

Katarzyna Rembarz

YACHT HARBOUR AS A PART OF CITY PUBLIC SPACE

Technology development in the field of maritime transport reflected immediately in demands aimed to ports' infrastructure, size, location and connected land transportation. Harbors started to be redeveloped but quickly turned out that new standards are much too higher to face them up because of the lack of space. In many cases the only solution was to move out of the city to a new place. This process released from industry large areas in good location, very often close to the historical old town. Because of this and attractive vicinity of water they started to be an integral part of the centre. Leaving cities ports left it's immovable infrastructure as cranes, wharfs, docks, inner harbors etc. The most natural and easiest way to adopt them to new functions was to change them into yacht harbors. And that is a moment when we face question about methods of this transformation. Will we choose the most easy way and simply exchange ships to yachts rearranging infrastructure due to new requirements or will we act more profoundly by analyzing specificity and potential of new function?

Below I feature some reflections about yacht harbors and will also try to look at them in a non common way to discover their role in creating city public space.

YACHT HARBORS - WHAT THEY ARE AND WHAT TYPES WE CAN DISTINGUISH.

Common image of yacht harbor is a picturesque haven where sailing boats are wiggling in a sunset. In fact the yacht harbor is a multi-faceted enterprise engaging many people with big influence on the environment. It's basic aim is to provide safe layover with good social and technical infrastructure for yachts. But the functional program can be much more expanded and diversified what divides yacht harbors considering different character and purpose.

For needs of my work I created three groups of yacht harbors : *"haven"*, *"marina"* and *"charter centre"*. Further in the text I will use these terms. Below you can find description of each group.

"Haven" - port destined for short stay with basic facilities which are: quays, toilets, showers, place to do and dry laundry, place to wash dishes, place to leave garbage, room for staff and services to fill tanks with water and fuel.

„Marina" - port which is all year round base for yachts mooring there permanently. Sanitary facilities for crews are bigger and more comfortable. Technical infrastructure is equipped with crane and slipway, prepared for yacht reparation with place on the land for winter stay and storage. You can also find there restaurant, club, shop with sailing equipment and parking places for cars. More people are employed there so there is need for staff facilities. This kind of yacht harbor can also be a place for weekend and vacation recreation.

"Charter centre" - port destined to service charter boats, changing crews and charter companies. The functional program is like in *"haven"* but because of a big amount of clients sanitary facilities, staff facilities and parking places for cars must be bigger. It should be equipped with restaurants, shops with sailing equipment and grocery shops.

This classification has fundamental influence for harbor size and infrastructure as well as for transportation requirements. The functional program may vary of course and can be combination of three described above. The character of yacht harbor depends on it's location (natural conditions, ease of access, attractiveness of sea basin) and social needs (number of temporary or permanent clients).

CAN YACHT HARBOR BE PART OF A CITY PUBLIC SPACE?

The above description of yacht harbors and their functions do not limit all the possibilities. The role they can play in a wider context which is city public space is not appreciated enough. In consequence their potential is not used. Yacht harbors are very often located in city centers, not infrequently in their monumental and representative part. Usually it is isolated, even fenced area not accessible for all people, who can only watch it from the distance. In town planning it is mainly treated as "picturesque parking place for yachts" and used as an attractive element of waterfront landscape. Coming down yacht harbor to function of haven is caused by maximal reduction of it's land infrastructure. Thereby with high building costs we get object extensively using terrain which do not serve properly to no one. After changing perspective instead of saving the land we can better use it by giving additional functions to yacht harbor basic program and with a good design we can bring together sailors and inhabitants. Multifunctional program will allow the object to be used during all year round not only from spring to autumn. This will protect it from destruction in winter and make possible self financing. Such way of thinking is compatible with sustainable design. Better use of existing structures saves natural environment by reducing demand for new buildings.

The opportunities of more intensive use of yacht harbor infrastructure are quite big. The most easy and natural is adding other recreational activities which will be supplementary as kayak, tennis, climbing walls, open air fitness places, picnic places etc. When yacht harbor is situated in the city centre easy access to recreational places is invaluable. Vast one-storey buildings with large empty roofs require better harness. More floors can be added which can

house sport activities for winter time, fitness, sauna, offices etc.

