



**50<sup>th</sup> ISOCARP**  
**International Planning Congress**  
Urban Transformations - Cities and Water

**GDYNIA**  
**POLAND**  
23-26.09.2014

# Waterfront Planning Marathon

## Introduction and Participants



**24.9.2014**

**Edited by Amos Brandeis**  
**General Rapporteur 2014**

## 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”, is 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.

Nine 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 are from eight countries, over four continents.

The Marathon will be moderated by Amos Brandeis, the General Rapporteur of the congress. Following a short introduction, each marathon participant will present his/her plan or project in 10 minutes sharply. When the bell rings, the next presentation starts.

An international jury chaired by President of ISOCARP Milica Bajic-Brkovic will evaluate and choose one or two participants for “The Best Waterfront Project Award”. The audience will choose “The Best Waterfront Oral Presentation”. These will be first announced at the Gala dinner of the congress and award certificates will be handed to the winners.

Judging criteria for the best projects are: 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).

A judging panel report will be prepared following the event.

# The Participants

Selected participants (order by abc):		
1	The Auckland Waterfront	Auckland, New Zealand
2	Waterfront City” Basel: The Urban DNA as Resource for Waterfront Development	Basel, Switzerland
3	Fort Lillo, Antwerp	Fort Lillo, Antwerp, Belgium
4	Revitalization Concept for the Pregolya riverside and adjacent “Heart of the City” project areas in the historical centre of Kaliningrad («WATERFRONT»).	Kaliningrad, Russia
5	Old Fordon Waterfront	Old Fordon, Bydgoszcz, Poland
6	leisure and urban mobility in the Paranoá lake	Paranoa Lake, Brasilia, Brazil
7	Trencin: Europe’s Healthy City on the River	Trencin, Slovakia
8	Varanasi, India	Varanasi, India
9	Young City, Gdansk	Young City, Gdansk, Poland

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.





# 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.

### WATERFRONT AUCKLAND CONTACT DETAILS

**Brenna Waghorn**

Manager – Strategic Planning

[brenna.waghorn@waterfrontauckland.co.nz](mailto:brenna.waghorn@waterfrontauckland.co.nz)

+64 9 3596299

## **“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 19<sup>th</sup> 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 18<sup>th</sup>, 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.

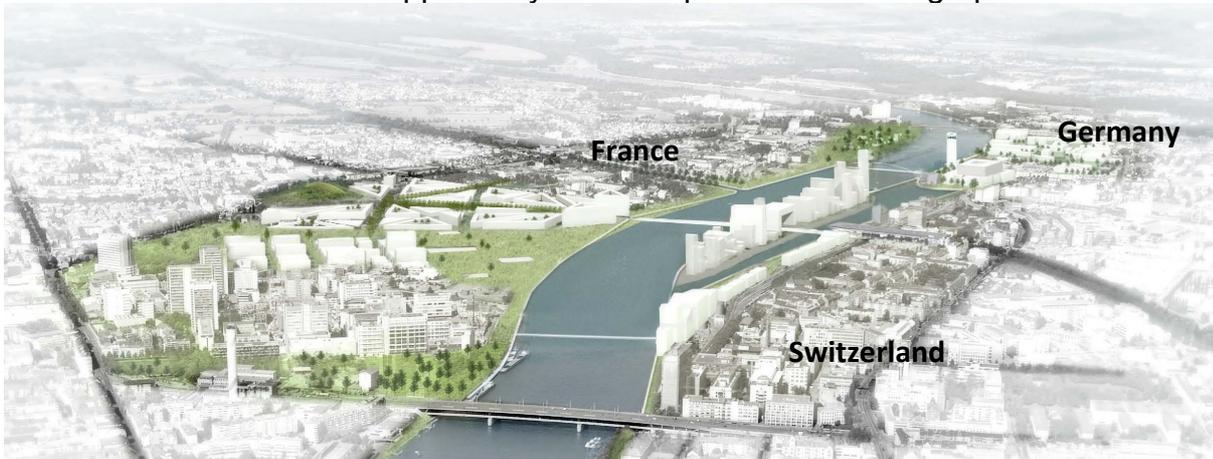


Illustration: Iconographic visions of the Master plan 3Land for the future of the tri-national metropolitan agglomeration of Basel.

## 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, 1<sup>st</sup> 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

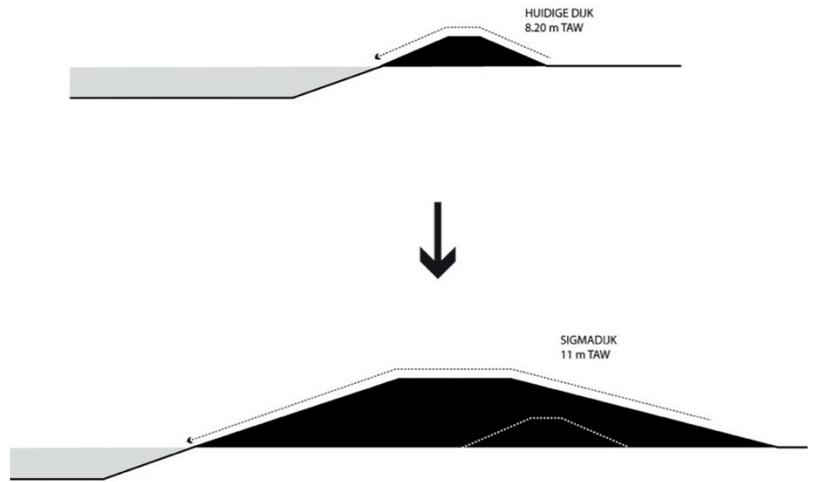


combination of quays and dams means an additional saving on construction-costs, because less ground-transport is needed and the walls will be supported by the ground-wall. Secondly, Lillo gets a face to the river Scheldt, orienting the new prolonged boathouse to the marina. The boathouse is functioning 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.

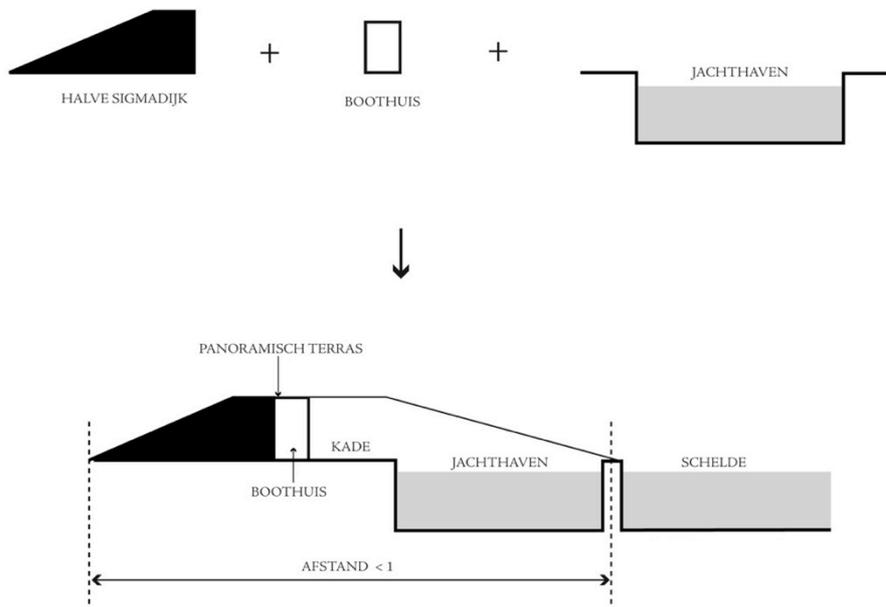
Due to the contribution of contemporary architecture, the cultural heritage and exceptional landscape of Lillo get a new life. The power and meaning of the project lies in the generous way of answering concrete social and public questions. The design for the new marina fits in the larger Sigma-plan. 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

