

ISOCARP - YPP WORKSHOP GDYNIA 2016 | Lennaert Dekkers (NL), Nicolas Drozd (FR), Wiktoria Matecka (PL), Dominika Misterka (PL), Marta Rusin (PL), Zivile Šimkutė (LT)

TO WŁAŚNIE GDYNIA!

GDYNIA: THE CITY AND THE PORT

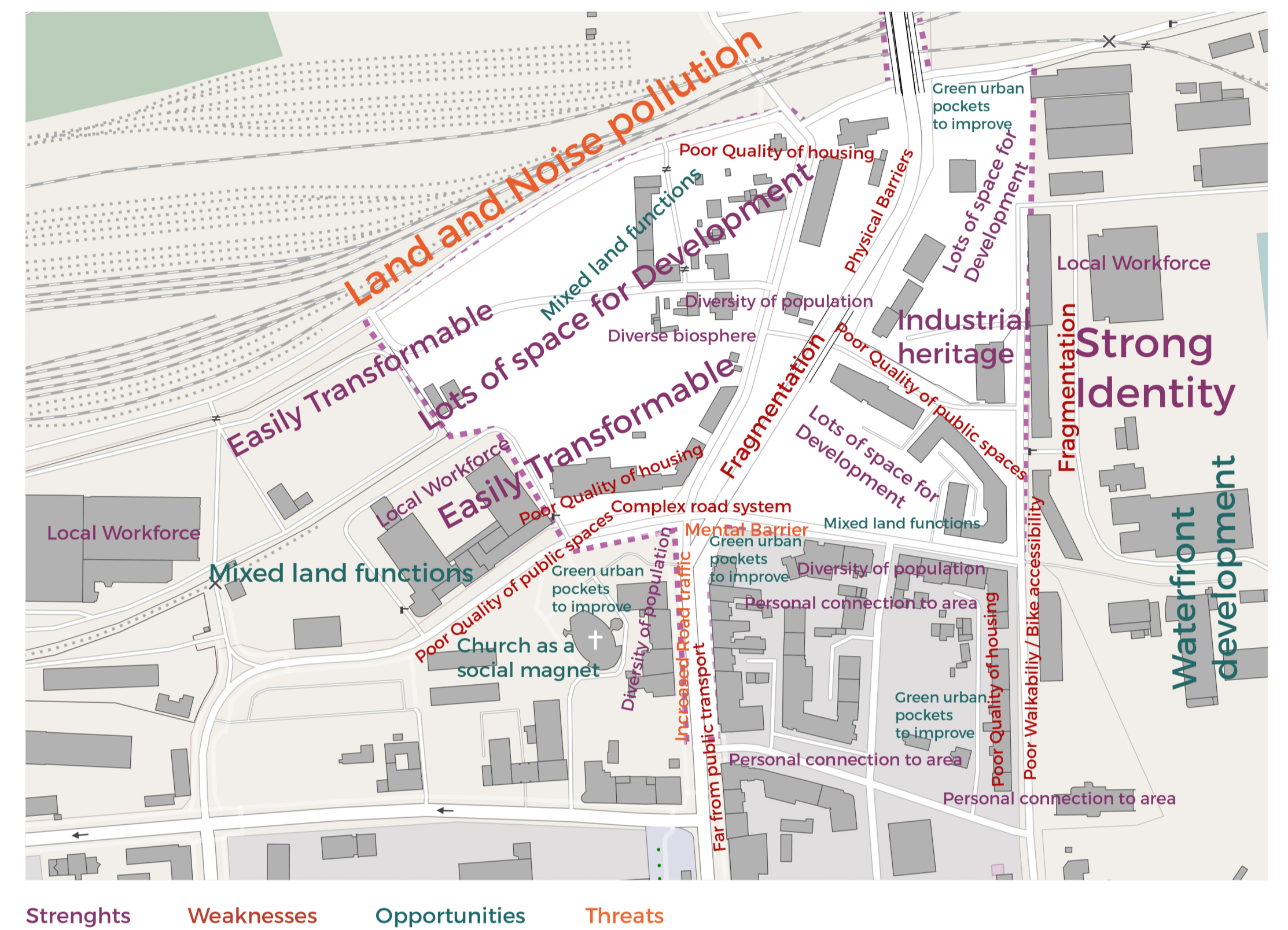
The city of Gdynia is a happy city. The centre has sufficient services and amenities, it is well preserved and clean, and there are green open spaces at almost every street corner. One can see people from the golden age enjoying their retirement in the multiple sunny terraces and open spaces. Families feel at home too, having picnics outdoors while children chase birds or play ball. Upon arriving at the beach, passersby are taken away by amazing views of the blue Baltic Sea, lush forests on high cliffs, and white sand. In Gdynia, fancy beachside bars, museums, historic ships, and modern design meet to offer an exceptional setting that gives the feel of a city on vacation.