Also landscape value should be tap by building public boulevards and squares nearby the yacht harbors which would allow them to stay an integral part of the city.

Yacht harbor is place were people meet quite naturally. By joining different functions in one area we can create meeting point for people of different interests and age - a place where local society may integrate. Besides we must not forget it's role in employment and promotion of local entrepreneurship.

YACHT HARBOR AS A PUBLIC SPACE - PORT VELL, BARCELONA, SPAIN

A very good example which shows integration of yacht harbor with public space in city centre is Port Vell in Barcelona. It is not a natural port. The shape we can see now was established in XIX century after long process of many changes. In 1980 the authority of Barcelona harbor undertook its complete transformation. Step by step the terrain was released from industrial and port functions and turned out into a public space with boulevards, squares, yacht harbors and buildings. The area of old port become an integral part of city centre and is perceived now

as one of the best realizations of port transformation in the World. This undertaking is also successful from commercial point of view.

Port Vell is divided in two parts by an artificial peninsula. The north-east part widely available for yachts and motor boats - Dàrsena del Comerç and the west part meant for permanently mooring yachts - Dàrsena Nacional which will be the subject of further analysis.

Yacht *marina* is situated at the south-east wharf of Dàrsena Nacional. It consists of two yacht clubs „Reial Club Marítim de Barcelona” and „Reial Club Nàutic de Barcelona”, which together offer about 700 mooring places and yard for reparation and temporary storage. Because of a gentle climate there is no need to have place for yachts to stay on land during winter. Buildings houses offices, technical, sanitary and staff facilities, club rooms and a restaurant which is accessible also from the street. What causes that this *marina* stands out is particular design of the hangar which is usually the biggest and most unsightly building in the complex. The hangar's roof has been designed to serve as a roof and as a public space in the same time. The nearby street is led in a dip and overlain by a bridge connecting roof with square which lies in front of a shopping center. Thereby the roof



1. An aerial panoramic view from the Columbus Monument across Port Vell. photo by DAVID ILIFF. License: CC-BY-SA 3.0

"Port Vell, Barcelona, Spain - Jan 2007" by Diliff - Own work. Licensed: CC BY-SA 3.0 via Commons - https://commons.wikimedia.org/wiki/File:Port_Vell_Barcelona_Spain_-_Jan_2007.jpg#/media/File:Port_Vell_Barcelona_Spain_-_Jan_2007.jpg



5. Hangar's roof serving as a public space.

Photo by Katarzyna Rembarz



4. Bridge over the street connecting hangar's roof with public space. Photo by Katarzyna Rembarz



6. Public space connected with hangar's roof seen in the distance. Photo by Katarzyna Rembarz



7. „Reial Club Marítim de Barcelona” seen from restaurant's balcony. Photo by Katarzyna Rembarz



3. Bridge over the street connecting hangar's roof with public space.

Photo by Katarzyna Rembarz



2. An eyebird view of Port Vell in Barcelona. Red dot shows Dàrsena Nacional.

http://www.portvellbcn.com/rcs_produccions/FAV20090623-PortVell_Sencer_Bocana.jpg

and the bridge become a part of a public space. This interesting architectural solution shows how space meant as worthless can be reused to serve other functions and by the same token valuable land in the centre can be saved.

Marina is separated by a street from other terrains of peninsula. This provides necessary communication and city transportation service. Such location of the street creates natural border between closed *marina* and the rest of the space. It enables also to avoid an impression of its artificial isolation which could mean exclusivity. Marina is seen not only by an openwork fence but also from the hangar's roof and from windows and balconies of surrounding buildings. This causes that it is a stable element of the landscape and creates character and atmosphere of this place.

The remaining area of peninsula is destined for public space and buildings as cinema, aquarium as well as shopping and gastronomic centre. The head of peninsula, entirely green space, establishes north-east border of Dàrsena Nacional where neighboring water and land look over each other opening eye-catching views.

From the north-west Dàrsena Nacional is limited by an elegant city boulevard planted with palm trees. Sailing ships available for tourist visits are mooring there. Releasing from port industry adjacent wharf Moll de Bosch i Alsina was the

first step in the process of port transformation.

