

50th ISOCARP
International Planning Congress
Urban Transformations - Cities and Water

GDYNIA
POLAND
23-26.09.2014

Waterfront Planning Marathon



24.9.2014

Edited by

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General Rapporteur 2014

&

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Jury Secretary

Introduction

Waterfronts around the world have the potential to be inspirational places where urban planning and design at their best are championed. The 50th ISOCARP International Planning Congress, with the theme: “Urban Transformations - Cities and Water”, was the perfect venue for some of the best plans and case studies of genuine waterfronts worldwide to be presented.

A call for nominations invited Planners, stakeholders, mayors, municipalities, public or private organizations, firms, NGO’s, artists, or other professionals from the private, public and academic sectors, to submit plans at all scales and stages, and also projects which were already implemented.

Seven waterfronts, out of the submitted nominations, were selected for this exclusive event, held as a plenary session at this congress, which brings together leading planners and decision makers from over 50 countries, of the private, public and academic sectors from all continents. The projects were from seven countries, over three continents.

The Marathon was moderated by Amos Brandeis, the General Rapporteur of the congress. Following a short introduction, each marathon participant presented his/her plan or project in 10 minutes sharply. When the bell rang, the next presentation started.

An international jury chaired by President of ISOCARP Milica Bajic-Brkovic evaluated and chose among the participants “The Best Waterfront Project Award”. The audience chose “The Best Waterfront Oral Presentation”. The winners were announced at the Gala dinner of the congress and award certificates were handed to them.

Judging criteria for the best projects were: Quality of urban planning and design; Comprehensiveness; Good links between city and water; Innovation, creativity and uniqueness; Enjoyment and profit of the general public; Sustainability and improvement of the environment; Economic viability; Success (where already implemented).

The Participants

Selected participants (in alphabetic order)		
1	Masterplan Fort Lillo	Antwerp, Belgium
2	The Auckland Waterfront	Auckland, New Zealand
3	“Waterfront City” Basel: The Urban DNA as Resource for Waterfront Development	Basel, Switzerland
4	Paranoá “A Lake for all”	Brasilia, Brazil
5	Young City Gdańsk	Gdańsk, Poland
6	Revitalization Concept for the Pregolya riverside and adjacent “Heart of the City” project areas in the historical centre of Kaliningrad	Kaliningrad, Russia
7	Trenčín: Europe’s Healthy City on the River	Trenčín, Slovakia

The following pages include the material submitted by the participants, according to the Marathon's rules. Each project is presented in four pages, prepared by the participant.



FORT LILLO, ANTWERP

- *Name project:* Masterplan Fort Lillo
- *Design:* CLUSTER landscape and urbanism + GRONTMIJ Belgium
- *Commissioner:* City of Antwerp, Department of Urban Development
- *Procedure:* Competition, 1st prize
- *Timing:* Competition: October 2009, Process Masterplan: October 2009 – October 2010
Further elaboration of the master plan: Realization starting from 2015
- *Copyright of the images* CLUSTER landscape and urbanism + GRONTMIJ Belgium
- *Prizes:* In 2011 the masterplan Fort Lillo received the Culture Prize for Architecture of the Province of Antwerp.

Today, the Fortification of Lillo is a green idyllic oasis amidst a wide industrial landscape in the Port of Antwerp. Lillo belongs to the last rest-areas of the former polder villages that have been destroyed in favour of the expansion of the Antwerp Port. Due to the exceptional landscape and cultural-historical value of Lillo, it's one of the most unique places in the Antwerp context. The immediate occasion for this project was the planned great-scale embankment works in the context of the Flemish 'Sigma-plan', the restructuring of embankment works, avoiding floods due to the raised water levels caused by the climate change. These embankment works will affect the future functioning of the village and fortification of Lillo.

The new design for the Sigma dam has been realized throughout a cyclic design-process, where different spatial principles have been analyzed at different levels: financially, technically, visually and functionally. Finally, the innovative concept of an inner-dam marina has been developed. With an inner-dam construction, the marina is induced into the Sigma dam. The Sigma dam is halved, and at the Scheldt-side, a retaining wall with boathouse is provided. The marina, water structure, and boathouse are combined in one integrated construction, offering a lot of advantages. Firstly, the water current of the Scheldt is not disturbed, because the marina is embedded in the dam structure. Therefore the tidal system is not disturbed and heavy foundation is avoided. The

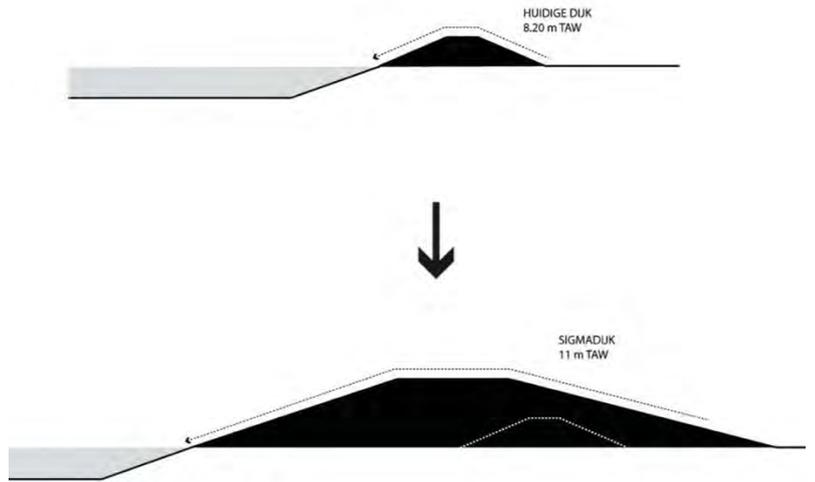


combination of quays and dams means an additional saving on construction-costs, because less ground-transport is needed and the walls will be supported by the ground-wall. Secondly, Lillo gets a face to the river Scheldt, orienting the new prolonged boathouse to the marina. The boathouse is functioning therefore as a representative entry-gate for 47.000 passengers, yearly barking with the ferry. The roof of the boathouse gets a panoramic terrace, offering wide perspectives on the Scheldt. Thus, the century-old relation between Lillo and the Scheldt is restored. Thirdly, the effective distance between Lillo and the marina is reduced by the concept of the inner-dam haven. By linking the marina and the ferry to the center of Lillo, these three elements form again a connected unity, one of the major qualitative characteristics of Lillo. The construction of a new Sigma-dam allows the reconstruction of the ancient fortification into its historical pentagonal bastion. The filled-up canal is opened and lost bastions at the side of the Scheldt are reconstructed following the typology of the existing fortification. On the flanks of the fortification, trees are planted, thus reinforcing the pentagonal ground-figure of the fort.

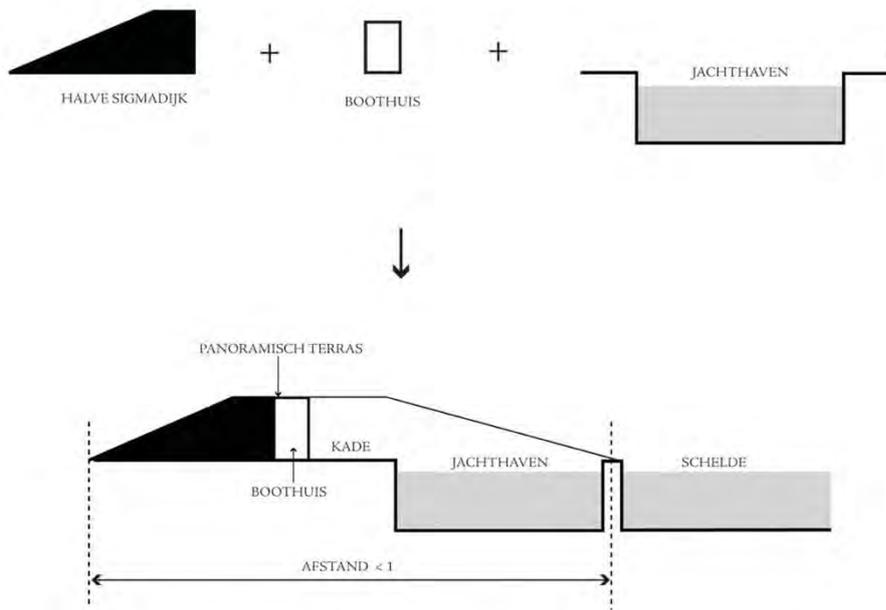
Due to the contribution of contemporary architecture, the cultural heritage and exceptional landscape of Lillo get a new life. The power and meaning of the project lies in the generous way of answering concrete social and public questions. The design for the new marina fits in the larger Sigma-plan. The plan shows the potential forces of the place, and they create a harmonious co-existence between the values of nature and leisure. The project embodies one of the greatest challenges Flanders (and Europe) has to be dealing with in the coming years: the creation of space where simultaneously contradictory functions can be joined. Therefore, this waterfront project can be called visionary and is exemplary for its solving complex technical, social and cultural components in an attractive true public space for everybody. Not only at the scale of the basin of the River Scheldt, but for Flanders in general.



