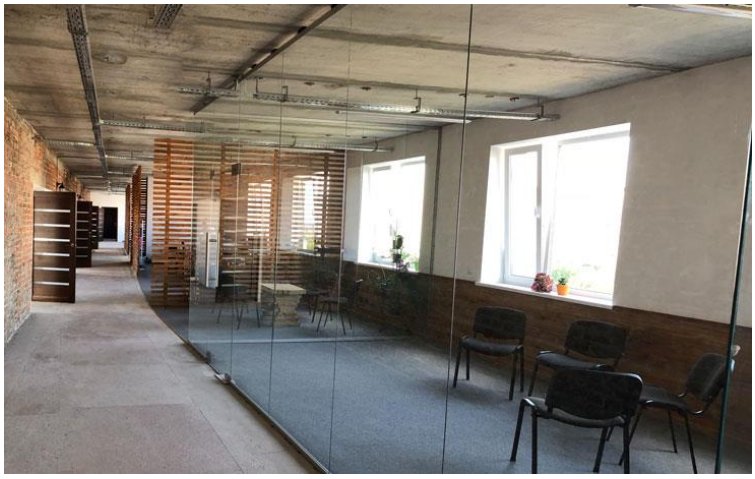
The 7th floor of the Engineering & Laboratory Building has been fully renovated into a modern loft-style space featuring open-plan design and a total area of 365 sq.m.

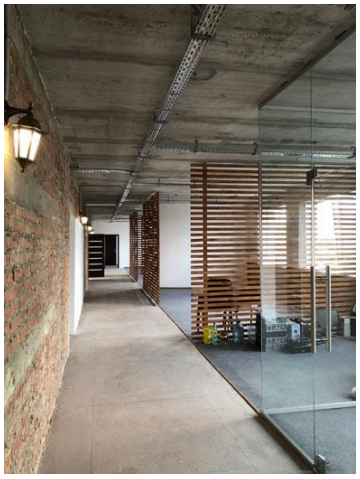
The premises are enhanced by large windows that provide abundant natural light throughout the day. The floor is serviced by both passenger and freight elevators, offering convenient access for staff, equipment, or goods.

This space is ideal for:

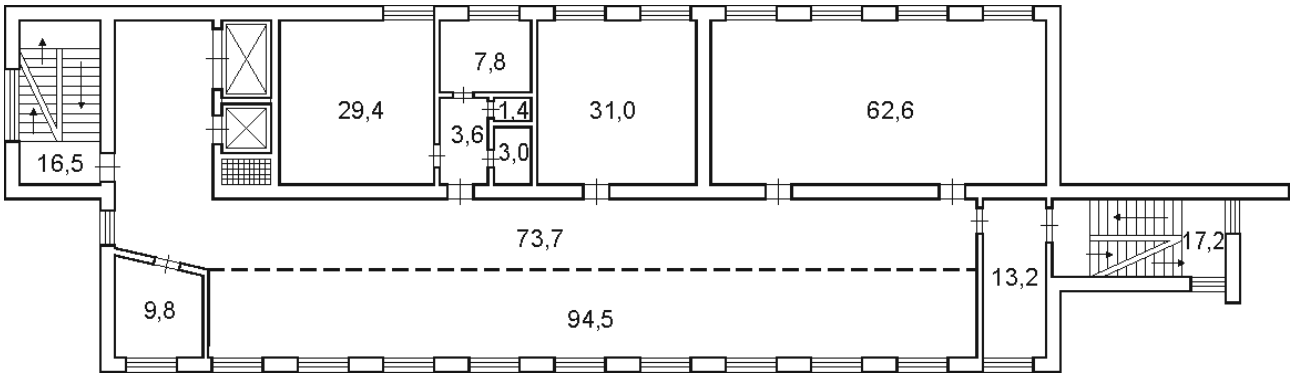
- Creative studios
- Flexible office layouts
- Creation of new commercial or office zones
- Showrooms or representative branches
- R&D or coworking environments

Photos





Seventh Floor Plan



Pilot Production Building

Versatile Space for Manufacturing, Storage, or Creative Projects.

A single-storey facility covering 2,000 sq.m, equipped with office space, a 3.2-ton overhead crane, and modern utilities. This adaptable property suits a wide range of uses — from industrial operations to film production.

