

# DREAMS AND REALITY

## QUICK REVIEW OF IDEAS

### CASE STUDY OF WROCLAW

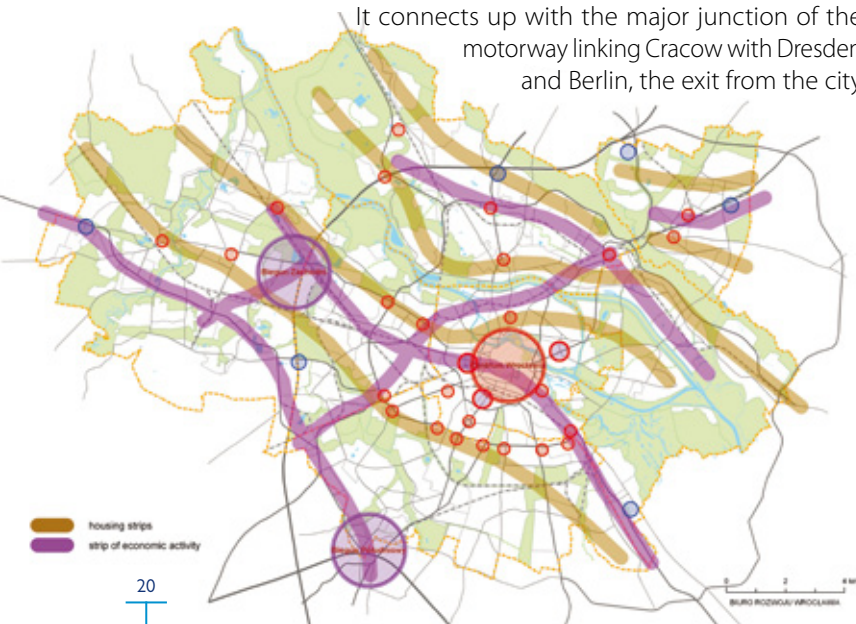
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*This paper is about ideas, dreams of Wrocław planners and municipal managers and about what happened as a result of these dreams. It is not a complete review of planning and planning policy implementation in Wrocław, but only of selected ideas. Thus the paper is divided into dreams rather than chapters.*

#### DREAM 1: STRIP CITY STRUCTURE

- > Analysing the existing Wrocław city structure, one can see something like a series of strips, most of them parallel to the Odra River (Fig.1). Some of them are dominated by housing, others by various economic activities. The housing areas are alternating with the strips of economic activities. The city structure is similar to the composition of a Big Mac with its many layers of bread and meat. Such a spatial arrangement is very efficient for the functioning of the transportation system. During the rush hour the majority of roads and lanes in both directions are used equally by car traffic. Also tramways going in opposite directions are equally full of passengers. Both empirical research and traffic computer simulations give evidence of this transportation system 'behaviour'.
- > The first planning dream is to continue this structure composed of strips by reinforcing existing strips and creating new ones. Two new strips are planned: the South-West Economic Activity Strip and the North Housing Strip. The transportation backbone for the first one is the new road called Axis of Economic Incubation. It connects up with the major junction of the motorway linking Cracow with Dresden and Berlin, the exit from the city

to the west, and is running nearby the city airport. The initial, southern part of the planned strip is equipped with infrastructure as well as with a secondary street system, and is being developed step by step. For the major parts of the North Housing Strip a master plan is being elaborated. Findings for the whole structure of the city are based – among others – on results of long series of simulations for spatial allocation of activities made with an ORION model. This model, constructed by Zipser (1994) and his team at the Wrocław University of Technology, simulates the allocation of many activities, while factors of contacts and conflicts between activities as well as features and capacities of various zones are taken into account. According to existing plans the city structure has to consist of over 240 clearly distinguished entities divided into 20 types: city centre, inner city zones, culture zones, facility centres, service zones, economic activity zones, academic districts, multi-family housing neighbourhoods, smaller scale housing neighbourhoods, single-family housing neighbourhoods, landscape housing neighbourhoods, former small towns, former rural villages, recreational zones, parks and green zones, cemeteries, riverside zones, infrastructure zones and, special service areas. Entities of predominantly housing character are to be assembled in housing strips, while the ones accommodating economic activities, service and facilities are located in the economic activity strips. The system of strips continues outside the city within the Wrocław Metropolitan Area (WMA) with about 1,1 millions inhabitants. It is visible on the map which is assembling all the structure plans of the 42 independent communes in this area. There are no formal plans for the WMA yet, but the city collaborates informally with all the communes to create a cohesive spatial structure. This is a very long-term planning dream. Although it has been successfully implemented since 1998, its implementation needs a strong follow up and a lot of local actions.



