

# ABC - Alliance of Baltic Cities



**CITIES AS REGIONAL ENGINES  
IMPROVING THE CITY CORE**

**20-24.04.2005**

**Gdynia, Poland**







Dear members of the ABC Project  
and other readers of this report

Gdynia, Sopot and Gdansk constitute a regional centre of Pomeranian Region, located in northern Poland. As they together form the Tricity conurbation, we can say that Pomeranian Region has got three "engines" of development, and Gdynia is the major one. The theme of the fifth ABC seminar "Cities as Regional Engines" can perfectly refer Gdynia. I had an honour to host as many as 45 urban planners of various professions from eight countries: Finland, Sweden, Germany, Latvia, Lithuania, Estonia, Poland, and Denmark. It was an opportunity for our colleagues from the Union of Baltic Cities to learn more about Gdynia and Pomeranian Region. The seminar provided us with some brilliant ideas and gave answers to many urban questions. We really appreciated all the suggestions given by the experts from the Baltic Sea Region cities. I hope that participants had an interesting time in Gdynia during the seminar and that they spent it fruitfully through the exchange of experiences. I believe Gdynia seminar became a stimulus for tightening the relations between the city planners from that region.

Thank you for your participation and for your suggestions how through improving the city centre Gdynia can become a more effective regional engine of development.

Hereby I present to you the Report from the Gdynia Seminar.

Wojciech Szczurek  
Mayor of Gdynia

A handwritten signature in blue ink, consisting of a large, stylized 'W' followed by a vertical line and a series of horizontal strokes.

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# The ABC Project

Within the international co-operation of the Union of the Baltic Cities, (the UBC) there are a number of working commissions. One of them is the Commission for Urban Planning and Public Design. In order to provide platform for sharing experiences for town planners, master planners, regional planners, architects, civil engineers and other professionals, the Commission has launched a project called the Alliance of Baltic Cities, or the ABC Project. The Project's formula provides an opportunity for the workgroups to find a solution to planning problems organised into four work packages that seem to be similar in all the cities of the Baltic Sea Region.

The participants from 27 cities in eight different countries are working within four work packages:

1. Urban development management
2. Cities as regional engines
3. Renewal of city districts,  
and as a final central objective of the project
4. Common conclusions on local approaches  
to regional strategies in the Baltic Sea Area  
and also concrete small investment proposals

The "Work Package 2" group that was responsible for preparing the Gdynia Seminar and this Report consisted of the cities of Umeå (Sweden) leader, Vaasa (Finland), Tartu (Estonia), Gdynia (Poland) and Jurmala (Latvia). The group was dealing with the issue of "Cities as Regional Engines".

The ABC is an INTERREG III B - BSR Project, which started in 2003 and will be finished in 2005. The Polish part of the project called "ABC Alians Miast Bałtyckich II" is supported from Phare money. The Polish side had undertaken studies on the problem of improvement of the central area of the city opportunities of refinement and use of free sites for development of regional centre. The Gdynia Seminar which is presented in this Report, was held in April 2005 and focused on the theme "Cities as Regional Engines Improving the City Core". It was the fifth seminar of the six. The first was held in April 2003 in Kolding, Denmark, the second in October 2003 in Vaasa, Finland, the third in April 2004 in Liepaja, Latvia, the fourth in October 2004 in Viljandi, Estonia. The final seminar is to be held in Malmö Sweden, 2<sup>nd</sup>-5<sup>th</sup> October 2005.



The participants of the Gdynia Seminar listening to the lecture on Day 1

# The ABC Gdynia Seminar

20-24 April 2005



*The seminar in Gdynia was the fifth seminar of the ABC project. It was attended by 45 participants from eight countries. The seminar's theme was "Cities as Regional Engines, Improving the City Core".*

The seminar started on Wednesday, 20<sup>th</sup> April with a "get together evening", with a jazz-band playing live. It was a great opportunity to meet each other and to talk.

Day 2 began with welcoming address from Mayor of Gdynia Wojciech Szczurek and on behalf of the UBC Secretariat, from Secretary General Pawel Żaboklicki. There was also a short review of the previous seminar in Viljandi, presented by Marko Mannik. Most of the time was devoted to lectures and promotion of Gdynia and the Region. Maria Jolanta Sołtysik presented the history of forming Gdynia's urban and architectural structure.



