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Annex

Presentation of the YPP Workshop

Posters of the Workshop
Key points:

1. City was planned and built in twenties and thirties of 20th century
2. Gdynia is a city with rich industrial heritage
3. It is the place with a strong maritime identity
4. Urban structure is strongly connected to the water though in some parts there are natural and artificial barriers
5. There are diverse waterfronts both natural and urbanized, having different functions as industrial, leisure or residential areas
Gdynia is often referred to as “a city built by the sea and dreams.” These words aptly describe the emotions and feelings that accompany the romantic legend of Gdynia from the Second Polish Republic. In the twenties of the 20th century, the City of Gdynia was transformed from a small fishing village into a modern seaport, pursuant to a resolution of the Polish national government, which decided to create the Polish port on the Baltic Sea. This decision was influenced by the international situation: Poland had to develop its own facilities for the sea trade due to a custom’s conflict with Germany. Originally, coal served as the main commodity to be shipped, and demand became stronger with the long miners’ strike in England. The railway leading to Gdynia was built the same time. There were 214 km of tracks and sidings located in the city itself. Wagons standing on these tracks served as granaries on wheels.
The first city plan of Gdynia was prepared in 1926. At that time the City had six thousand residents. After a few years, Gdynia became the most modern port on the Baltic Sea and the population had increased up to 120 thousand people. Gdynia was designed according to a set of functional assumptions, with clearly determined urban zones, where the Downtown Area and the neighboring port lie at the heart of the city.

The multifunctional structure was established at the heart of the city downtown. Layout function was consistent with functionalism trends, with scarcely noticeable influence of nineteenth century ideas of urban planning. Spatial plans defined the urban grid of the city, allowing the lay out of the streets and blocks.

The layout of the main arteries was like that of a fan, based around the square for the railway station. One of the main roads led to the port, which was in accordance with the assumption that the city was to be merged with the port areas. The most elegant street of the city, the present 10 Lutego Street, was intended to expand into a Maritime Forum in order to emphasize the country’s connection to the Baltic Sea and become the symbol of Gdynia as the window on the world for the Second Polish Republic.
During the development phase the original plan underwent many modifications. Development of the Port area, faster than expected towards the downtown, did not allow building the planned northern quarters of the inner city. The axis leading from the train station along the street Starowiejskiej was seized by port functions. The plan established in 1930 adjusts the structure of the city to this situation. Kościuszki Square leading to South Pier became the main axis of the city.

The northern part of the town center’s development zone is surrounded from two sides by water area and several kilometers of unused railway sidings of port areas. The Marine Station located on the outskirts of the area once handled large transatlantic passenger ships. Now it is renovated and a new Emigration Museum will be open there next year. The representative axis leading to this building, parallel to the seacoast, could not be created due to the expansion of the port functions. Another part of the master plan - the representative district was not implemented too.

A reduction, as well as a change in the activity profiles of certain operators in the 90’s pushed the port area out of the downtown. Since 2003 the area north of Skwer Kosciuszkzi has ceased to be in the possession of the port. The former port area is now planned for mixed-use development with multifamily housing, retail, offices public space and marine.

“The ships impress everyone with their comfort, luxury and dimensions. Majestic cruise ships with passengers on board are visiting Gdynia also this year. Last year, cruise ships called at the port of Gdynia as many as 57 times, bringing over 80 thousand guests to the city”.

- Gdynia.pl

Gdynia Maritime Station - past and now, photo: Gdynia.pl, Dorota Nelke.

Development of the city

Past and present

Contemporary urban planners and architects draw inspiration from the pre-war traditions. In 2009, Gdynia received the main award at the prestigious Festival for Promoting Cities and Regions, in the Urban Space category, for a project that involved developing a part of Szwedzki Boulevard at the downtown beach and the marina. The project included the creation of new street furniture reflecting the city historic architectural tradition. The idea to preserve historic architecture and space is prominent in Gdynia.

There are many initiatives like the program to co-fund the renovation of modernistic houses situated in the historical downtown area. The city’s location beside the sea is a great asset. According to the current spatial development plans, the local development projects’ designs must be a result of the careful selection and architectural competitions. Another significant feature of the spatial development plans for this part of Gdynia is the friendly and open nature of the new spaces, which are accessible and appealing to inhabitants and visitors.
City of Gdynia as all of the Polish Cities and communities has a master plan called “Studium uwarunkowań i kierunków zagospodarowania przestrzennego Gdyni”. This document specifies the directions of spatial development in relation to all spheres of activity of the City. This plan also provides the general framework for further development of the concepts and ideas and specifies spatial policy of the City of Gdynia.

Besides this basic document, the Municipal Planning Office is also preparing the “local development plans” serving as the basis for the day-to-day development regulation. These are defined according to the current needs and do not cover the entire area of the city.

Therefore, one can conclude that between the very general vision of the city development and the detailed plans exists some kind of “planning gap” which should be fulfilled by other planning studies.

The outcome of the workshop can serve as the basis for the new type of the planning document for the city, focused on definition of the development policy for the key part of city space.
The location of Gdynia on the western coast of the Baltic Sea creates certain opportunities and possibilities for the city development. The presence of the port provides a wide range of employment opportunities to the local community and the wider region, and has become the main asset driving the local economy. The City is constantly growing and it has the opportunity to become an urban centre (transportation node) of European importance. The City waterfront has begun to transition from industrial to mixed use and has the potential to become one of the most attractive parts of Gdynia. Whilst there been positive changes, there is also a place for improvement. The fast growth of the city, created some issues that require fresh ideas on how to make the city and its waterfront more liveable and comfortable for people’s daily activities. There is the need to re-consider the city development strategy to strengthen and to optimize Gdynia’s prominent waterfront location. The specific design problems include three main tasks.

Key tasks:

1. Rethinking the city-water interrelationships
2. Proposing the new forms of reconnecting the city and water
3. Developing the specific proposals for different parts of the city waterfront.
The different atmospheres and challenges of the Gdynia waterfront

Rethinking the city-water interrelationships. There is lack of developed transportation infrastructure connecting the main parts of the city: the existing routes linking the city with the harbour need to be updated in terms of quality and quantity. Most of the attractive city spots are isolated from each other and also require certain linking structural elements. It is also essential to pay attention to existing recreational, cultural and tourism facilities that can be improved as a part of the development. The inner city and waterfront should be harmonized to serve as equal parts of the one city body. The idea of balanced development may be confronted to the rising segregation of the city structure.

Proposing the new forms of reconnecting the city and water. The city still has enough space (sites not in use) that could be used to develop in the future attractive spots at the waterfront. The analysis and identification of the new city and water linkages must be implemented with consideration of the different spatial scales and levels: “What is the position of the city in relation to Gdansk? In what ways the city can be attractive for investors or tourists?” At the local level it is important to create a strategy: “How to develop the waterfront in a unique way in line with the city structure, architecture and established living environment of Gdynia? How can new developments improve the situation of the city in a good way? How can these developments improve local social and economic conditions? Can the city develop as a place where historically formed city culture is combined with the modern public spaces?”

Developing the specific proposals for different parts of the city waterfront. Depending on the different approaches of the groups it is possible to develop solutions for specific parts of the waterfront.
The workshop is a part of 50th annual ISOCARP congress, which is hosted by the City of Gdynia, Poland. The topic of 2014 annual workshop is "Rethinking the city-water interface" was chosen with the participation of the Local Organizing Committee in agreement with the municipal planning services, principally the Gdynia Planning Office, and is of crucial importance for the future of a diverse city waterfront zone.