#### 1. Strip structure of Wrocław

source:  
Wrocław Development Office

**DREAM 2:  
 SPECIALISED BUT MULTIFUNCTIONAL CENTRES**

> The second selected Wrocław planning dream is to make the city structure polycentric. The important goal is to reinforce existing centres and to create new ones within the city. This idea cannot only be based on the concept of hierarchical, multifunctional centres located in central places of neighbourhoods and districts. During the last decades the behaviour of customers changed. Many people satisfy their needs much farther from their homes. They are ready to travel longer distances to buy things for everyday use, to eat something, to recreate, to visit a doctor. The 'catchment area' of these centres, which we want to develop, must be larger than for neighbourhoods or even district centres. It should encompass the whole city and beyond. Thus we have to create functional mixtures which can be attractive not only for local customers but for larger groups from the whole city and the metropolitan area. Therefore centres should be specialised and sufficiently multifunctional to avoid great hypermarket concentrations. This is really a dream. Four examples are presented: the historic city centre, the Centennial Hall complex, the West Pole Development, and the Southern Centre.

**HISTORIC CITY CENTRE**

> Specialisation here can be defined as culture, entertainment, administration, religion, university, leisure, eating, celebration, 'city stage', municipal symbols, tourism, retail, riverside activities. There are many uses but at present there does not exist a fully multifunctional great city centre. The major part of the centre is located within the confines of the historic moat and the medieval, no longer existing city fortifications. Let us show some actions implemented to reinforce the power of this area.

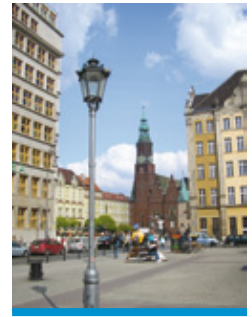
> Initially, during 1996-1997, the heart of the historic centre, the centrally located large square of four hectares called Market Place (in Polish: Rynek), and, close by, the Salt Square (in Polish: Plac Solny) were completely renewed (Fig. 2). Their

main parts are closed for cars and the whole pavement was changed. Fountains, sculptures and street furniture were introduced. Historic arcades were reconstructed. Almost the whole old row of tenement houses was renovated. Spaces on the ground floor were rented to carefully chosen activities. Many small covered passages were created. One of the most interesting is the 'Passage under the Blue Sun'. A large number of various events and spectacles were performed on Rynek to attract people. It became a very popular and lively place day and night.

The great success of the Rynek revitalisation attracted many developers to streets in the surroundings. For example many old almost ruined tenement buildings along Kiełbaśnicza Street running parallel with the west side of Rynek were renewed and transformed into high standard hotels and office buildings. Numerous restaurants, clubs and cafes were located in a range of about 500 m from this place.

The next step was the transformation of major streets into spaces for pedestrians and little by little the renovation of adjacent buildings. The first one was Świdnicka Street (Fig. 3) with the renovated Opera House, the 19<sup>th</sup> century high standard hotel 'Monopol', an old large department store (former 'Wertheim' now 'Renoma'). The second one was Oławska Street which connects Rynek with a new shopping mall, the 'Galeria Dominikańska' located on the outskirts of the medieval town. The third one was Szewska Street, a former car transit way, now only for pedestrians, cyclists and tramways. The next one will be Kuźnicza Street leading from Rynek to a complex of baroque buildings of the Wrocław University situated on the Odra Riverside. It will be finished within two years.

A special zone for action is the District of Four Temples with a catholic, orthodox and protestant church and a Jewish synagogue. Overlapping historic and multi-cultural layers create an unusual atmosphere here. The concept of the Four Temples Pathway is being implemented step by step. The Pathway has a sense of culture and religious



**2. City historical centre – Rynek**

source: Wrocław Development Office



**3. Świdnicka Street**

photo: Michał Ciesielski



#### 4. National Forum of Music

source:  
Autorska Pracownia Architektury  
Kurylowicz & Associates



#### 5. East End concept

source:  
Wrocław Development Office



#### 6. Centennial Hall and the New Regional Centre for Business Tourism

source:  
Architects & Co  
Andrzej Chrzanowski



#### 7. Wrocław Fountain

tolerance, as well of tourism. It is also a method of reinforcing the revitalisation process. The Pathway attracts streams of people, which in turn attract business and money for renovations.