The most attractive is south-west closure of Dàrsena Nacional which is created by a water promenade called Rambla de Mar designed in 1994 by architects Albert Viaplana and Helio Piñón. It is an extension of famous La Rambla the main Barcelona walkway. Rambla de Mar is a wooden pier of curved shapes and changing width limited by interesting space elements which are illuminated at night. It become a city square - a space where inhabitants integrate and recreate. The access to fourth sides closed marina is possible by pulled-out gates in wooden pier of Rambla de Mar. Opening of a gate and entering of a yacht is a peculiar performance with passersby as spectators. This additional attraction of this unique city space causes that yacht and marina are becoming its integral part.

The yacht harbor described above has a complete program of good marina and fully provides sailors needs. Due to its perfect location in the city center it is a convenient place for inhabitants to keep yachts. Designed in a good way does not overwhelm the surroundings by its size and technical functions. Its innovative architectural and spatial solutions decided that it become adornment and integral part of city public space and also a tourist attraction.



8. „Reial Club Nàutic de Barcelona” seen from peninsula.

Photo by Katarzyna Rembarz



9. Replica of Columbus' ship „Santa Maria” mooring at Moll de Bosch i Alsina.

Photo by Katarzyna Rembarz



10. Entrance to Rambla de Mar.

Photo by Katarzyna Rembarz

work is. On the other hand adults can share their experience and profit from the joyous companion of young people.

CONCLUSIONS

The above analyze of those two perfect realizations shows that is possible to abandon conventional outlook about yacht harbor. The fresh way of thinking opens new possibilities for attractive development of city center and better harness of land. This consist rather on diversification of function which are offered in one place not on making development more dense. The process will have additional effect

in rising attractiveness of yacht harbor what will result in pulling in more sailors and water tourists who are city clients.

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11. Rambla de Mar. Photo by Katarzyna Rembarz



12. Yacht entering Darsena Nacional by the gate in Rambla de Mar. See people waiting for bridge to be closed and watching the yacht. Photo by Katarzyna Rembarz



13. Maritime Youth House in Sundby Harbour.

Photo by Evan Chakroff



14. Maritime Youth House in Sundby Harbour.

Photo by Evan Chakroff

YACHT HARBOR AS A PUBLIC SPACE - SUNDBY HARBOUR, COPENHAGEN, DENMARK

The completely different realization of idea of association a yacht harbor with a public space is Maritime Youth House in Sundby Harbour in Copenhagen designed in 2004 by JDS Architects. The one of the main problems to solve in this case was to accommodate in one building yacht marina and recreation center for youth. The architects designed one-storey vast building covered with a curved shaped wooden deck. Under this amazing roof all needed functions serving two different groups found its place.

There are: meeting room, workshops, sanitary and social facilities as well as hangar for boats. The building is perfectly drew in the landscape thanks to its roof which not only decides about the building character but also functions as a public space and playground. Its varied shape and wooden surface creates wonderful place for games, roller skating, bicycle rides etc. In flat, characteristic for Denmark, land the object shaped like that is a unique place also during winter when it can serve as sled hill.

The complex has also other important social functions. Youth observing sailors and boat builders get knowledge about what sailing and



15. Maritime Youth House in Sundby Harbour.

Photo by Evan Chakroff



16. Maritime Youth House in Sundby Harbour -people enjoying wooden deck.

Photo by Evan Chakroff



17. Maritime Youth House in Sundby Harbour -people enjoying wooden deck.

Photo by Evan Chakroff

Piotr Lorens

PLANNING FOR THE REDEVELOPMENT OF THE IMPERIAL SHIPYARD – A KEY ELEMENT OF THE GDAŃSK WATERFRONT

1. INTRODUCTION – IMPERIAL SHIPYARD AS THE PART OF THE YOUNG CITY PROJECT

Imperial Shipyard is a part of the Young City Project, which was defined as large-scale urban redevelopment project. It is located on the Gdańsk waterfront, on the site formerly used for shipbuilding purposes. The Young City was created as the real estate project in 1999, shortly after bankruptcy of the Gdańsk Shipyard and relocation of the shipbuilding activities to the island of Ostrów (located on the northern bank of the Vistula river) and to the part of the former shipyard land located along the Jana z Kolna street. This allowed freeing the major part of the site from the shipbuilding activities and considering the area as the potential urban development area.