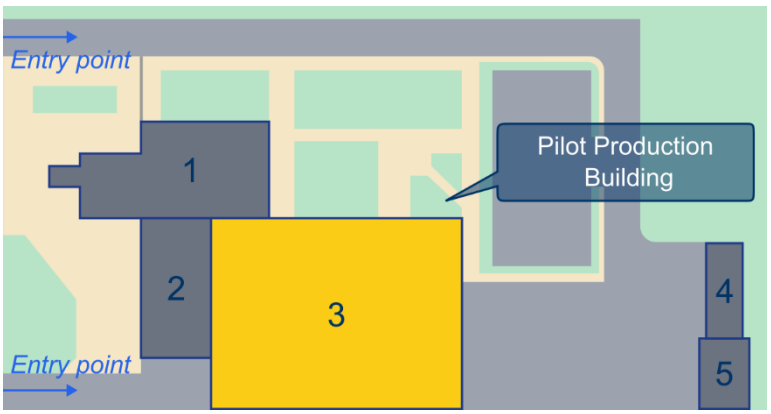
Facility Specifications

- **Total Area:** 2,000 sq.m
- **Ceiling Height:** 7.2 m
- **Structure:** Renovated with external wall insulation
- **Crane Beam:** 3.2-ton capacity
- **Power Supply:** 630 kVA capacity
- **Offices:** 80.7 sq.m
- **Amenities:** Restrooms and shower facilities
- **Access:** Convenient entry for both passenger and freight vehicles
- **Safety:** Fire detection and suppression systems

Potential Uses

- **Production Workshop**
- **Warehouse Space**
- **Film Studio**

Site Layout



Legend

Buildings - Highlighted Building
Green areas / grass
Roads / pavement
Walkways
➤ Entry point

Buildings:

1. Engineering & Laboratory Building
2. Canteen Building
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4. Pumping station and central heat unit
5. Workshop

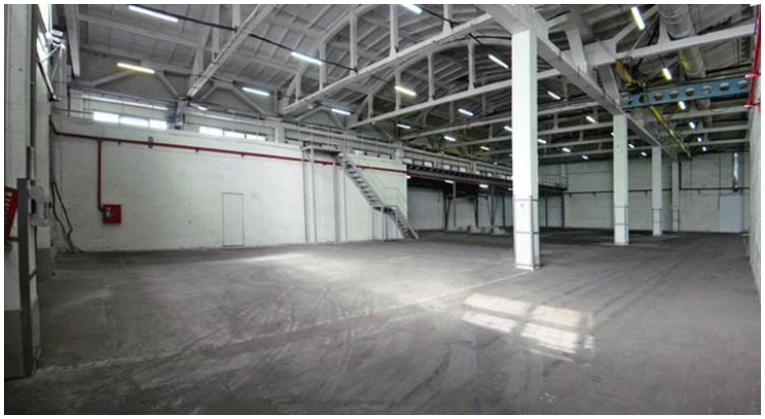
Photos of the Building and Interiors

Pilot Production Building – Exterior View

Pilot Production Building – Exterior View

Pilot Production Building – Interior View

Pilot Production Building – Interior View



Pilot Production Building – Interior View

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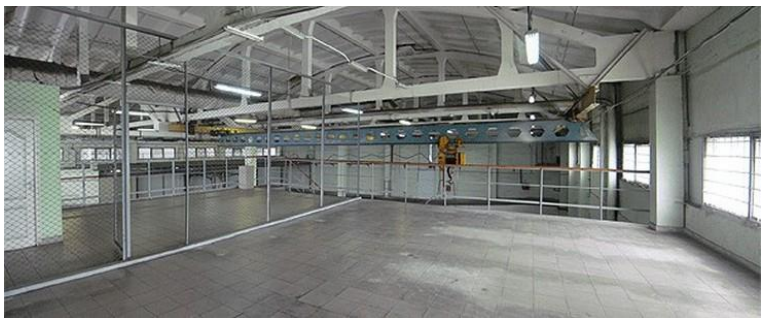
Pilot Production Building – Interior View



