



#MSRL 2.0.

LET'S SEA
Vibrant Urban Solutions for Baltic Cities
within
Mentor&Student Research Lab

The MSRL research will be focused on the Baltic Sea Region as a multidimensional urban phenomenon with Gdańsk acting as a hub for the research teams. The idea of the MSRL is to promote the collaboration of professionals and PhD students by bringing together the mentors with a local research team working (both) in Gdańsk and other Baltic city, sharing experience and proposing strategic recommendations to strengthen sustainable urban development initiatives for BSR at the international, regional and local level.

ISOCARP
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We invite Professionals, PhD Candidates, Students
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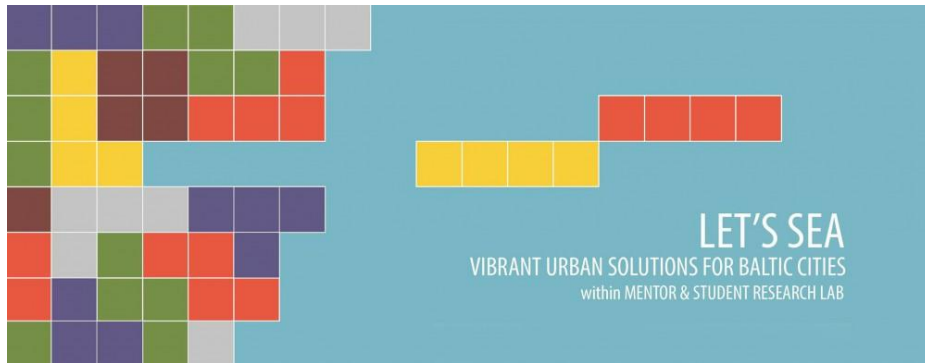


MENTOR & STUDENT RESEARCH LAB

Towards wiser cities and better living

2014 - *Urban Transformations*

Common initiative of International Society of City and Regional Planners (ISOCARP) and the members of Gdańsk University of Technology student research club, Urban Revolution Laboratory LEM-ur. Side Event held for the 50th ISOCARP Congress.

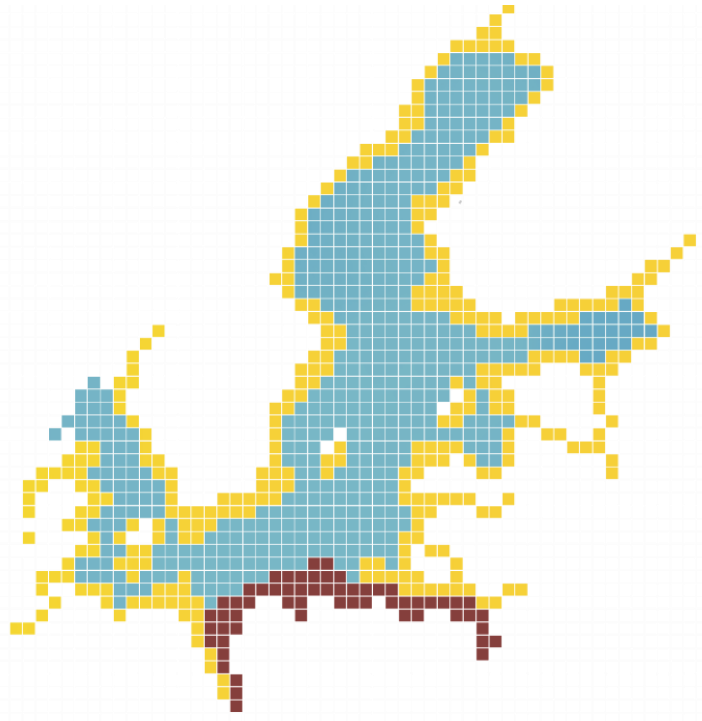
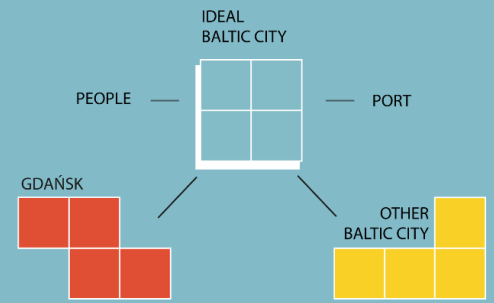


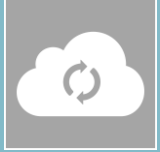
The MSRL research is focused on the Baltic Sea Region (BSR) as a multidimensional urban phenomenon with Gdansk acting as a hub for the research teams. **The idea of the MSRL is to promote the collaboration of professionals and graduate and PhD students by bringing together the mentor(s) with a local research team** sharing experiences and proposing strategic recommendations to strengthen sustainable urban development initiatives for BSR at the international, regional and local levels.