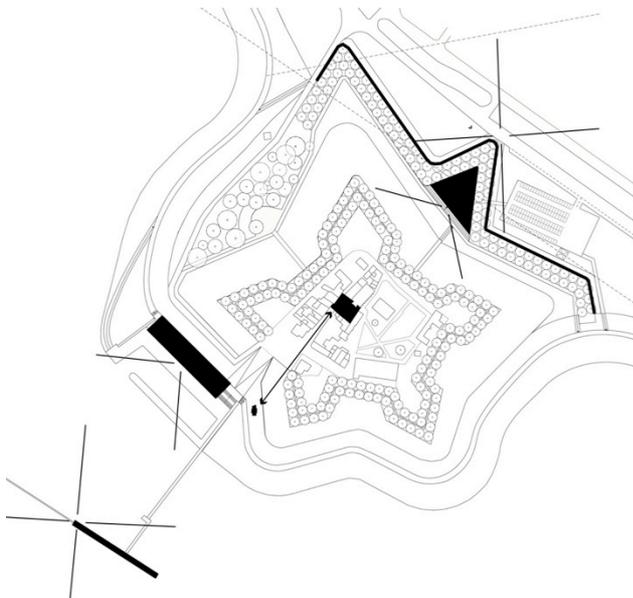
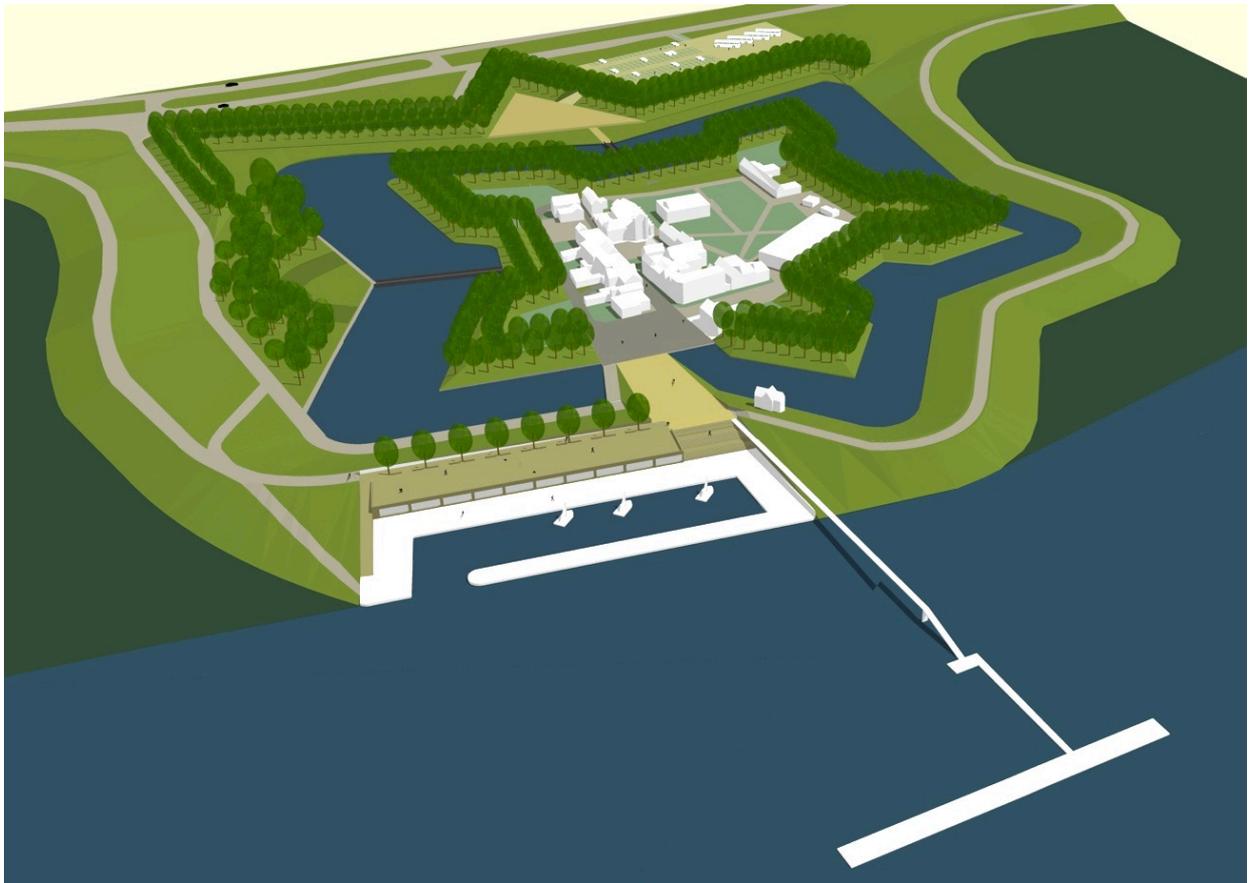


Current dam and planned Sigma Dam



Fortress Lillo, masterplan new situation





View lines



Linking different public spaces

Co-author: Karina DAVLETYANOVA  
Email: [karin\\_d@bk.ru](mailto:karin_d@bk.ru)  
OOO “Arkhitekturnaya masterskaya 4+”, Kaliningrad, Russia

Co-author: Igor IDIATULIN  
Mobile: +7 921 613 36 22;  
Email: [idiatulin@mail.ru](mailto:idiatulin@mail.ru)  
OOO “Arkhitekturnaya masterskaya 4+”, Kaliningrad, Russia

Co-author: Alexander KUBASOV  
Mobile: +7 962 266 31 84  
Email: [alexandr.kubasov@yandex.ru](mailto:alexandr.kubasov@yandex.ru)  
OOO “Arkhitekturnaya masterskaya 4+”, Kaliningrad, Russia

***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.

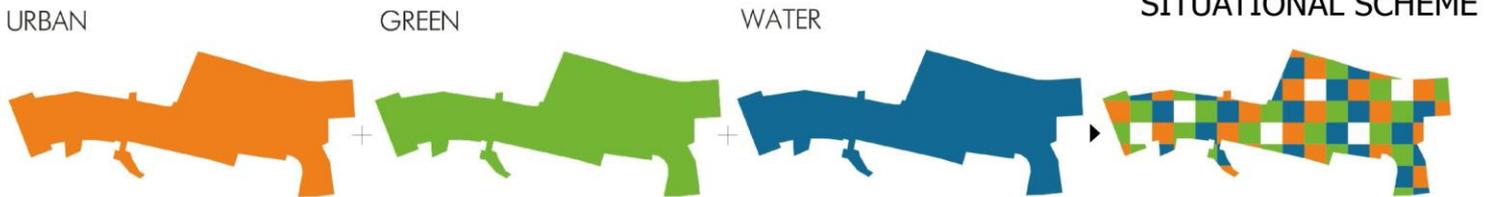
At present, the developed concept of Kaliningrad "Waterfront" is under approval with local authorities. The next stage will be the development of design documents.



THE PROJECT AREA



SITUATIONAL SCHEME

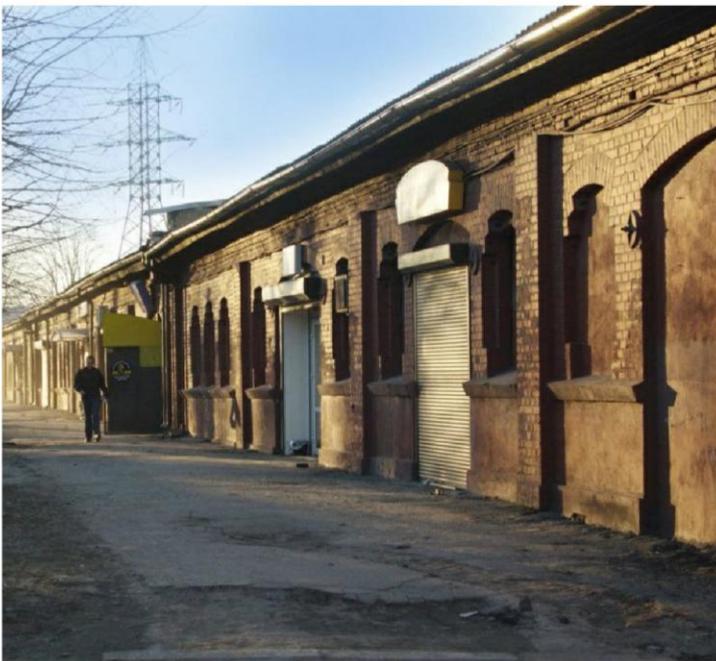


CONCEPT

EXISTING VIEW



DESIGN VIEW



City of Bydgoszcz and location of Old Fordon



Masterplan for Old Fordon



Functional zones along the Old Fordon riverbank according to Masterplan



- ┌ brick factory- restoration of historical monuments, adaptation for a retail centre, housing and leisure
- ┌┌ university campus- new education facilities, student's and lecturer's accommodation, sport and recreation
- ┌┌┌ harbour- adaptation for new functions
- ┌┌┌┌ historical waterfront- restoration of historical identity, new housing, leisure and recreation

Positive aspects of the location



industrial heritage



natural values



technical infrastructure



historical heritage

Negative aspects and dangers of the location



flood danger



neglected, disorganized surrounding



## OLD FORDON WATERFRONT

The aim of the masterplan was to restore the lost historic and cultural heritage as well as raise the economical and recreational potential of the city of Old Fordon.