Pilot Production Building – Interior View

Pilot Production Building –
Fire Suppression System

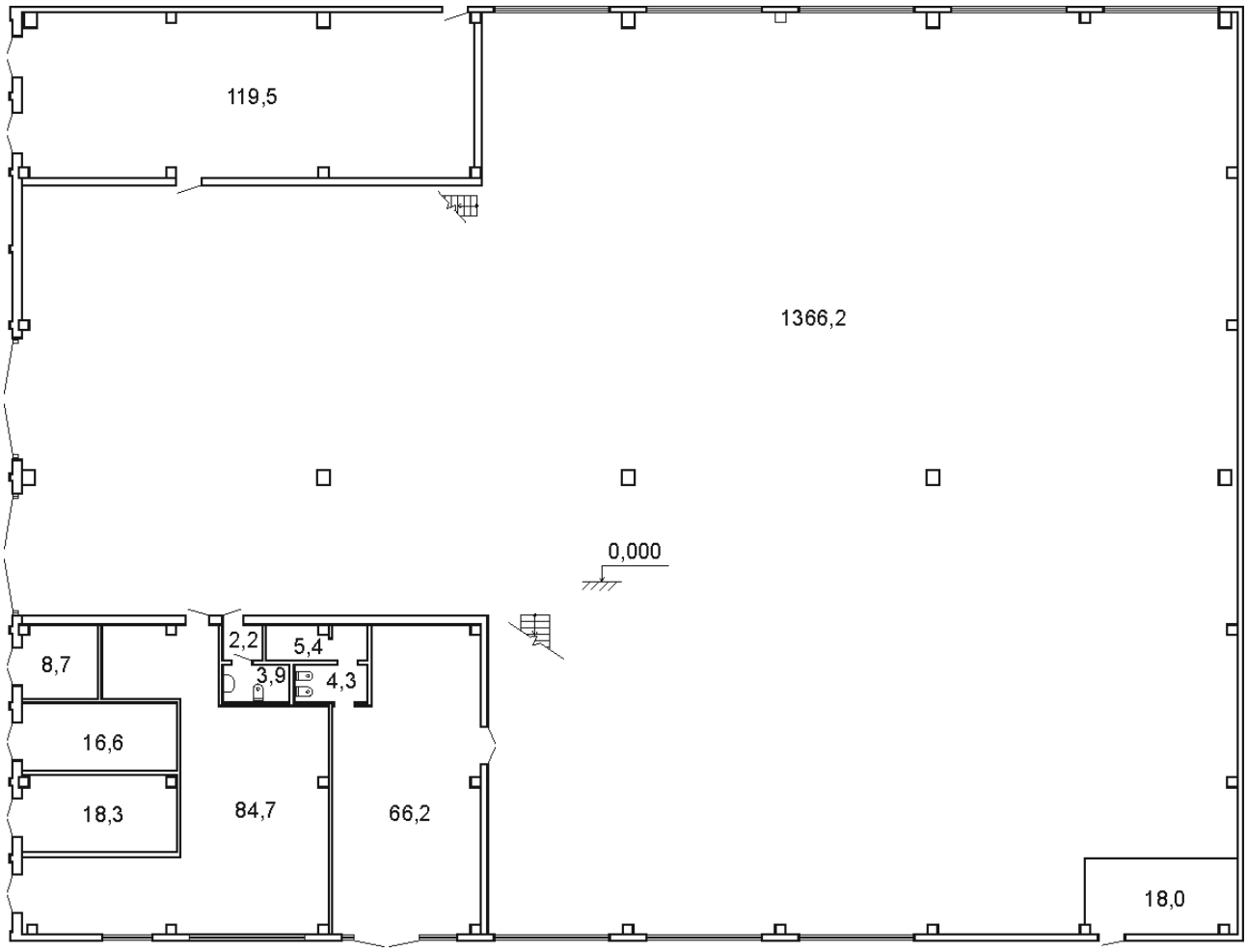
Pilot Production Building –
Fire Suppression System