ISOCARP
Knowledge for better Cities







Martina van Lierop
(Germany)



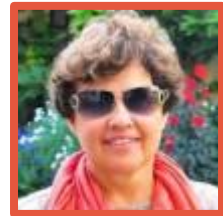
Pedro Ressano Garcia
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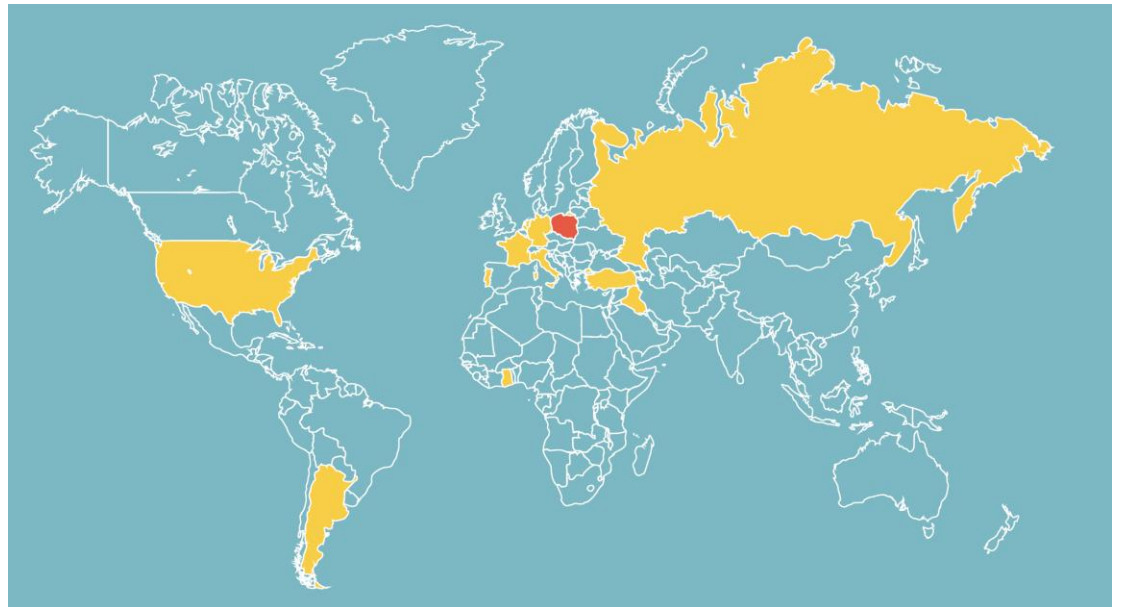
Giorgio Gasco
(Italy, Turkey)



Othman Al-Mashhadani
(Iraq)



Irina Shmeleva
(Russia)





2 x (5 mentors 50 students 10 PhD students)



Mentors (ISOCARP members) & PhD researchers
professional and research experience

PhD researchers & Group coordinators
research project coordination

PhD researchers & Students
research team

Actors

M **M** Mentors
ISOCARP members

P **P** PhD researchers

S **S** Students

M optional **M** required





Tasks

M

1. Specify your research from the proposed core themes.

- It should be relevant to the Baltic Sea Region context but you are encouraged to bring the experience of your own city.

- It is possible to join the research with your own team of (PhD) students or colleagues to team up with the local MSRL team.

2. Supervise a team of your own young researchers.

3. Support the (PhD) student team with your skills and knowledge.

Benefits

M

1. Chance to lead and shape an urban or architectural focused research under your guidance and of your own design.

2. Opportunity to guide a dedicated team of PhD candidates and students who value your academic and professional input.

3. Participate in preparation of the report that addresses the relevant issues for the host city (Gdansk) and the Baltic Region.

The first MSRL report was published and distributed online. Printed copies were published and distributed during the ISOCARP Congress in Rotterdam in 2015.



Mentors (ISOCARP members) & PhD researchers professional and research experience

PhD researchers & Group coordinators research project coordination

PhD researchers & Students research team

Actors

M M Mentors ISOCARP members

P P PhD researchers

S S Students

M optional M required



P

1. Leading the group of students.

2. Managing the communication between the mentor and the research group.

3. Supporting with your knowledge and ideas.

4. Effective cooperative learning. Assist with mentors and coordinators.

P

1. Conducting scientific research internationally.

2. Publication of the results.

3. Mastering methodology application.

4. Mastering teaching methods.

S

1. Actively involved in international research work.

2. Actively involved in training activities and meetings.

3. Cooperation both with mentors and participants.

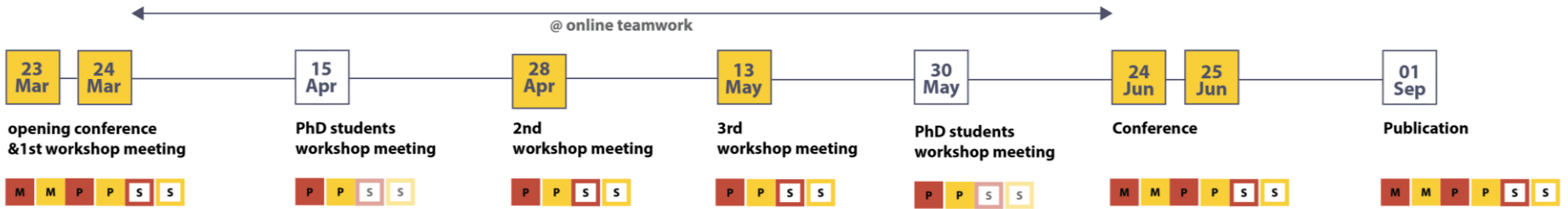
4. Responsibility for all work of each member of the group.

S

1. International work with support of practicing urbanists and architects.

2. Extensive knowledge of designing process with high prospect for publishing internationally.

3. Obtaining and gathering research and professional skills.







MSRL2_identity
Grupa zamknięta

Należysz ▾ Udostępnij Powiadomienia ...

MSRL ecoservices team!
Grupa zamknięta

Zdjęcie w tle

Należysz ▾ Udostępnij Powiadomienia ...