Over the course of history, the port and the city started leading separate lives. One does not feel the industrial side of the city, save for a few cranes visible in the distance. Due to security restrictions and technological upgrades, the port slowly distanced itself, became an independent body with its own infrastructure, supporting facilities, population and green spaces. The municipality today has the ambition to reconnect the urban tissue of Gdynia to the industrial port areas. Recently, the port has been migrating towards the sea and thus requires less space on land. As land starts to free up, doors open to a plethora of project possibilities.

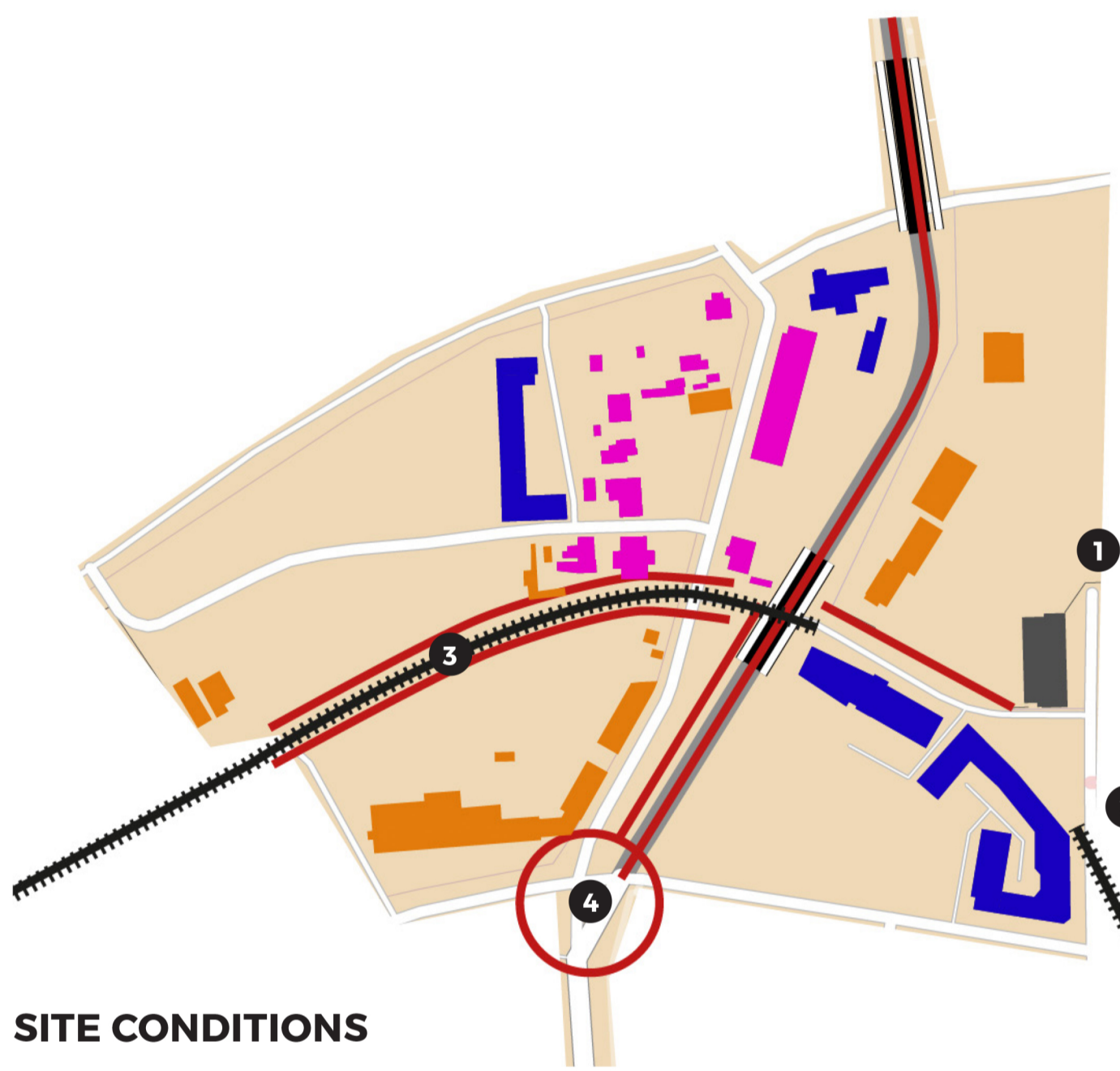
The challenge: how to reconnect the city with the port while keeping both sides satisfied. How to superimpose a walkable, human scale, livable city in abandoned post-industrial areas?