Pilot Production Building –
Office Area

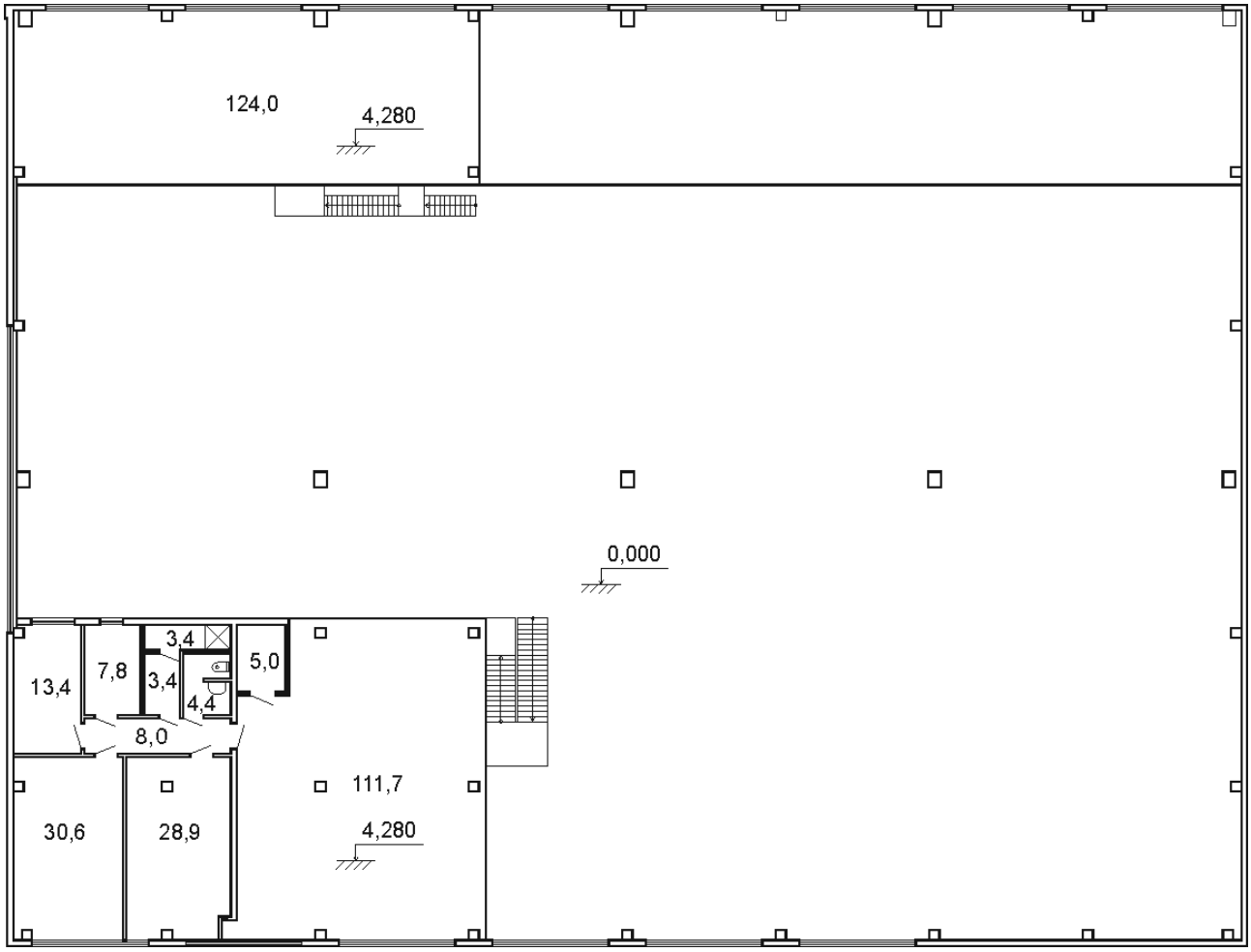
Pilot Production Building –
Office Area

Pilot Production Building –
Office Area

Floor Plans



Plan at Elevation 0.000
Total area – 1714.0 sq.m | Main – 1703.6 sq.m | Auxiliary – 10.4 sq.m



Plan at Elevation 4.280
Total area – 340.6 sq.m | Main – 321.4 sq.m | Auxiliary – 19.2 sq.m

Canteen Building

Versatile Two-Storey Commercial Building

A two-storey building with a total area of 655.6 sq.m and 3-meter ceiling height, suitable for various business operations.

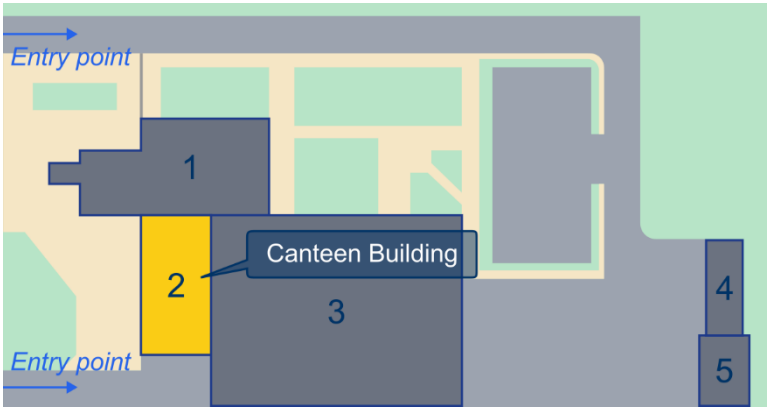
Key Features:

- Dedicated entry point and loading ramp
- Freight lift with a 2-ton load capacity
- Heating, air conditioning, and supply–exhaust ventilation system
- Easy vehicle access for both cars and trucks
- Located within a secure business complex

This space is ideally suited for:

- Storage facilities
- Retail operations
- Food service businesses (e.g. canteen, café, catering production)

Site Layout



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Canteen Building – Exterior View