Let's sea MSRLPedro team
Grupa zamknięta

LET'S SEA
VIBRANT URBAN SOLUTIONS FOR BALTIC CITIES

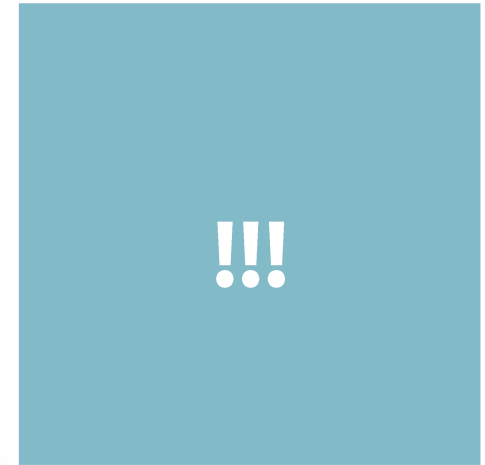
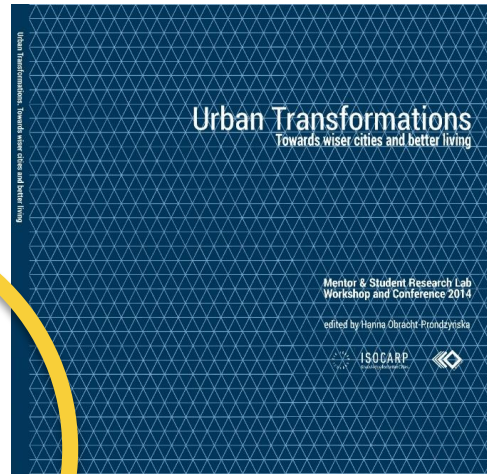
Należysz ▾ Udostępnij Powiadomienia ...

MSRL Team 3 - Giorgio Gasco Te...
Grupa tajna

CONFERENCE 2016

LET'S SEA
VIBRANT URBAN SOLUTIONS FOR BALTIC CITIES
within MENTOR & STUDENT RESEARCH LAB

Należysz ▾ Powiadomienia ...



Published:
<http://isocarp.org/mentor-student-research-lab/i/publications/>



1. Finding multifunctional spatial solutions to render Baltic cities and communities more sustainable through the concept of ecosystem services – theory and methodology

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4.2.9 CONSTRUCTED WETLANDS

Constructed wetlands are man-made shallow ponds or canals which are planted with water and swamp plants. The aim of a constructed wetland is to improve the water quality through the wetland vegetation, soil and their associated microbial assemblages (National Risk Management Research Laboratory, 1999). Constructed wetlands are eco-friendly solution, which help to remove nitrogen (up to 90%), have metals (up to 80%) and phosphorus (up to 100%). This solution can also minimize the number of bacteria in the water (Jurries, 2003). It also provides habitat for wildlife (National Risk Management Research Laboratory, 1999). This solution is usually less expensive than traditional wastewater treatment options. Moreover, it has low maintenance costs (U.S. Environmental Protection Agency, 2004). However, the efficiency is delay 1 to 2 seasons until vegetation will be well established. Constructed wetlands can be used to treat various kinds of wastewater such as urban run-off, municipal, industrial, agricultural and acid mine drainage (National Risk Management Research Laboratory, 1999). Yet, they need to be design on uplands, and outside floodplains and floodways, in order to avoid damage to natural aquatic resources (U.S. Environmental Protection Agency, 2004). The constructed wetland should be created as a long and relatively narrow depression. Jurries (2003) recommends to use a length to width ratio of 5:1, but minimum ratio is 2:1 as the long length extends the filtration time. Wetland plants should be chosen according to be treated wastewater and preferably three to eight different plants should be used (Jurries, 2003), yet the wetland can also be allowed to grow naturally (U.S. Environmental Protection Agency, 2004).

Ecosystem services:



Fig. 4.2.9 Constructed wetlands at Providence Estate, Greenvale, Victoria, Australia. Source: Programmed Property Services

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4.1 GREENING OF URBAN STRUCTURE

4.1.1 URBAN AGRICULTURE

Urban agriculture concerns the production of food and materials with concept supports sustainable development of cities as it contributes to the (Deelstra and Girardet, 2000). Urban agriculture spaces can vary in size. They may serve only the local community, or it might concern an urban farmer residents (Mougeot, 1991). There are numerous examples of community gardens organised by groups of people. Sometimes these places serve certain neighbourhoods, but they can also be open to everyone who is willing to participate.

In Poland and many other countries, the idea of urban agriculture cannot be new. In many cities, allotment gardens are very common; there are allotment gardens in Poland (Centrum Badań Opinii Społecznej, 2012). The first allotment gardens exist already for more than 120 years (PZD, n.d.), and they are still very popular. A research study held in 2012, around 17% of adult Polish people are interested in urban agriculture (Centrum Badań Opinii Społecznej, 2012). Most of these allotment gardens are not accessible to a greater public. Furthermore, cities are no longer able to provide allotment gardens despite the trend of urban agriculture. New places, therefore, need to be created.

Urban agriculture gardens appear nowadays in disused areas, within courtyards, on rooftops. Crops may be sown in planters or directly in the soil depending on the quality of soil. As contaminated soil can be unhealthy in cultivating edible crops, it is important to check soil qualities, especially in cities. Next to food and material production, urban agriculture can help to improve microclimate, water management, nutrient recycling, and to minimise waste in cities. In addition, urban gardening offers recreation, and can raise the environmental awareness of city inhabitants (Deelstra and Girardet, 2000).