In close future the Young City will become the urban area of metropolitan importance – which means that the mode of its development will have a severe impact on the development of Tri-City Metropolitan Area. This statement is justified by the unique development potential the Young City possesses – this is the only so large and so well located underdeveloped site, which can become a place of development of metropolitan importance types of land use. This includes various commercial and municipal activities as well as city center type of housing – apartments, lofts etc. The need for development of real center of metropolitan importance for the Tri-City area (which is not existing at the moment – each of the cities includes a regular urban centre, but each of them has too little development potential) on the site of the Young City is included not only in the municipal planning documents but also in the regional development strategy. This means that the Young City can and should be planned in a way to become a real centre of the entire metropolitan area.

At the same time the Young City constitutes the major Gdańsk waterfront redevelopment project. It occupies the site of XIX-century shipbuilding facilities, now disused and abandoned by original users. Therefore, as it happened in many cities around the world, the site can become a subject of urban redevelopment with the special focus on waterfront-type projects. At the same time, as it is located on the border of existing urban centre, its structure can become an extension of the existing Gdańsk central zone. What is important is a fact that there is no spatial, infrastructural or other type of barrier separating the site from the rest of Gdansk city centre – on the contrary, the Young City site can host the natural extension of the existing structure, which allows creation of the synergy growth effect.

Subsequently, Young City – as it includes a large portion of urban land – can be developed in a way that will differ from other parts of the city and become not only a separate “urban project” but the entire urban district. This means that this district will have a different to the rest of the city local identity which

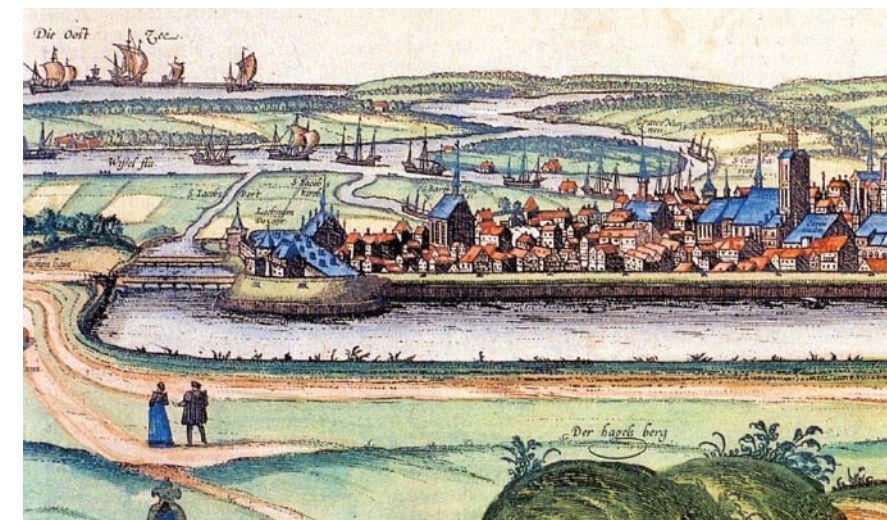
will affect the type it is used, the shape of local community etc. At the same time it can become the home of young and innovative parts of the Gdańsk community. Its members – looking for new spatial offers – are already interested in living and working in the Young City area.

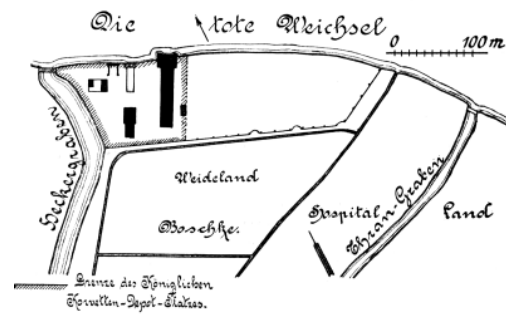
Finally, planned new developments like European Solidarity Centre and shopping gallery with near by Road to Freedom (planned key public boulevard) will ensure that Young City will play very important role in the urban structure of the entire city and draw tourists as well as citizens of Gdansk. Successful last's years public events on the ground of Young City showed already great public interest in this area. This is expected to be even increased in future, as the site is located in the walking distance from Main Railway station and other service networks. Therefore, it compromises a great place of investment and growth for existing city. Well developed road system as well as new planned road Nowa Wałowa with bridge across train line in the west will ensure an effective link with the City infrastructure.