The city has been incorporated by Bydgoszcz and became one of its districts in 1973. It has been surrounded by a dense fabric of blocks of flats losing its identity and becoming a 'bedroom' district. Since then the value and potential of the old part of the town have been lessened, which resulted in consecutive negligence of the urban structure, social environment and economical potential.

In 2010 RDH AU started the intervention which was aimed at finding solutions for restoration of the lost and forgotten potential. In order to verify the situation we started a process of analyzing the current issues as well as interviewing local stakeholders.

The outcome of our work has been developed in a form of a masterplan, which then was presented to the authorities and local community for verification.

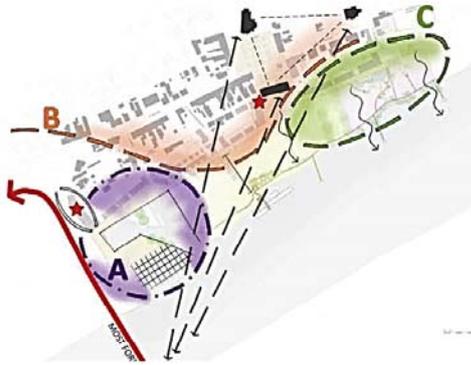
Proposed solutions concerned the underdeveloped and neglected

areas of the city, which were supposed to restore the character and raise the overall quality of Old Fordon. A number of thematic zones specified the directions which the city should follow to achieve the expected development results.

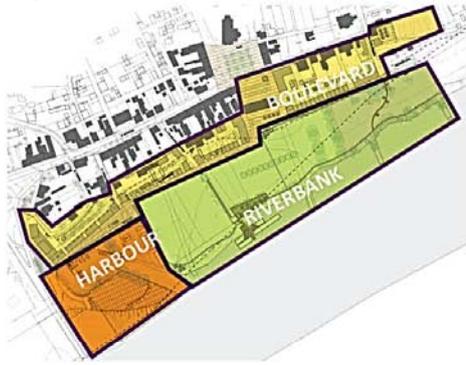
Good reception of the elaboration encouraged us to take consecutive steps and start developing variants of more detailed solutions. We specified a number of projects and focused on the areas of significant potential, which would improve the image and become impulses for further growth, without causing rapid, radical and distorting changes to the local communities.

One of the driving forces behind our actions (apart from social, economical and spatial issues) were concerns for the condition of the existing infrastructure and safety of current solutions. In order to propose modern approach an idea of sustainable development has been supplemented by 'protection by development', a progressive method of design preventing from unwanted difficulties caused by natural events in the future.

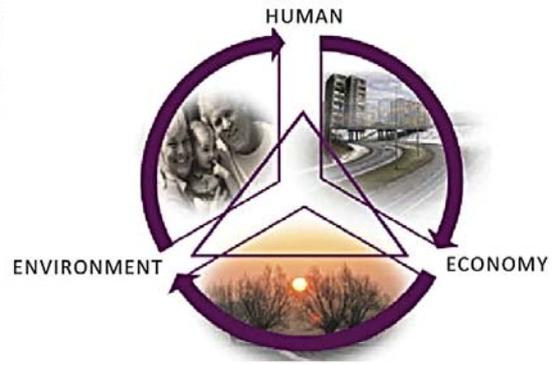
Characteristic development zones



Key functional areas



Focus on balanced development



Characteristic development zones



References and inspirations



harbour



riverbank area



housing



wetland park



Among the most demanding, requiring intervention areas are zones located along the riverbank of Old Fordon. They consist of places dedicated to variety of functions which played their role in the past, but lost their meaning in the recent decades. Lasting in the state of negligence, without proper impulses, condition of those areas would continuously depreciate resulting in difficult to predict and evaluate losses.

Strong concern for those values directed our attention to the part of the riverbank which has been historically bound to the centre of Old Fordon.

Today it represents nothing but an untidy floodplain, neglected harbour and a broken urban structure without its historical facade facing the Vistula river.

The location is vital to the whole city of Bydgoszcz as it's located by one of the most important entrances to the city. Silhouette of the Old Fordon should represent its own heritage and character giving a positive impression of the whole city district.

In order to restore that impression and expose the potential of the location RDH has tracked the history of the waterfront, analyzed

the needs of residents as well as local entrepreneurs and verified technical possibilities of intervention into natural environment.

The design process was started by constituting sub-zones from the whole length of the waterfront. The major stress was put on following elements:

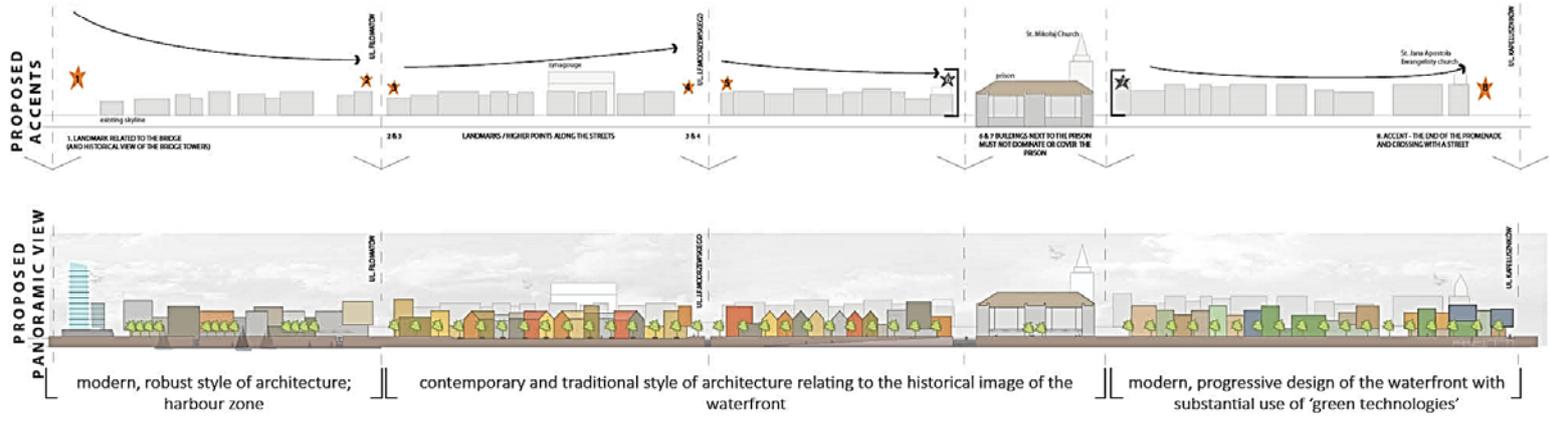
- **Harbour zone** - enlargement, restoration and adaptation of the historical infrastructure for modern purposes (commercial marina; location of the infrastructure for up-keeping the river),
- **Historical zone** - emphasis on the profile of the Old Fordon, introduction of new recreational functions to the floodplain,
- **Nature zone** - underlining the influence of NATURA 2000 on the location, establishment of wetland park supplemented by educational functions,
- **Boulevard** along three zones - a promenade in front of the newly created facades with additional function of flood protection.

Plan of the Old Fordon



- wetland park - natural area, educational facilities
- riverbank - recreation area
- new image of the city market, connection with the riverbank
- new promenade along the riverbank; anti-flood solution
- recreation on the barges
- enlarged harbour of various recreational and economical functions
- infrastructure for upkeeping the proper condition of the river
- space for the outdoor events

Waterfront appearance and division into thematic zones



The development idea bases on restoration of the structure of historical waterfront with a promenade running along the facades. The concept is supplemented by location of recreational and leisure facilities on the floodplain and stationary barges as well as an enlargement of the harbour, which will adopt additional functions.

The thematic division of the character and appearance of the architecture alludes to the historical cultural diversity of Old Fordon (Poles, Germans and Jews) and functional division of the waterfront.