Pawel Żaboklicki, Secretary General, UBC Secretariat



A picturesque view from Kamienna Góra (the Stone Hill)





Marek Karzyński, City of Gdynia,  
Head of Department of Urban Planning



Valuable comments - Marek Stępa, Deputy Mayor of Gdynia

Jacek Dominiczak presented his method of identification and codification of urban and architectural local characteristics. Later that day, the participants were taken on a guided bus tour around Gdynia. Dinner was served in a restaurant situated in the city centre.

Day 3 was the workshop day. The participants, divided into 3 workgroups, were briefed on the areas representing different planning problems. Then they studied them and held a discussion. The productive conclusions and suggestions of workgroups are presented in this Report. After work time the participants were invited to a banquet hosted by Mayor of Gdynia Wojciech Szczurek. The restaurant was situated in one of the most beautiful places in Gdynia Kamienna Góra (Stone Hill) from where a picturesque view of the port and the city can be admired.

Day 4, Saturday, was devoted to reporting the individual workgroup sessions. The results from the workshops were presented to the Gdynia City Council representatives. A press conferences was held afterwards.

During the rest of the day, the participants were taken on a cruise to Hel Peninsula. From Hel, the participants took a very interesting bus trip along the Peninsula and stopped in the Manor House in Rzucewo, where the folk group "Koleczkowanie" presented the regional Kashubian culture.

Day 5, the last day of the Seminar, was the summary of the previous days. The participants were invited to the Malmö Seminar. In addition, some consideration was given to further cooperation after the ABC Project. Before saying good bye at Lech Walesa Airport, the participants were taken on a guided tour to Sopot and Gdańsk.



The Seal House in Hel



The Kashubian folk group "Koleczkowanie"

# Gdynia and its Role in Pomeranian Region

*Gdynia is one of the youngest but also the 12<sup>th</sup> biggest city in Poland with a little more than 250,000 inhabitants. All the 11 cities bigger than Gdynia are the capitals of their regions of the total of 16 regions in Poland, which means that Gdynia is the biggest Polish city not being the capital of the region, says Marek Stepa - Deputy Mayor of Gdynia.*



The port is still being developed. Now a new container terminal is under construction, the second stage of constructing a ro-ro terminal is just being prepared. Also a new passenger terminal is being designed now. Gdynia Commune strongly supports the development of Gdynia Port, although it is not a municipal port. There is no need to explain how port development is important for Gdynia's economy.

We are proud of successful application for ERDF funds for constructing two very important roads to create new, convenient access to the port for transporting goods coming from all over the country and neighbouring countries. Gdynia has received € 10,000,000 for Wiśniewski Street and € 41,000,000 for Kwiatkowski Route.

The shipyards are also very important for the municipal economy. Gdynia Shipyard Group is the biggest employer in the city and nothing is going to change in this matter in the nearest future. The most interesting product of the shipyard recently is a ship for transporting 6,000 cars on its decks.

The Navy - a national defense system element - is also very important for Gdynia's economy as a customer who needs a lot of food, clothes, fuel and many other materials as well as different services. So it is obvious that many companies exist thanks to the Navy.

In face of threat of failure of shipyard industry all over Europe, diversification of economy becomes more and more important, so we are very happy that the biggest Polish company Prokom Software SA - grew up here. Of course it is not our achievement, it is a private business. The owner is the third or the second richest man in Poland now. He started some 15 years ago as an employee of another private IT company in Gdynia. He is a real self-made man. The position of this company is his achievement and success of his staff. But what do we do to support this branch of business?

We have created a Technological Park with 3 blocks: IT, design and biotechnology. We got the € 2,500,000 support from Phare funds for restoring a historical building (before World War II it was built as a depot for municipal transport, during the War Messerschmitt aircraft were produced here, after the War it became a bus depot again) and for equipment purchased specifically for the biotechnological block.

There are no legal regulations referring to metropolitan areas. However, we try to establish rules for cooperation between all municipalities and regional self-governments. We have organized a Metropolitan Council of the Gulf of Gdansk Cities which coordinates our efforts in the field of tourist and cultural promotion of our cities, urban planning and public transport.