2. HISTORY AND SIGNIFICANCE OF THE SITE

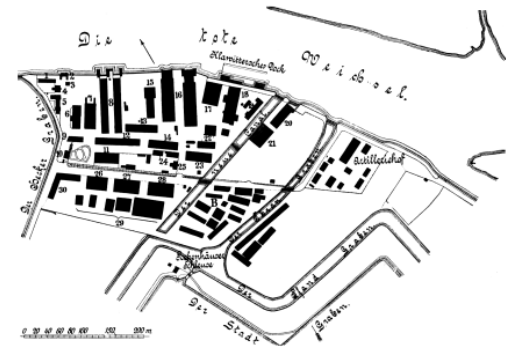
Since the medieval times the city of Gdańsk was consisting of a number of independent districts, and each of them had their own location privileges. Among them there was also the district of Young City, which was founded on the basis of the Teutonic Knights' Order in 1380. But due to the fact that it immediately become the economic competition to the other parts of the city, thanks to the order of the Polish king the entire district was destructed in 1455. This process was so complete that no single building or trace of the former urban structures was preserved until now. Also the entire site was left unbuilt – as the foreground of the city fortifications – up to the mid of the XIX-th century.

1. The Young City meadows in the foreground of the city fortifications.

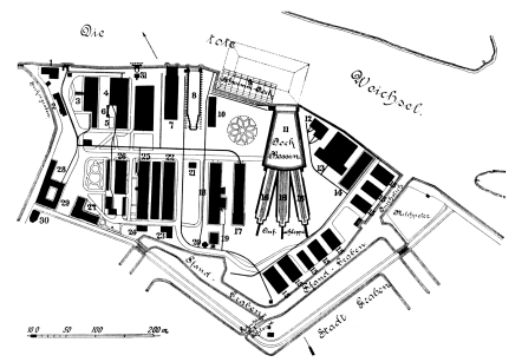




2. Plan of the original shipbuilding facility – 1844.
Source: "Danzig und Seine Bauten"



3. Plan of the Royal Shipyard – 1870.
Source: "Danzig und Seine Bauten"



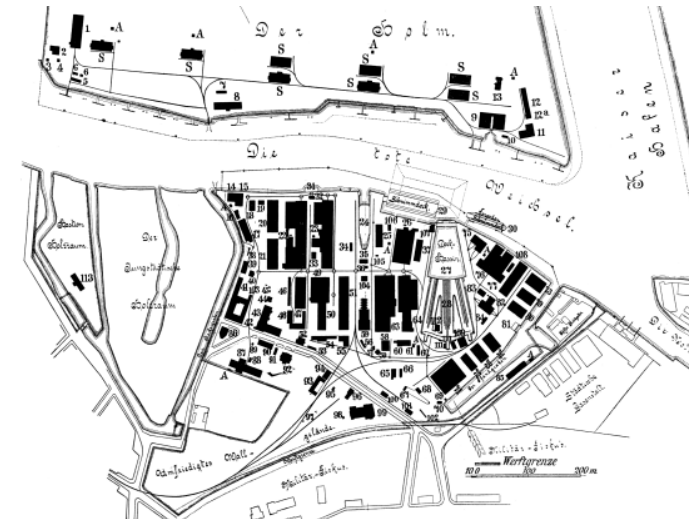
4. Plan of the Imperial Shipyard after the rebuilding – 1875.
Source: "Danzig und Seine Bauten"

The situation changed when in the end of the XVIII-th century the city became a part of the Prussian kingdom and was designated as one of the major military centers of the state. During this time a number of army barracks complexes were erected within the city structure, which also included the construction of the extensive shipbuilding facility for the growing Prussian fleet. As the old Motława harbor was not suitable for the purpose of its location, the site of the former Young City was chosen. In result, the first facility appeared on the site in 1844.

Since its founding the so-called Royal Shipyard ("Königliches Werft") was rapidly growing, occupying more and more site in the immediate surrounding of the original structure. But – as there was no master plan for such an expansion – any newly constructed facility was not developed according to any urban layout, which resulted in spatial chaos.