Fort Lillo, current situation



Current dam and planned Sigma Dam



Conceptual section

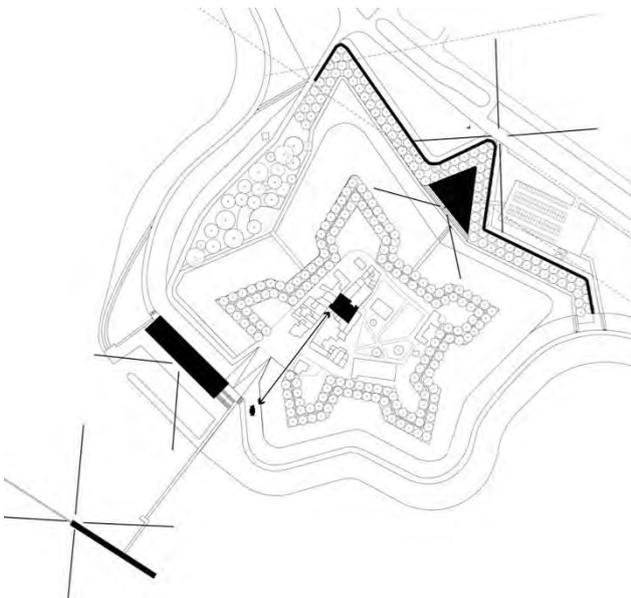


Current dam and planned Sigma Dam



Fortress Lillo, masterplan new situation





View lines



Linking different public spaces



THE AUCKLAND WATERFRONT

Auckland is New Zealand’s largest city, home to 1.2 million people. It is a beautiful, pacific, maritime city. For many Aucklanders, the sea is their Turangawaewae – the place where they feel especially connected and empowered. Since the mid-1880s the Auckland waterfront has been a hive of activity supporting a wide range of infrastructure and industries. After decades of reclamation and renewal, the waterfront is now 168 hectares, stretching 6.3 kilometres along the Waitemata Harbour adjacent to Auckland’s central business district.

In recognition of the importance of the waterfront to the city, Waterfront Auckland was established in 2010 as the agency tasked with governing and managing the waterfront on behalf of the local council for the benefit of all Aucklanders.

A key focus for the organisation is creating a sustainable and resilient waterfront, a place where all Aucklanders can access the Waitemata Harbour for recreation, business and cultural practices.

Much of the current redevelopment of Auckland’s waterfront, is focussed on a 18 hectare block of reclaimed land towards the western end of the waterfront. The area known as Wynyard Quarter was once a semi-industrial space and is now in the middle of what promises to be the biggest waterfront urban renewal project ever undertaken in New Zealand, with investment in the order of \$1.3 billion in capital projects over 30 years.



Before: North Wharf, 2008.



After: North Wharf, 2011.

“Clever play of the industrial language, allowing a seamless connection between the old and the new, to fuse along the waterfront” – World Architecture News

*Tamaki – kainga nga ika me nga wheua katou
Auckland – where the fish are so succulent you can eat them bones and all – Maori Proverb*



Opening of Wynyard Quarter, 2011

FRAMING UP THE PLACE

Waterfront Auckland operates on a design-led approach supported by an award-winning Urban Design Framework, a Sustainable Development Framework, and the strategic market-driven release of leasehold land in Wynyard Quarter, to create a high quality public amenity and balanced mix of green and hard space, open and built space, public and commercial space.

The result will be a mixed use development based on the co-existence of public, residential, commercial, food and beverage, and authentic fishing and marine activities, to create a place that attracts private investment and contributes to Auckland's prosperity and popularity.

To achieve this vision and promote a balance of sustainability, resilience and productivity Waterfront Auckland has set five goals for the Auckland Waterfront:

A **Smart Working** waterfront; a **Connected** waterfront; a **Public** waterfront; a **Liveable** waterfront; a **Blue-Green** waterfront.

The plan has short, medium and long-term initiatives to be delivered by Waterfront Auckland in partnership with a range of other parties, including other land owners and council.

Not only have Aucklanders embraced the new waterfront developments of Wynyard Quarter, but the areas have received critical acclaim both nationally and internationally showing that we are on the right track with our development.



Karanga Plaza Tidal Steps

The Waterfront Plan, released in 2012, brought together over a decade of urban design and master-planning and presented a vision of:

A world-class destination that excites the senses and celebrates our sea-loving Pacific culture and maritime history. It supports commercially successful and innovative businesses and is a place for all people, an area rich in character and activities that link people to the city and the sea.



North Wharf with new bank headquarters in the background

“The Design Framework for Wynyard Quarter is the gatekeeper for reconnecting Auckland city to its beloved harbour in a high-quality, sustainable and public-focussed way” – Planning and Design Award for Wynyard Quarter Urban Design Framework from New Zealand Institute of Architects



NOW AND IN THE FUTURE

The first phase of the redevelopment of Wynyard Quarter has been completed and includes a pedestrian bridge reconnecting the area with the rest of the waterfront, a public plaza, an events centre, new restaurants and bars at North Wharf, a revitalised tree-lined Jellicoe Boulevard with its own raingarden network and Silo Park, an inner city park at the foot of the restored 37 metre high cement silos overlooking one of the Southern Hemisphere's largest marinas.



North Wharf

In addition to the creation of the new built environment, it was identified early on that the activation of the spaces would be equally as important, to ensure Aucklanders start to engage with this new part of their waterfront. This led to the delivery of a number of placemaking activities which have brought Wynyard Quarter to life and in the process have drawn critical acclaim from the internationally regarded think tank, Project for Public Spaces .



Aucklanders engaging with their waterfront

“Waterfront Auckland represents a strong model for a place-based, holistically focused, waterfront organization.

The several targeted Placemaking projects the organization has undertaken have also reflected best-practices on many levels, and the potential to build momentum for Placemaking city-wide”.

– Project for Public Spaces



Silo Cinema and Night Market – Silo Park

The gritty industrial character of Wynyard Quarter reveals artefacts and interprets the site's archaeology through patterns and materials – Excellence on the Waterfront Award from The Waterfront Centre (USA)

- **729,000** people visited the waterfront in 2012/13.
- A wide range of **major events** are held at the waterfront each year, such as the boat show, triathlon, New Zealand fashion week, seafood festival, regattas.
- Many of the developments have incorporated and demonstrate **sustainable design**.
- **Cultural elements** retained, incorporated, celebrated.
- It is expected to contribute **\$4.29b** to Auckland's economy by **2040** and will directly support **20,000 new full time jobs**. Recent analysis indicates the waterfront is well on its way to achieving these levels.
- Auckland Council's long term financial plan provides **\$160m of public funding** for Waterfront Auckland projects, expected to leverage **\$1.3b in private investment**.

OPENING UP WYNYARD CENTRAL

The development of the Wynyard Quarter is a key initiative of the Waterfront Auckland's masterplanning document, the Waterfront Plan. At heart of the areas revitalisation is the development of Wynyard Central. After receiving interest from 30 international and local development consortia, Waterfront Auckland has now announced three development partners to deliver the mixed use precinct which consists of 600-800 apartments, a new innovation hub and commercial office space (150,000sqm GFA) and a five star hotel.



Artists Impression: Future Laneway

Keeping the retention of the heritage of the area has been an important focus in Wynyard Central and is exemplified by the retention of the 1930's Lysaght character building which is currently being repurposed for use as the cornerstone of an innovation hub for Auckland - Grid AKL – a campus style network of shared working spaces which will showcase the best of New Zealand's digital media and ITC capabilities.



Daldy Linear Park – New street completed in Wynyard Central

Alongside this Waterfront Auckland is continuing to deliver a high quality public realm which will blend seamlessly with the private development. The development of a promenade for walking and cycling and integration of raingardens into a linear park network are all part of the organisations commitment to delivering the most sustainable urban development in New Zealand.

Waterfront Auckland has gone to great lengths to ensure high standards for design, and ambitious targets for sustainability and implementation, are met by the development partners through the preparation of a detailed reference design, urban design guidelines, sustainability standards and community infrastructure and housing requirements.



Artists Impression: Future commercial

A new initiative is the development of the "Smart Precinct" – a precinct-wide, holistic, performance reporting, communication and engagement platform. While still in the early concept phase, the intention is to monitor building and infrastructure performance, transport, public space use and environmental quality, and to make that data available to multiple audiences. The aim is to drive performance and behaviour change, provide assurance of sustainability claims and deliver a valuable data-set for research and development.