The workshop consisted of 2 days of briefings/site visits and 3 days of intensive indoor work, September 18-23, 2014. The Gdynia workshop brought together 29 participants from 19 countries. The workshop provided all participants with the opportunity for exposure to different schools of thought and planning techniques used across the world. The YPPs were divided into five groups. Each group consisted of Young Professional from different countries with different professional experiences. The groups also had a participant from Poland who assisted international students with the local expertise. The participants of the groups worked together through the whole workshop. Each group participants were invited to share their responsibilities and to report about their everyday activities by writing a one-page journal.
The first two days (September 18-19) were spent to learn more about the Gdynia and the waterfront. Piotr Lorens, the IsoCarp Vice-President responsible for the Young Professional Planners’ Workshops, opened the Gdynia workshop with the welcome address and introduction of the local organization team and Coordinators (Stefan Netsch, Madina Junussova and Dorota Kamrowska-Zaluska).

There were presentations and lectures provided by the local experts (Karolina Krosnicka, Agnieszka Jurecka and Basia Marchwicka) as well as two tours. The first day started from the boat tour. During the tour participant could learn more about the waterfront structure of Gdynia. The second day (September 19), there was a bus tour guided by Agnieszka Jurecka, Basia Marchwicka and Dorota Kamrowska-Zaluska. The main objective of the bus tour was to help YPPs to understand the structure of the city of Gdynia. The bust tour included several stops and short walks around the key sites along the seashore.

1 Step - Defining the Strategy: drafting the possible scenarios. The main task of the second day (September 19) was to process new knowledge. They were proposed to brainstorm and to define strengths, weaknesses, opportunities and treats (SWOT) of Gdynia. Then each group had to proceed with discussion of the main findings and elaborate at least two strategic scenarios. Local experts and Coordinators helped groups to make their ideas clear and to keep their work on the higher analytical level. At the end of the day groups presented their scenarios with attention to advantages and disadvantages of each of the alternatives. The time limit for presentation was 5 minutes for the presentation and 5 minutes for the discussion. Local planning experts, Coordinators and YPPs from other groups participated in the followed up 5 minutes discussion.
2 Step - Defining the Strategy: selection of the best scenario. The main task of the following day (September 20) was to identify the best Gdynia waterfront development strategy. Coordinators were responsible for mentoring groups and supplying them with all requested information about the site. Close to the end of the day to prepare short 4 minutes presentation. The presentation included comparative analysis of two scenarios and argumentation of the selected strategy as the best possible alternative. After each presentation, the local planning experts and the specially invited IsoCarp members challenged YPPs proposals by their critical questions and comments. The feedbacks received from the experienced planners helped YPPs to make their strategies stronger and presentation more illustrative. Despite of the jointly experienced analytic exercise (SWOT) groups took different directions from large-scale regional and long-term to small-scale short-term approaches.

3 Step - Developing the Strategy. Over the next two days (September 21-22) each group worked further on their proposed strategies. One of the tasks was to scale down from consideration of the whole waterfront to selection of a specific site. The site had to be useful to illustrate the possible implementation of the proposed strategy.
We have developed scenarios for the city of two time scales: "Back to nature" and "Green-Connection".

"Back to nature" scenario provides activities for the long term - until 2050. The second scenario “Green-Connection” considers the near future.

Major transformation refers to the central part of the city - where the port is situated.

**Key points:**

1. Integration of city, port, water and nature;
2. Integration of two parts of the city divided by the port;
3. Integration of cultural identity through past, present and future;
4. Tricity agglomeration cooperation;
5. Flood protection.
Scenarios of Gdynia development

Developing the strategy

It is proposed to transfer all port activity to a new pier extending into the Baltic Sea. The former port area will be returned to its natural former configuration. In the newly reclamation territories and in the former territory of the port it is proposed to create new open spaces.

It is also proposed to connect the two parts of the city with a bridge, landscaping, and a promenade for pedestrians and cyclists.

In the long term, it is proposed to construct a sea wall, performing different functions: protection of Gdansk, Sopot, Gdynia (Tricity) from flooding and unifying ports of Gdansk and Gdynia.

Advantages:
- Protection from flooding;
- Combining the two ports of Gdynia and Gdansk;
- Removal of the port of the city;
- Increasing the area of greenery.

Disadvantages:
- Huge cash injection for the conversion of the city;
- Low probability of flooding;
- Reducing the number of jobs.

The second scenario “Green-Connection” looks through the near future (see pic. 1 - right), also is focused on the joining of two parts of the city and the removal of the port of the city. It is proposed to reduce the area of the port, moving the main port activities to the east on both sides of the bay. Vacant area is for housing, social and business areas, open spaces.

Advantages:
- Exemption from the city industrial zones;
- Improve pedestrian access to the two parts of the city;
- Improving the environmental situation;
- Increase in the visible part of the waterfront.

Disadvantages:
- Disbalance between professional skills of population and new kinds of jobs;
- Loss of historical heritage and identity of the population;
- High cost of implementation.

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Strengths
1. Identity as a modern and freedom city
2. Tricity agglomeration
3. Natural landscape
4. Coastal resources

Weaknesses
1. Conflicts of interests
2. Lack of integrations among city, port, water and nature
3. Lack of connection between traffic system and open space
4. Lack of coordination among stakeholders

Opportunities
1. Tricity cooperation
2. Port upgrading
3. Market demand for development
4. High value innovative industry
5. Waterfront utilization

Threats
1. Flood risk
2. Declining population and aging society
3. Pollution caused by the port
4. Competition in the regional context

Site analysis: we identified the directions of further development.
We have long term strategy based on creating a network of innovation spots, innovation, and moving port activity out of the city to rich sustainable development and waterfront protection.

<table>
<thead>
<tr>
<th>Phasing</th>
<th>Goals</th>
<th>Strategies</th>
<th>Tools</th>
</tr>
</thead>
</table>
| 1       | Multifunctional waterfront as the catalyst for better living quality and economic revitalization | - Networking public space and traffic system;  
- Extending the waterfront boulevard to the north  
- Building waterfront city park;  
- Establishing multifunctional and attractive waterfront  
- Improving the east-west connections among natural landscape, city and waterfront by open space;  
- Creating future innovation area in the northern part;  
- Connecting two parts of the city by bridges and ferry |
| 2       | Port upgrading and transitions                                           | - Port upgrading;  
- Changing part of the port area into multifunctional urban space |
| 3       | Improving water safety for dealing with climate change                  | - Creating the blue-green network in the city for water retention and discharge |

Vision

TODAY

5 YEARS

25 YEARS

50 YEARS

PORT ACTIVITIES

URBAN ACTIVITIES

INNOVATION SPOTS

NEW RELATIONS
We decided to continue our two scenarios by creating a new one which takes the strengths from both our concepts. We don't want to forget about the risk of climate change, but it's a long-term vision, so we decided to focus on the vision of integration.

Our project is called Gdyntegration and it contains the integration in different levels and aspects.

When planning a complex and complicated process for city transformation, we cannot forget about the necessary tools, stakeholders and phasing of investments. We thought what can be done in the coming years, but not forgetting that today's transformation influences on the shape of the future.

**Strategy**

- Multifunctional waterfront as the catalyst for better living quality and economic revitalization.
- Port upgrading and transitions.
- Improving water safety for dealing with climate change.

**Phasing | Goals:**

- Networking public space and traffic system;
- Extending the waterfront boulevard to the north;
- Building waterfront city park;
- Establishing multifunctional and attractive waterfront;
- Improving the east-west connections among natural landscape, city and waterfront by open space;
- Creating future innovation area in the northern part;
- Connecting two parts of the city by bridges and ferry;
- Port upgrading;
- Changing part of the port area into multifunctional urban space;
- Creating the blue-green network in the city for water retention and discharge.

**Strategies | Tools:**

- Gdynia Municipality;
- Port Authority;
- Railway Companies;
- Developers;
- Environmental Department;
- Residents;
- Tourists.

**Stakeholders:**

- Gdynia Municipality;
- Port Authority;
- Railway Companies;
- Developers;
- Environmental Department;
- Residents;
- Tourists.
New investments in the port
Mixed use

Connection between future and past
(Museum of Emigration and the Innovation Centre)

Multifunctional city park
(buffer zone)
Conclusion

- Multi-scale approach
- Long term visions, focusing on the process of change and how to implement
- Combining the spatial strategies with the cooperation among different stakeholders
- Transforming the weaknesses and threats into strengths and opportunities.
- With this we are contributing to the discussion of Gdynia within Tricity and livability of this city.