Ecosystem services:



Fig. 4.1.1. Urban Agriculture 'Miasto Ogród', Warszawa. Source: Anna Janus

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3.2 ECOSYSTEM SERVICES DESCRIBED

3.2.1 PROVISIONING SERVICES

Provisioning services are all the material and energetic outputs from ecosystems (MA, 2003; European Environment Agency (EEA), 2011). These include biotic and abiotic outputs such as wood, fresh water, and crops. In general, mineral resources such as oil, gas, or gold are not taken into account. The resulting products and goods are tangible, and can often be directly consumed, used, exchanged or traded (EEA, 2011).



PROVISIONING SERVICES

FOOD

This includes food products obtained from plants, animals and microbes (MA, 2003). Food production takes place in any environment, and many environments have been and are still currently altered to provide food resources. Within the ecosystem services concept, the focus, however, lies less on intensive food production systems, and more on food production within the natural abilities of an environment. This can include activities like fishing, hunting, berry-picking or mushroom-picking. One of the major challenges is to bring food production in balance with other ecosystem services.



FOOD

RAW MATERIALS

Raw materials can be derived from plants, animals, and microbes, and be used for the manufacturing of other products (MA, 2003; EEA, 2011). Materials can be used for construction such as wood, reed and straw, or for textiles such as jute, hemp, leather, and silk, or even for ornamental use like flowers, shells and feathers. Materials can be gathered from every ecosystem. Important though is to balance this ecosystem services with other services.



RAW MATERIALS PROVISION

FRESH WATER

Fresh water is a natural resource which is one of the best known goods ecosystems provide to people. Fresh water is essential for human well-being and a connecting element for different ecosystems. Ecosystems provide storage and purification of fresh water. Water is stored in streams, rivers, lakes, glaciers, and groundwater aquifers, while ecosystems as wetlands act as purifiers. Provision of fresh water is nowadays severely under pressure due to pollution, climate change, and overconsumption of water resources. Ensuring replenishment of aquifers, flow and storage, and purification (potability) will be major tasks for future provision of fresh water.



FRESH WATER

MEDICINAL RESOURCES

The importance of environmental health to human health has been made apparent in the Millennium Ecosystem Assessment (2005). This includes the provision of many medicines in traditional as well as modern medicine, food additives, pharmaceuticals, biocides (MA, 2003). People have since long used natural materials for curing different diseases, and still discoveries are made that move medicine forward. The largest threat however is the destruction of ecosystems, over-consumption and destructive harvesting (Ahmad, Ahmad Malik and Shalya, 2013) as well as the extinction of species before their abilities to cure diseases can be discovered (Barata et al., 2016).



MEDICINAL RESOURCES

3.2.2 REGULATING SERVICES

Regulating services are the "benefits from the regulation of ecosystem processes" (MA, 2003). Ecosystems, and in particular ecological processes, control and alter biotic and abiotic factors which are important for the people's environment (EEA, 2011). These benefits have indirect use value (TEEB, 2010) which means they are not consumed, but influence "the performance of individuals, communities and populations and their activities" (EEA, 2011).



REGULATING SERVICES



2. Baltic Sea climate fever. Creative solutions for waterfront cities in the context of climate change



1.2. GOTHENBURG

The city of Gothenburg is located on the Swedish west coast. The city is today the second largest city in Sweden, with about 510 000 inhabitants, but its origins date back to 1623. The city centre has a classical European character, specified by a dense mid-rise structure with modicum vegetation.



6. Map with Gothenburg
Source: own elaboration

The history of Gothenburg begins with the foundation of the heavily fortified town in 1621, during the Thirty Years' War, when Sweden was once again in armed conflict with Denmark-Norway. In this period the configuration of Sweden's borders made Gothenburg strategically critical as the only Swedish gateway to the North Sea and Atlantic, situated on the west coast in a very narrow strip of Swedish territory between Danish Halland in the south and Norwegian Bohuslän in the north. Once Sweden had annexed Skåne in 1658, Gothenburg expanded as a trading centre. Boom-time came in the 18th century, when merchant companies like the Swedish East India Company made huge amounts of wealth. From the 19th century, ship building was a major part of the city's economy, until the industry totally collapsed in the 1980s. Volvo's first car wheeled out of Gothenburg in 1927. It's now one of Sweden's largest companies and it's estimated that a quarter of the city relies on it.

VIBRANT URBAN SOLUTIONS FOR BALTIC CITIES

1.4. TRICITY

Agglomeration called the Tricity consist of cities Gdańsk, Gdynia and Sopot. They are located on the Bay of Gdansk, partly on lowland coastal strip and partly on higher moorane hills. Location of Gdansk is special because of its eastern part is situated on the depressed areas of the Wisłuda delta. Tricity has a fairly good road, rail, air and sea links with many European cities. This is the area of high landscape and natural value.