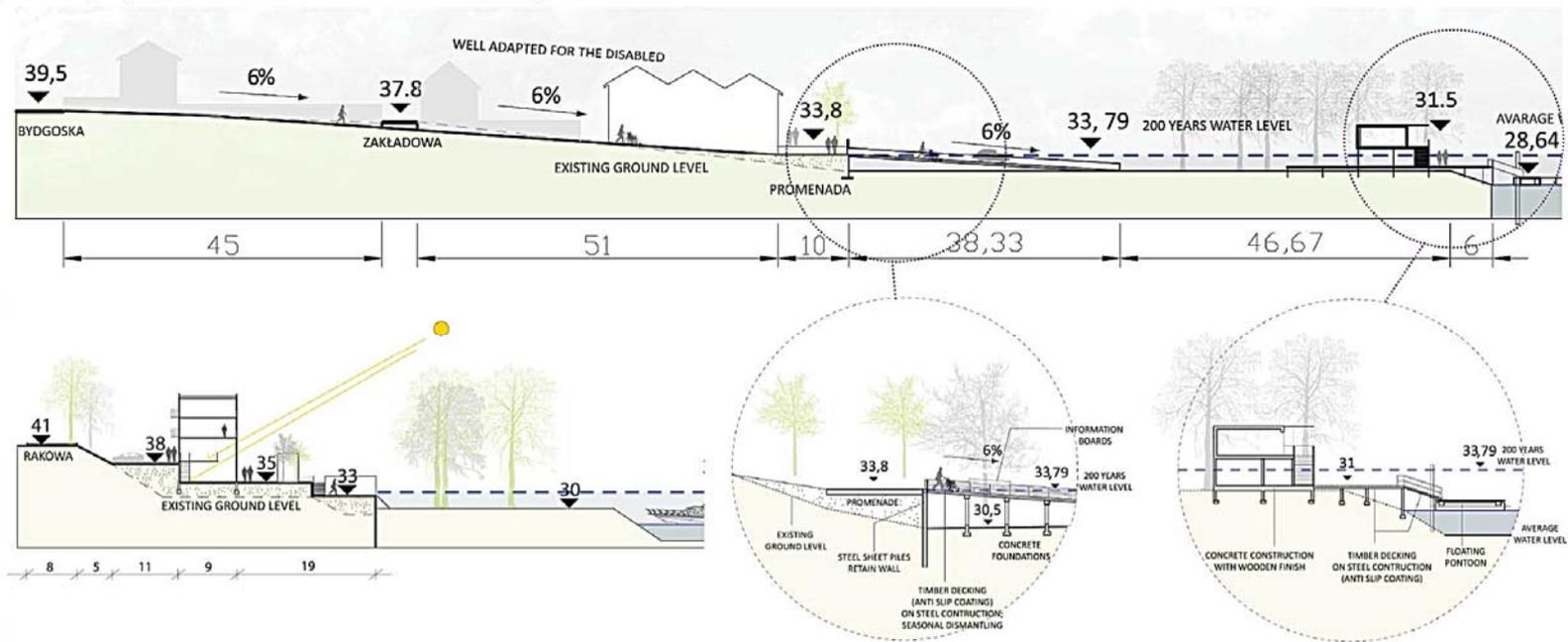
The **harbour zone** located by the bridge is seen as a gateway into the city. Its architecture is modern, the materials relate to robust character. Apart from the tall tower of the hotel, the buildings hold residential and service/retail functions.

The **historical zone** located at the centre of the new waterfront represents a contemporary design with respect for historical forms and details. A line paralel to the river comprises of housing and services as the main functions. A gap in the facade serves as a link

with the centre of the district, and the historical volume of today's prison houses cultural facilities.

The **nature zone** is the most progressive part of the waterfront connected directly to the natural surrounding. Located over the wetland park, at the edge of NATURA 2000 zone it gathers all of the benefits of contemporary green housing. It represents the desire and readiness of the city to show its new face and be a part of the modern, changing world.

## Exemplary solutions for characteristic locations along the riverbank



Character and appearance of each zone of the waterfront has been thought over to give the best answer to contemporary needs of this part of Old Fordon. Combination of various styles, accents and key factors have been introduced with full respect for the heritage and natural environment.

The safety issues determine the image of the waterfront by the form of the boulevard located above height of the flood zone (danger of flooding 1/200 years - 0.5%). Detailed solutions of crucial elements show the ideas, which have been proposed to connect the promenade with the floodplain and the floodplain with the on-water recreational features.

### Summary

The current image of the riverbank of Old Fordon represents a poor mixture of unkept greenery, broken urban structure and missed opportunity for economical development. Prepared by RDH complex design of the waterfront grows from the verified needs of this area and its inhabitants. Developed work stretch from general functional vision through spatial model, to detailed solutions aimed at resolving most current issues related to the site. The presented designs aim at resolving the troubles with neglected public and green structures, restoring the identity and heritage, raising the economic potential and providing safety from flooding. Comprised in a modest aesthetics with variety of functions, the proposal holds a substantial composite value instead of shiny packaging around wanton wish.

RDH

ARCHITEKCI URBANIŚCI

ul. Chwaliszewo 68/6  
61-105 Poznań  
T. +48(0)61 852 46 83  
www.rdh.eu

# A LAKE FOR ALL

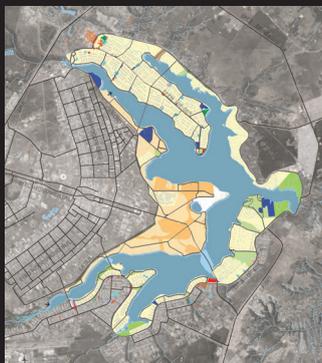
leisure and urban mobility in the Paranoá lake by LOUISE BOEGER



public lands invaded



land use

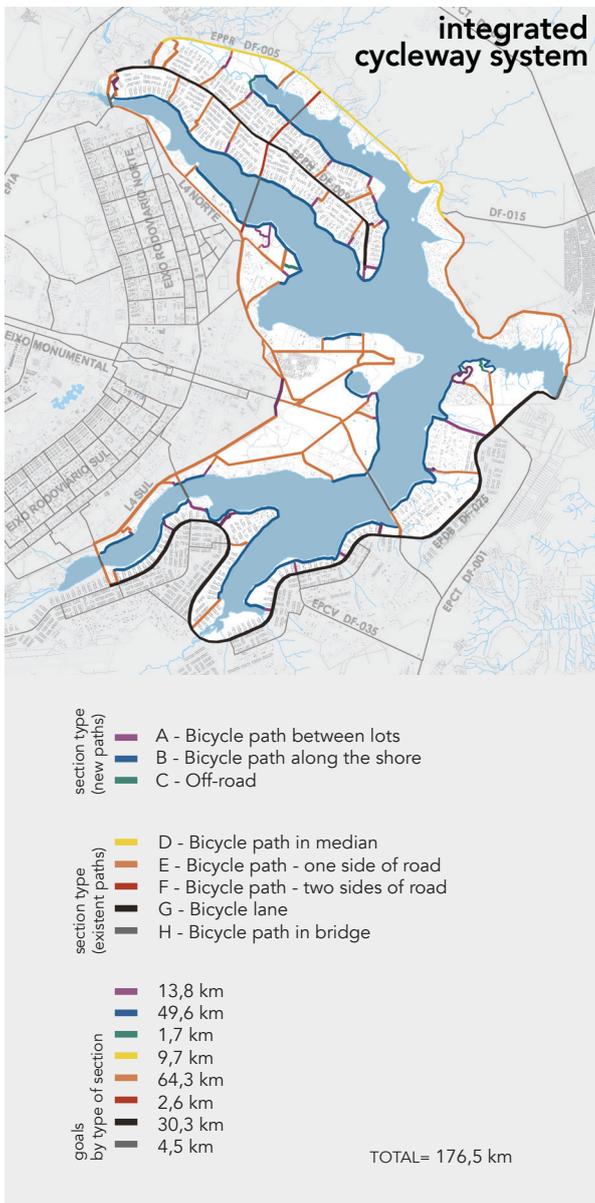


- Comercial
- Educational
- Institutional
- Mixed-use
- Religious
- Health
- Residential
- Private Clubs
- "Orla" Project Area (1995)

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)