We learned:

How to deal with different culture and background, and planning methodology.

How to share knowledge and understand the situation within limited time.

How to synthesize the work process and to pinpoint the main ideas on the panel and as the part of the oral presentation.

How to divide the responsibilities in the group

How to improve presentation skills.
“Rethinking the Water-City Interface”
See Gdynia, Sea City

Integration, Connection and Orientation of Gdynia

Gdynia has a well-established diversity of functions (social, economic, environmental and cultural) and activity nodes, but there is a lack of interconnectivity between them. The city also does not have a distinct city center, visual orientation as well as opportunities for non-motorized mobility. The lack of functional and spatial connectivity results the operational inefficiency while poor visual orientation limits the ability of city users to orient in the city. Therefore, our vision for Gdynia focuses on physical and visual connectivity of the city by creating strong links between existing functions. In addition, we plan to enhance the city usability through enhancement of walkability and cycling within the city.

To achieve our vision we explored two alternative scenarios:

Scenario 1: Gdynia City Functions Enhancement and Connection

Scenario 2: Enhancing Gdynia City User Experiences
Scenario 1: Gdynia City Functions Enhancement and Connection

The first scenario seeks to improve the efficiency of existing city functions and nodes as well as connect them to each other through:

- Integrating the various transportation networks in the city: transit, cycling and walking.
- Creation of an Innovation and Employment Center through the Renovation and re-use of existing vacant old warehouses for use by entrepreneurs, for innovative start-ups, socio-cultural activities (film, art, social clubs, etc.) and related commercial activities.
- Linking the city center, Gdynia’s existing green spaces, the new Innovation center and the waterfront through pedestrian and cycling paths.
- Connecting the waterfront by creating a continuous path.
- Promoting partnerships and collaboration of the Tri-City Agglomeration (Gdynia, Sopot and Gdańsk) by strengthening the dominant functions of each of the cities.

Scenario 2: Enhancing Gdynia City User Experiences

This proposal involves interventions geared towards improving Gdynia city user experiences through increased visual orientation and creating a safe and vibrant city center. Specific activities include:

- Use of landmarks and viewpoints to orient city users.
- Developing a city square that will also serve as a landmark to orient people to various parts of the city.
- Pedestrian oriented development of the city center streets and lightening of the streets nighttime to increase safety.
- Improving existing as well as developing additional open spaces within the city center by turning parking lots to usable public spaces.

Authors: Farnaz Mosannenzadeh, Keziah Mwang’ a, Anna Sitarz, Marcin Sliwa, David Tapia, Tatiana Trubnikova
Advantages and Disadvantages of the Alternatives

Both alternative 1 & 2 have strengths and weaknesses. For example, implementation of the first one is the more cost effective because it capitalizes on the existing opportunities of the city. It is also likely to improve the competitiveness of the city by attracting new people for tourism, new technologies and new businesses. In addition, connectivity of the existing green spaces would improve the quality of life for residents by encouraging human-nature interaction. However implementation of this scenario requires collaboration of diverse stakeholders from different sectors which is a challenge due to the lack of coordination among the Tri-city administrations. The second scenario will improve an accessibility of the city center and the waterfront. In addition, such improvements as street lighting will enhance nighttime life that will, in turn, encourage people to visit the city center and to push the diversification of the economic activity there.

Main Strategy

We opted to combine specific aspects of both alternatives that will enable us to achieve our two-fold objective: to improve connection of the existing city functions, as well as to improve the experiences by citizens. We named our strategy: “Integration, Connection and Orientation of Gdynia”. The main components of the strategy:

a. **Creation of a spatial connectivity** of the various city functions and nodes such as the city center, the waterfront, green spaces.

b. **Development of a visual connectivity** through enhancing the visibility of existing as well as creating new visuals through the development of landmarks and viewpoints.

c. **Establishment of a pedestrian-oriented** transportation networks and open spaces, especially around the city center and the waterfront.

In order to demonstrate a possible implementation of our strategy we focus on the downtown area of Gdynia. The downtown and waterfront are critical for illustration of our ideas because of their core functions and their potential. We propose them to be turned to more vibrant social, economic and cultural areas of the city. These are also some nodes where majority of the city users (both locals and tourists) would likely spend most of their time: working, shopping and recreating. This existing opportunities call for the need to make such spaces more accessible for pedestrians: to improve their quality and main features as well as to enhance their functionality and beauty.
a. **Spatial Connectivity**

Spatial connectivity and integration of the city functions is important as it ensures efficiency by providing city users and residents with various functions and activities within the city. To enhance linkage of the various city functions and activities in Gdynia we propose to:

- Integrate the transit networks as well as increase opportunities for walkability and cycling within the city center by creating new pedestrian and cycling networks.
- Enhance existing open spaces in the city center by turning parking lots into public spaces.
- Use the created pedestrian ways and bike lanes to link the various city functions, including green and open spaces within the city (see side map)
- Connect the waterfront to the city center through walkable paths, cultural and open spaces.

b. **Visual Connectivity**

Orientation of the city especially for visitors is possible by the presence of clear visual landmarks. Remarkable visual points such as unique buildings serve to create identity of a city as well as direct users to various parts of the city. Our proposals include creating additional landmarks and viewpoints within the city and along the waterfront.

c. **Pedestrian-Oriented Networks**

Walking or cycling through the city enhances the experience of city users by making it possible for them to fully interact with the city at their own pace. Currently, the city has limited opportunities for walking and cycling. We therefore propose to make Gdynia a pedestrian and cyclist friendly city through increasing the length and amount of walkable and cycling space.
Conclusions

Gdynia is a multifunctional city with many engaged citizens who have a strong feeling of local identity are satisfied with their quality of life in the city. However, there are some weaknesses such as lack of physical connection between the waterfront and the city center and other functions, lack of a distinct city center, domination of city area by parking lots, lack of nightlife and safety concerns during night. By integrating proposed planning interventions, it is possible to reduce Gdynia’s weaknesses and create even more pleasurable experience for everyday life of citizens.

What have we learned?

This workshop provided us with the opportunity to cooperate with various experts from different countries with diverse backgrounds and to learn from each other. We had the chance to combine diverse approaches to structure our ideas in a new context and environment (Gdynia in Poland). The whole process including planning and presenting the workshop results (producing posters and presentations) was a good practice to develop our professional skills and self-confidence. Newly established international connections and friends can be investment in our future professional development.
“Rethinking the Water-City Interface”

SynerGdynia

The journey towards SynerGdynia began with two strategic scenarios: A and B. In the Scenario A, titled Breathing Gdynia, we were driven by the idea of a more permeable city, a city that continuously exchanges insights with its people, physically well connected within itself and with the sea. This scenario was feasible, since it was based on short-term interventions, like funding policies to subsidize housing for young people. On the other hand, it had the disadvantage of being too abstract. Scenario B was titled SynerGdynia, which focused more on the economic development. It outlined the development of synergies at different levels - territories, institution and people, while enhancing the existing potentialities. This scenario has the merit to be more challenging and but nonetheless endearing. Some of the proposals therein will be implemented in the long-term.

Key points:

1. Synergies
2. Attractiveness
3. Inter-connectivity
4. Flexible Phasing
5. Public-Private-People-Partnerships
Why SynerGdynia?

Why our Strategy – SynerGdynia?

The strategy SynerGdynia is a blend of two initial strategies. One was Breathing Gdynia that aims to make the city more open within itself and to the sea and the second one-SynerGdynia aims to build synergies on the opportunities available in Gdynia. We focused on the latter because it communicates our goals and is also a more sellable brand for Gdynia.

Gdynia now...