12. Map with Tricity
Source: own elaboration

Tricity is a metropolitan area in Poland consisting of three cities in Pomerania: Gdańsk, Gdynia and Sopot, as well as minor towns nearby them. Urban structure of the area is a compact unit for urban development, which boundaries set only administrative divisions and urban fabric of the city is continuous. Tricity is located in northern Poland, in the Gulf of Gdansk and Puck Bay in Pomerania Voivodeship. The dominant role due to the size (nearly 63.5 % of the Tricity) and the number of inhabitants (approx. 62%) of the city is in the structure of the Tricity Gdańsk, which is also the seat of the Pomeranian government. Since 28 March 2007 Tricity, as an urban and coherent area, was formally recognized as an urban center under the Card of Tricity. The oldest references that relate to Gdansk (year 997), next one of the oldest cities from Tricity is Sopot (1283). Sopot is the smallest city form out of them. Third city which forms the region of Tricity is Gdynia and the first references concern a village called Gdina from 1253. However, as a city of Gdynia, it started its intensive development only in the twentieth century. Gdynia acquired city rights on March 4 1926. During World War II and the occupation by Nazis, population in Gdynia significantly changed the ethnic structure of inhabitants, because of the massive deportation of the Polish population from the city and populating it by German people. Gdynia again returned Poland in 1945 and in the same year began the development of the port city.

In the twenty-first century, the shape and directions of development of the Tricity will be determined mainly by the National Policy Municipal harmonized with the directions of the development of the European Union – the community to which belongs Poland. At the local level increasing influence on local politics in each city of the Tricity should have, established in the form of Association (2011), Metropolitan Area Gdańsk - Gdynia - Sopot, which main goal is to strengthen cooperation and to achieve harmonious development of the whole metropolitan area around Gdansk. The composition of the Association 2015 consists of all three cities or that co-creating Tricity: Gdańsk, Gdynia and Sopot.

One of the most important climate change impacts for region of Gdansk, Sopot and Gdynia are

level will and the city will on and sidence enter in sult be which where o more sdings. sgs and

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Baltic Sea Cities threats:

- too large amount of CO2 emissions
- floods caused by the overflow of rivers
- sea-level rise causes sea floods
- ground-water rise causes flooding buildings
- risk of deterioration of drinking water quality
- phenomenon of urban heat island
- growing discomfort of living in the city, by:
 - lack of spatial coherence between green areas
 - poor connection-city water
- exceeding of pollution
- insufficient use of the energy potential of rene
- wable energy sources
- insufficient environmental education



Reference cities

- Estonia, Tallin
- Sweden, Gothenburg
- Denmark, Copenhagen

19. Baltic Sea Cities threats
Source: own elaboration

Selected model actions

- free public transport for residents
- opening the city to the water through the comprehensive urban planning
- reducing car traffic through park&ride system and paid parking zones in the city center
- program "Electricity" - promotion of hybrid and electric vehicles
- new strategies for the prevention of floods
- Lackareback - ultrafilter treatment and purification of water
- the use of reverse valves in drain outlets to prevent backflow of water while raising unified system of green neighborhoods, which aims to reduce the temp. and increase shading
- "Cloudburnt Projects" - investments that are designed to absorb rainwater

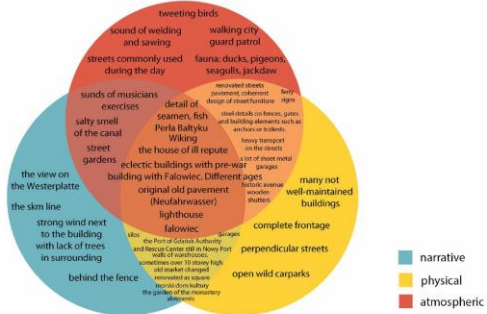
Proposals for application for Tricity

- reduction of ticket prices for public transport
- organizing the public areas at waterfronts especially in Gdansk, where these areas are unused
- construction of Park&Ride system at the most frequented railway stations like PKM
- introducing hybrid or electric vehicle in public transportation promotion and financing of ecological transport
- finding a new way for obtaining the drinking water
- continuation of the process of introducing hybrid or electric vehicle transportation.
- modernisation of the flood gates system on storm water drainage in Gdansk
- creating of system of connection between the green areas in the whole Tricity, not only in individual cities
- preparation of the draft Green Zones located throughout the city



4. Re-articulation of Baltic coastal districts' identities from perception to practice. The case of the northern urban edge of Gdansk

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3.1.2. SUBJECTIVE DATA COLLECTION

After preparing a base for research through literature studies and mapping objective data, the next step of the proposed approach is to focus on the subjective factors. This introduces the main idea of the described research - an attempt to catch and describe the intangible identity of a place. Subjective impressions are bound to a person experiencing them - that is why this step of the research was done from two points of view: in the first part the data collected is a description of district identity as perceived by a researcher. In the second part a tool was developed - one that allows to gather data from various amount of people. While describing identity of a place through public point of view is a huge step towards democratization of identity research and accuracy of the results, the process of gathering data from many people requires simplification of the study, narrowing down the scope and assessing the strength of certain parameters without context. Consequently, both steps featuring different points of view complement each other and neither of them alone is sufficient for fully describing the identity of a place.