Project ambition:

Our project is to bring the port and the city together by ensuring accessibility and co-creation. Accessibility in terms of infrastructure, but as well as access to affordable housing, to public spaces, cultural amenities, quality education, and vocational skills. The area has to be developed using the principles of co-creation to ensure transparent dialogue and diversity of financial models. The site is an opportunity for a testing ground for innovation in urban development. Its location between the port and the city offers an opportunity to develop a crossroads with positive implications both at the municipal and local scale.



FIRST DEVELOPMENT GUIDING PORT REGENERATIONS



The area to the east of the project area is currently owned by the port authority and is undergoing a transition to accommodate mixed-use development with multifamily housing, offices, public spaces and a marina.

To the north is the working port that is the place of contemporary shipping facilities, including a container terminal and cruise ship terminal where majestic cruise ships moor, bringing many tourists to the city. The marine station located on the pier handled large transatlantic passenger ships for years and has since been renovated to host the Gdynia Emigration

Museum. There is also a very popular restaurant and movie club that is an important attraction in the area.

The main problem that we have recognized is that this area is supposed to work as a connection between downtown Gdynia and the port, but instead, it is currently dividing them.

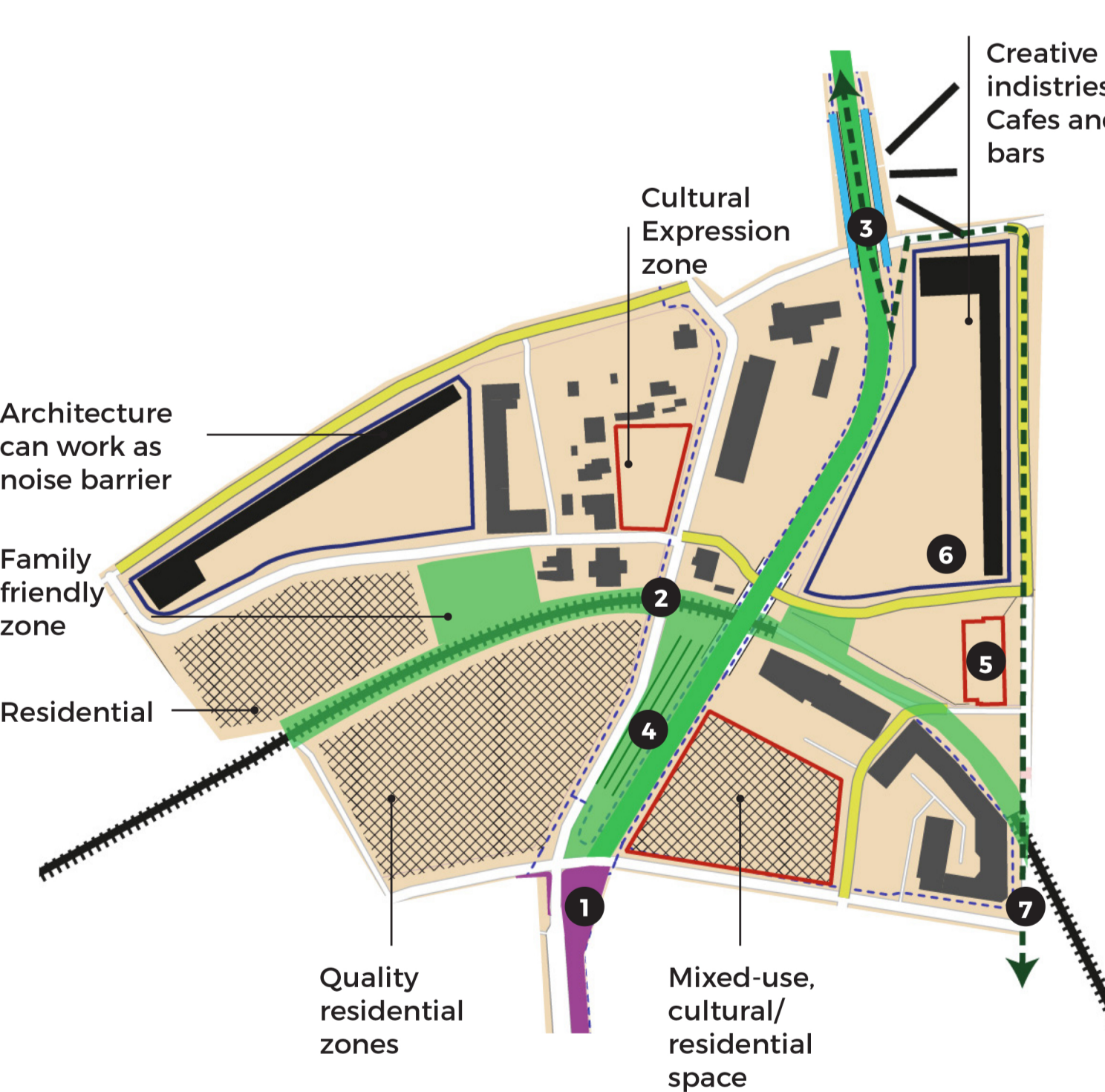
Moreover, there is a problem of mental and physical barriers. At the end of Świętojańska Street, there is a big intersection where 5 roads meet. It is dangerous and unfriendly. Its wide angle corners make crossing it more difficult for pedestrians who have to contour

the edges to cross where the roads narrow. Other barriers such as the overhead viaduct, and fences along the decommissioned railway further increase fragmentation of the area. There is also a significant problem with the public transportation which is lacking.

Lack of quality public spaces is one of the reasons why the area is not attracting residents and tourists. Also, port activities might have resulted in soil pollution which needs to be taken into consideration when thinking about regeneration.

The area has lots of potential and character. If accessibility is improved and public spaces are created, the area could be a testing ground for new ideas in the city. Big lots of lands are empty and ready to be developed, and some existing buildings can be reused.