Gdynia is rich with greenery, natural beaches, eight higher learning institutions hence a relatively balanced population of young and middle aged people and a rich cultural heritage exhibited by the seasonal local and international festivals that are held in the town. However, Gdynia is in a sense “choked”. It is marred with boundaries, disconnecting neighbourhoods and green areas, land and water connection, and the city centre with the suburbs. Gdynia has also not tapped into its massive potential for economic development.

Our strategy aims to transform Gdynia toward becoming the world class city, attractive for all (families, small business investors and even tourists), well connected physically, socially and politically and a soft 4P strategy (Public-Private-People-Partnership) that aims to develop proposals based on the needs of the people of Gdynia.

How to achieve a SynerGdynia?

SynerGdynia will be achieved through the soft (program and managerial) actions and hard (physical structure) interventions. These are outlined in the next page. The implemented period covers a timeline with short and long-term goals running alongside each other in the next 20 years.

In particular we picked 3 strategic physical locations for the implementation of our strategies. On the left we give the reasons for choosing two of those i.e Okswie and the French Quay.
Why Okswie? Because it represents a hidden local amenity, where a very original component of local identity lives. Why the French quay? To enhance its tourism and attractive vocation, being the gate to the city from the sea. The two sites respond to the enhance Gdynia’s attractiveness for both Poles and foreigners.

a) Attractiveness. The idea is to promote Gdynia as a destination both temporal and permanent for people looking for housing, business and education opportunities. The following points detail out the specific tactics to achieve this:
  • Encouragement of young entrepreneurs by provision of business incubators facilities.
  • Intensification of the existing (Fab-Lab) and promotes new facilities to support budding creative industries (SWIMM)
  • housing subsidy for students and young families to rent or buy their first house
  • YOU-BALTIC-PRO (Southern Baltic Country Cooperation Program for Young People Cultural Exchange)

b) Partnerships and cooperation (People-Public-Private -Partnership). This soft approach is to be realised in the short-term and with a people oriented approach through:
  • A fishermen community integration program
  • Introduction of a new meeting space for informal local interaction (ex. Space for rent for newly born associations at SWIMM).

c) Inter-Connectivity. We propose a modern multimodal public infrastructure system that will connect Gdynia’s multiple faces: forest, sea, dynamic port and modernist city centre. The tactics to be employed are:
  • PRT (Personal Rapid Transport) like in Dubai.
  • WTS (Water Taxi Stations)
  • existing rail-track use enhancement
  • cycling and pedestrian path connecting forest-city center-waterfront

By Antonella

The three main interventions areas

Authors: Roman and Amy
We structured our strategy by distinguishing between general and specific objectives, also making a proper distinction between what we defined “soft interventions” and “hard interventions”.

By “soft intervention” we mean program of actions to be implemented in the short-term and managed in the long-term, which do not need specific structure to be realized. On the other hand, by “hard intervention” we implied structural long-term construction. Building upon these premises, we designed our strategy as in the following:

Most of the interventions we proposed build upon existing structures and space, in the aim of adding value to what the Gdynia territory already has. Consistent with this logic, in our strategy we use the existing tracks of the railway, which currently serves the logistic terminal of the port area. Actually, they will be the main structure for our PRT.

Similarly, we propose to enhance the attractiveness of the French quay. As a matter of fact, in this site a tourist structure is already located. It is the Emigration Museum, which has great historical significance for the city but is isolated in the port area. For this reason we thought to revaluate this area with a new attractive world-class architecture (SWIMM), offering multiple functions as shown in the sketch on the left.

In the same vein, we decided to work on Oksywie. The local traditional communities of fishermen, who live in this area confront a problem of social and economic exclusion. Gdynia’s fishermen are involved in strikes now, because of fishing limits imposed by European Union. Therefore, they are pressuring the local administration to intervene on their behalf. The Fishermen Village integration programme is an action programme included in the strategy to involve fishermen community in the socio-economic environment applying the 4P logic. It is aimed at creating a network within the fishermen community, while boosting their partnership with the local food industry, markets and the restoration sectors. This process would be firstly promoted by local administration by defining a governance multi stakeholder framework.

We also acknowledged that Gdynia need to be more competitive if the city wants to attract more tourists. Gdynia has of a very strategic location, in a valley between forests and fine sandy beaches. Nonetheless, these positive factors may not be enough to become a destination of choice for European and world tourists. In order to boost tourism we additionally, suggest the implementation of a specific program, the YOU-BALT-PRO. This education and cultural exchange program proposes seasonal and short period interchanges for 21-35 years old people based in Europe, offering special scholarship for those who come from Baltic countries. The program will including cruising in the Baltic Sea and staying for periods at a time in different Baltic cities. It will utilize maritime connections only and will therefore require partnerships among tourist and cruising companies and the concerned local and central government authorities.
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Conclusion

The SynerGdynia strategy is an innovative approach to tapping into the immense potential of Gdynia and enhancing the already existing opportunities present in Gdynia.

It is expected that the proposals therein will build synergies and transform Gdynia through attractiveness, connectivity, and the partnerships and corporations.

For future editions we suggest that the template for final report should be issued on the first day, so that YPPs can fill it on a daily basis.

Lessons Learned?

Through the whole YPP workshop, we broadened our knowledge on managing the vital relationship between cities and water with the great example of the city of Gdynia.

The SWOT analysis helped us understand the city of Gdynia better and especially tap into its opportunities, which were used to create the SynerGdynia strategy.

In general it was also a good chance to learn how to work in a team, with YPPs drawn different geographical, cultural and professional backgrounds.

Picture 1 shows an example of PRT crossing Gdynia city centre;

Picture 2 aims to represent conceptually the fishermen program

Photo collage prepared by Piotr
Key points

1. Innovation
2. Connection
3. Creativity

To develop the regional identity as a city that is attractive for innovators

The ReCreate Gdynia strategy developed from two original scenarios and ultimately combines the most unique and feasible ideas from both of them:

**Scenario A - Creative Gdynia!** The Creative Gdynia Strategy will rejuvenate the waterfront with performance and other artistic interventions, to promote connectivity and creativity. With this strategy Gdynia as a young, artistic and creative city will gain its own identity as the main advantage and be differentiated from Gdansk.

**Scenario B - Outdoor Gdynia** The Outdoor Gdynia Strategy will make Gdynia the most attractive place to live in Poland. The Strategy will maximise the recreation potential of Gdynia to improve the quality of life its residents and make it the recreation destination of the region. In this case the amount of natural space is a clear competitive advantage within the region.
Gdynia is an ambitious young city with a rich history and great opportunities for the future.

Gdynia’s three key strengths are:
- it is a good environment to do business;
- it has a strong and developing cultural identity, as evidenced by the strong presence of urban art, film festival, and outdoor theatre; and
- it is surrounded by nature with beaches along the waterfront and woods on all side.

These three areas provide the optimum environment for innovation, which is reflected by the high number of self-employed and entrepreneurial businesses located within Gdynia, who are attracted to the city because of the lifestyle it provides.

Therefore there is an opportunity to foster that environment, allowing for:
- the diversification and growth of the local economy;
- increased cultural output; and
- preservation of the natural environment;

all of which will in turn improve Gdynia’s regional identity.

In light of the above, the Strategy is:

*To develop the regional identity as a city that is attractive for innovators.*

**Implementation**

In order to achieve the overarching Strategy we developed a range of sub-strategies focused around the following key areas:
- business
- culture
- livable city
- recreation and open space
- governance

The sub strategies are set out on the following page.
Five strategies to add value

**Business - Create an environment for tertiary services to flourish**

- Provide access to subsidised shared business services for small businesses.
- Plan for a diverse range of office / work space that supports small business.
- Create a low barrier of entry to participate in innovative industries.
- Offer incentives to increase the provision of hotels and serviced apartments.

**Culture - Realise Gdynia’s creative potential**

- Enhance and celebrate the built and cultural heritage of the city.
- Adaptively reuse warehouse buildings in waterfront precinct for creative industries.
- Provide funding and encourage new partnerships for public art, performance and creative projects.