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“Waterfront City” Basel: The Urban DNA as Resource for Waterfront Development

Water plays a key role for mankind; for many of the human settlements the disposability of water has been a key factor for its urban development. In general the characteristics of human settlements and its historical background differ depending on the fact if the community has settled down at canals, lakes, coasts or rivers. This case study of Basel - a Waterfront City at the river Rhine – focuses on the specific conditions of urban developments on a riverside.

Waterfronts, the unique places where land and water meet, are a finite resource embodying the special history and character of each community.

The hypothesis of this case study is that waterfront developments can only contribute to an added value of the urban settlement of the community if the specific conditions of the urban genesis or urban DNA are well considered.

This case study researches broadly on topics related to waterfront development. Based on the analysis of the typology of urban settlement at a riverside the role of waterfront development for living, working, transportation and public uses will be analysed.

Key Elements of Urban DNA

- **The Importance of Topographic and Cultural Context**

The city of Basel is the origin nucleus and centre of population of the tri-national metropolitan area in the Upper Rhine area, sharing the border with France and Germany. The Rhine, flowing to the north see, divides the city into two parts. The region is culturally extending cross border, which is reflected in the historical heritage of its three states.

- **The Importance of Connections for Urban Settlement**

Due to the location at the river Rhine and control of the corn imports during medieval times Basel has had an economically strong position. For some centuries to come, Basel possessed the only permanent bridge connecting both parts of the city. The bridge was also crucial for tolls over the river "between Lake Constance and the sea".

- **The Importance of Sharing Knowledge**

The University of Basel is Switzerland's oldest university. Over the course of centuries, many scholars came to the city and Basel became an early centre of book printing and humanism. The faculty of medicine played a key role for the university from the origin. Its first site is prominently located at the riverside of the old Münster hill.

- **The Need for Work Spaces**

During industrialisation the economically strong position was led by the development of the chemical and pharmaceutical industry, which profited from best water supply at sites on the riverbank of the Rhine. Originally located outside the historical centre in the city walls, they are nowadays completely embedded in the urban texture.

- **The Need for Transportation Systems**

The possibility of shipping heavy freights along the river Rhine led to the harbour development at the tri-national border at an early stage. Basel has Switzerland's only cargo port, through which goods pass along the navigable stretches of the Rhine and connect to ocean-going ships at the port of Rotterdam. The harbour of Basel plays an important role as transportation and mobility hub.

- **The Potentials of Living Spaces at the Riverbanks**

The historic urban development of medieval housing was strongly oriented towards smaller rivers leading to the main river. By controlling the risk of flood danger and by pulling down the city walls in the 19th century further expansion of the city was possible. Nowadays, the best location for housing is at the riverbank.

The Development Inside the Historical City

Historical Sites of Knowledge

The densification of the campus for public uses, such as the university and hospital are results of the need for more and better spaces. But the urban development is restricted within the context of historical preservation due to the location inside the historical city. At the centre of the university and hospital development project are two high-rises that are limited to the height of 75 metres and 60 metres respectively. The vertical densification enables more open space for the public and for interaction with civic life and preserves historical structures. In general, the debate on the height of the buildings was led by the discussion of the panoramic view along the riverside.



Illustration: Campuses for public uses: panoramic view along the river Rhine

Accessibility to the Public: New Walkway Along the Historical City

Nowadays, public access to water and public connections play a crucial role in urban development. The most ancient part of the city, the Münster Hill, forms the most important part of the historic townscape. At the moment, there is an urban debate about providing a new connection along the riverside in front of the historic part of the city. Members of the architectural heritage preservation claim their interest higher than their opponents' claims regarding public use and access. Thanks to democratic structures, city development has reached every citizen's interest: On May 18th, there will be a public vote about this issue.



Illustration: Initiative "Rheinuferweg jetzt!" (engl.: "Riverside Walk, Now!") - view of the first location of the University of Basel and the Münster cathedral

The Campus Development Outside the Historical City

Sites for Industrial Uses: Campus Roche

The development of the Roche headquarters concentrates on the functional needs for offices, production and research and combines this with high architectural quality in a modernist tradition. Herzog & de Meuron developed a flexible plan for the future site development inside the urban texture. Providing more space for the global headquarters offices, a metropolitan scale is being reached with the planned Roche Tower along the riverside: A 180m high-rise. The architects evaluated the change of the cityscape by visualising views from the bridges. The campus is surrounded by a café, a museum and a park; they can profit from the nice location and access to the riverside.



Illustration: view from the Wettstein bridge and Master plan of the Campus Roche

Sites for Industrial Uses: Campus Novartis

The master plan of Campus Novartis based on a rectangular system of plots, arcades, a main street and plaza aims at reconstructing a city in a traditional manner, which satisfies all needs in a high architectural quality. The urban development is preserved for a closed community. Its long-term strategy aims at transforming the former industrial complex to a place of architecture of highest international standard. Existing buildings are gradually replaced with new "icons. Transforming the St. Johann harbour provided new open green spaces that are mostly part of the inner campus development. The public has limited access along the Rhine. At the edge, one building of the master plan that lies directly next to the walkway will be opened to the public.

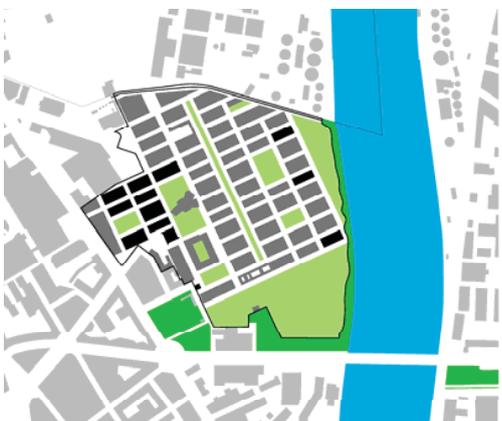


Illustration: Master plan of the Campus Novartis and view of an interior street

Accessibility to the Public: Cross Border Rhine Walkway

Following the restoration of the St. Johann harbour, an attractive walkway for pedestrians and cyclists will be constructed beside the Rhine, leading downriver over the Swiss and French borders. This will create a cross-regional network along the Rhine. This example highlights ways of working with the river and its banks in an urban environment – one of the core themes of the recently started International Building Exposition IBA Basel 2020.



Illustration: Cross Border Walkway along the Rhine, connecting France-Switzerland

Masterplan 3Land – A Waterfront Development Linked to Harbour Activities Bringing Three Countries Together

One of the larger long-term projects concerning waterfront development is the tri-national Masterplan 3Land, which was launched as IBA Basel 2020 project. The three towns of Basel, Huningue and Weil am Rhein aim at drawing up together the masterplan. The master plan seeks to integrate these three communities into the tri-national agglomeration. For this, the existing harbour industry has to be removed. By creating a new harbour basin, close to the highway infrastructure and the railway system and by delocalising the existing harbour industry, tremendous new opportunities for waterfront urban development will be offered. This urban waterfront development will reach metropolitan scale and shape a future tri-national identity. Within the concept of a long-term strategy of the master plan, each of the three nations will have the opportunity to develop their own iconographic architecture.



Illustration: Iconographic visions of the Master plan 3Land for the future of the tri-national metropolitan agglomeration of Basel.

A LAKE FOR ALL

leisure and urban mobility in the Paranoá lake by LOUISE BOEGER



public lands invaded



land use

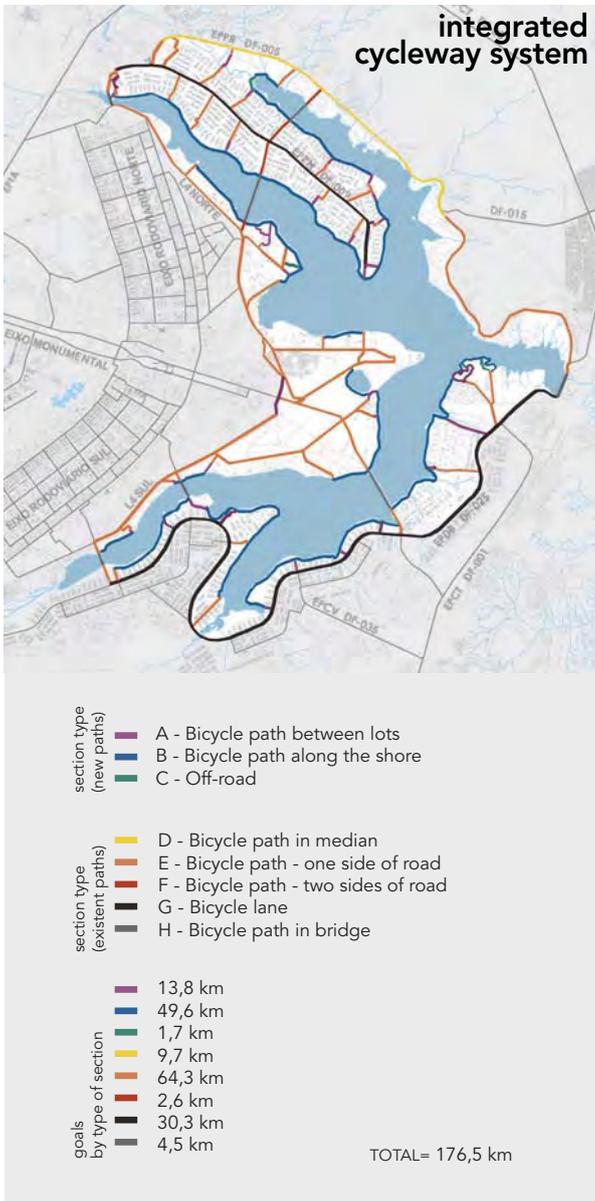


- Comercial
- Educational
- Institutional
- Mixed-use
- Religious
- Health
- Residential
- Private Clubs
- "Orla" Project Area (1995)

The configuration of waterfronts many times do not provide interaction between people through casual encounters and social activities, what would also help environmental protection of those areas. In Brazil, margin areas are legally protected and defined as Permanent Preservation Areas (APP). However, all around the country they have been illegally occupied throughout the years either by the population or even by governmental projects.