- > On the southern parts of the historic centre, opposite the extended future Opera House a big concert hall for 1400 spectators is under construction (Fig. 4). Between these two buildings and the new Municipal Museum in the former Palace of the Prussian King, a large square will be arranged with underground car park to constitute a new area for music and culture.
- > Step by step streets within the historic centre are being closed for cars and opened more for pedestrians and cyclists. To compensate the reduction of parking places along the closed streets, several big underground and multi-storey car parks will be constructed, among others under the town moat. An additional effect of this action will be a market mechanism which will limit the number of cars in the area. Also accessibility by increasing and improving public transportation is very important.
- > The matter of Wrocław **dwarfs** cannot be avoided. During the decade before 1989 dwarfs symbolised protest against communist power in this city. Formally, the 'Freedom for dwarfs' was abstract, but everyone knew that their true sense was 'freedom for people'. A lot of small sculptures of dwarfs have appeared in public spaces in the city and their number, presently at 177, is increasing every month.
- > On the east of the city centre a large area is taken up by road junctions with two flyovers. People do not like this place because it is not nice to cross on foot this rather empty space without shops and restaurants. It is largely an unfilled place between the lively city centre and the district dominated by university buildings. Therefore it was decided to demolish the junction and to recover the space for a new part of the centre (Fig. 5). According to the approved local plan, only tunnels will be used for transit car traffic. A system of new public spaces will be arranged as reminiscence

of the medieval core with a wide semicircular alley, a network of streets, four new squares, one facing the river, and a riverside boulevard. The whole complex has to accommodate mixed uses: shopping, offices, entertainment, housing, hotels, public administration buildings. The vicinity of the rivers makes the area attractive. The project is very ambitious and difficult in terms of implementation, similar to Potsdamer Platz in Berlin or the Hafen City in Hamburg.

#### THE CENTENNIAL HALL COMPLEX

Specialisation of the centre is defined as recreation, spectacles, leisure, exhibitions, entertainment and tourism. The complex is located on the east side of the city, in the middle of a very green area called popularly Great Island because it is surrounded by rivers, flood plains and navigation channels. The core of this zone is the hall for spectacles, big sport events, congresses for 5.000 to 7.000 spectators, designed by Max Berg and built in 1913, now listed by UNESCO as World Heritage (Fig. 6). It is surrounded by a formal composition of greenery, promenades and buildings. An element of this composition is a historic pavilion, which was adapted and extended in 2010 into a conference centre with some restaurants. Another part of the composition is the artificial pond of about 1 ha with a large semi-elliptic pergola. In June 2009 the biggest 'dancing' fountain in Europe was opened on this pond (Fig. 7). Each hour there is free spectacle with music, at night also with lights, at weekends with lasers, water projections, and fires. The first performance attracted over 30.000 spectators, and 1,1 million over the first 9 months. Another element of the complex is the historic Pavilion of Four Cupolas, which will be adapted to become part of the National Museum. The Centennial Hall complex is surrounded by the Szczytnicki Park of over 70 ha. Part of it is arranged as a Japanese Garden with great support from Japanese garden specialists. Now a Chinese team of landscape architects are preparing plans for a Chinese Garden. Other national style gardens

are planned in the park. The Zoological Garden of the City is located close to the Centennial Hall complex. It is the biggest in Poland by number of species and will be enlarged to an adjacent area. The new big pavilion with the Oceanarium named: "Life-Giving Waters of Africa" will increase the attractiveness of the ZOO (Fig. 8).

- > The whole area is connected to the historic complex of the Olympic Stadium. The next step is to revitalise it by creating a large leisure centre, which is going to be increasingly popular as a place to relax, spend time and meet with friends.
- > A planned new bridge over the Odra River, some parking spaces and additional public transportation have to solve the problems of accessibility, which occurs especially during large performances, sport events and sunny weekends. Planners also are dreaming about water tramways to connect the area with the city centre. There is a special entrance to the ZOO in front of the Odra river, but unfortunately some restaurants and hotels are occupying this riverside for other purposes.