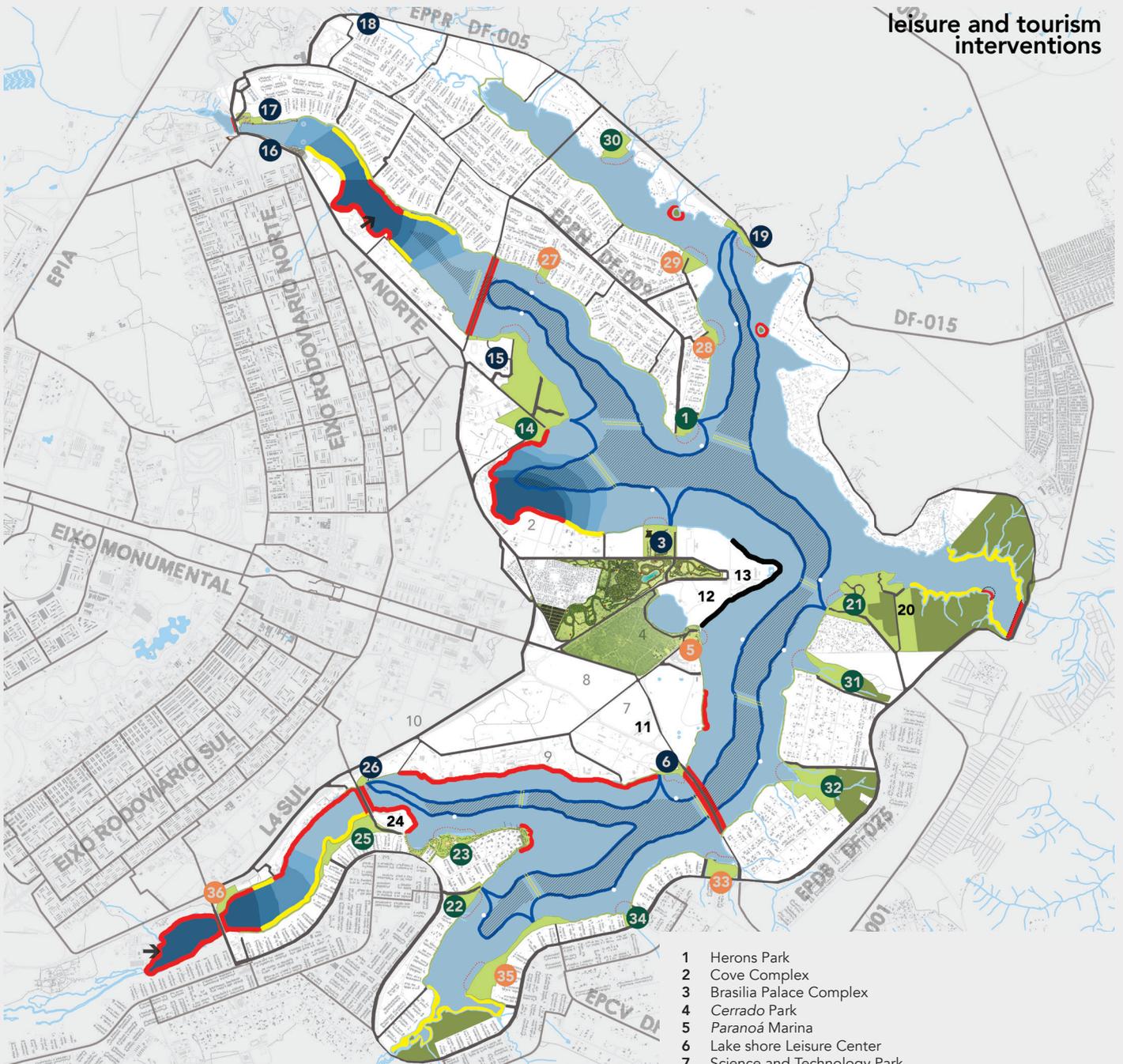
Today, many of the potential areas for public spaces destination in the lake shore are private lots inaccessible for the population, disconnected from the urban fabric and, in some cases, fully abandoned. In some of the few public spaces of the lakeside legally destined to leisure, the infrastructure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

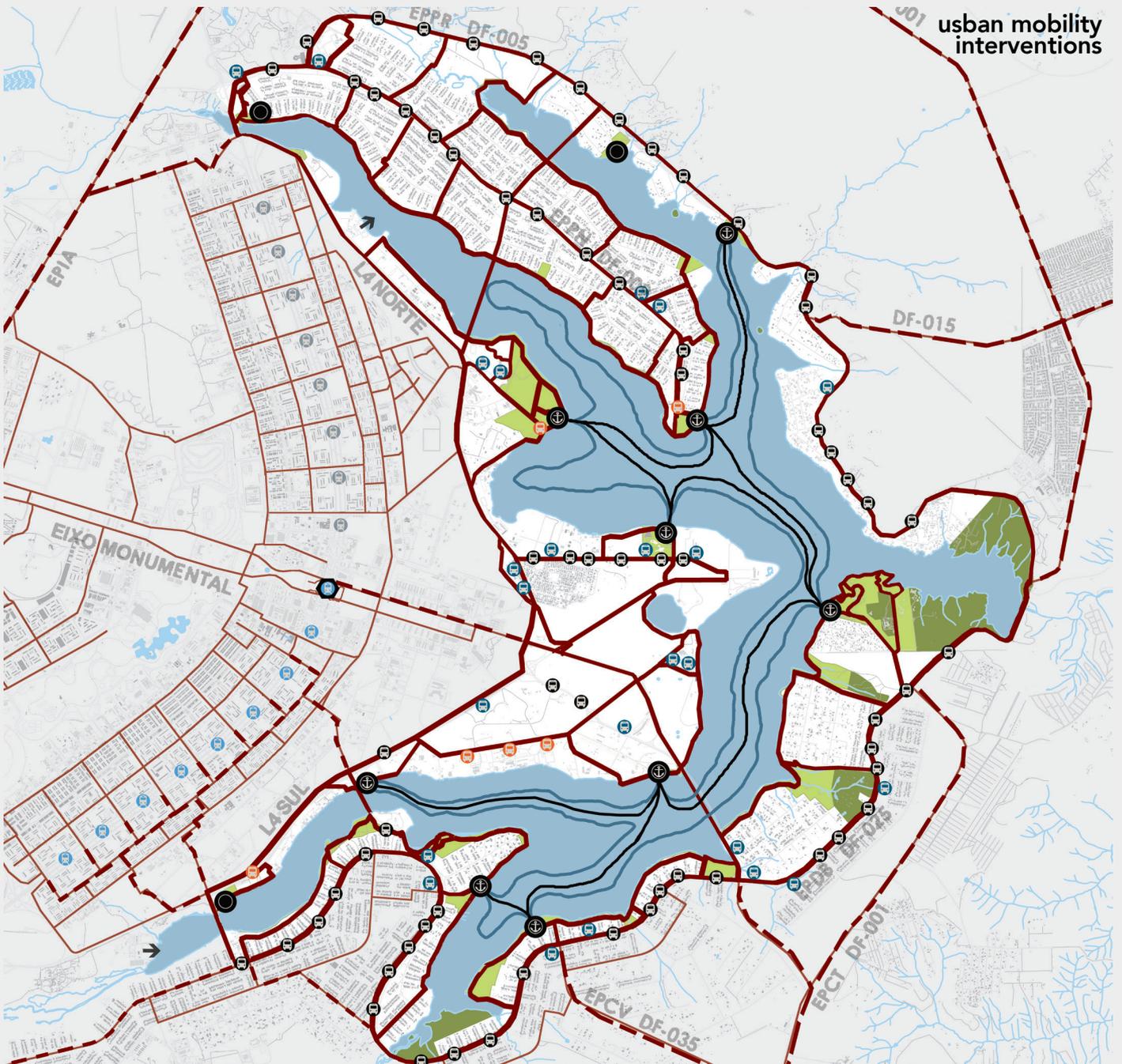
The main goal of this urban intervention is certainly to approximate the population to the lake, as an important space for leisure and urban mobility that is currently underused. It would certainly contribute to improve the tourism in the city too. But most important, it should awake the conscience that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





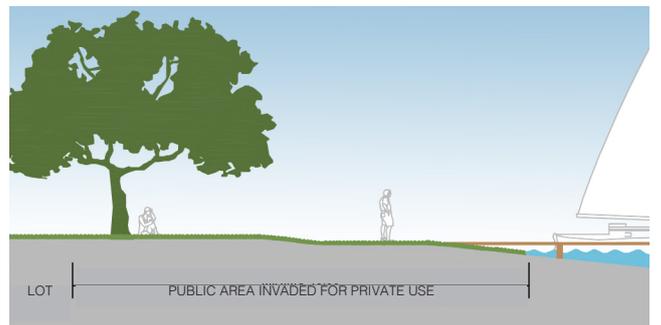
- nautical activities**
  - Nautical Activities (speed < 3 knots)
  - Nautical Activities (speed > 3 knots)
  - Nautical Tourism Circuit
- floats**
  - Security zone
  - Bathing zone
  - Crossing zone (speed < 3 nós)
  - Luminous float
- bathing and fishing**
  - Restricted
  - Prohibited
  - Not recommended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

- 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 Copaiba Park
- 33 Juscelino Kubitschek Leisure Centre
- 34 Canjerana Ecological and Experiential Park
- 35 Deer Head Leisure Centre
- 36 First Bridge Leisure Centre