As such the structure did not allow the implementation of the more advanced shipbuilding technologies, shortly after the French-Prussian war (1870-71) there was made a decision of major restructuring of the entire facility. Most of the old sheds and buildings were demolished and a new urban layout of the assembly halls was introduced. The new plan included also construction of the dock connected with the three slips and two swimming docks. The entire facility was intended to become one of the major Prussian navy shipyards. Also its name was changed due to the fact that after the French-Prussian war the King of Prussia has become the German Emperor. Most of the buildings constructed in that time are still present in the urban structure of the site.

Redevelopment of the Imperial Shipyard did not stop its further expansion. But the opportunities of further development were limited by the presence of the city fortifications, which in



6. Plan of the Imperial Shipyard after the expansion possible after the demolishing of city walls – 1907. Source: "Danzig und Seine Bauten"



5. Urban development plan dated on 1893. It includes the new concept for the northern part of Gdańsk city centre.
Source: Gdańsk Library of Polish Academy of Sciences

the end of XIX-th century already were of limited military importance. Therefore, the decision of demolishing the city fortifications – which was made around the year 1890 – allowed new organization of the space formerly occupied by massive walls. But – according to the plan designed by Jacobus Stübben (famous German urban planner) – on the site of the former fortifications there was planned a new city district as a part of the city center ring-road structure. Unfortunately, this plan was executed only in relation to the western-most part of the area, where a few new buildings were constructed – i.e. the regional bus depot. All the rest of the site was taken by nearby industry as the site for their expansion.

Due to further expansion of the shipbuilding activities and location of the new municipal gas manufacturing facility the part of this concept involving the Young City areas was not developed. Only the small part of the proposed "ringstrasse" was constructed, and the rest of the site was occupied by the expanding industrial activities.

As one can note, all these activities did not change the structure of the core of the shipyard



7. Industrial facilities located in the northern part of the Gdańsk city centre – 1908.
Source: "Danzig und Seine Bauten"

structure. There were erected some new buildings, but the layout of the key part of it remained untouched.

The situation of the city changed dramatically with the end of the World War II. In conclusion of the siege of Gdańsk in 1945 the majority of the historic urban center of the city was completely destroyed, and almost all population was expelled as the city has become a part of post-war Poland. Therefore, one can say that the city was re-born after WWII, as it got new community and new urban structure – rebuilt after the war damages.

Also the plans were made immediately after the World War II to relocate the shipbuilding industry into some other place and to develop the shipyard site as the new city center, but they were never executed. But the Gdańsk Shipyard – which in the post-war times was one of the largest industrial facility of the region – was not playing only the economic role. It became world-famous due to the workers' struggle against communism, starting with the shipyard workers' strike in 1970 (now commemorated by the Three Crosses monument). The most important stage of this struggle was the creation of *Solidarity* as the mass movement against communism, which also took place in Gdańsk.

Its origin is associated with another strike which took place in 1980 and was concluded with negotiation between the newly created Free Workers Unions and the communist government. This also took place in Gdańsk, in the so-called BHP hall now becoming a part of the Walk to Freedom complex in the Young City area. The city once again played an important role in Polish history when – after the times of Marshall State – in 1988 another shipyard workers' strike led to the final collapse of the communism in Poland.

The site remained industrial until the 1995, when the first ideas were developed to reurbanize the site of the Gdańsk Shipyard. These plans seemed to be very limited in their reality until when the shipyard went bankrupted in 1997. As the entire company was purchased in 1999 by Gdynia Shipyard along with other partners, the new opportunities for redevelopment of the site were created. The owners decided to create a Synergia 99 Ltd as the land developer for the Young City project. Therefore, the Young City Project was developed in result of the Gdańsk shipyard bankruptcy.

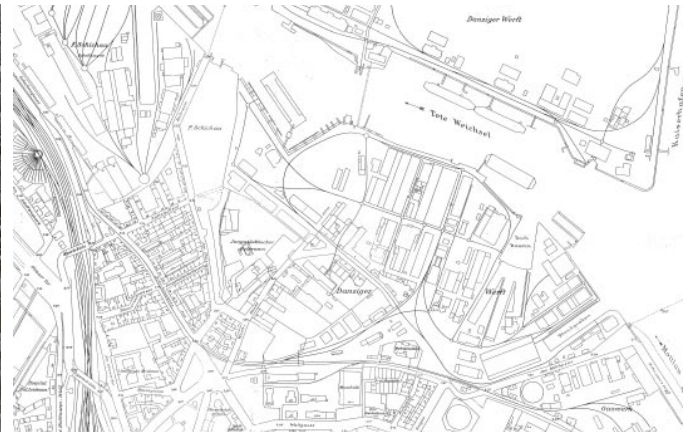
Located very close to the city centre, Gdansk's former shipyard is recognized worldwide as a place of outstanding historic significance. It was