**WEST POLE DEVELOPMENT**

- > The West Pole development is specialising in sport, spectacles, leisure, entertainment, retail, fairs, business and tourism. In 2011 the Wrocław Motorway Ring running through the western part of the city will be completed. It will connect national motorways and roads to Warsaw, Cracow, Prague, Dresden, Berlin and Poznań. It will be also the best connection between southern and northern parts of Lower Silesia. The impact on the city structure will be the occurrence of places near the motorway junctions with special predispositions for development, as well as a strong incentive for urban dynamics on the western part of the city. Moreover, the area where the new motorway is linked to a main road exit to the west, especially when compounded with other local conditions, such as the existing public transportation system, nearby railways, greenery and growing population, has special potential for a specialised centre of regional importance. In 1998 it was designated

as space of strategic importance for the city and named West Pole Development. City authorities started to look for protagonists who could launch an area development at a sufficiently large scale. During the last decade the Polish Government applied twice to the Bureau International des Expositions for the right to organise EXPO 2010 and EXPO 2012 in Wrocław on this site. Unfortunately China won the first competition with Shanghai, and South Korea the second one with Yosu. In 2008 Poland and Ukraine were chosen as organisers of the European Football Championship EURO 2012 and some matches will be played in Wrocław. Recently a football stadium for 42.000 spectators is being constructed in West Pole Development area. It will be spatially integrated with a big shopping centre and new hotels are planned in the vicinity (Fig. 9). Also a picturesque green space will be arranged as a new park with a camping facility. An existing and a new railway station for local and long-distance trains, together with a new tramway line provide this place with very good accessibility not only by car. Only this area was considered as a very good location for a long distance and international coach station. EURO 2012 is also a very strong incentive to develop a street network in the western part of the city, such as a new connection between the stadium and the airport which will be built.

With its specialisation this complex will really work as a new centre. However so far it remains only an incentive to develop this area into a real part of the city integrated into the urban fabric. What is still outstanding is harmonious continuity between the planned functions and the new large neighbourhood located further to the west.

**SOUTHERN CENTRE**

Another dream is to create a business centre located on the strip of space south of the city centre along a wide alley conceived as the main 'entrance' to city centre. The majority of Wrocław planners are convinced that this place has a special predisposition for such activities. The



**8. Pavilion 'Live-Giving Waters of Africa'**  
 source: Arc 2 Fabryka projektowa



**9. EURO2012 stadium (1) and shopping mall (2)**  
 source: (1) JSK Architekci (2) Laguarda.Low Architects LLC





10. South Centre Skytower

source: WALAS sp. z o.o., Dariusz Dziubiński

local plan allows for high-rise buildings without any limitations. As a consequence, the second highest building in Poland (20<sup>th</sup> in Europe) is being constructed there. 'Skytower' will be 212 m high and will contain offices, flats and a shopping mall (Fig. 10). Two other 50 m high office buildings are being completed while developers are awaiting better market conditions. The planners are not predisposed towards skyscrapers in Wrocław, but the city authorities are open to proposals if the buildings form a harmonious part of an urban composition.

**DREAM 3: GREAT ATTRACTORS AND PEDESTRIAN FLOWS**

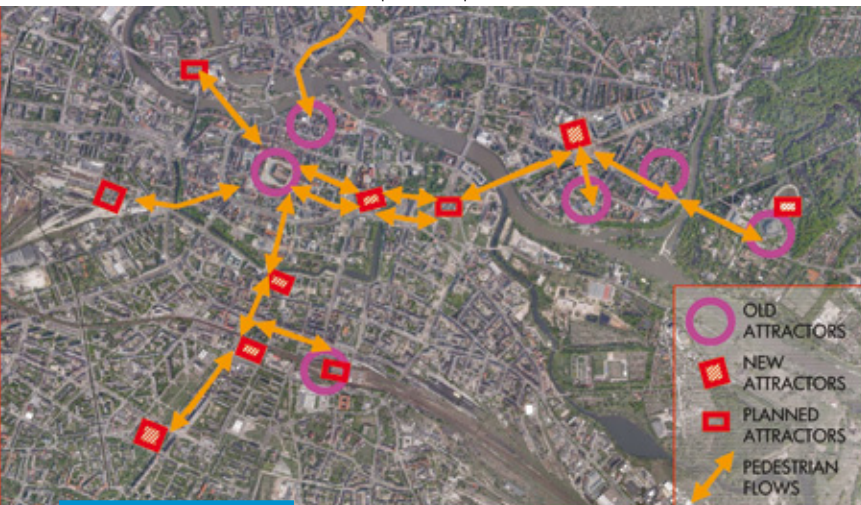
> Forecasts that people are having many more devices for remote communication than before are therefore needing less face-to-face contacts have completely failed. On the contrary, more remote communication increase the need for personal contact. For that reason, an important policy in each city is to create an attractive system of public spaces.