FIRST DEVELOPMENT GUIDING PORT REGENERATIONS



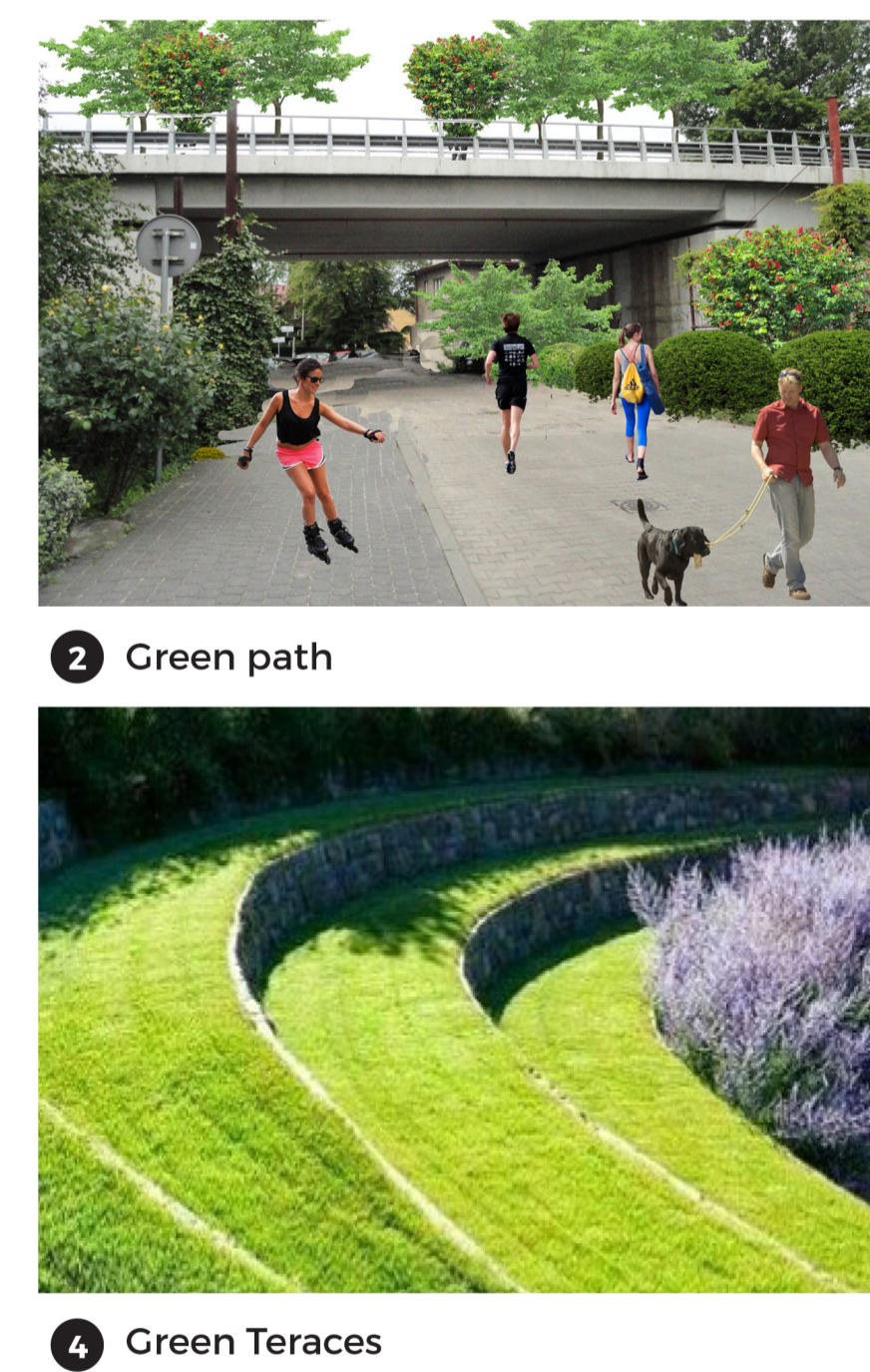
- Project Goals:**
- To improve accessibility
 - To create a link between the city and the port with shared functions, and take advantage of a central crossroads to make a city-wide impact
 - Reuse industrial heritage building
 - Create quality green spaces
 - Create conditions for co-creation
 - Reduce negative impacts

The entrance to the site is potentially the most important aspect to be rethought. By redesigning the problematic intersection at the end of Świętojańska Street, we ensure that people will be drawn to the neighbourhood, which will create a sort of cohesion between the port