In the capital Brasilia the urbanist Lucio Costa - winner of the competition that chose the city project in the 50s - saw the future occupation of the *Paranoá* Lake waterfront as a right for all the population as a public linear park. Despite that, there was no definition of legal destination for the lake margins, what made them become residual spaces from land division of surrounding sectors. Later, those areas were occupied by private clubs and residences as extensions of their original lots.





“The brief discussion of use conflicts in the *Paranoá* Lake illustrates a possible role of water bodies in the reproduction of social inequality situations. By defining uses of areas on the lake margins which privilege the population with higher incomes, the planning crystallized even more the socio-spatial segregation that characterizes the urban structure of the capital. When the government refrains from playing its role as supervisor, it reinforces the private occupation of public spaces, privileged the interests and objectives of certain groups and, by that, seems to have contributed to reproduce the social domination” (CIDADE in PAVIANI, 2010)

Today, many of the potential areas for public spaces destination in the lake shore are private lots inaccessible for the population, disconnected from the urban fabric and, in some cases, fully abandoned. In some of the few public spaces of the lakeside legally destined to leisure, the infrastructure is precarious.

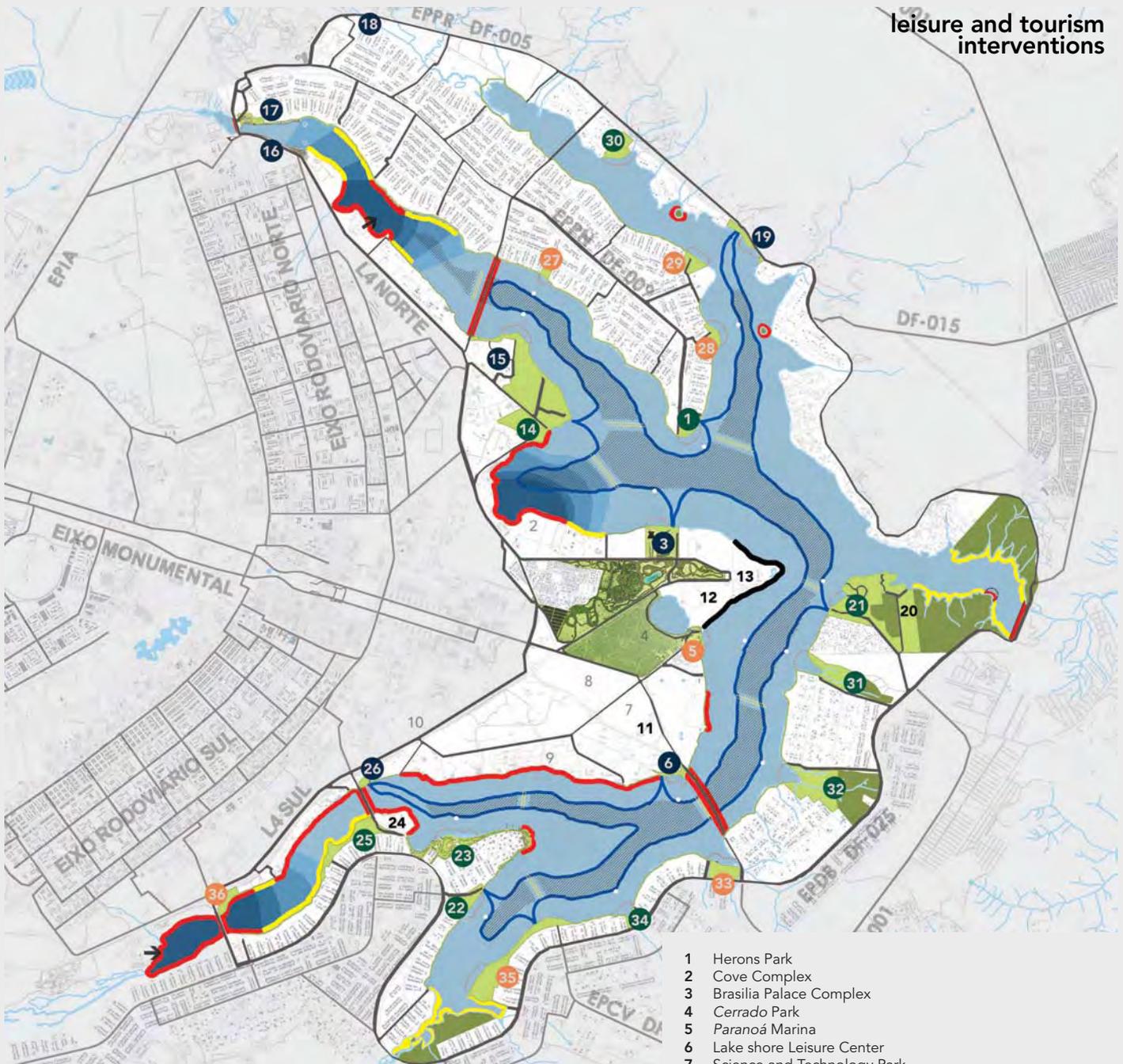
It is evident that the *Paranoá* lake shore needs an urban re-qualification, with the implementation of a coherent system of public spaces. Not only punctual actions, but one that effectively integrates the existing spaces and the new ones that could be set in the area. The project A LAKE FOR ALL establishes guidelines that can orientate the authorities actions in order to guarantee free access to the lake shore as the public space it should be.



Considering the existing the road infrastructure near the lake, an **integrated cycleway system** was planned. The intention is to promote the use of bicycles not only as leisure but also as vehicle. To do so, cycle paths and **inter-modal stations** were proposed. The improvement of mobility in the lake area was also explored with the proposition of a **water transportation system** connecting the inter-modal stations, localized in specific points along the shore. Those stations would help promote the development of quality leisure areas, bustling not only on weekends but on weekdays too.