to use cars or public transportation. Therefore, places have to be created at no more than these distances between them to attract people all day long and create pedestrian flows. In Wrocław such attractors are Rynek, university complexes, the main railway station, and increasingly the Centennial Hall complex. In the city centre the big shopping mall 'Galeria Dominikańska' is located about 700 m from Rynek. This vicinity induces large flows of pedestrians and Oławska Street connecting these two zones was pedestrianised. This flow of people attracts other activities which locate themselves close to Oławska Street and these activities attract more people in turn. The effect is a truly living public space.

Planners want to initiate these 'mechanism' on other sites (Fig.11). For example, they consider how to locate something attractive on the East of this axis at a distance of 600 m from 'Galeria Dominikańska' and about 800 m from Grunwaldzki Square which has also become an attractor.

**DREAM 4: HOUSING PROGRAMME**

Another dream is to have in the city a large amount of inexpensive flats. It is a very important element of the city's policy to attract some of the 130.000 young people graduated in Wrocław each year to stay in the city. Accordingly, many sites were improved and offered to housing developers (Fig. 12). Local plans for these sites are elaborated and approved, basic infrastructure and a street networks are built and site conditions are ready for development. In total, such building sites are capable of accommodating some 60.000 inhabitants. Unfortunately the efficiency of this programme is diminished by the fact that the majority of these sites are private properties, and most landowners are not interested in selling their land or demand a very high price. In Poland there are no fiscal incentives to push owners of improved sites to sell or develop them. Taxes are calculated on the basis of property area, not property value. Therefore developers try to build on the worst, unprepared sites or even on areas forbidden for



11. Old, new and planned attractors and pedestrian flows

source: Wrocław Development Office

> Public spaces are not only spaces, they are people in spaces. Thus, a precondition of creating good public spaces is to induce flows of people. Most pedestrians in Wrocław do not like to walk more than 700 - 800 m. For longer distances they tend

12. Housing in Wrocław; design by PPC Arc 2

photo: Wrocław Development Office



housing and press the authorities to change the municipal plans.

**DREAM 5: SMALL TOWN WITHIN BIG CITY**

- > Three former small towns are incorporated into the Wrocław area: Leśnica, Brochów, and Psie Pole (Dogs' Field). The planners' dream is to protect, preserve and strengthen the character, scale and urban specificity of these former free standing towns. The projects which are implemented in terms of Psie Pole revitalisation are given as an example (Fig. 13). Initially, the main street (Bolesława Krzywoustego) which runs through the oldest part of the urban tissue will be closed for through car traffic and open only for pedestrians, public transportation (in the next stage a tramway), and cycling. The transformation of Psie Pole Rynek and the high street includes special pavement, a fountain (perhaps with symbolic figures of dogs) and street furniture which differs from that of Wrocław inner city. Before this action alternative road connections will be constructed. All small, two- or three-storey historic tenement houses will be renovated and some new ones will be built as in-fills between older ones. The transformation of the road network requires the demolition of the existing ugly market hall for daily shopping. A shopping passage with old renovated outbuildings in the backyards of the tenement houses along main street will become the new place for these activities. The dream is to keep this space alive without large flows of traffic. A former small cinema will be transformed into a cultural centre open to all.
- > A small town within a large city can be attractive not only for their inhabitants. If a specific atmosphere is achieved it will be able to attract visitors from the whole city who can find serenity there and some clearly different offers to spend time. It can be a target for escapades.

**DREAM 6: SUSTAINABLE TRANSPORTATION**

- > The next dream is about a sustainable transportation system. This is not an easy goal to implement.

**CAR TRAFFIC**

People in Poland are fascinated by the possibility to use individual cars everyday. It is cheap and comfortable. Poland has over 495 cars per 1.000 inhabitants (2009). The capacity of the road network is not sufficient for such a number of cars and traffic congestion is a frequent phenomenon. Getting rid of traffic jams is one of the most important objectives expressed by inhabitants which means that the underdeveloped street network has to be modernised and extended.