**Livable City - Where you want to be, when you’re not working**

- Deliver a mix of well-designed housing that supports a diverse range of lifestyles.
- Encourage complimentary business such as restaurants and bars that contribute to vibrancy and vitality of the city.
- Continue to support sporting and cultural events / festivals.
- Ensure new developments are designed to encourage walking and cycling.

**Recreation and Open Space - Accessible and adaptable recreation and open space**

- Undertake a program to improve access to waterfront / city’s natural assets.
- Increase the number of activities/uses within natural areas.
- Provide adaptable public spaces for a range of economic, cultural and social uses.
- Enhance public views to the waterfront.

**Governance - A system focused on delivery**

- Adopt a contributions framework for private development to fund public works, land acquisitions, and social projects.
- Provide a system for public and business participation in the planning process.
- Facilitate partnerships with universities, communities and businesses.
Waterfront Analysis

A spatial analysis of the waterfront identified four main zones, which can be defined as follows:

Southern Recreation Zone: Starting at the southern end of the City border at the residential neighbourhood of Orlowo, the southern recreation zone has a beach and iconic wharf and cliff. The area transitions into Redlowska nature area before becoming a foreshore walk that terminates at City Beach, the Pomerania Pier and marina. A number of high quality cultural facilities are located in close proximity to the waterfront near pier.

Northern Recreation Zone: A steep natural foreshore in front of the residential neighbourhood of Oksywie.

Noting that there are opportunities to enhance the Southern and Northern Recreation Zones, it is considered that these areas generally function well. The Working Port divides the city and has a range of environmental impacts however, it is of national importance and needs to be retained as part of any future planning.

Therefore the key gap in the Gdynia waterfront was the Old Port. The Old Port is located adjacent to the city centre and has significant cultural and built form heritage. However, the port currently breaks the city’s connection to the water and the cultural / recreation ribbon that runs the length of Gdynia. Therefore for the purposes of illustrating how the ReCreate strategy could be implemented we have focused on the Old Port.
In order to illustrate how the Strategy could be implemented, and in response to the waterfront analysis, we developed a pilot project for the old port area known as ‘Creative Connections’.

**Creative Connections**

Gdynia is celebrated for its many cultural assets including film, music, art, design and festivals. It is well documented how art, as a strong part of the quality of life of residents, can both attract and retain them and also increase tourism. Furthermore, arts and culture can help address a city’s practical problems. One issue identified in Gdynia was the lack of connection between the waterfront and other cultural assets to the new, world class Emigration Museum.

Building from the murals painted for the Traffic Design Festival, the ‘Creative Connections’ corridor will have three key components:

- a visible pathway for wayfinding
- open spaces for performances and a wide variety of events
- adaptive reuse of buildings for fostering creative sectors and innovators

The corridor is a short term solution to clearly connect the waterfront assets (example City Beach to Emigration Museum) and provide flexible space that strengthens creative infrastructure and opportunities for collaboration.

This strategy has broad positive impacts including improving identity of the district, attracting and retaining young people, helping to diversify the economy and fostering partnerships of many existing creative, entrepreneurial and recreational groups.
Conclusion

Residents of Gdynia are very proud of their city and identify themselves with it. The most important goal of our strategy was the improving their quality of life.

Through the bottom up approach we tried to create the environment where the citizens can develop their skills, and be supported in creation and innovation. This approach can make Gdynia more competitive in the region, improve the identity of the city and provide residents a number of new jobs opportunities.

Lessons Learned

During the workshop, planners with different work experience, educational, cultural, economic and social backgrounds came together on one project.

We realized the importance of dialog as means of reconciliation of diverse points of view; we understood how frequent presentations can make us more efficient and improve our public performance skills; we learned about Poland and the Pomerania region and its history.

Most importantly, spending a lot of time together gave us the opportunity to make new friendships.
The original strategy was to develop a smart city by identifying pilot urbanism districts for sites to develop projects based on three main aims: business, nature and culture. The advantage with approach was the ability to provide testable, transferrable and affordable solutions for the city that can be implemented in phases. The group refined this strategy to create District 365 that comprises of projects that can be implemented and tested in a period of one year in a defined and representative area of the city.

Key points:

1. Testable and Transferable Projects
2. Low cost of implementation of the projects
3. Promote cooperation among key stakeholders
District 365 is an open planning strategy that emphasizes testable, transferrable and scalable urban interventions in Gdynia. With an emphasis on enhancing Gdynia’s livability, innovation and cooperation, interventions open for consideration in District 365 may vary enormously, from street art to housing; mobile apps to waste management. The proposal process is open to everyone and encouraged through a range of digital and analogue media platforms. District 365 project test take place within a defined area of Gdynia; however, to be successfully selected, a project should be applicable and relevant to numerous locations throughout the city. Interventions should be realized together with Gdynia’s people, its higher education institutes and local businesses. In fostering open participation among a diversity of stakeholders, District 365 has the potential to transform how urban planning and development takes place in Gdynia.

Authors: Gong Zhiyuan, Juliet Rita, Magda Wisniewska, Mitchell Reardon, Polina Koriakina
Projects are testable and transferable. Four sites with different character were identified for pilot projects.

Site Identification

Once a project has being identified, an analysis of the District 365 site will take place to identify suitable locations for the intervention. Given that the projects are expected to vary greatly, the sites within District 365 will likely do so as well. Interventions will be tested for one year (365 days) to ensure that a full understanding of a project’s impact on the community through all four seasons is achieved.

Aims

Beyond the central aims underlined through the selection process, there are three overarching aims with the District 365. First, all of the project should contribute to a clearer definition of the City’s strategic aims. In doing so, a well-defined and cohesive vision will help promote Gdynia’s brand among residents, businesses and visitors, while also ensuring that the city’s limited resources are used effectively. Second, 365 District aims to promote Gdynia’s economic and knowledge retention potential. To do so, 365 District aims to engage many of Gdynia’s businesses, from local shops to international ICT firms, in the pilot projects, identifying new economic opportunities while pairing skilled students with employers seeking young and motivated talent. Finally, District 365 aims to gradually transform urban planning in Gdynia from an expert dominated arena into an open process that harnesses the knowledge, skills and passions of the people who live and work in Gdynia. All proposals will be made public on a municipal website, as well as on the Facebook page. Users will be able to leave comments and vote for their favourite proposals. Further, by publicizing the projects, users with similar ideas or those looking to invest in a project are offered the possibility to connect.
Project Identification

The District 365 initiative is open to proposals from everyone living, working and visiting Gdynia. Proposals can be suggested online through the already active District 365 Facebook group as well as on Twitter and Instagram using the hashtag #Gdynia365.

All proposals will be made public on a municipal website (similar to Neighborland), as well as on the Facebook page. On the website, users will be able to leave comments and vote for their favourite proposals. Further, by publicizing the projects, users with similar ideas or those looking to invest in a project are offered the possibility to connect. These connections will strengthen project proposals and empower the community to make the interventions that are desired.

Project Selection Criteria

Projects are selected through a rigorous selection process carried out by the urban planning department in cooperation with Gdynia’s residents. Selection is based on a number of criteria:

a) Is financing available for the project?
b) Are there personnel from the planning department available for the project?
c) Can the pilot project be expanded if it is successful?
d) Will it save the city money?
e) Will it earn local businesses money?
f) Does it create a new business opportunity for businesses in Gdynia?
g) Does the project contribute to strategic aims in Gdynia?
h) Does it contribute to civic engagement in the city?
i) Does it make Gdynia a more desirable place to live?

Should a project meet a significant majority but lack available funding or personnel for implementation, a project can be placed in a queue that is available to the public for additional comments in favour or against a project. Subsequently, when another project is finished and funding and personnel become available, the first project in the queue could be then piloted. The number of projects would be depend on the cost and time commitment of other ongoing projects.