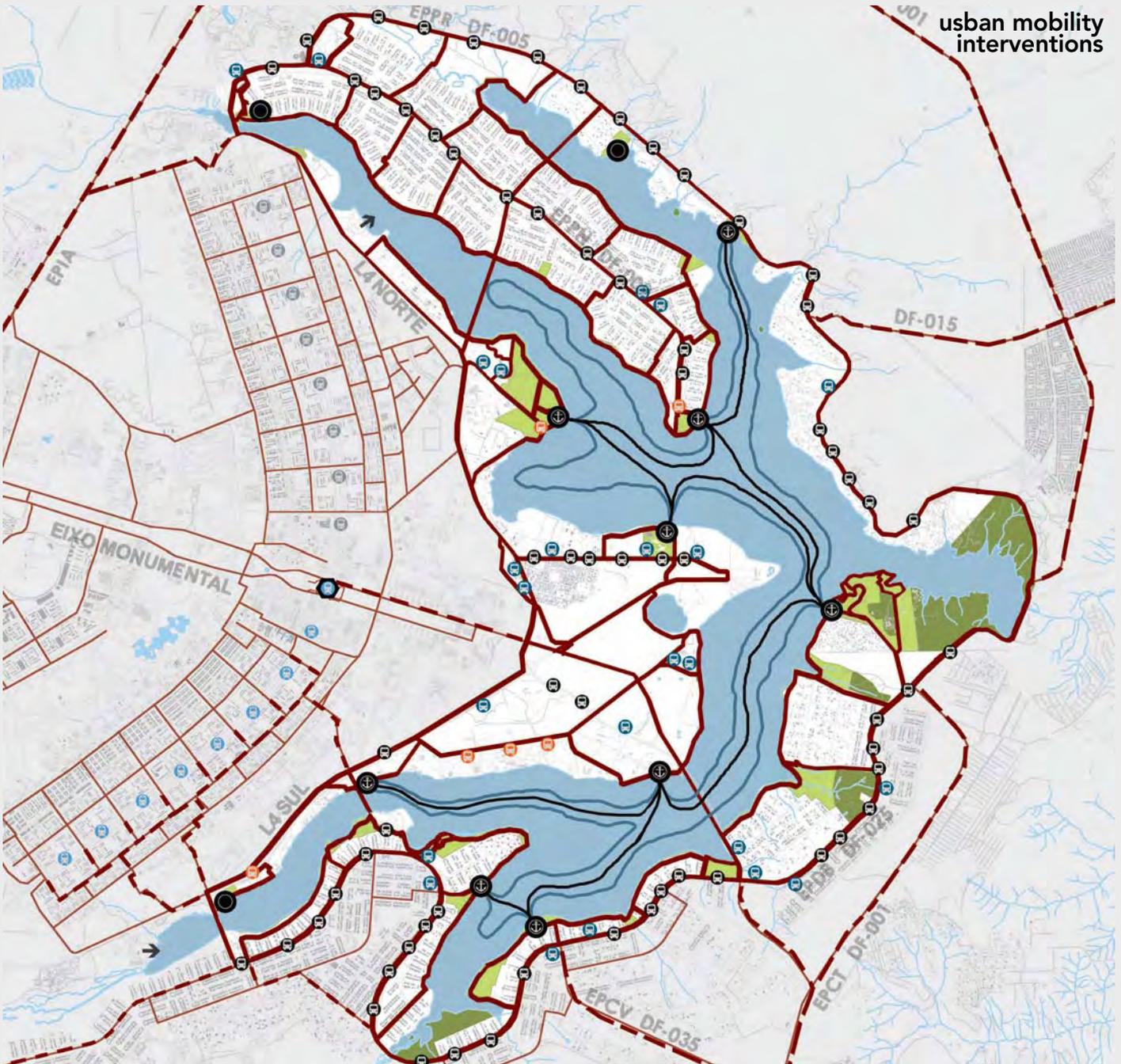


The main goal of this urban intervention is certainly to approximate the population to the lake, as an important space for leisure and urban mobility that is currently underused. It would certainly contribute to improve the tourism in the city too. But most important, it should awake the conscience that the *Paranoá* Lake does not belong to a few lucky ones, but to ALL. ■



- nautical activities**
 - Nautical Activities (speed < 3 knots)
 - Nautical Activities (speed > 3 knots)
 - Nautical Tourism Circuit
- floats**
 - Security zone
 - Bathing zone
 - Crossing zone (speed < 3 nós)
 - Luminous float
- bathing and fishing**
 - Restricted
 - Prohibited
 - Not recommended
- water quality**
 - Excelent
 - Very Good
 - Good
 - OK
 - Inadequate
 - Sewage treatment station
- points of interest along the lakeshore**
 - Private
 - Conservation Area
 - Public/Existent
 - Publico/Potential
 - Public leisure areas
 - Restricted access conservation areas

- 1 Herons Park
- 2 Cove Complex
- 3 Brasilia Palace Complex
- 4 Cerrado Park
- 5 Paranoá Marina
- 6 Lake shore Leisure Center
- 7 Science and Technology Park
- 8 International Center
- 9 Water Park
- 10 Nations Park
- 11 Banco do Brasil Cultural Center
- 12 Jaburu Palace
- 13 Alvorada Palace
- 14 Ruins of the War College
- 15 University of Brasilia Olympic Centre
- 16 North Wing Boardwalk
- 17 North Lake Experimental Park II
- 18 Varjão Public Courts
- 19 North Lake Piscinão
- 20 St. Benedict Monastery
- 21 Don Bosco Chapel Ecological Park
- 22 South Lake Natural Amphitheater Park
- 23 South Peninsula Ecological Park
- 24 South Lake Pontão
- 25 QL 10 Park
- 26 Square of the Orishas (Little Beach)
- 27 North Inlet Leisure Centre
- 28 Island Retreat Leisure Centre
- 29 Sarah Kubitschek Leisure Centre
- 30 Bald Hill Park
- 31 Don Bosco Chapel Multiple Use Park
- 32 Copaíba Park
- 33 Juscelino Kubitschek Leisure Centre
- 34 Canjerana Ecological and Experiential Park
- 35 Deer Head Leisure Centre
- 36 First Bridge Leisure Centre

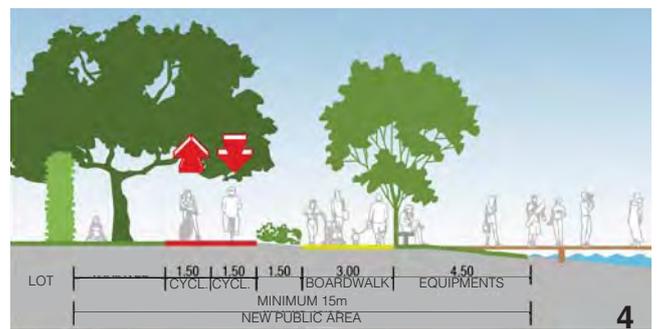


- water transport.**
 - Water transportation circuit
 - Water tourism circuit
- intermodal stations**
 - Bus terminal
 - Land transportation
 - Water + land transportation
- land transportation**
 - Subway station - operating
 - Subway station - to be built
 - Bus stop - existent/both sides of the road
 - Bus stop - existent/one side of the road
 - Bus stop - project
- cycleways**
 - Main connections
 - City's cycleway system outside lake area
 - Cycleway system proposed
- points of interest**
 - Public leisure areas
 - Restricted access conservation areas
 - Sewage treatment station

before



after





YOUNG CITY GDANSK

INTRODUCTION

Young City Gdansk is a unique revitalization project of 22 hectares within the post-shipyard area in Gdansk. The project will restore and enhance the most important historical shipyard buildings, adapt them to new functions and build new attractive objects for various uses. This development approach will emphasize the unique history of this place, supplementing it with new spatial and architectural quality and re-integrating the city center of Gdansk with its historic Waterfront.

HISTORY

The Young City (*Młode Miasto*) was founded by the Teutonic Knights in 1380 as an independent trading and sea-port district. Its key strategic location meant Young



City flourished, and soon became more competitive and important than some of the other city districts. This ultimately led to its suppression in 1455 on the orders of the Polish king.

Following the Franco-Prussian war (1870-71), a major re-structuring of the shipyards was undertaken, leading

to construction, under Kaiser Wilhelm II, of the new assembly halls, together with the Dock Basin (formerly connected with three slips) and two swimming docks, which remain part of the site today.

After demolition of the northern city fortifications in 1890, the rest of the Young City was developed for industrial expansion, further shipbuilding and municipal gas manufacturing, with the creation of the Kaiserliche Werft (Imperial Shipyard).

After World War II, the shipyards of Gdansk became one of the largest and most important industrial facilities Europe, producing around 40 ships per year for the Soviet Union.

The workers' struggle against communism started with the shipyard workers' strike in 1970, now commemorated by the statue to the fallen shipyard workers, which marks one of the gateways into Young City Gdansk. This led to memorable scenes in the early 1980's, headlining across the world's media, when the Solidarity movement was formed after the shipyard workers barricaded themselves in under the inspirational leadership of electrician Lech Walesa. A tidal wave of protests and unrest spread from Young City across eastern Europe, culminating in the tearing down of the Iron Curtain in late 1989 – 25 years ago!

LOCATION

Only a seven minute walk to the central train station and a fifteen minute walk to the Old Town of Gdansk the area has the potential for 450,000 square meters of usable space, which will create a wide range of new



..... AN OPPORTUNITY TO TRANSFORM AN ICON OF THE 20TH CENTURY

..... INTO A WORKING, LIVING COMMUNITY FOR THE 21ST CENTURY



YOUNG CITY GDANSK



PUBLIC SERVICE INSTITUTIONS

1. CITY HALL
2. CITY COUNCIL
3. VOIVODESHIP OFFICE
4. NATIONAL BANK OF POLAND
5. POLICE HEADQUARTERS
6. COURT OF APPEAL
7. DISTRICT COURT
8. CITY LIBRARY

CULTURAL CENTRES

9. NATIONAL MUSEUM
10. WW II MUSEUM
11. BALTIC PHILHARMONIC
12. NATIONAL THEATRE
13. SHAKESPEARE THEATRE
14. EUROPEAN SOLIDARITY CENTRE

LANDMARKS

15. ARTUS COURT
16. NEPTUNE'S FOUNTAIN
17. OLD TOWN CITY HALL
18. ST. MARY'S CHURCH
19. GREAT ARMORY
20. GOLDEN GATE
21. GREEN GATE
22. GREAT CRANE
23. FALLEN SHIPWORKERS MON

functions:

business, residential, retail, leisure and hotel. All this in the unique surrounding of attractive public spaces and wide waterfront boulevards.