INFRASTRUCTURE



GREEN STRUCTURES



NEW TYPOLOGIES

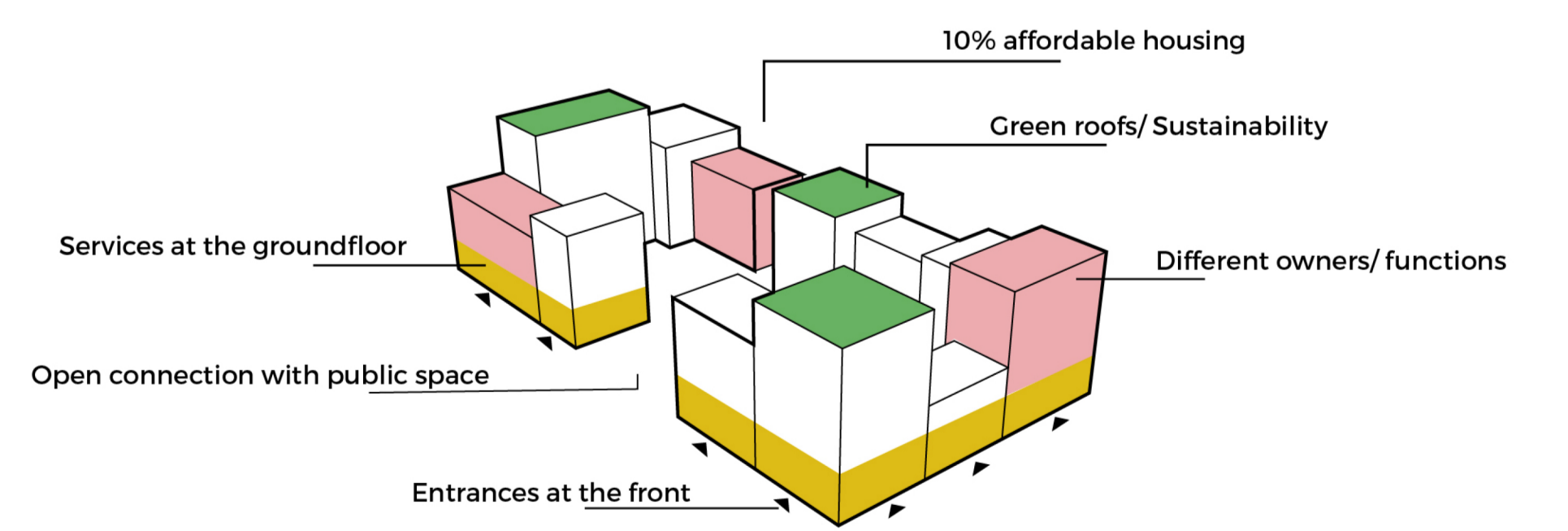


and the city. Our plan is to widen the sidewalks, block off the street with the viaduct and create an inviting atmosphere that can be seen from the city.

Tadeusz Wendy Street is currently a viaduct that cuts through the middle of the project area creating a fragmented territory. As it runs parallel to Węglowa St and traffic is not heavy on this axis, it is possible to simply block it off and turn it into a quality public space. Taking example from la Coulée Verte in Paris, we could convert it into a green promenade overlooking the city, the port and the sea. It could be the site for weekly markets that would sell local products, giving purpose to the project and bringing citizens from around the city to rediscover their city from a new point of view. The viaduct goes all the way to the Urząd Morski neighbourhood in the north and would be the main element in creating a successful tourist attraction, going all the way to the ferryboat and the Emigration Museum. This transformation would turn the number one element of fragmentation into a strong element of cohesion in the neighbourhood. As it can be seen in images #? and #?, a green steps would be created to link the viaduct to the lower part, while also making a comfortable place to sit.

Other public spaces will be created with special attention to including creative aspects that allow residents to turn the space into their own. Examples could be expression walls, for local painters or graffiti artists, public gardens, or a large outdoor firewood oven. Improving the general infrastructure to allow for easy passage through the site is vital, as has been explained in the big scale strategy. On the local scale, this will help give access to the future projects and help them integrate better into the urban streetscape. Knowing that there is a risk of industrial contamination on the site, the next step would be to investigate the soil quality and clean it with plants that have decontaminating properties. This method can be used as a cost-effective environmentally-friendly way to clean the soil in certain areas while waiting for a project to come to life.

This new project is the opportunity to take advantage of local knowledge to manage a real co-creation project. It is important to communicate with all stakeholders that will be impacted by the future project through meetings, opinion polls, creative labs, and question and answer sessions to ensure ideas flow and are shared. Diagram (number) shows all current public and private stakeholders as well as potential ones that would be affected by the project.



Proposed guidelines for new block developments