Canteen Building – Interior View

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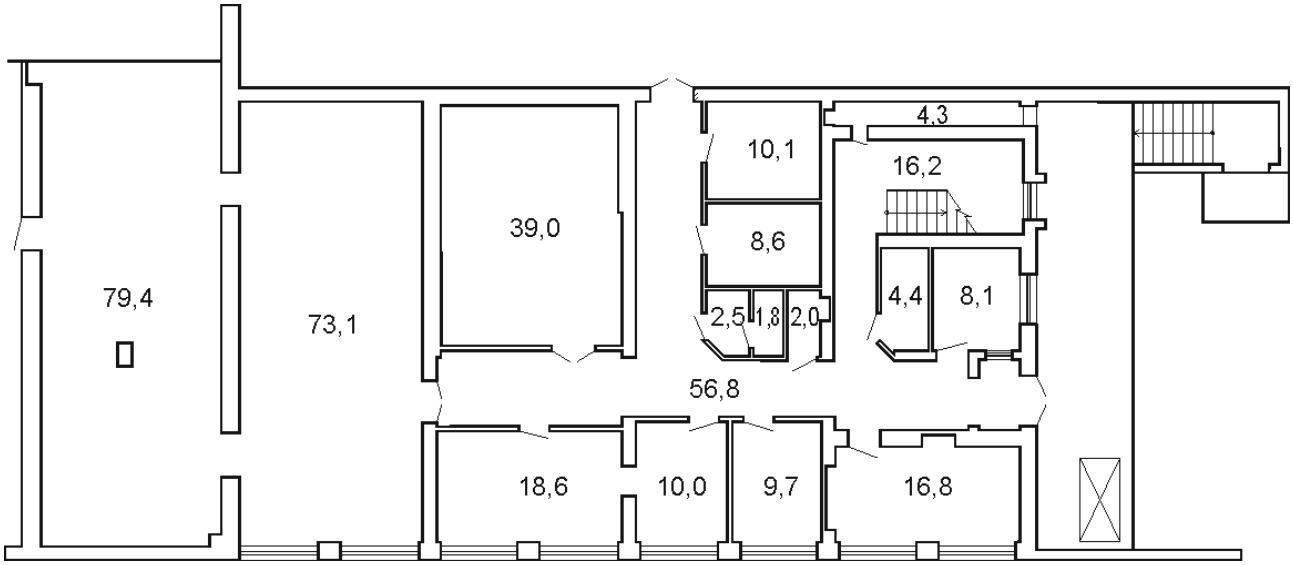
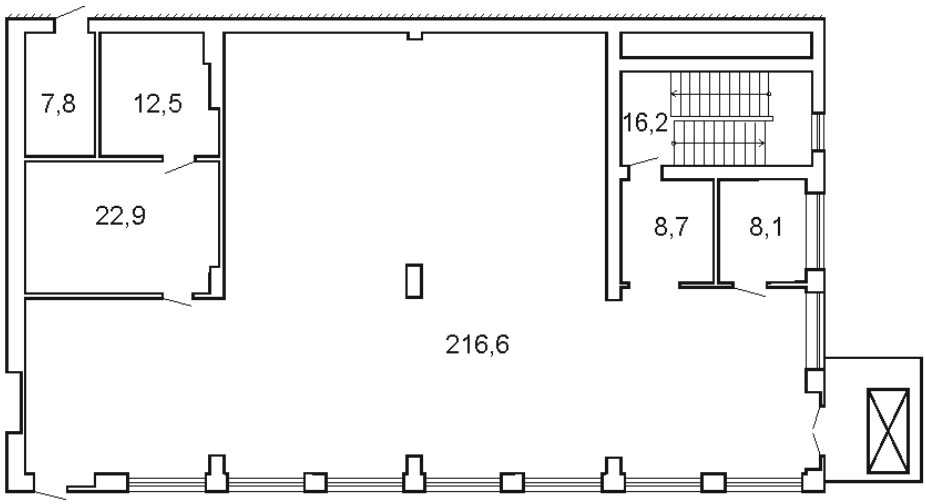
Canteen Building – Interior View

Floor Plans



First Floor Plan
Total area – 361.4 sq.m | Main – 275.4 sq.m | Auxiliary – 86.0 sq.m



Second Floor Plan
Total area – 292.8 sq.m | Main – 260.1 sq.m | Auxiliary – 32.7 sq.m

Other Technical and Storage Facilities

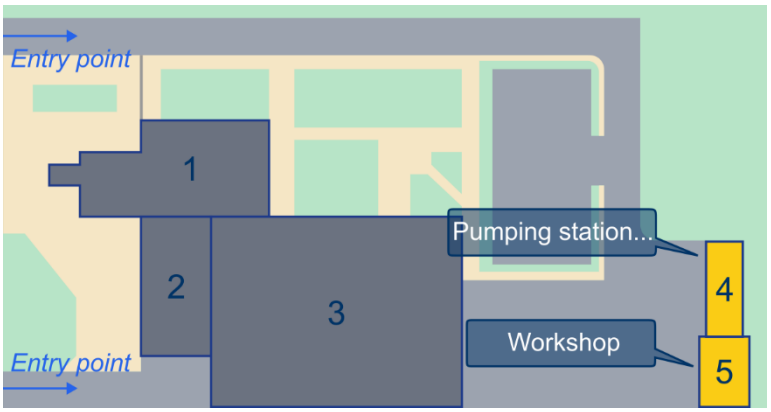
Compact Units for Infrastructure and Support Functions

These auxiliary spaces are located in two adjacent single-storey buildings:

- **Pump Station & Central Heating Unit** – Total area: 101.7 sq.m
- **Workshop** – Total area: 115.0 sq.m