Young City Gdansk is in a prime strategic location. To its south, within walking distance, lies the historic Old Town of Gdansk, to its north the Vistula and Motlawa river frontages running to the Baltic Sea.

There is now a unique opportunity to re-develop significant the existing dockside buildings for a variety of uses and to introduce an exciting range of new buildings to create one of Europe's signature waterfronts.

The City of Gdansk approved in 2004 Zoning Plan covering Young City setting out the land use

classifications, plot densities and development parameters for the urbanisation of the post-shipyard area by providing a wide range of uses including commercial and residential.

The Zoning Plan mandated the construction of the Nowa Walowa street, which for the first time will organically link the shipyard waterfronts with the pedestrian and public transport thoroughfares of the main town, providing a vital link between Young City Gdansk and the greater road network of the City of Gdansk.

In October 2012 the site's owner BPTO appointed Budimex S.A. as general contractor for the construction of Nowa Walowa Phase 1, running from Rybaki Górne street up to Brama Oliwska Gate. The construction of the road is now finished and should receive its official permit from the City of Gdansk in May 2014.

VISION

The 22 hectare Young City Gdansk development site provides an extraordinary opportunity to take this historic site forward into the 21st Century, and make it once again a vibrant, exciting place to live and prosper. The project involves adapting historic buildings and constructing new ones to create a mixed-use destination where people can work, reside, shop and play in the waterfront heart of the metropolitan area.

To meet community and market needs, the project envisages the creation of an extensive residential offer at all levels – from low-cost student accommodation to mid-priced city flats to exclusive waterfront apartments,





YOUNG CITY GDANSK



which will allow people representing a cross-section of society in terms of age, profession and lifestyle to live in the Young City Gdansk neighbourhoods.

The vision for Young City Gdansk is based on promoting healthy and sustainable working and living patterns that reduce reliance on the automobile commute and re-focus economic and cultural life within the heart of town at the nexus of public transport hubs. The project will provide bespoke office space to suit small, medium and large enterprises. The aim is to create an attractive and welcoming place for small businesses and start-ups alongside major multi-nationals within a world-class Innovation Campus, with spacious office spaces, responding to the growing demand of the technology, BPO and process industry sectors in Gdansk.

These development plans envisage a mix of uses across range of development sites, where a combination of bold new buildings will complement the careful conservation and adaptation of the impressive Prussian dockside assembly halls. These would be enhanced within a newly landscaped setting - with bars, restaurants and speciality shopping, supported by new hotels, offices and above all a wide choice of residential accommodation.



The vision outlined in these plans forms the starting point for a fresh look at the fantastic opportunity that is Young City Gdansk - a place that will respect the past and embrace the future, and put a beating heart into this extraordinary part of Europe's heritage - the birthplace of new Europe!





YOUNG CITY GDANSK



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***Title:* Revitalization Concept for the Pregolya riverside and adjacent “Heart of the City” project areas in the historical centre of Kaliningrad («WATERFRONT»).**

Synopsis: The Pregolya River has always been one of strategic factors for the origin and development of the urban fabric of Königsberg-Kaliningrad, the Russian city with Prussian history. The concept of revitalization of the Pregolya riverside areas seeks to provide an integrated logical approach to the redevelopment of the waterfront in the historical centre of the city.

ABSTRACT

The “Heart of the City” Project, initiated by the Kaliningrad Region Government and Kaliningrad City Administration, aims at regeneration and returning the historical centre of Kaliningrad to life. At present, according to the Project Road Map, OOO “Arkhitekturnaya masterskaya 4+” is contracted by NP Urban Planning Bureau “Heart of the City” to develop the concept “Waterfront” – the redevelopment of the Pregolya’s riverside and adjacent areas.

The Pregolya River has always been one of strategic factors for the origin and development of the urban fabric of Königsberg-Kaliningrad. Historic bridges and the port history of riverside areas are the most important element of the “city’s genetic code”. However, in the Soviet period, the city “turned away” from the river and ignored its communication, landscape, aesthetic and recreational potential.

In the post-soviet period (the 1990s–2000s), there has been a growing public demand for a new understanding of the historical centre of the city and redevelopment of its riverside areas. This demand has resulted in a number of events: the International Symposium “Kaliningrad: Visions of the Future. Urban Development of the City Centre” (2005), the International Design Workshop (WORKSHOP) –“Prospects of Development of the Central Part of the City of Kaliningrad” (2007), the development of the Road Map for the “Heart of the City” Project and the international competition for the elaboration of a concept for the development of the historical centre of Kaliningrad, announced in January 2014 (the competition results will be summarized in November this year).

The design approach for the Waterfront concept is based on the historical and architectural urban planning basic key plan, developed in the framework of the historical and cultural study of the central area (Co-authors: O. Vasyutin, A. Popadin and others), the analysis of the current and historical pattern along the Pregolya banks as well as the recommendations of the international workshop-laboratory “Public spaces on the waterfront: ideas and solutions”, held in October 2013 in Kaliningrad. The concept also builds upon similar waterfront projects, implemented in the European cities (Hamburg, Oslo, Bremen and Copenhagen) and Moscow.

The concept covers the area of about 110 ha (6 km in perimeter) and suggests the integrated logical approach to the development of the waterfront in the centre of Kaliningrad. Water spaces

and coastal zone shall be included into the city's evolution and turned into open public spaces filled with life. Based on the historical development pattern, it is proposed to return "buildings by the water", furnished with contemporary facades and different functions, to the center of the city; to build mooring embankments and to create some "brand" facilities and sites that will become the symbols of this area. To organize the space with due account for the "memory of the place", it is necessary to restore a part of the historic bridges, which will also contribute to the improvement of public infrastructure in the city center.

In the course of the concept development, there were identified nine principles, which in one or another way affect the formation of architectural themes and creation of spaces "by the water".

1. Sunlight. In case of the parallel row development, the southern embankment, unlike the northern embankment, will always be in the shadow. Thus, in order to increase sunlight on the southern embankments, an architectural principle of courts of honor or the principle of "punctures" and "horizontal shafts of light" shall be used for the development exceeding four floors.
2. The neighborhood of water should be taken into account both in the first and the second lines of development.
3. The viewpoint of an observer moving down the river should be taken into account in the development, which should shape the sequence of visual accents (dominant signs) as a part of general "river theme" of its zone or as a part of the complex.
4. When observing from the water, the ratio "building height/level of the bank" varies depending on the water level.
5. Unlike the land-based development, the development by the water is governed by neighboring bridges in terms of transportation connectivity. Bridges can be considered as crucial factors in organization of the complex redevelopment.
6. Discontinuities in the redevelopment should be specially designed and serve as a part of compositional organization of the "river theme" for an observer moving down the river.
7. In case of the "along-the-water" (riparian) development the silhouette shall be more important than in case of the construction on the plain: the whole development is considered as a part of the landscape composition.
8. Vertical zoning of buildings by the water should begin not from the ground-level as it is common for the land-based development but from the water level. Thus, vertical zoning will have at least 4 levels.
9. The water (river) surface should multiply (reflect) the façade and daylight composition of the riverside development by "playing" with color, pattern and shapes of structures in various combinations.

The completed work is expected to result in the design proposals, which will be used as the foundation for the General Plan of the city of Kaliningrad. Implementation of this project would facilitate:

- incorporating water areas of the River Pregolya into the urban environment and activating their potential;
- creating open public spaces, new possibilities for public engagement in the urban environment;
- improving the environmental situation of the city, its areas and water resources;
- creating tourist appeal of the areas in the central part of Kaliningrad;
- stimulating investments and economic growth.

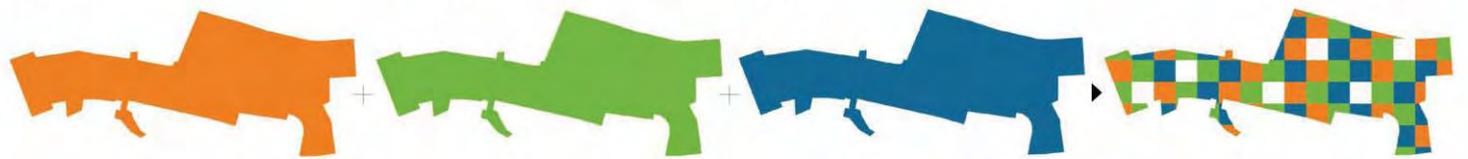
At present, the developed concept of Kaliningrad "Waterfront" is under approval with local authorities. The next stage will be the development of design documents.