Evaluation

Evaluation will take place throughout the course of a test project’s life. Feedback from people and businesses will be encouraged through the abovementioned communication platforms. Quantitative measurements will also take place throughout the project. They are expected to come in many forms, as for example, promoting active public spaces requires quite a different lens from encouraging residents to recycle more. Subsequent to the project’s one year test, the project will be once again evaluated on the basis of the selection criteria.

Water Fountain in the Public Park in Gdynia
After Evaluation (Test)

Bases on the evaluations during the course of a project’s test period, as well as the final evaluation, there are two options following the test. If a project has failed met a strong negative reaction or failed to meet multiple criteria for success, it will not be continued. However, if a project has been well received in the city and has met the evaluation criteria, it is ready for expansion. In this case, if the City of Gdynia has a site in the city to make the project permanent, or process oriented cases like improved waste management, it can be implemented immediately. If that is not the case, the intervention can be placed in a “Successful Project” database that is accessible to people working for the City, as well as the public, until the space or capacity for project implementation is available.

Modern (ism) Gdynia App

This mobile app offers a map identifying buildings and sites of architectural and urbanism importance in Gdynia. Beyond simply identifying where they are on a map, it also offers push notifications when a user is near a site of significance. Using either the map or notification, users are provided with useful information about the building or site, including the name of the architect, date of construction, architectural or urbanism contribution as well as other interesting facts.

The app could be developed by students studying web and app development at one of Gdynia’s local universities or other higher education institutes or by a local ICT start up. Should the pilot project be successful, it could be expanded across the whole city and potentially marketed as a product for other cities.

ENERGdynia

There is considerable evidence that people are willing and able to save energy simply by transforming abstract numbers and figures into easily understandable visuals.

ENERGdynia tests this concept by putting attractive and clear visuals on the first thing many residents see when they leave their homes – the street. By monitoring resident’s energy use and subsequently informing them of how the street is performing, while also providing goals for improvement, the aim is to reduce domestic energy use here, as was the case the similar Tidy Street project in Brighton, UK.

The project would involve energy monitoring from Gdynia’s utility provider, potentially in cooperation with a local private firm or university research group. The visuals could be created by local artists, or even young people in elementary or secondary school in the district. Should the test project be successful, similar initiatives could be carried out in all of Gdynia’s neighbourhoods.
The most obvious benefit is encouraging people to visit attractions they might otherwise have missed. Beyond that, the art paths encourage people to walk rather than drive, with the associated health benefits and potential economic benefits for local merchants. Additionally, commissioning new art pieces could further stimulate Gdynia’s vibrant art community and strengthen Gdynia’s profile as a tourism centre.

Re-Art 365 would engage local artists to commission art installations. In addition to established artists, this could also include students at the local art academy. Further, potentials sites for paths, such as the aquarium and Emigration Museum, would be engaged to encourage contextually relevant pieces. Finally, local business owners would be consulted to measure any economic benefits that could result.

**Home on the Sea**

From a population and demographic perspective, Gdynia is an enviable position. Growth and increasing affluence can be accompanied by new challenges however. Increased demand for housing leaves many young people, especially students who do not have steady incomes, under pressure. To help alleviate this pressure, Home on the Sea offers temporary housing on a floating decommissioned shipping container located in the harbour. To help finance the refurbishment of the containers, Home on the Sea takes advantage of Gdynia’s attractiveness as a tourist destination by offering one repurposed shipping container on the sea as an AirBNB unit.
Repurposing the shipping containers into floating houses would be undertaken by local companies already working in the harbour. Support for design and construction could be further provided by students at local higher education institutes working with engineering, construction and boat building.

**Project Financing and Implementation**

District 365 can be financed using 0.05% (or less) of the Gdynia city budget. While this is a very small share of the overall budget, it still equals the substantial sum of €147,684 (617,257zl). This provides a substantial basis on which to establish several pilot projects. In cases where tech innovation or other activities that have a direct and positive influence on local businesses, public-private partnerships can be considered.

Using the same concept to implement test projects, 0.1% of staff hours in Gdynia’s Urban Planning Department could be used to realize the projects. With approximately 30 staff working 40 hours a week, this would equal 12 hours a week. Over one month, this equals 48 hours – more than one full week if a single employee was engaged, three days a piece of two employees were involved.

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**Budget Allocation towards the project**

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**Example of the Home on the Sea**
Conclusion

By providing a strategy to encourage, evaluate and implement rapid and inexpensive interventions, District 365 offers the City of Gdynia an easily realizable approach to promoting public engagement, encouraging cooperation among public, academic and economic actors and to realizing an even higher quality of life in the city. In doing so, Gdynia has the potential to attract and retain a greater share of graduating students, young people and skilled migrants; establishing a demographic for long-term success in the city. Finally, like all of the projects, District 365 is itself a test. Should it not have the expected positive impact, it can be discontinued with minimal disruption or financial loss. However, if successful the open process, testing and implementation can be expanded within the City of Gdynia. With this in mind, the District 365 presents a low-risk, high-reward opportunity to gradually reshape the way urban planning and development in Gdynia takes place.

Authors: Gong Zhiyuan, Polina Koriakina Juliet Rita, Magda Wisniewska, Mitchell Reardon,
“Rethinking the Water-City Interface”

Conclusion

Main Suggestions:

• To develop a common waterfront strategy for the Tri City Agglomeration

• To encourage the uniqueness of the different parts of the city of Gdynia

• To involve the inhabitants to fill the city with innovative energy

Key products:

1 POSTERS
2 PRESENTATION
3 REPORT
Conclusion

The waterfront activities are very diverse: there is a commercial and military seaport, city center as well as natural landscapes and beaches located along the coastline. The process of the workshop has shown that the Gdynia has good foundation to develop itself as a waterfront city. The YPPs’ suggested that Gdynia should try developing their strategy of the waterfront by focusing on three different scale levels: regional – local – project-based.

Regional Scale

Together with Gdansk and Sopot, Gdynia is part of the Tri City Agglomeration. These municipalities have many common issues due to their location on the Baltic Sea. A common regional strategy of the Tri City Agglomeration, which integrates different planning matters already, exists. However, this document does not serve as the strong base for fruitful cooperation and integration between three municipalities. As one of the outcomes of the workshop it is suggested to develop a common waterfront strategy, which has the aim to show and encourage the different values of the three municipalities. By focusing on the individual strength of each of them it would be possible to increase their cooperative capacities and mitigate the negative outcome of the extensive competition. Moreover, the waterfront strategy should be developed with attention to such an important issue as climate change as well as cooperative actions aiming to prevent the cities from flooding.

Local Scale

The port area gives the chance to develop the city in a different way. It is the main economical engine of Gdynia that provides the city many ways to expose in the future. However, the current structure and activities of the port also create many difficulties. The close location of the port to the city center on one hand limits the city development to the north, on the other it negatively impacts on the amenity of the residential areas close located to the port. Therefore, the optimization of the port territory and its renovation with attention to the waterfront is crucial. Along the YPPs’ suggestions, the downtown part of the city can be linked with the northern waterfront of the city via water linkages (boats) as well as by the development of a new kind of creative hub, where the warehouses are used for the innovative industries and local craftsmanship.

Project Scale

The future development of the Gdynia should be based on the existing patterns and conditions. One of the key elements of the city development is the intensification of the density and usage of the inner city area. Development of the other vacant lands has to be carefully approached with attention to mixing housing with other social facilities and spaces for business activities. The existing public spaces and valuable locations along the waterfront can be better linked by not only by physical transport infrastructure, but also enhancement of the visual connections (as proposed by one of the YPPs’ groups). To make the inner city and waterfront more livable and accessible for pedestrians, they should be converted into “car free zones” or at least areas open for pedestrians.