According to plans, Wrocław's road network has to be radial and concentric with some diagonals (Fig. 14). The principal elements are rings: Wrocław Motorway Ring (completed in 2011), the Inner-City Ring (80% complete), the East Ring running mainly outside the city (the bridge over the Odra river is under construction) and the planned Downtown Southern Ring (DSR), together with several radial streets, and the Axis of Economic Incubation. Completion of this system offers the possibility to remove, step by step, transit car traffic from the central part of the city and from quiet neighbourhoods.

However each improvement of the road network attracts more traffic than before, and full elimination of traffic jams is almost unachievable. Therefore it is necessary to determine limits for the expansion of the street network and to develop or improve alternative transportation systems. In parallel it is necessary to influence the consciousness of the inhabitants to change their local travel behaviour to diminish travel by cars.

**PUBLIC TRANSPORT**

The tramway is the traditional and basic mode of public transportation in Wrocław. The tramway system is to be developed in two ways (Fig. 15). First, new lines are to be built and existing ones to be modernised. Secondly, a new type of tramways are to be introduced. They are called 'Tramway Plus' with low floors, easy to step onto from the platforms. They have priority on crossroads by means of a system of remote control and thus



**13. Renovated row of tenement houses in Psie Pole**

photo: Tomasz Smoliński



**14. Destination road system in Wrocław**

source: Wrocław Development Office



**15. Tram route system in Wrocław**

source: Wrocław Development Office

will go faster. In the city centre tramway lines run along some pedestrian streets. Easy access and low traffic congestion make this kind of transport very efficient and friendly to passengers. In Wrocław many tram lanes are used also by buses. This way buses do not lose time in traffic jams and passengers can take them from the same stop as tramways.

- > Regional and municipal authorities collaborate in order to use the well-developed railway network as a metropolitan commuting system. According to plans each inhabitant of the metropolitan area will be able to commute to Wrocław centre within 30 minutes by train and every 15 min in the rush hour. The first line has been working for one year and the next one will open in 2011. An outstanding problem is common tickets for all trains.
- > The next element of the dream is a system of Park & Ride sites, where car drivers change for tramways or trains. The system will become extremely necessary, once the historic centre will be closed for cars.

**CYCLING**

- > Wrocław, is a very flat city and has a very good conditions for cycling. There exists a well-developed network of bicycle paths. However in several places path continuity is not kept, and a series of crossroads have very low priority for cycling. Although it is planned to improve the network step by step, it is especially difficult to arrange cycle routes in the city centre (Fig. 16). Last year the first 10 Bike & Ride sites were arranged, as well as parking spaces for over 1.500 bicycles in public spaces. According to newly elaborated local plans each building has to be accompanied by a number of cycle parking spaces calculated according to given coefficients. A rent-a-bike service is planned, initially in the central part of the city. New paths for recreation cycling are being arranged, especially along rivers on the tops of flood verges. Bicycle excursions along rivers are very popular in Wrocław because of the magnificent landscape views. The implementation of the municipal cycling policies

is coordinated by a special Bicycle Officer. The City Council approved a cycling strategy to achieve 10% of all journeys within the city by bicycle in 2015 and 15% in 2020.

**WIDER CONNECTIONS**

Although well-located in Europe, Wrocław does not have good transport connections with other big cities. Therefore it is often seen as a city lying very remote from other cities. For example travel by train to Warsaw takes 5 hours (340 km), to Prague 6 hours (320 km), to Berlin 6 hours (345 km), while in the 1930s the express ‘Crazy Breslauer’ arrived in Berlin after 2 hours and 50 min. Now the train is exhibited in the Leipzig museum. Good connections by motorways do not reduce a strong need for fast long-distance public transport, as without it motorways become overloaded. Therefore the municipality supports air transport. In 2012 a new air terminal for more than 3 million passengers will be completed. From this year, the airport is connected with the city centre by four-lane road. It will also be accessible by a new railway line. These investments have to attract air companies to open new lines to Wrocław.

Wrocław collaborates with Łódź, Warsaw and Poznań to support a high-speed railway line connecting these cities with Berlin and Dresden. This railway project is known popularly in Poland as letter ‘Y’.