THE PROJECT AREA



URBAN GREEN WATER SITUATIONAL SCHEME

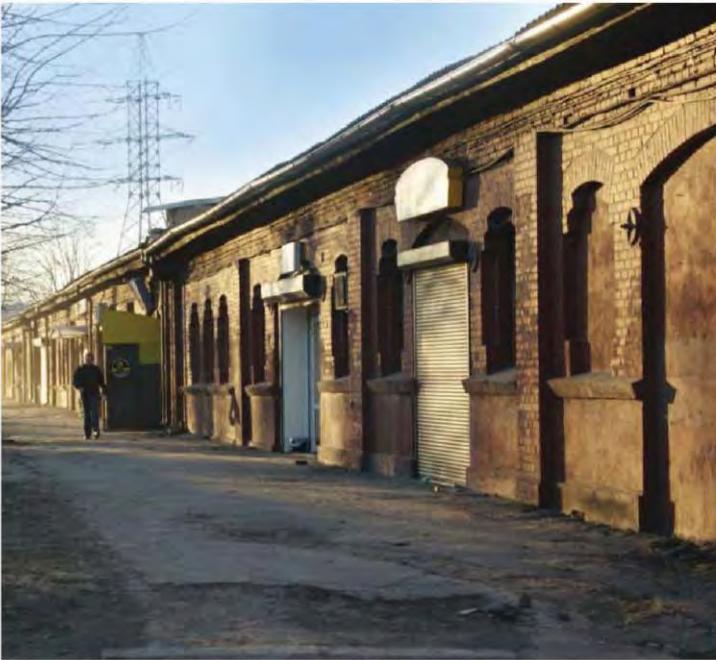


CONCEPT

EXISTING VIEW



DESIGN VIEW



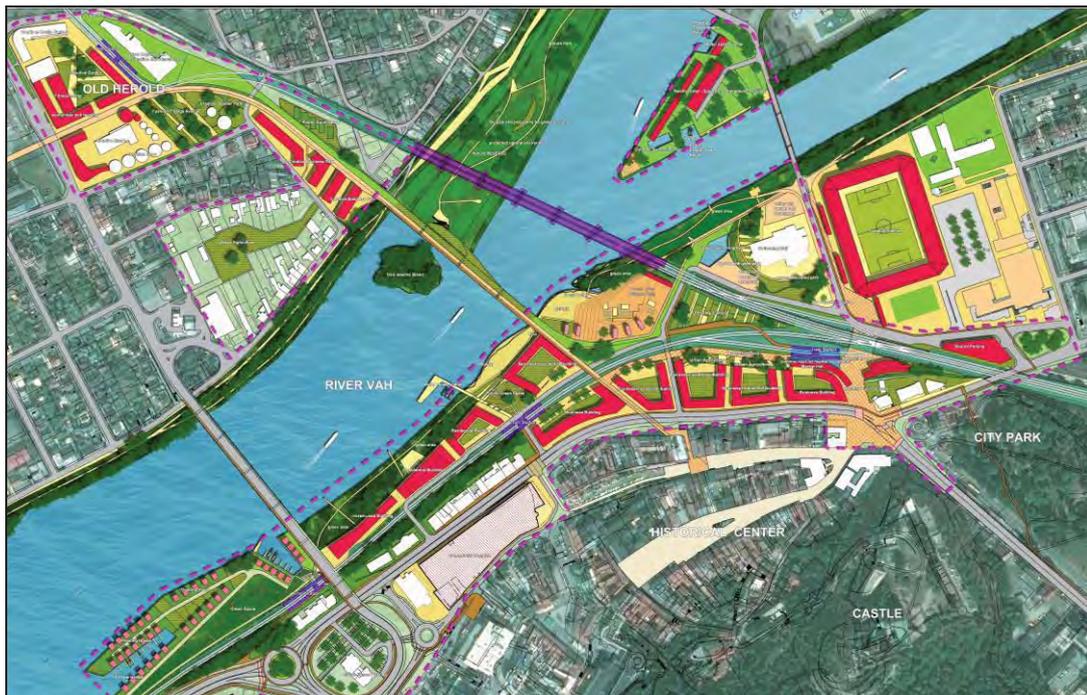
Trencin: Europe's Healthy City on the River



A bird's eye view of Trencin's redeveloped waterfront

With a holistic, people-first approach; *Trencin: Europe's Healthy City on the River* celebrates Trencin, Slovakia's traditional strengths and establishes its bright future. By harnessing the vibrant energy of the city's redevelopment plans, while celebrating its rich history, the plan integrates many urban elements that are not always considered together, including economics, education, culture, mobility and a stunning natural environment, to create a unique synergy between the River Vah, the City of Trencin and its people.

The absolute basis for the healthy city is healthy people. Healthy people need high quality public spaces, green areas and recreational facilities, as well as safe and interesting walking and biking routes, to enjoy physical activity. Trencin's central challenge for achieving this is that the central city and the River Vah suffer from limited connectivity. The city was never planned to be developed along the river and road and rail infrastructures have been physical barriers between the central city and the riverfront.



Trencin: Europe's Healthy City Master Plan

The project aims to restore the natural connections between the historic town centre and the river Vah that were lost during the modernization process of the city development. The first approach of *Europe's Healthy City* has been to create a suitable plan for an urban mobility oriented to the River. First of all, railway tracks will be dedicated to a Tram-Train line with its multimodal stations combining the use of public and green bicycles (for both local mobility and green tourism), tram-trains running close to the riverfront and river shuttles stopping at integrated marinas. By combining the renewed relationship between city and river and with the healthy development of the riverfront, the strategy restores the River Vah as the first axis of Trencin in many aspects: economic vector of development, main axis of public transport (by rail and by water), emergence of a regional green tourism, healthy and cohesive public spaces.

Like a healthy organism, a healthy city needs fluid circulation. Smooth mobility for all forms of transport is achieved by promoting the healthiest and least space-consuming transport modes. By reorienting Trencin's transport focus towards human mobility – pedestrians first, cyclists and other human powered movement second – *Europe's Healthy City* integrates health into transportation. While these changes may be seen as detrimental to motorists, the reduction in traffic coupled with the construction of the southeast bypass route will ensure that travel times do not increase significantly. Finally, with the aim of preserving Trencin's rich history while invigorating the tourism industry, the plan transforms the historic centre into a slow mobility area.

Recognizing that not everyone can walk or bike to their destinations, the regional Tram-Train is an attractive and flexible alternative to the car. Using the existing tracks, the network strengthens the city's position in the region. Rather than creating barriers, new public transit infrastructure is used to connect the city. In the plan, the new stations along the river and at the new rail junction doubly serve as fluid connections across the tracks, transforming former barriers into places for movement. These new connections will be particularly valuable in reconnecting people in the city centre with the River Vah. The tram-train network encourages multimodality and green tourism through integrated Bike & Ride stations, while a bicycle share with tram fare integration and connections to river piers create potentials for green tourism activities along the River Vah.



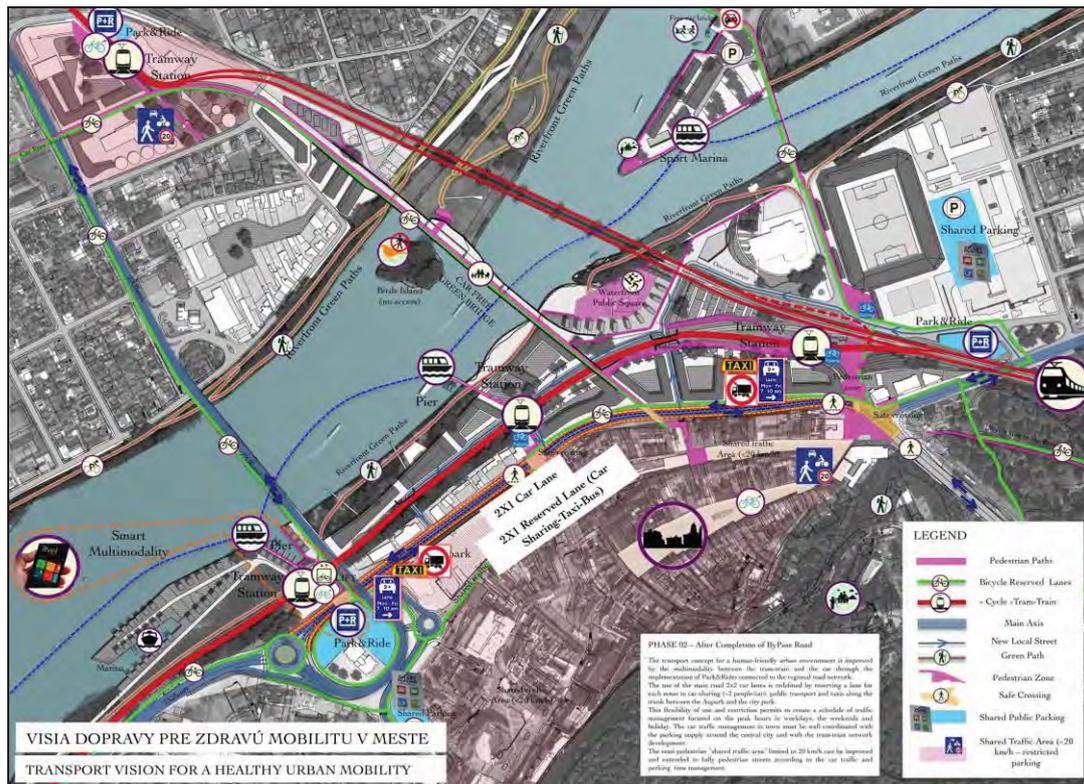
An upriver view from the new floating homes



Human-oriented redevelopment along the waterfront

Several roads and railways in Trencin are important to the city's mobility, but detrimental to human movement and vibrant public space. By coupling transportation with other uses, *Europe's Healthy City* transforms these barriers into opportunities. The new railway station will bridge the tracks and junction, connecting the city centre to the stadium, new athletic facilities and Na Island. A planned connection will also link the integrated public space and skateboard plaza, as well as a promenade that can serve as a small food and beverage market leading, to the multi-use market hall. Further west, a station will link new floating homes with

the centre. A number of pedestrian and bicycle connections between the historic centre and its surroundings are slated for enhancement to facilitate human mobility through the area.