8. Aerial view of the Imperial Shipyard structure – interwar period.

Source: Gdańsk Library of Polish Academy of Sciences

9. Gdańsk Shipyard in its urban surrounding – 1938.

Source: Gdańsk Library of Polish Academy of Sciences



here that the Solidarity movement challenged the communist system in Poland and encouraged freedom across Eastern Europe. Former shipyard is recognized by public not only as place of historical importance but also as symbol of greatness and spirit of the city.

The history of the site – with special attention given to the tradition of workers' strikes (in 1970, 1980 and 1988) as well as the phenomenon of *Solidarity* – makes its unique among other redevelopment areas worldwide. Therefore, besides attempts towards reusing the post-shipyard land, there is a concept of building there the European Solidarity Centre as well a number of other structures commemorating the Polish struggle for freedom. But also the presence of old industrial structures makes this site symbolic for the rich and complicated history of the city. At the same time the Imperial Shipyard is likely to become a very central part of the Young City as this area has the optimal opportunity to create a symbiosis between new and old. This is dedicated for wide range of function: residential, offices, leisure, culture, services, retail or – possibly – not disturbing production (fancy yachts). As there are some historical post-industrial warehouses thus a development density of that area is limited.

3. OVERVIEW OF THE DESIGN EXERCISES

Planning for the redevelopment of the Imperial Shipyard site was initiated when the discussion regarding creation of the Young City Project were started. Since the very beginning of this process the site was perceived as one of the most interesting and promising – in terms of the development potential – parts of the former Gdańsk Shipyard. This conclusion was confirmed in the recent Strategy Report, prepared by the new owner of the site – BPTO Gdansk Development A/S. According to this

document, the Imperial Shipyard site can and should become the “heart and soul” of the entire Young City Project, which means it will become the most important complex of public spaces, mixed uses and attractions drawing attention of the wide public.

The first plans for the Imperial Shipyard site were made as early as 1996, when the first redevelopment study for the part of the Gdansk Shipyard was completed. It was developed by the team from the Gdansk University of Technology, led by Prof. Mieczysław Kochanowski. In this study the first decisions regarding the structure of the space of the entire project, layout of the transportation network and shape of the public spaces in the area were made. But no major assumptions regarding the shape of the particular buildings and spaces were made at this occasion. Nevertheless, the decisions made in this original study to large extent are still valid. In fact, only the details regarding the location of the Nowa Wałowa street and the shape of the Road to Freedom complex were changed. Therefore, it should be regarded as the basis of any further considerations regarding the shape of the Young City.

When the Gdańsk Shipyard went bankrupt, majority of its land were acquired by Synergia 99 Ltd. – the special-purpose development company, created in order to run the Young City Project. Under its supervision a number of planning exercises were made, which included also two major efforts. First of them was devoted to creation of the so-called “Visionary Master Plan”, which was developed by Sasaki Associates. Completed in the year 2000, this study served as the definition of the general concept for the entire area. Another master plan was completed in 2002 by the team from Gdansk University of Technology, and it included the revised version of the development concept for the entire site. It was also of much greater detail, as i.e. it

included the detailed study for the network of the public spaces. In both documents the site of the Imperial Shipyard was intended as the key part of the entire Young City area, as it was connected to the rest of the city centre by two elements of the public spaces – Road to Freedom and Rybaki Dolne street heading towards the shipyard basin. This means that – along with the site of the future shopping gallery – this part of the Young City is of greatest importance to the future shape of the entire site.