In case of subjective data it was very important to create self bordering scope of parameters which were focused on. Parameters which were referring not only to ideas drawn from literature mentioned before, but also to specific characteristics identified in our district. It means that parameters

5. Objective factors for Nowy Port field exploration Source: own construction

use this way of thinking (researchers, activists etc.) explore the next parameters. In their terms seekers to 'spaces' (Pinder 2005a, p. 5). Subjectivity, it turns out to

approaches. While the first step is to define the factors, the second quantification of the fac- tangle and intangible points of view. The aim is to capture the essence of the place. One that would be used as a reference point for future studies. It is usually considered that approach that would fill the

on of how to fill the gap. The first step is to define the factors, the second quantification of the fac- tangle and intangible points of view. The aim is to capture the essence of the place. One that would be used as a reference point for future studies. It is usually considered that approach that would fill the

ditional approach of field and mobile application ed. During this phase we parameters support a spe-

city identity of the district. The second step was focused on the interpretation and organization of data in a double track fashion: with several diagrams, data mapping and with a systematic 'catalogue' - a matrix, that translated the qualitative information collected in the field into an organized quantitative data base.



1. Methodology framework diagram Source: own construction

Measuring the Inmeasurable. Re-articulation of Baltic coastal districts' identities - from perception to practice. The case of the northern urban edge of Gdansk. 15

GATHERING

Gathering data would take place in every occasion when user had a moment and will to fulfill elements in the application. They would have a chance to create points and further paths described by evaluation of suggested parameters, photos, text, films, sounds records and geographical location. In every way, with one tap, user would automatically mark their location and have a chance to evaluate suggested parameters on a scale. Additional options could include asking custom suggestions. The suggestion would have to be discussed by researchers before possible implementation.

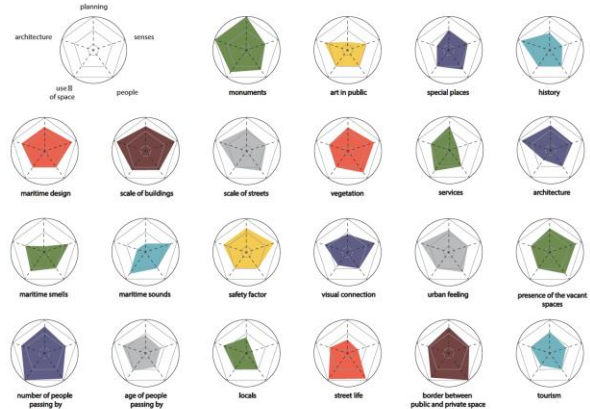
SHARING

Options to social media would give the user opportunity to share their experience. To compare behaviors, suggest interesting points, or make propositions of im- mence. Those options refer to the single package of information gathered from one user at a time.

would be the most important at the beginning, not only for the management



10.13. Application design (simplified) Source: own construction



25. Radar diagrams Source: own construction

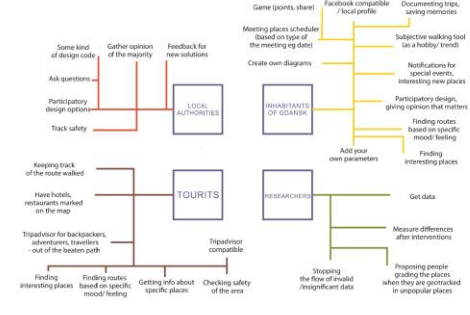
RADAR GRAPHS

One of the problems in visualising such complex groups of data is the great number of the classes of impact on the parameters, which makes the matrix very difficult to read. Because of that, it is difficult to analyse the elements of identity and to decide, which parameters to choose to reframe the identity - by manipulating when there is great influence on the identity or to develop when there is no relationship between element and identity. Radar diagrams are a very helpful tool to analyse the existing influence of all parameters on one of the elements of identity, and they very clearly depict the classes of impact on the particular components.

The variety of shapes also helps to investigate how parameters correlate with the different elements of the identity and to find those, that are responsible for the aspects that are important at this stage of study. Thanks to that features the radar diagrams can be easily used as the 'guide' not only through

Measuring the Inmeasurable. Re-articulation of Baltic coastal districts' identities - from perception to practice. The case of the northern urban edge of Gdansk. 21

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specific approach, juxtaposing subjective and objective elements of different nature, in a way that they interact with each other was achieved by creating a specific matrix. Having in mind the very complex character of the identity, it is crucial to understand the way it works. The constructed matrix organizes and frames the information in a specific and rational way. So the basic properties are more comprehensible. Understanding the gathered information is necessary to form proper design codes for future development. Therefore the better the gathered information is organized, the more appropriate and implementable codes can be developed.

11. Possible uses of the application for different beneficiaries Source: own construction

Measuring the Inmeasurable. Re-articulation of Baltic coastal districts' identities - from perception to practice. The case of the northern urban edge of Gdansk.

VISUALISING THE MEASURABLE



3. Cities rising from the ashes. The identity of baltic region cities destroyed during II world war in context of process of rebuild, architecture and urban design, guidelines for middle east cities wounded during the war

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URBAN URBAN SOLUTIONS FOR BALTIC CITIES

HAMBURG THE CITY WHICH PROTECTS ITS SPIRIT

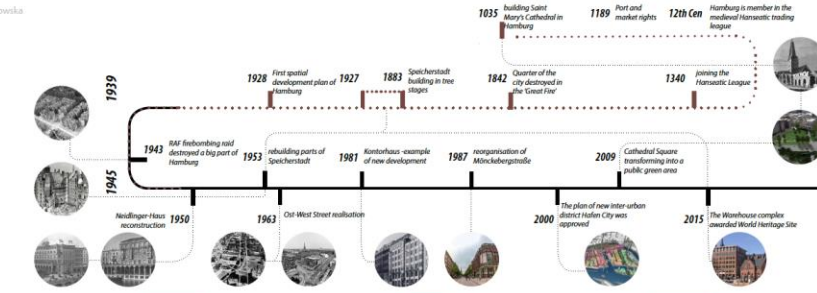
Mentor (Dihman Al-Mashhadani)
PhD student (Marta Rusin)
Martyna Sprengel, Aleksandra Tallo, Anna Wluczniakowska

THE HISTORY OF HAMBURG

Hamburg is a city with a long maritime tradition, which history began already in 9th century as a mission settlement. In 1241, the city formed with Lübeck the first formal alliance, which was a prototype of Hanse. In the agreement, both of them committed themselves to protect together trade routes on sea and land, especially in the lawless territory between the Elbe and Trave rivers. The league, joined later by other trade cities, dominated commercial activity in northern Europe from the 13th to the 15th century.