The vision for healthy urban mobility in Trencin

Most riverfront restoration projects treat the public spaces along the river to create a linear dynamic along the river, as a city façade. In the context of Trencin, the main elements that can put the river back at the heart of the city is not the riverfront but the Old Rail Bridge, Trencin's rich heritage and the unique opportunity to create a healthy connection between the city and its river.

Europe's Healthy City public space plan re-imagines the Old Rail Bridge as a Garden Bridge, a space for healthy mobility, nature, organic growth and to honour heritage. Walking and cycling lanes create a new connection across the River Vah. Next to the lanes, gardens will provide new opportunities to grow healthy food locally and to enjoy the river view. Public inlets punctuating the garden will provide spaces for people to socialize, relax and enjoy this vibrant setting. This stunning car-free connection will encourage walking and biking, promote local agriculture for personal and economic growth and become a place where people and nature cohabitate.



Looking north to the Old Herold C2C District



Looking south to the garden bridge, beach, plaza & centre



Trecin's Garden Bridge - Honouring heritage & creating a healthy future

Having both public and commercial plots located along Trecin's newest landmark will raise awareness about the accessibility and benefits of healthy food, while also helping to stimulate the local economy. From small but prominent plots on the Garden Bridge to larger operations in Old Herold and south of the river, urban agriculture will foster economic development while strengthening the city's healthy profile, the benefits of urban development for achieving the *Europe's Healthy City* plan will extend well beyond the built form and into an increasingly healthy community.

Using the city's existing strengths in fashion and industrial design, a strong Faculty of Special Technology at Trecin University of Alexander Dubcek and its tremendous potential for urban agriculture, *Europe's Healthy City* promotes a sustainable strategy, where economic development goes hand-in-hand with natural growth. A focus on sustainable fashion will ensure that the "City of Fashion" is well prepared to uphold its title.

Basing industry in Old Herold on natural systems, where materials are seen as nutrients circulating in healthy, safe metabolisms, the area will become Trecin's first Cradle to Cradle district. Trecin's industries are a central aspect of its environmental and social ecosystems. As a part of this delicate balance, industry has a key role in protecting and contributing to these ecosystems and while sustaining a safe, healthy and productive technical metabolism for the high quality utilization of technical and organic nutrients. The C2C Old Herold District is a main catalyst for activities on the north side of the river. Thanks to its natural connectivity to Trecin city center via the Garden Bridge and thanks to the new tram-train network, the district serves to create a visible synergy between the riverfronts of the city.

The development of new urban functions along the southern riverfront has been designed to sustain the balance between the historical skyline of the old town and the new buildings. *Europe's Healthy City* project restores the River Vah as the heart of Trecin, without conflicting with the historical heritage of the city and with its transport infrastructures thanks to a holistic approach that brings together health, urban mobility, green tourism, culture and urban economic renewal, all of which is centred on the city's most valuable resource; it'.

Jury Panel Report

After the presentation session on 24.9. with short discussion, questions and answers between audience and candidates, the Jury met on 25.9. at 11:00 to deliberate their considerations and take a decision on the Waterfront Marathon's best project.

Members of the jury:

Milica Bajic-Brkovic, Chair, ISOCARP President

Chris Gossop, The Planning Inspectorate, Bristol, UK

Marek Karzynski, City of Gdynia City Planning Office, Poland

Martin Lewis, SACPLAN, South Africa

Rolf Schütt, Architekturbüro Beier, Germany (Jury Secretary)

The Jury considered that there were outstanding features among all presentations. Each member of the jury suggested her/his personal favourite project and a shortlist of 4 candidates was made. This list was eventually reduced to the final three projects which were considered as the best ones.

It is fair to mention that the final result was based on a long discussion, after which the jury decided to assign points for each of the ten stipulated criteria in the Competition's conditions.

In addition to these criteria, the jury also particularly considered elements such as the impact of the projects in relation to their scale, identity, cultural significance and the importance of having a long term strategy rather than just immediate impact.

Based on these considerations, the Jury decided to confer an award to a winner and commend the other two projects of the final shortlist. The award was conferred to the **Auckland Waterfront** project, presented by Brenna Waghorn of the Waterfront Auckland Office.

The Jury considered positively the large and long term impact of the intervention in Auckland, as well as its success in making it attractive for investors, with a strategic scope based on inclusiveness, mixed development, protection of the site's identity and culture, and the use of representative elements and materials.

The commended projects are the **Revitalisation of the Pregolya Riverside in Kaliningrad** and the Project **Trencin: Europe's Healthy City on the River**.

The Kaliningrad Project, presented by Karina Davletyanova from Arkhitekturnaya Masterskaya 4+ (Kaliningrad) was considered because of its challenging actual conditions, which the revitalisation strategically examines in a long term perspective, which is likely to have a positive impact in the entire city. The nine design principles identified by the planners were considered an asset.

In the case of Trecin, the jury was pleased by the positive attitude of the designers, applying a holistic strategy of integral ideas, interesting solutions and a wide range of actions. The solutions regarding connectivity and human scale interventions were understood as an original and positive attitude towards revitalisation and reuse of heritage. Trecin was presented by Sebastien Goethals (Citilinks Group, Chengdu, China) and Mitchell Reardon (Citilinks & The Metropolitan Collective, Sockholm, Sweden).

The award for best presentation was conferred to Trecin as well. This was a selection delivered by the audience immediately after the presentation session. The jury did not have any participation on this decision.

Milica Bajic-Brkovic, Chair

Rolf Schütt, Secretary

Photographic Annex



Introduction by Amos Brandeis



Antwerp, Fort Lillo, Belgium



Auckland Waterfront, New Zealand



Waterfront City Basel, Switzerland



Paranoia Lake Brasilia, Brazil



Gdansk Young City, Poland





Photo Michal Kowalski



Photo Michal Kowalski

Award Ceremony



Best Waterfront Project
Auckland Waterfront
Photo Tomasz Lenik



Commended Projects
Trencin (Photo) and Kaliningrad (abscent)
Photo Tomasz Lenik



Photo Amos Brandeis



Award for best presentation
Healthy City Trecin
Photo Amos Brandeis

Annex: Certificates



50th ISOCARP
INTERNATIONAL PLANNING CONGRESS
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CITIES AND WATER

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THE WATERFRONT PLANNING MARATHON
24 SEPTEMBER 2014

**WINNER OF THE BEST
WATERFRONT PROJECT AWARD**

The Auckland Waterfront



Chair of International Jury

Milica Bajić-Brković
President of ISOCARP



50th ISOCARP
INTERNATIONAL PLANNING CONGRESS
URBAN TRANSFORMATIONS
CITIES AND WATER

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THE WATERFRONT PLANNING MARATHON
24 SEPTEMBER 2014
COMMENDED PROJECT

Revitalization Concept for the Pregolya
riverside and adjacent "Heart of the City"
project areas in the historical centre of
Kaliningrad («WATERFRONT»)



Chair of International Jury

Milica Bajić-Brković
President of ISOCARP



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URBAN TRANSFORMATIONS
CITIES AND WATER

GDYNIA · POLAND · 23 »26 SEPTEMBER 2014



THE WATERFRONT PLANNING MARATHON
24 SEPTEMBER 2014
COMMENDED PROJECT

Trencin: Europe's Healthy City on the River



Chair of International Jury

Milica Bajić-Brković
President of ISOCARP



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CITIES AND WATER

GDYNIA · POLAND · 23 »26 SEPTEMBER 2014



THE WATERFRONT PLANNING MARATHON
24 SEPTEMBER 2014

**WINNER OF THE BEST WATERFRONT
ORAL PRESENTATION AWARD**
CHOICE OF THE AUDIENCE

Trencin: Europe's Healthy City on the River



Chair of International Jury

Milica Bajić-Brković
President of ISOCARP