Ceiling height: 3 meters **Combined total area:** 216.7 sq.m

Site Layout



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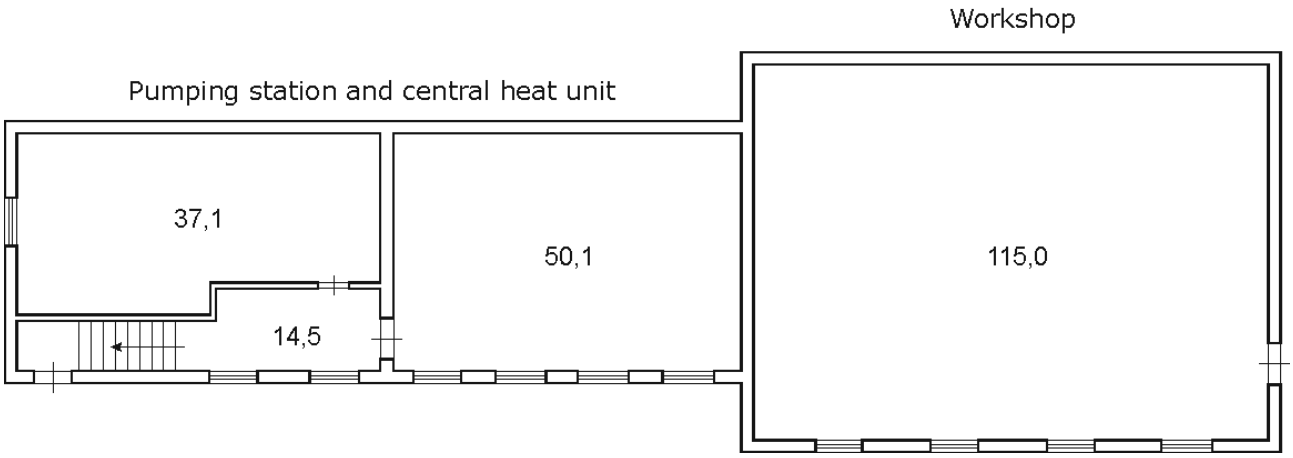


History of the Site

Legacy of Innovation: From SPORTMASH to CEI

The Center of European Integration PJSC is the legal successor to SKB “SPORTMASH”, the former design and production bureau that developed snow grooming vehicles (also known as ratraks) on this very site.

These specialized machines are essential for preparing ski slopes and cross-country trails. While such equipment today is mostly imported across the post-Soviet region, few know that more than 30 years ago, Ukraine had its own domestic production.

In 1979, under the directive of the Soviet Sports Committee, a design division of the VISTI Institute (the All-Union R&D center for sports and tourism equipment) was founded in Lviv. This marked the beginning of SKB "SPORTMASH", with an ambitious goal: to create a Soviet-made ratrak that could rival top global models.

Engineering Excellence in the 1980s

Designing a high-performance snow grooming machine was no easy feat. Unlike simple tractors, ratraks required:

- Rubber-metal tracks with wide aluminum paddles
- Hydrostatic transmission with dual pumps
- Snow tillers — all while maintaining a compact machine weight

ТРАКТОРЫ В... СПОРТЕ

НЕОБЫКНОВЕННОЕ — РЯДОМ

Ставим вопрос о выпуске отечественных ратраков

КОРНЕЙ АРСЕНЬЕВ, инженер

«Эльбрус-79» подведены, мы считаем, что машина удалась и ее с охотой приобретут все, кому приходится трудиться в горах. Пригодится наш мотоцикл и горнолыжникам. А какую радость он доставит любителям мототуристских походов в высокогорье!

Итак, вы познакомились с результатами двух необычных экспедиций на Кавказ. Но для того чтобы у вас сложилось верное представление о возможностях горных мотонарт и мотоциклов, мы попросили прокомментировать статьи Ювенальева и Каркина многоопытного Магомеда Ибрагимова. Он уже более 30 лет несет на Эльбрусе нелегкую, но благородную службу горноспасателя, на его счету — более сотни восхождений на эту гору, где ему прекрасно знакомы не только любая тропка, но и каждая трещина, все опасные участки.

В прошлом году именно он помог доставить на Эльбрус Восточный (5621 м) флаг с символикой Московской олимпиады-80. Впрочем, об этом восхождении мы отдельно расскажем в одном из будущих номеров.

Но мы обратились к Ибрагимову и по другой причине. Уже несколько лет под его наблюдением в горах испытываются легковые вездеходы УАЗ, гусеничные тягачи и другие образцы снегоходов. Итак, свое мнение о мотонартах и мотоциклах высказывает

МАГОМЕД ИБРАГИМОВ

ЖДЕМ СОВЕТСКИЙ РАТРАК!

Труд горноспасателя, как и его коллег, выручающих из беды шахтеров или моряков, сугубо специфичен. Специфичны профессиональные, отработанные годами навыки, применяемые при оказании первой помощи и эвакуации пострадавших, своеобразна техника, которой пользуются спасательные службы. Правда, в этом отношении мы находимся в особом положении — у нас ее практически нет.

Далеко не каждый самолет способен приземляться на крохотном, к тому же неровном «пятачке», чтобы взять на борт туристов, альпинистов, чабанов, горных рабочих, попавших в тяжелое положение. Для таких операций лучше подходят легкие вертолеты, но эти превосходные машины редко достигают пятикилометровых высот (где работаем мы), да к тому же обладают недостаточной грузоподъемностью.