The city of Hamburg was damaged several times during its history, including the "Great Fire" in 1842, which lasted 4 days and destroyed about quarter of the inner city. However, the biggest wound was destruction, caused by allied bombing in 1943, which turned into ashes about half of the city and changed the image of some places for years. During the rebuilding process the main goal was to protect the history and "the spirit of the place", but without reconstructing the actual urban tissue.

Legal urban planning for Hamburg began already before World War II. In 1928, the first spatial development plan was created by German Academy of Urban and Spatial Planning. Settlements were supposed to be located around system of communication axis starting from the centre of the city and creating nearby empty areas of natural landscape. The concept came back later after 1955.



APPROACH TOWARDS REBUILDING PROCESS

Although right after war damage building housing estates was the most urgent need, preserving an urban image was not less important. Fritz Schumacher, a city's building director from 1909 to 1933, in his speech in 1945, noticed: "Already the next generation will only know from books, how Hamburg's towers and cityscapes looked like. This is fortunate, because it is useless to mourn about something irrefutable, but it is a disaster if the 'spirit of the place', which was irrefutable, is no longer kept in the heart of creators" (Schwarzkopf, Schipporeit, 2012). In the first years there was a variety of concepts on "recovery of the image of the city", but the main goal of the Monument Preservation Office was to keep "the character of the city". Main churches and all buildings, which had any historical value were then chosen to preserve. In 1948, planning law was also updated. It regulated some features of the new developments, like the height of eaves, the finishing of the facade made of plaster or natural stone and the shape of the roof, which should form a "visible pitched roof". Those rules were introduced for example in reconstruction of Neidlinger-Haus, which is situated near the main square. Another relevant aspect for preserving the cityscape was preserving the crown of the city, which meant important points of view on the skyline, especially church towers and a tower of the city hall (Schwarzkopf, Schipporeit, 2012). Almost all building projects after 1945 had to respect this requirement, and it is an important concern also nowadays. In years 1945-65, the approach towards rebuilding was influenced by the modernist idea of "segmented and scattered city". On the ruins left by bombing, a big arteria called Ost-West Street was created. New buildings in area around this development were formed as solitary structures, surrounded by immense free space. Some of them began to interfere with the skyline because of their height. Since 60s of 20th century, precast elements for building flats were used. It resulted in a rapid construction and aging buildings, which often lack well organized public spaces. Some new office districts, like City-Nord, were created outside the city centre and took over the pressure from the historical part. It protected the downtown silhouette and at the same time allowed the city to develop. An important place was also Speicherstadt - a Warehouse district, located in the port of Hamburg. It was destroyed in about 50% during allied bombing. Most of the objects were rebuilt in a modern way, with introducing new functions like offices and only referring to gothicizing, brick, historical architecture.

CONCLUSIONS

Mentor (Dihman Al-Mashhadani)
PhD student (Marta Rusin)
Marta Pawluczuk, Martyna Sprengel, Aleksandra Tallo, Anna Wluczniakowska, Joanna Winkus, Alicja Walczak, Krystyna Wronńska, Anna Wluczniakowska, Julia Ziak

OBSERVATIONS

Research on the rebuilding processes conducted in four cities, shows how different approaches might be chosen even in similar conditions: history, location or level of destruction. Moreover the research shows that the approach to the rebuilding process in the same city might change over the years. Below there are observations noticed by the team during the research.

The rebuilding process helps inhabitants to identify with the city, even if they are completely new residents.

GDANSK
SZCZECIN



City can lose its historical value if the rebuilding process is done without strict guidelines. It is important to put a lot of effort to create guidelines for rebuild process and try to avoid focusing on short-time decisions.

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Well-prepared guidelines might be useful even decades later. The character of the city can be maintained even if the interiors of quarters and building layouts are changed in order to future users' needs.

HAMBURG
GDANSK



Experiments carried out on urban tissue, like big arteria through the city centre or high modern office towers are considered now as problematic for the image of the city.

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Political situation can affect rebuilding process, even if it is not directly connected with it. It can decide about city's growth or decline.

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The last, it's impossible to forget about the genius loci. Even a long time might be not enough for the city to forget.