There is a strong entrepreneurship community in Gdynia. Moreover, most of the inhabitants have the willingness to be part of the development of the city in the future. There are good conditions for integration of the bottom-up approaches: involving local residents ideas and activities in the city development. One of the YPPs suggestions is to create a hub for collecting and selecting the local pilot project ideas that could be easily tested and implemented in the near future in Gdynia.
Concluding Comments

In this report we have tried to provide an overview of the YPPs’ intensive workshop. The YPPs offered recommendations for action based on strategic analysis and international experience. Now, the local planners are given a chance to proceed and implemented the offered choices. However, it is important to keep in mind the ultimate goal of the whole effort: to approach the Gdynia waterfront as an integrated area providing equal access to participate in the city development.
“Rethinking the Water-City Interface”
Gdynia & Waterfront
RETHINKING THE CITY-WATER INTERFACE

Workshop Theme

RETHINKING THE CITY-WATER INTERFACE

- Rethinking the city-water interrelationships
- Proposing the new forms of reconnecting the city and water
- Developing the specific proposals for different parts of the city waterfront
Gdyntegration
Integrating Gdynia’s City, Port, Water and Nature

Abdel Malik, Rafif
Gladkaya, Olga
Lozano, Claudia
Moreira, Inês
Roszkowska, Katarzyna
Tai, Yuting
Current Situation

- Flood risk
- Lack of connection

LEGEND
- disconnection
- city
- port
- water
- greenery

Vision

- TODAY
- 5 YEARS
- 25 YEARS
- 50 YEARS

from the present situation to 50-year long phasing for Gdynia waterfront protection and the future innovation areas
Strategy

Integration

* city, port, water and nature;
* two parts of the city divided by the port;
* cultural identity through past, present and future;
* resources, services, infrastructures, activities and management in the Tricity agglomeration.

Strategy

Multifunctional city park

New investments in the port

Connection between past and future
SeeGdynia
sea city

Authors: Farnaz Mosannenzadeh, Keziah Mwang’a, Tatiana Trubnikova, David Tapia, Marcin Sliwa, Anna Sitarz

Integration, Connection, Orientation

- Visual connections
- Spatial connections
- Pedestrian-oriented central zone
Visual connections

Existing and new:

- Landmarks
- Viewpoints

Spatial connections

- Waterfront path
- Public spaces and activities
- Pedestrian / bike network
Pedestrian-oriented central zone

- Lighting
- Shared space or Car restriction
- Multi-modal transport
- Mixed land use

Integrated Connected Oriented
SynerGdynia – Open the CITY to the SEA!

Authors: Antonella Maiello, Roman Pomazan, Irina Saghin, Amy Santoso, Piotr Smolnicki, Melissa Wanjiru

Our SynerGdynia Strategy

- Attractiveness (Live, Work, Enjoy)
- Multi-Modal Transport System
- People-Public-Private Partnership

1) Free zone
2) BMWM
3) Culture hub
4) Private aviation hub
5) Free zone
6) Business tourism
7) Innovation cluster
8) Fab Lab Gdynia
SynerGdynia Points of Intervention

1. Fishermen Village Integration Programme
2. SWWIM (Water World Multi-functional Space)
3. Multi-modal Transport System
SynerGdynia Flexible Timeline

<table>
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<tr>
<th>Main Interventions</th>
<th>Specific Objectives</th>
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<td>Fisherman Village Integration Programme</td>
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<td>Promotion of a consolidated Multi-Modal transport system</td>
<td>Promote Gdynia as a walkable and cycling city by integrating nature trails with pedestrian and cycling paths.</td>
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<td></td>
<td>Enhance linkage between the railway stations and water taxis/buses by PRT at the city centre, and Fishermen Village.</td>
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<tr>
<td>Flagship project of SWWIM-Water World Multifunctional Space.</td>
<td>Construction of a world-class facility to promote water sports, art and other activities.</td>
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Timeline: < 5 Years | 6-10 Years | 11-15 Years | 16-20 Years | >20 years

ReCreate Gdynia

Authors: Victoria Byrd-Olivier, Visnja Sretovic Brkovic, Kseniia Mezenina, Katarzyna Kielbinska, Michael Rowe, Olga Sarapulova
Gdynia’s Key Strengths

“To develop the regional identity as a city that is attractive for innovators”
Implementation on the Local Level

**KEY STRATEGIES TO ADD VALUE**

**BUSINESS**
- Create an environment for tertiary services to flourish
- Provide access to subsidised shared business services
- Plan for a diverse range of office / work space
- Offer incentives to increase the provision of hotels and serviced apartments
- Enhance and celebrate the built and cultural heritage of the city
- Adaptable reuse warehouse buildings in waterfront precinct for creative industries
- Provide funding and encourage new partnerships for creative projects
- Deliver a mix of well-designed housing that supports a diverse range of lifestyles
- Encourage complementary businesses that contribute to vibrancy and vitality of the city
- Continue to support sporting and cultural events / festivals
- Undertake a program to improve access to waterfront / city’s natural assets
- Increase the number of activities / uses within natural areas
- Enhance public views to the waterfront
- Adopt a contributions framework for private development
- Provide a system for meaningful public and business participation
- Facilitate partnerships with universities, communities and businesses

**CULTURE**

**LIVABLE CITY**
- Where you want to be, when you’re not working

**OPEN SPACE**

**GOVERNANCE**
- A system focused on delivery

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Waterfront Accessibility
Pilot Project – Creative Connections

District 365

Mitchell Reardon, Polina Koriakina, Magda Wisniewska, Gong Zhiyuan, Juliet Rita
A clear definition of Gdynia’s urban aims & aspirations
Enhance City – private companies – universities cooperation
Towards an open process that harnesses the knowledge, skills and passions of the people

District 365: A Smart Concept

District 365: A Tool for Urbanism

PEOPLE
- administration
- citizens
- visitors

AIMS
- reshaping city planning

MECHANISM
- integration
- communication
- education
- promotion

OUTCOMES
- reshaping urban culture

FINANCING
- 0.01% city budget

SELECTION CRITERIA
- open to investments
- ideas
- promoting cooperation between city government / universities / business
- 1. financial
- 2. personnel
- 3. testable
- 4. transferable
- 5. economic benefit
- 6. Gdynia strategy
- 7. civic engagement
- 8. livability
Identifying Potential Sites

Example Pilot Projects

Home on the Sea

Re-Art 365
Example Pilot Projects

- ENERGdynia
- Modern(ism) Gdynia

Project Implementation

- 0.01% of Gdynia’s City Budget
- 617 253 PLN or €147 684
- 1% of Urban Planning Dept. Time
- Analogue & digital engagement
- Harnessing local strengths: Public–Private–Academic cooperation & coordination
**#Gdynia365**

**Conclusions**

* Develop a common waterfront strategy for the Tri City
* Encourage the uniqueness of the different parts of the city
* Involve the inhabitants to fill the city with innovative energy
WELCOME TO THE “HAPPY HOURS” SESSION!

THANK YOU FOR YOUR ATTENTION!!!
The location of Gdynia on the western coast of the Baltic Sea creates certain conditions and possibilities for the city development. The presence of the seaport providing a wide range of employment opportunities to the local community and the whole neighbouring region has become the main asset driving the local economy. The city is constantly developing and it has all chances to become an urban centre (transportation node) of the European importance. The city waterfront has also undertaken many positive changes and now it represents one of the most attractive parts of Gdynia.