Наземный транспорт более надежен, но серийные автомобили и гусеничные вездеходы, как показал опыт, застревают в глубоком снегу и буксуют на гладком льду и плотном насте. Другое дело — ратраки — снегоходные машины с необычайно широкими (до 1,5 м) гусеницами, созданные швейцарской фирмой «Ратрак», для прокладки горнолыжных трасс и перевозки по склонам разной крутизны пассажиров и грузов (см. «ТМ», № 3 за 1979 год). Ничего не скажешь, машины отличные, но и их не мешало бы снабдить шипами, препятствующими боковому скольжению. Кроме того, этим импортным изделиям постоянно недостает запасных частей.

Вот и приходится нам в любую погоду отправляться в горы пешком, на помощь заблудившимся, обмороженным, лежащим на дне трещин с серьезными переломами и вывихами. Спускать их на базу приходится с особой осторожностью, обычно уложив на лист фанеры или в спальный мешок — в этом случае человек даже с поврежденными ребрами или позвоночником легче перенесет путешествие через неширокие трещины и заструги.

Поэтому горноспасатели давно уже ждут, когда конструкторы предложат им машины надежные, вместительные, с одинаковой легкостью передвигающиеся по почве, ледяным склонам и снежным полям. Кстати, хочу отметить, что снежный покров в горах заметно меняет свои свойства в течение не только года, но и суток. Не раз бывало: утром машина легко идет по трассе, а в полдень провалива-ется и буксует. На том же участке!

20 августа 1979 года. Участники экспедиции на высшей точке, которой достигли горные мотоциклы.

Высота — 4400 м над уровнем моря, впереди скалы Пастухова.

Мы с большим интересом следили за испытаниями, состоявшимися в Приэльбрусье в 1978 и 1979 годах.

Что касается мотоциклов, о которых пишет С. Каркин, то я могу только искренне поблагодарить ребят за творческую смекалку, умение найти интересное конструктивное решение. Мне думается, что такой вездеход может оказаться полезным на розовых снежных полях, находящихся на высоте до 3 тыс. м. Но вот его пригодность для горноспасателей вызывает большие сомнения. Попробуйте-ка усадить человека с травмой грудной клетки или позвоночника на заднее сиденье «Явы» или ИЖа...

«Бураны» приглянулись мне больше, только я сразу посоветовал инженерам из Рыбинска сделать их пошире, одновременно переместив центр тяжести машины вперед, как это сделано на ратраках. Тогда мотонарты не будут ложиться на борт и опрокидываться через нос или корму на крутых склонах. Кроме того, их гусеницу необходимо снабдить грунтозацепами, одновременно сделав ее более широкой или раздвоенной, подобно ходовой части того же ратрака.

Как видите, недостатков у «бурана» так много, что разумнее не модифицировать эту машину, спроектированную не для гор, а создать своего рода мини-ратрак с удобной платформой, на которой можно уложить раненого или до 200 кг груза. Разумеется, разрабатывать специальные, горные мотонарты надо, но в первую очередь необходимо пустить в серийное производство советский ратрак, разрабатываемый специалистами львовского филиала Отдела снегоходных машин ВНИСТИ, свободный от недостатков импортного прототипа.

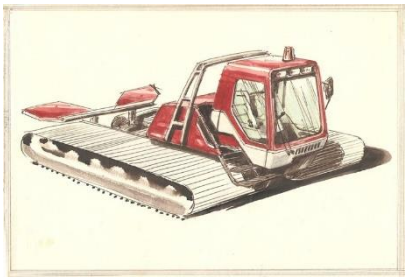
Именно такие снегоходы и нужны стремительно развивающемуся горнолыжному спорту и альпинизму!

Despite the complexity, the Lviv engineering team achieved remarkable results in the 1980s, developing three types of ratraks:

- Heavy model for alpine slopes – powered by a 220 HP KAMAZ engine, fully domestic components
- Medium universal model – with a Minsk D-80 engine (80–100 HP)
- Light model – designed for cross-country ski trails with a 60 HP Deutz engine

Some advanced designs reached the stage of visual and conceptual prototyping, reflecting significant industrial design effort.





Production & Future-Oriented Concepts

In total, up to 40 ratraks of various types were produced at the SPORTMASH facility (excluding the light model). Beyond snow grooming, the team also envisioned adapting these machines into all-terrain vehicles for public utility needs:

- Northern transport
- Pipeline laying, and more
- Pipeline laying, and more

Although these ideas remained at the sketch-project stage, they showcased the site's enduring spirit of innovation.