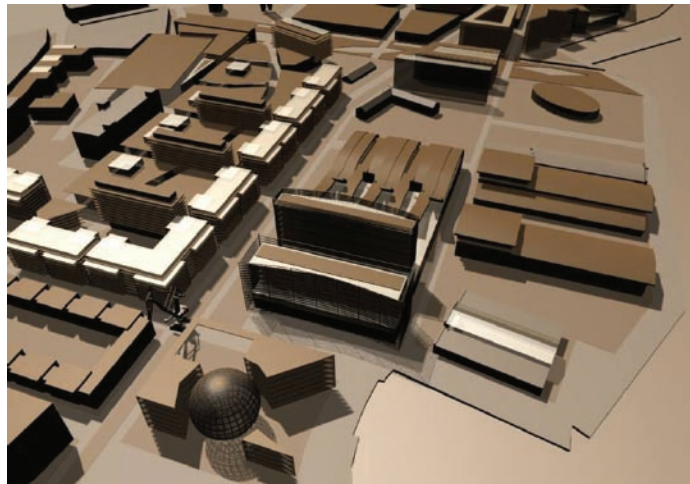
Another effort towards definition of the character of the site was made during the developers' workshop, which took place in spring 2002. In fact, this was the first professional attempt towards definition of the architectonic character of the entire project area. During the workshop a number of the proposals were submitted, and each of them was dealing with the development of the different site. In result a collection of different ideas was gathered, and some of them were of great importance to the Imperial Shipyard site. One should mention here the idea of preservation of the old assembly halls and defining the new character of the site based on similar large-scale constructions.

At the same time the modern roofing structures were proposed, which allowed adding additional usable space. Besides that, the partial additions of the extra floors allowed differentiation of the character of the site. Also the new solution to the western-most part of the Imperial Shipyard waterfront was presented during the workshop. The Polish architect, Romuald Loegler, proposed construction of the brand new oval structure on this empty site, which can become a sort of new dominant in the urban structure of the site, and – at the same time – correspond with the massive character of the old halls.

In 2005 on the basis of the formal planning documents – so-called local plans – the Urban Volume Study for the site was developed. Based on the regulations for particular plots as well as on other law regulations the authors of this study examined the possibility of developing the new urban programme for the particular plots. According to the planning regulations the site of the Imperial Shipyard should be specially protected in terms of the height control and preservation of the heritage. According to this regulation there was proposed the solution building the architectural character of the site

10. Compilation of the projects submitted by the particular developers during the workshop. Detail of the Imperial Shipyard.
Developed by Gdansk University of Technology

11. Urban Volume Study. Model of the entire site.
Developed by P. Lorens, D. Zaluski and S. Ledwoń. 2004



on the basis of the massive structures, resembling the old shipyard halls. At the same time some minor remnants of the original structures were preserved, which allowed differentiation of the character of the site.

As the last element in the series of various studies regarding the shape of the Imperial Shipyard one should mention the design effort undertaken by the RedDesign Architects, working on the detailed development concept for the Imperial Shipyard. This concept was prepared in 2005, and included a three dimensional study for the site. Building on the previous efforts, this study provided the detailed development concept for the site including some basic design rules. This set of rules included supplementing the old structure with new building of similar scale, building the urban quarter-type structure on the site occupied by the building of former shipyard management, defining the Marina site as the independent housing project with sky-scraper structures, and locating the major height dominant in the western-most part of the structure.

4. CONCLUSIONS

History and current state of the site proves the high importance of the Imperial Shipyard area to the urban structure of the City of Gdańsk. It constitutes the most important part of the planned urban waterfront of the city and – at the same time – the key part of the Young City Project. In fact, this site can and should become

the “heart and soul” of the entire Young City and also one of the most important parts of the Gdańsk City centre.

When looking at previous design solutions for the site one should notice that all of them seem to be complimentary. What seems to be of greatest importance is the fact that according to all concepts and designs the Imperial Shipyard is to be located in-between two most important new elements of the public space in the entire city. This proves its high development potential and also allows development of the comprehensive mixed-use design for the entire site. At the same time most of them base the development of the site on the basis of the model of massive shipyard halls, supplementing it with different types of buildings in the western-most and eastern parts of the site. At the same time in most of the presented design works the original height of the buildings is not kept. On the contrary, the old halls are frequently becoming the object of heavy transformation, which allows creation of additional floor areas and – at the same time – preservation of the most valuable parts of the buildings.

Besides the architectural character of the site, it seems to be obvious that it should have a mixed type of land use. In fact, the concept of the “festival marketplace” seems to be the most appropriate for the site. But it should be supplemented by other mixed-use and housing projects, which should contribute to the dense urban character of the site.