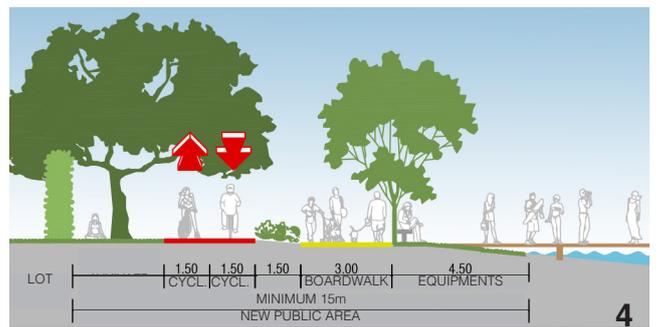


- water transport:
  - Water transportation circuit
  - Water tourism circuit
- intermodal stations
  - Bus terminal
  - Land transportation
  - Water + land transportation
- land transportation
  - Subway station - operating
  - Subway station - to be built
  - Bus stop - existent/both sides of the 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



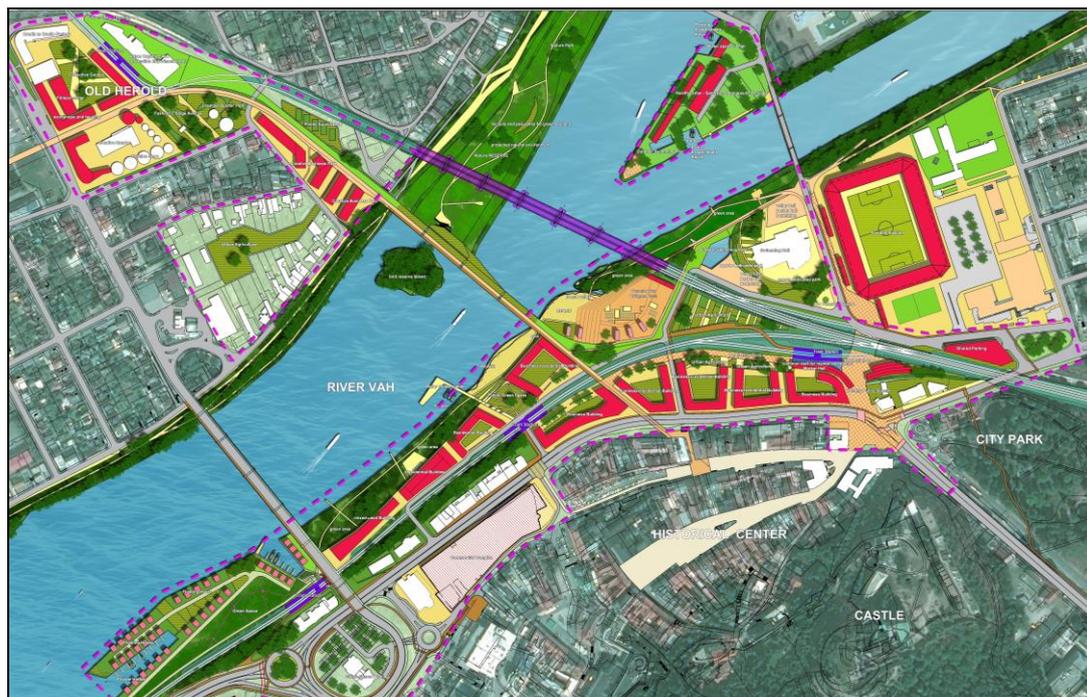
## Trencin: Europe's Healthy City on the River



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.



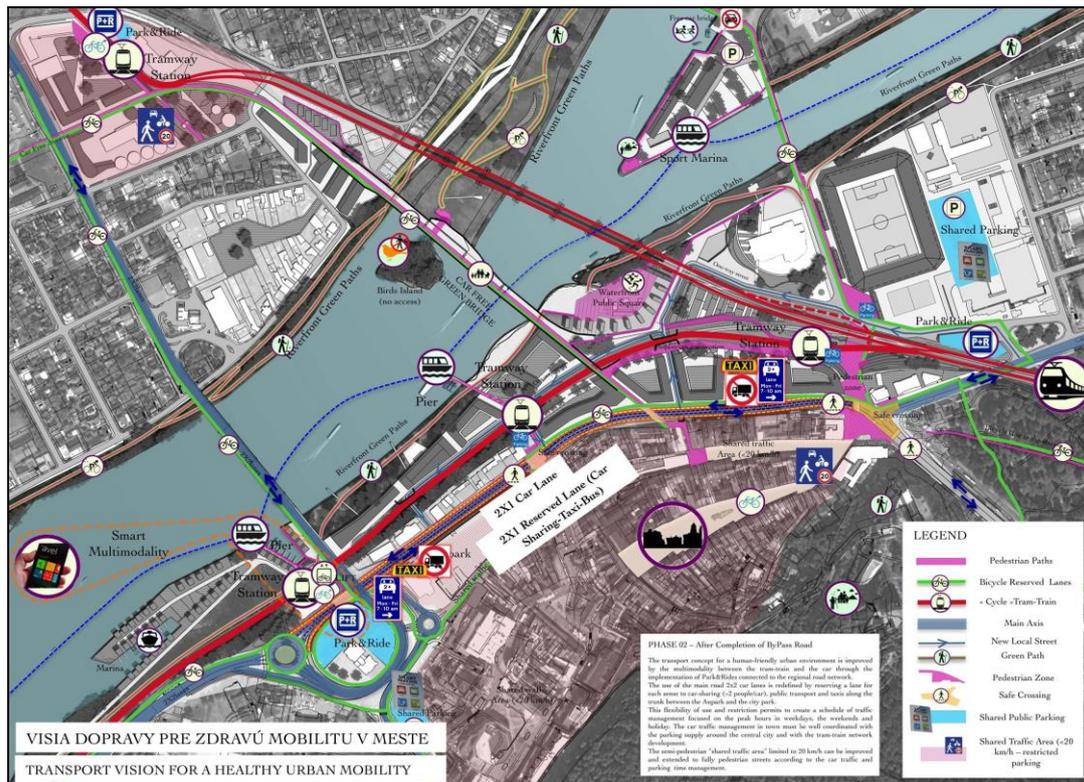
An upriver view from the new floating homes



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



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

Having both public and commercial plots located along Trencin'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.

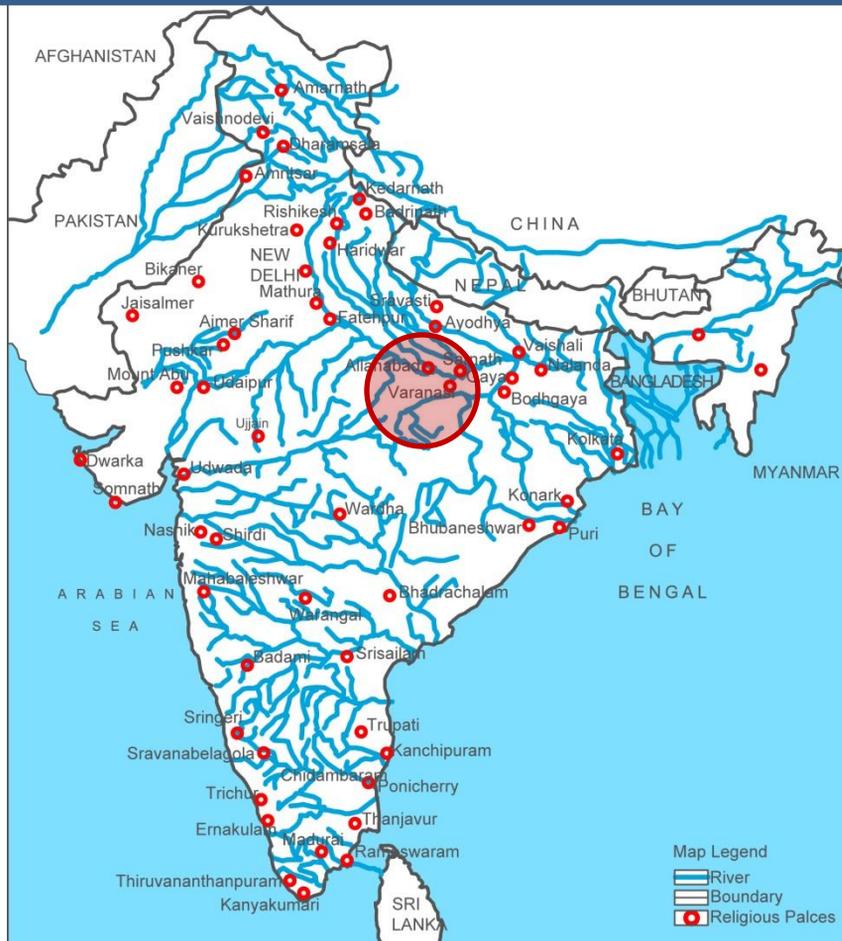
Using the city's existing strengths in fashion and industrial design, a strong Faculty of Special Technology at Trencin University of Alexander Dubcek and its tremendous potential for urban agriculture, *Europe's Healthy City* promotes a sustainable strategy, where economic development goes hand-in-hand 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 Trencin's first Cradle to Cradle district. Trencin'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 Trencin 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 Trencin, 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'.