Office-Hotel Complex Project

General Characteristics of Urban Planning Conditions

• Site Description

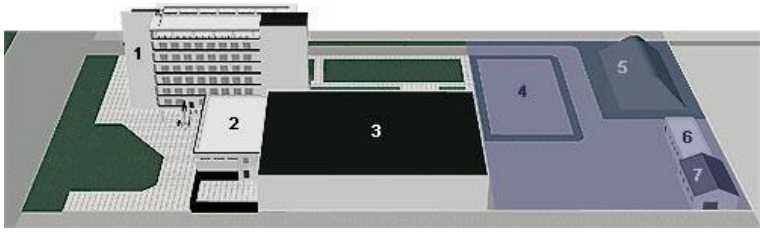
The proposed site for the office-hotel complex is located on the premises of PJSC "Center of European Integration" in the northern part of Lviv. According to the planning scheme for the northern industrial area (developed by the "Mistoproject" Institute), this plot is designated for commercial and office use. The complex will occupy the eastern section of the site.

• Current Site Conditions

The site currently includes an existing 7-storey office building (18.0 × 37.0 m) adjacent to an exhibition hall (37.0 × 63.0 m), utility buildings, and decommissioned underground fire reservoirs. The terrain is relatively flat with a slight southern slope and an elevation difference of up to 1.0 m.

On-site water and sewer systems will need to be relocated prior to construction. The location allows connection to city utilities per technical specifications.

Current Site Appearance:



Legend:
- designated site for the office-hotel complex.

1. Administrative Building
2. Canteen
3. Production Building

4. Parking Area
5. Fire Reservoirs
6. Pump Station and Heat Substation
7. Workshop

• **Engineering and Environmental Conditions**

* Climate zone – IIB
* Outdoor design temperature – 254K (−19°C)
* Wind load zone – IV (520 Pa)
* Snow load zone – IV (1310 Pa)
* Standard frost penetration depth – 0.8 m
* Seismicity – 6 points on MSK-64 scale

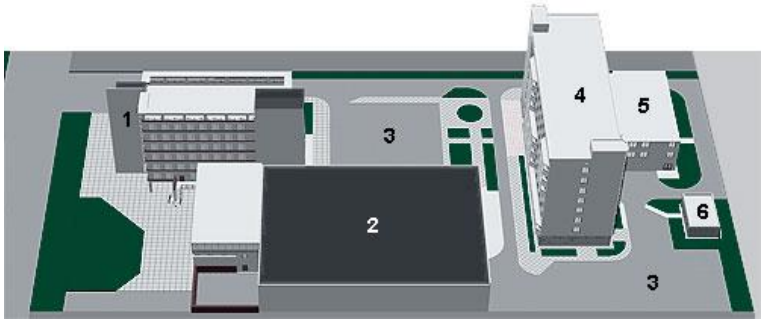
The site is considered environmentally safe for development.

Justification for Site Selection

The proposed concept, developed within the urban planning framework, validates the suitability of this plot for the office-hotel complex and outlines development parameters and restrictions. The planned construction will occupy 0.43 ha of a 1.0965 ha site. Existing, unused fire reservoirs and utility buildings will be dismantled.

The area belongs to a zone of engineering and transport infrastructure. The proposed development includes an 8-storey office-hotel building (200 capacity) and a 2-storey conference hall (100 seats) with a 150-seat café. Estimated dimensions are 48 × 15 m for the main block and 24 × 18 m for the conference unit.

Future Site Layout



Legend:

1. Administrative Building – existing
2. Exhibition Hall – existing
3. Temporary Car Park – proposed
4. Office-Hotel Complex – proposed
5. Conference and Café Block – proposed
6. Technical Block – existing

The total planned floor area of the complex (including the conference block) is approximately 6,423 sq.m.

The site size allows for sufficient infrastructure, including vehicle access and pedestrian walkways, integrated into the existing city network via Bohdan Khmelnytskyi Street. Construction will comply with all building, sanitary, and fire safety regulations.

The project poses no threat to the environment and meets all applicable sanitary and ecological standards. The area will be landscaped and developed with modern materials and finishes.

Paving will include decorative concrete tiles (FEM) for walkways and asphalt for roads and parking. Lighting will be provided via energy-efficient fixtures.

Utilities — electricity, gas, water — will be connected to existing municipal systems in accordance with technical specifications. Heating will be autonomous via a rooftop boiler.

The project also incorporates accessibility features for people with limited mobility, including barrier-free movement across pathways, entrances, and elevators.

The final layout will be refined during the next design phase in accordance with current regulations.

Technical and Economic Indicators:

- Land area (within boundaries) – 0.43 ha
- Building footprint – 1,240.0 sq.m
- Development density – 29.0%
- Hardscape area – 2,210.0 sq.m
- Green space – 850.0 sq.m

Main Parameters of the Complex:

1. Office-hotel block for 200 guests
2. Conference hall for 100 seats
3. Café with 150 seats
4. Total gross floor area – 6,240 sq.m
5. Building volume – 24,880 cubic meters
6. Building footprint – 1,240 sq.m
7. Parking capacity – 119 vehicle spaces

The complex is designed to meet the international "***" hotel classification standard, according to Ukrainian standard DSTU 4269:2003.

Contacts

Reach out for viewing appointments, detailed inquiries, or cooperation terms.

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