The different atmospheres and challenges of the Waterfront

THE YPPs' WORKSHOPS
The ISOCARP YPPs' workshop is intended to function as a platform for YPPs as a platform to enhance their knowledge of modern planning principles, improve their skills, in strategic planning and practice new ways of thinking. Young planners from 19 countries participated in the ISOCARP workshop in Gdynia 2014. They were joined by a group of Polish young planners who provided local expertise.
The Workshop Process

BOAT TRIP // LECTURES // PRESENTATIONS // FIELD TRIP // LECTURES // PRESENTATIONS

SWOT ANALYSIS

STRENGTHs

WEAKNESSes

OPPORTUNITIes

THREATs

DISCUSSIONS // REFLECTIONS // PRESENTATIONS // CHANGES // PRESENTATIONS // FUN

SCENARIOS

STRATEGIES

Back to Nature

3SITY

Breathing Gdynia

SynerGdynia

Creative Gdynia

Outdoor Gdynia

Recreate Gdynia

District 365
**VISION**

From the current situation to 50-year-long planning with the strategy for Gdynia waterfront protection and the future innovation areas

**STRATEGY**

Gdynintegration: the integration in different levels and aspects
- Integration within the city, port, water and nature;
- Integration between two parts of the city divided by the port;
- Integration of cultural identity through past, present and future;
- Integration of resources, services, infrastructures, activities and management in the Tricity agglomeration.

<table>
<thead>
<tr>
<th>Potential development area according to the map of Gdynia</th>
<th>Port development and infrastructure for future innovation areas; creating the blue-green network in the city for water retention and discharge.</th>
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<tr>
<td>Sea Park</td>
<td>Creating buffer for activities and flood mitigation; creating multi-functional and attractive waterfront; increasing the green area and ensuring coastal resilience.</td>
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<tr>
<td>Cross border developments</td>
<td>Enhancement of the waterfront biodiversity in the city; creating new port functionalities; creating new green spaces along the waterfront.</td>
</tr>
<tr>
<td>New architecture in the port area</td>
<td>Enhancing the waterfront and protection against climate change; creating new recreational areas; improving the existing waterfront.</td>
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<tr>
<td>Multi-functional city park</td>
<td>Creating new green spaces along the waterfront; enhancing the waterfront and protection against climate change; improving the existing waterfront.</td>
</tr>
<tr>
<td>European Greenways project for new waterfront and the innovation district</td>
<td>Enhancing the waterfront and protection against climate change; creating new recreational areas; improving the existing waterfront.</td>
</tr>
<tr>
<td>Environmental and cultural enhancement</td>
<td>Creating new green spaces along the waterfront; enhancing the waterfront and protection against climate change; improving the existing waterfront.</td>
</tr>
</tbody>
</table>

1. **STRENGTH**
   - Identity as a modern and freedom city
   - Tricity agglomeration
   - Natural landscape
   - Coastal resources

2. **WEAKNESS**
   - Conflicts of interests
   - Lack of integrations between city, port, water and nature
   - Lack of connections between traffic system and open space
   - Lack of coordination among stakeholders

3. **OPPORTUNITY**
   - Tricity cooperation
   - Port upgrading
   - Market demand for development
   - High value innovative industry

4. **THREAT**
   - Flood risk
   - Declining population and aging society
   - Pollution caused by the port
   - Competition in the regional context
SEE GDYNIA, SEA CITY

Introduction
Gdynia has a well established diversity of functions and a lot of potential for prosperous development, but it lacks interconnectivity in between the city. Our vision for Gdynia focuses on physical and visual connectivity of the city by creating strong links between the existing functions. Specifically the focus is providing the meaningful center for community events, enhancing city usability through orientation and improved connectivity which results in a delightful and accessible space for everyday life.

Objective
To create an integrated network of networks by identifying and improving both visual and spatial connectivity of the city functions and networks.

Strategies
- Creating an integrated visual network using landmarks and activity nodes
- Creating an integrated network of green and public spaces by developing pedestrian and cycling paths
- Completing the waterfront path by eliminating existing barriers

Developing Non-motorised Transportation Network and Shared Spaces

Demonstration project: city center and waterfront as focus areas

Sign
Shared space
Landscape
Waterfront path

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SYNERGDYNIA

Making Gdynia “THE CITY FOR PEOPLE” aims to consolidate transport corridors and public squares.

Aims:
- Multi-modal Public Infrastructure will connect the city and its transformation will be supported by dynamic urban transformation, resulting in an integrated public space.

Action programs will promote the cooperation among stakeholders, enhancing the city’s innovative vocation.

1. Points of Intervention
- Thomases special economic zone
- SWWIM
- Cinema cluster
- Interconnected public space

Points of Intervention

GDYNIA’S DEVELOPMENT OPPORTUNITY

- Dynamic access points and cargo business
- Opportunity for intensity of transport connecting key tasks and public squares
- Green space
- Public realm

GDYNIA’S SPATIAL STRATEGY

Opportunity:
- Protect natural environment
- Enhance cultural background
- Support budding creative industries
- Multi-modal transport system

1. Attractiveness
- Introduce sustainable transport
- Enhance cultural background
- Support budding creative industries
- Multi-modal transport system

2. Connectivity (Multi-modal Transport)
- SWWIM
- Multi-modal transport system
- 1. Multi-modal transport system
- 2. Multi-modal transport system
- 3. Multi-modal transport system

3. Bottom-up strategy
- Opportunities for intervention (Public-Private-People Partnership) project. This will be firstly aimed at promoting sustainable water sport activities for the local community. This space will support budding creative industries and promote new facilities to high-tech; Food & Beverage facilities, (especially for young families to rent or buy first home in the area)

CREATION OF A “FISHERMEN VILLAGE INTEGRATION PROGRAMME”

Inside the city of the Oksywie Area, a Southern Baltic Country Cooperation Programme for Young People Cultural Exchange will be promoted. After the launch of a “FISHERMEN VILLAGE INTEGRATION PROGRAMME”, we will be firstly aimed at promoting sustainable water sport activities for the local community. This space will support budding creative industries and promote new facilities to high-tech; Food & Beverage facilities, (especially for young families to rent or buy first home in the area)

Multi-modal transport system

- Multi-modal transport system
- 1. Multi-modal transport system
- 2. Multi-modal transport system
- 3. Multi-modal transport system

DEVELOPMENT TIMELINE

- Multi-modal transport system

1. Fishermen Village Integration Programme
2. SWWIM
3. Multi-modal Transport System

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Knowledge for better Cities

Synergy is better than my way or your way. It is our way.”
- Stephen Covey
Gdynia’s three key strengths are business, culture and nature. These three areas provide the optimum environment for innovation. Therefore to build on the City’s existing strengths we developed the goal to develop the regional identity as a city that is attractive for innovators.

**Key Strategies to Add Value**

**Business**
- Create an environment for tertiary services to flourish
  - Provide access to subsidised shared business services
  - Plan for a diverse range of office/ work space
  - Offer incentives to increase the provision of hotels and serviced apartments

**Culture**
- Realise Gdynia’s creative potential
  - Promote and celebrate the built and cultural heritage of the city
  - Adaptively reuse vacant industrial buildings in waterfront precincts for cultural industries
  - Provide funding and encourage use partnerships for creative projects

**Liveable City**
- Where you want to be, when you’re not working
  - Deliver a mix of well designed housing that supports a greater range of lifestyles
  - Encourage businesses that contribute to vibrancy and vitality
  - Continue to support sporting and cultural events / festivals

**Open Space**
- Accessible and adaptable recreation and open space
  - Undertake a program to improve access to waterfront / city’s natural assets
  - Increase the number of networked spaces within natural areas
  - Enhance public views to the waterfront

**Governance**
- A system focused on delivery
  - Adapt a contributions framework for private development
  - Provide a system for meaningful public and business participation
  - Facilitate partnerships with universities, communities and businesses

**GAP Analysis**

**Creative Connections Pilot Project**

Building from the murals painted for the Traffic Design Festival, the ‘Creative Connections’ corridor will have four components:

- **visible pathway for wayfinding**
- **open spaces for performances/gathering**
- **adaptive reuse of buildings to foster creative sectors and innovators**
- **visual arts**

This clearly connects the waterfront assets (ex. City Beach to Emigration Museum) and provides flexible space that strengthens creative infrastructure.

This strategy has broad positive impacts including improving district identity, attracting and retaining young people, helping to diversify the economy and fostering collaboration.

**Legend**

- **Existing Assets**
- **Existing Murals**
- **Short Term Opportunities**
- **Long Term Opportunities**