# INDIA: WATER, CITY & FAITH - Varanasi

The Ganges, above all rivers of India, ... has held India's heart captive and drawn uncounted millions to her banks since the dawn of history. The story of the Ganges, from her source to the sea, from old times to new, is the story of India's civilization and culture, of the rise and fall of empires, of great and proud cities, of the adventure of man and the quest of the mind which has so occupied India's thinkers, of the richness and fulfillment of life as well as its denial and renunciation, of ups and downs of growth and decay, of life and death." **Jawaharlal Nehru, 1946.**



Map showing Sacred cities and the Rivers of India.



VARANASI



HARIDWAR



NASHIK

- The history of social organization around river basins and watersheds is humanity's richest records of our dialogue with nature
- The spatial and functional characteristics of the river basins have influenced human settlements long before the idea of the river basin had started to be formalized into legal and administrative terms.
- **Water is a multifaceted symbol in Hinduism.** It is regarded as one of the **pancha-tatva** or five primeval elements of the universe. The rhythm of life is dictated by water and Hindus hold the rivers in great reverence.
- Water - in the form of rivers, ponds, kundas, etc. is treated as the ruling deity in the temples
- As per Hindu mythology, the direction of flow of the river with respect to the 'Ghats' and temples, imparts a spatial significance to the river towns in India
- Water represents the non-manifested substratum from which all manifestations arise.
- Water is a purifier, life-giver and destroyer of evil. It is a life - preserving power par excellence.
- The belief that water has spiritually cleansing powers has given it a central place in the practices and

- beliefs of many religious rituals. A person who is physically and mentally pure is able to focus on worship
- Holy places are usually located on the banks of rivers, coasts, seashores and mountains. Sites of convergence between land and river - two, or even better three, carry special significance and are especially sacred. Sacred rivers are thought to be great equalizers.
- The rivers are generally female divinities, food and life bestowing mothers. There are seven sacred rivers which are worshiped – Ganges, Yamuna, Godavari, Saraswati, Narmada, Sindhu, and Kaveri.
- Ghats are places of confluence of nature i.e. the rivers or lakes, and the city, where religious and spiritual activities converge.
- The major sacred places like Varanasi, Haridwar and Prayag, Allahabad, Ujjain, Nashik are located on the Ghats of the holy River Ganga
- Varanasi is one of the holiest cities of India yet this city of Lord Shiva is under extreme environmental, touristic and economic pressures and needs -urgently to be rescued.



# VARANASI: THE LIVING CITY

Varanasi, the oldest city in India, with its unique life style, art forms, street food, vibrant colours, river 'Ganga' and its 'Ghats' come together to form a mosaic of India's cultural diversity. In Varanasi, there are over **3600 Hindu** shrines and temples, **1388 Muslim** shrines and mosques, **42 Sikh temples** (Gurudwaras), **12 churches**, **3 Jain temples**, **9 Buddhist temples**, and

several other sacred sites and places. The city is believed to be the house of Lord Shiva, the most superior god among the Hindus. The 6.5km (4miles) long riverfront of Ganga River in Varanasi possesses a unique history, specific vision of magnificent architectural row of lofty buildings and holy sites.



Dawn on the Ganga



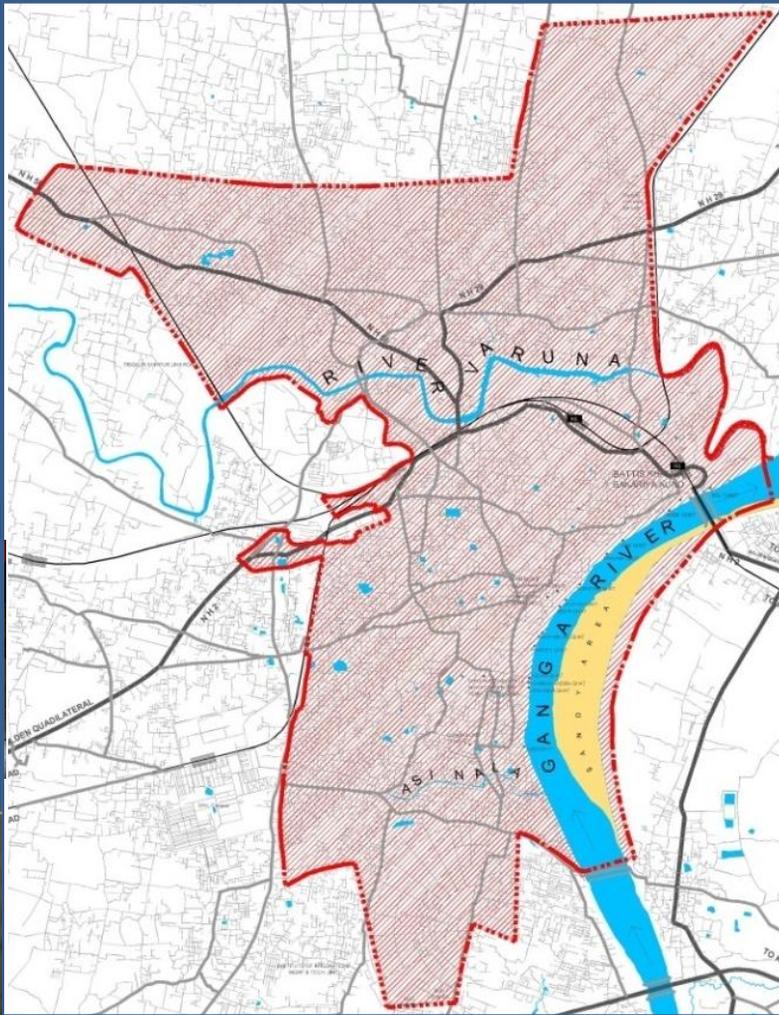
Cremating the Dead



Silk Market - Bazaars



'Diyas' – floating lights



Map of of Varanasi showing the Municipal Area and the Rivers



The Ghats in the morning



Roadside Eatery Stall



Renowned B H University



The Ghats at night

The important aspects of the city's unique heritage are, namely:

- 1) The tangible heritage**, especially the built architectural heritage (temples, shrines, palaces, monasteries, mosques, ashrams, etc.);
- 2) The intangible heritage** - the religious and cultural life of the city and related activities (pilgrims' rituals, traditional schools, study centres, monastery and religious teaching, etc.); and art and craft heritage (paintings, folk art forms, silk weaving, wood, metal crafts, etc.)

- Rivers Ganga, Varuna and Assi - constitutes **distinct natural heritage**, melting pots of culture and traditions
- Unique direction of flow of river Ganga – South to North (symbolic of death to life) – with the city facing the rising Sun (East) has given a prime ghats. While this must have been very practice at

- 4) The cultural landscape heritage**, the natural setting of the Ganga with the specific religious importance of the ghats area and religious buildings and palaces along it.

Besides being a heritage, cultural and religious centre of India, it remained from the ancient times a great seat of learning. The past glory of education and erudition of Varanasi is being kept alive by the Banaras Hindu University founded by Pt. Madan Mohan Malaviya in 1916.

- significance to the Ghats of this holy city
- A labyrinth of narrow lanes leads the city to the some time-today these narrow streets restrict large scale public movement.
- The Eastern bank of the city is a vast Flood plain - instrumental in preserving natural eco system and absorbing the excess flood waters.