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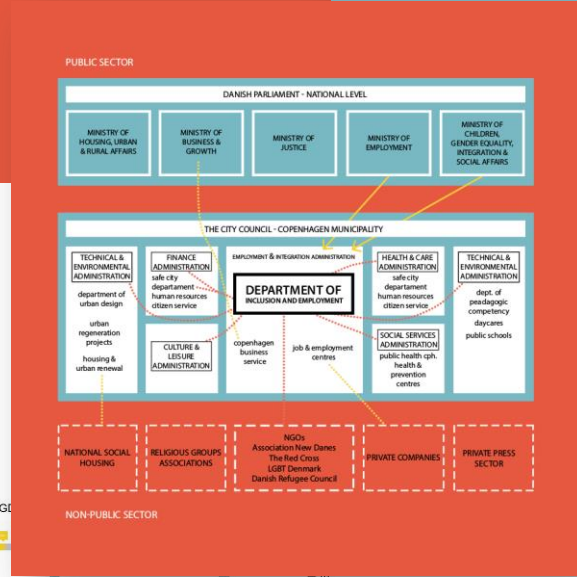


5. Multicultural coastal cities: what are the differences in culture of urban planning management? Comparison analysis of Gdansk and Gdynia

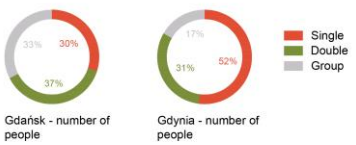
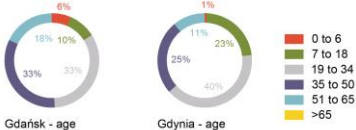
MULTICULTURAL COASTAL CITIES: WHAT ARE THE DIFFERENCES IN CULTURE OF URBAN PLANNING MANAGEMENT

COMPARISON ANALYSIS OF GDANSK AND GDYNIA

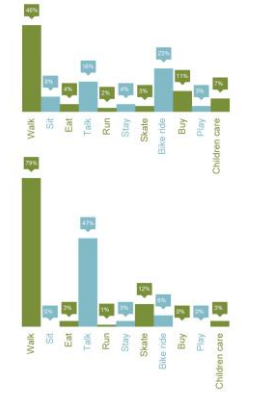
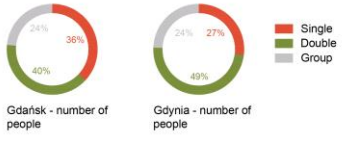
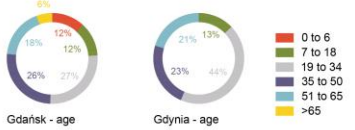
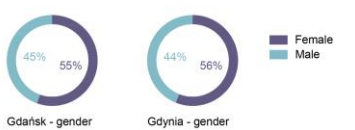
The goal of this book chapter is the analysis of the multiculturalism of the coastal cities Gdansk and Gdynia. We define multiculturalism as the presence and recognition of multiple nationalities and ethnic groups over the given area and time. Ethnic aspects, in our opinion, are not strictly related to the culture of various groups, social or cultural. We sense multiculturalism of the cities through the cultural and social properties of the citizens and urban architecture. The cities become diverse not only in the material but also in the spiritual, when they are open to various groups and social classes. Our foundation is mostly the migration phenomenon which forces the transfer of the cultural standards adopted not only in language and values but also to the attire or lifestyle. It should not be forgotten that a general plan in the urban area affects the cultural diversity in urban areas. The aim of publication is to distinguish the differences and similarities in culture of urban planning management in Gdansk and Gdynia by using criteria from good governance like participation, according to the needs of citizens, responsibility, equity and inclusion. The purpose is to find good practice, elements of multicultural policies in cities under consideration and defining its character. The analysis is conducted in three areas: cultural, social and architectural by using different research methods: desk research, index of participation, self-completion questionnaire and behavioural mapping. We can observe that despite the cultural variety and practices that is a reproduction of the history of the cities, it is more about trying to obtain idealistic cohesion of the city. Also, it is being done in the field of participation of citizens in the field of urban planning about approaches of various cultures. However, also need to be done in the area of introducing new facilities to improve the access to information and space for everyone.



8. 05. 2016 10:30-10:40
Gdansk - 263 persons Gdynia - 102 persons



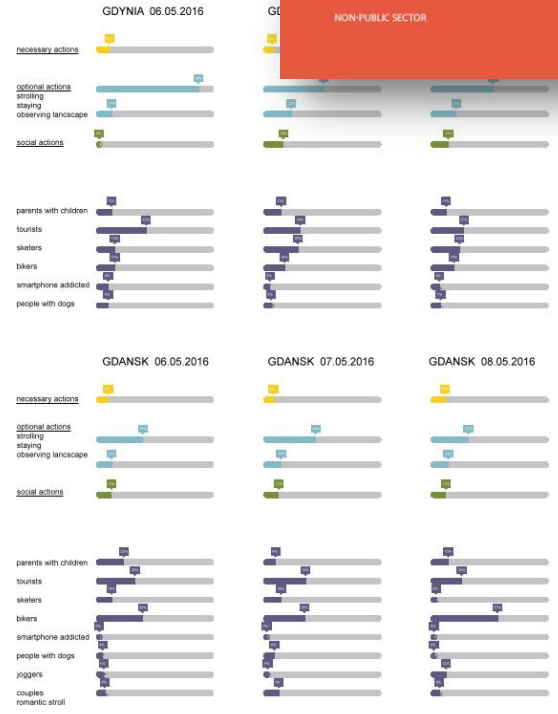
6. 05. 2016 14:00-14:10
Gdansk - 213 persons Gdynia - 78 persons



Gdansk - activities
Gdynia - activities



Gdansk - activities
Gdynia - activities



J. GEH. TYPE I
ACTIVITE
CULTURES
OCCURANCE IN
PUBLIC SPACE
J. GEH. TYPE OF
ACTIVITIES



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