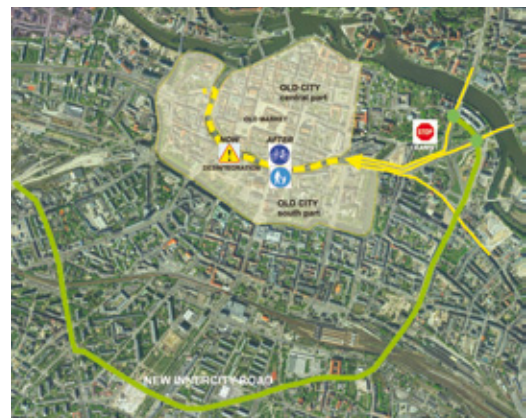
**DREAM 7: W-Z (IN POLISH) OR WE (IN ENGLISH)**

In the 1970s, the medieval part of the city (surrounded by the city moat) was cut by a new wide road called W-Z (West-East). This was done to remove car transit traffic and tramway lines from the Market Square (Rynek). W-Z became very important for the functioning of the transportation system while car numbers in Wrocław increased over 150 times since 1970. Nowadays it is a very strong barrier cutting the urban fabric over long distances. For example Rynek has no straight



**16. Destination system of bicycle paths in Wrocław**

source: Wrocław Development Office



**17. W-Z (in yellow) and planned Downtown Southern Route (DSR)**

source: Wrocław Development Office

pedestrian connection with the King Palace which is located very nearby. Therefore the Mayor of Wrocław decided to move the transit car traffic step by step outside the medieval city. In the first instance, some streets running along the city moat will be modernised to increase their capacities to take some car flows from W-Z. Simultaneously some pedestrian crossings through W-Z will be arranged, especially the connection of Rynek with King's Palace. Next, a Southern half-ring will be constructed for larger traffic flows (Fig. 17). After its completion W-Z becomes a very local street, but with a tramway line, and with wide green alleys giving much space for walking, cycling and sitting. In their dream, the Wrocław planners see a symbolic completion of this project, namely the elimination of the underground passage and the establishment of a new level crossing between W-Z and the main street Świdnicka. Maybe the underground passage will be converted into an unusual underground restaurant or a club.

- > But this is not all. History likes repetitions. In 20 years the new DSR can become a great barrier in the city fabric, even bigger than the W-Z nowadays. Thus planners have to find solutions now to design this new road with a large capacity for cars while connecting not cutting the city structure. Compared with Paris, probably the solution is something more like the Avenue des Champs-Élysées than the Peripherique. Really lively streets require people streams on pavements. This effect can be achieved by locating some attractive activities along the DSR no further than 700 m between each other on properly equipped streets. The concepts are prepared and they are realisable in our dream.

#### **DREAM 8: Odra RIVERSIDE**

- > The dream is 'to turn the face of the city' to the Odra river. The Odra crosses Wrocław with many picturesque arms surrounding several islands in the city centre. Śłodowa Island is very popular, with its park which after renovation became a favourite place for young people to meet (Fig. 18). Rock



18. Śłodowa Island

concerts are also organised there. During the last decade two new footbridges were connecting it with the riversides.

The most important policies are to give open access to the river over as long a distance as possible and to arrange pedestrian and cycling paths along the riverside. Special platforms for pedestrians and cyclists are planned under road bridges to provide continuity of these paths. Along the medieval part of the city a boulevard open to the river is arranged. A next part will be soon transformed and equipped with street furniture. The river should be open for all kinds of navigation. Several places are designated for marinas or moorings for recreation or tourist boats. The first one with restaurants and apartments for sailors is already built in the city centre (Fig. 19). Excursion ships are frequent but everyone is dreaming about regular lines of water tramways. Wrocław has got special permission from Venice to use gondolas, therefore one of the small gulfs is called Gondola Bay.

Some new building complexes are planned on the riverfront. One of them is an educational complex named Centre of Science located in a converted historic water tower with the biggest steam machine in Europe. Another one is a complex of restaurants, shopping and housing on the narrow part of one of the islands. A former harbour and a former shipyard will be converted into housing neighbourhoods. There some companies are interested in floating houses. Wrocław has also a plan for night illuminations of the Odra. Every year two new buildings or bridges are illuminated with municipal support.

These are only eight dreams of Wrocław planners, selected among many. All dreams become reality little by little.



19. Marina in the city centre