# VARANASI: CITY AND WATER

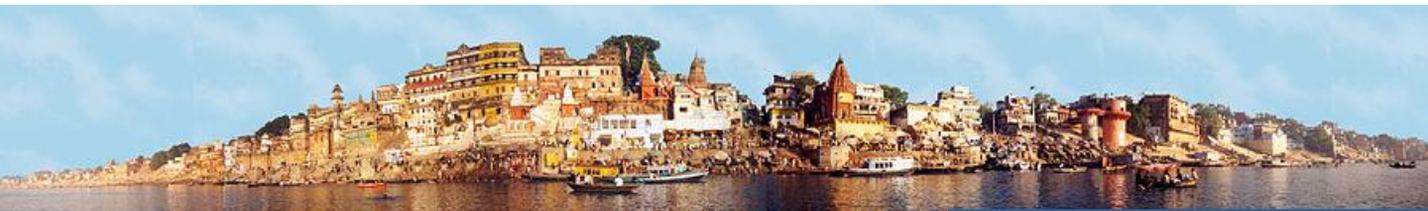
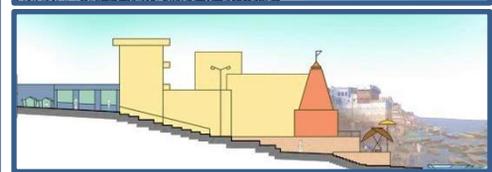
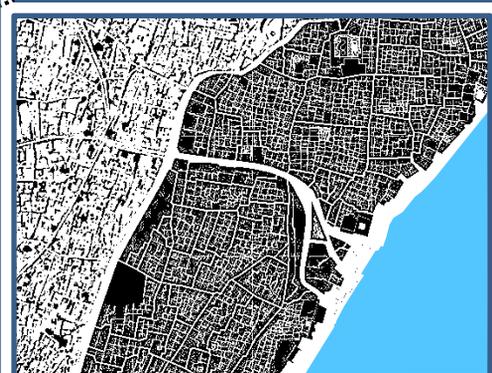
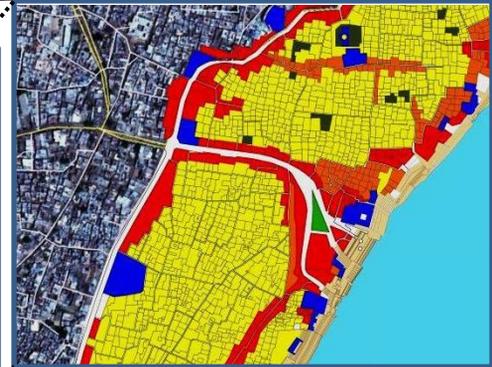
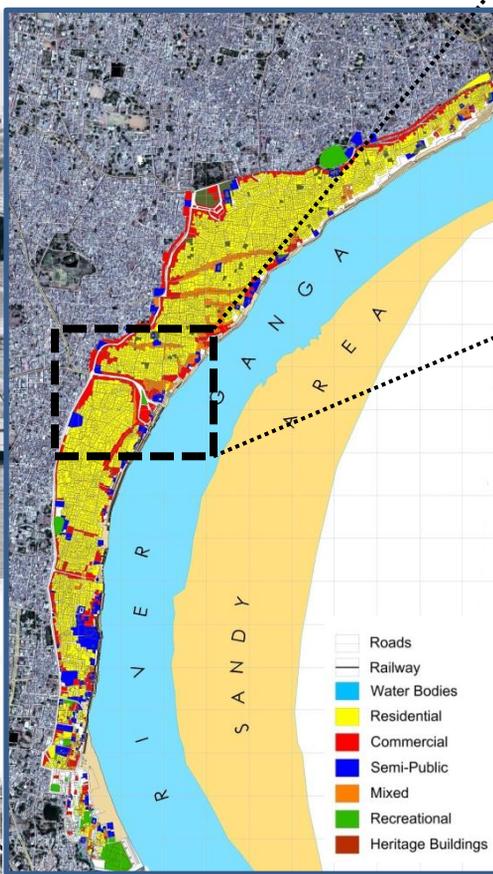
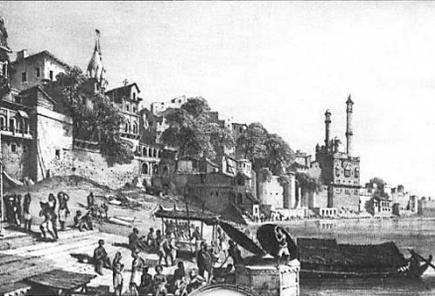


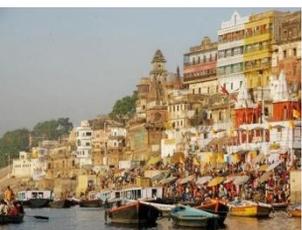
Photo of the Ganga and the Ghats (Source: [unintelligible])



Images showing city of Varanasi ,traditional core, historic waterfront and its relationship with the river along the Ghats

## SOME BASIC PLANNING AND DESIGN ISSUES

- Lack of public awareness, participation - hindering proper implementation of plans and maintenance of heritage properties.
- Exceeded carrying capacity - indiscriminate disposal of solid waste; lack of public amenities, facilities.
- Degradation of Rivers and Ghats due to sewage disposal, public neglect and ignorance
- Unorganized informal activities.
- Limited accessibility by motorized means – not friendly to the differently –abled persons, no signage.
- The City Riverfront – proposal to be enlisted in UNESCO's Heritage List 'mixed cultural landscape'– rejected due to management issues.



# VARANASI: RECOMMENDATIONS

## PROBLEMS

The Riverfront City of Varanasi has many layers to its urban fabric which have evolved over time, and makes it a very complex city to study, comprehend and intervene. A city that gets a daily average inflow of some 12-14000 tourists and another 2000 floating workers population needs a special type of intervention. However, from an urban planning perspective, the city faces major issues in terms of **mobility and accessibility, environmental degradation, heritage conservation, tourism management, economic diversification and organizing the informal sector.** etc. which calls for a sustainable intervention.

## SUSTAINABLE MOBILITY

The **Narrow lanes of the core city**, also known as the **gullies** etch through the city, giving it a characteristic texture. These lanes- poor and unmaintained surface condition -are mostly congested beyond capacity . It is necessary that a definite **segregation of traffic**, along with restriction for certain modes of transport should be implemented. Road repairs and maintenance needs to be carried out on a regular basis.

**Mass transit** is another major issue here, for which **smart and sustainable** solutions like Intermediate Para-Transit (IPT) ,CNG driven vehicles, small battery powered vehicles and traffic management techniques are required. Improvement of the public transport system for inter city (an attempt has been made under the JNnURM) connectivity is of utmost importance too.

**Universal accessibility for the old and differently-abled** is severely lacking in the city, especially along the Ghats. This can be improved through design interventions of the Ghats.

Alternate modes of transport, especially boat-rides along the river the stretch may be considered for recreation for the visitors as well as an eco-friendly means of transit without congesting the core city.

## ENVIRONMENTAL CONSERVATION

Varanasi is under the red category which means that it is on the brink of public health and environmental emergency and needs immediate remedial action. About 2/3 rd untreated sewage flows directly or indirectly into the river Ganga each day. The interception and diversion of sewage outfalls is recommended to overcome this issue.

## OPEN SPACES

The availability of green cover is about 0.6 Sqm/person in the core city. This is very low and more open spaces & parks are needed, especially in the core city area.

The implementation of Rainwater Harvesting



Scheme can also be undertaken to overcome the issues in water supply.

## HERITAGE CONSERVATION

The Ganga and the Ghats intermingle with historic monuments, the traditions, faiths and beliefs along with myriad festivals, to profess the richness and grandeur of the heritage of Varanasi.

Currently the conservation and preservation of heritage in Varanasi is undertaken by the Archaeological Survey of India, and by the Directorate of Archaeology (U.P.) The state directorate has also prepared a listing of about 300 important monuments in various parts of the city. Other organizations and NGOs are also involved in the conservation and management process.

However, conservation activities are limited to the tangible built heritage. It is necessary that the other aspects of heritage including the living cultural heritage (weaving, arts, music, religious education )etc be given due notice . Agencies at the Urban Local Body (ULB) Level have not been involved in heritage conservation. Many unprotected monuments remain neglected and abandoned.

In the proposal some attempt shall be made to cover all the above aspects.

*Prof. Kavas Kapadia. New Delhi India.*

Report partly based on a studio study by students of Urban Planning, SPA.



# 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!

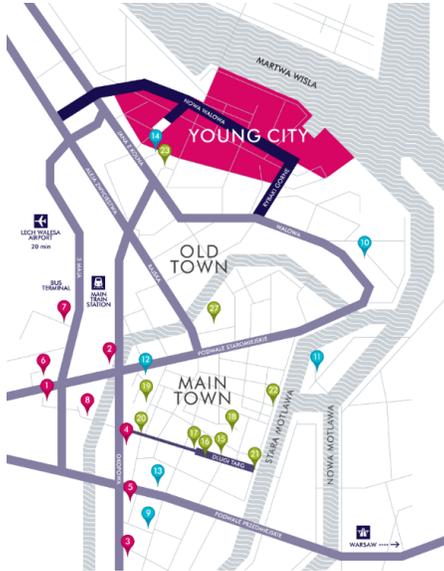
## LOCATION

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





# 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 MONI

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