Closer cooperation is carried out by some municipalities of northern part of the conurbation area: 5 cities and 2 rural communes have created the Communal Union of the "Reda and Chylonka's Valley". They have common systems of water supply, sewage, heating and waste collection. We are going to develop water supply and sewage systems with support from ISPA.

Together with the communes from Hel Peninsula, we carry out a common programme of improving conditions for yacht tourism. As a result of a Phare-supported program, some new marinas are going to be built and some are going to be modernised. All this should attract tourists to visit the Gulf of Puck which is a northern part of the Gulf of Gdansk.

Together with Władysławowo, Jastarnia and Puck we try to reintroduce some species of fish which used to be significant from the economic point of view and disappeared because of pollution. Now the water is almost clean thanks to our common efforts (and lots of money), but Mother Nature needs some help. Without this help other species which are of no economic significance but biologically highly vigorous and aggressive will be winners in the battle for survival in this area.

We strive to attract investors, and to raise money from many different European funds. We also strongly try to gain the reputation of being the best self-government in Poland. Every year the "Rzeczpospolita" daily publishes its ranking list and Gdańsk, Gdynia and Sopot are always in the Top Ten of Polish cities, and Kosakowo is always in the Top Ten of Polish rural communes. Cooperation in some fields and competition in others help us to strengthen our position in Poland and Europe.

Although Gdynia is generally associated with maritime trade and banks (i.e. business), it also has a lot to offer to even the most demanding connoisseur





Kwiatkowskiego Street - the main access to Port of Gdynia



The cliff coast in Orłowo

of culture. The Musical Theatre - the only one in Pomeranian Region and the best in Poland, is a very good example of regional or even supra-regional cultural institution located in Gdynia. "West Side Story", "Fiddler on the Roof", "Jesus Christ Superstar", "Scrooge", "Les Miserables", "Dracula" world famous musical hits but also Polish musicals attract audiences, mainly from Pomeranian Region and from neighbouring regions. Once a year this theatre is transformed into the Festival Palace of the Polish Film Festival which is organized here.

Gdynia is the capital of Polish yachting, as it has the longest tradition of hosting the largest number of boats and largest number of Polish champions and medallists of Olympic Games or World and European championships. In its history, Gdynia has organised significant events such as the Cutty Sark Tall Ship Race (three times).

Also in team sports for tough gentlemen our teams are the best in Poland. A particularly interesting fact is that five years ago people who used to be hooligans and fierce supporters of the second league "Arka" football team have now turned into sportsmen themselves. We are also particularly proud of our women's basketball team "Lotos". For the last eight years they have been the champions of Poland and twice (2002 and 2004) they were vice champion of Europe. They play in a rather small sports hall unsuitable for their class so we have decided to build for them (and, obviously, for other sports and cultural events) a real arena with 4,000 seats and with much better conditions for players, referees, journalists and spectators.

What we really put much attention to is education. We get money for education from the central budget, spend all of it and add about 40% more from our city budget. We do have results! Eight Gdynia's primary schools are in Top Ten in the regional ranking. One of our higher secondary schools was classified as the 3<sup>rd</sup> best among 4,000 higher secondary schools in Poland. Others are among the first hundred.

Maritime Academy is the oldest university in our city. There is also Naval Academy and Oceanographic Institute of Gdańsk University here. Those three, together with the Polish Academy of Sciences'

Department of Genetics and Marine Biotechnology, form one of the strongest centres of maritime education in the Baltic Sea Region with their student population of about 10,000. There are also some new private colleges in Gdynia like the School of Administration and Business and the Academy of International Political and Economic Relations.

First of all we want people to enjoy living here, so we cooperate with developers while preparing land use plans. We take their remarks into consideration, creating infrastructure in publicprivate partnership with them, and we achieve good results. While population of the neighbouring cities decreases, ours grows. Obviously, while some people settle in Gdynia, others move out. People move out of Gdynia to the neighbouring rural communes, while others come to live in Gdynia; they migrate not only from Gdańsk and other cities in Pomerania, but also from other places in Poland, particularly from the north (Podlasie Region with the capital in Białystok).

We received money from the ERDF (€ 50,000,000) for developing our ecological public transport system which consists of bus and trolleybus lines. Money from the ERDF will be spent only on developing trolleybus component of the public transport system. We are going to build a depot, 10 kilometres of traction and purchase ten new trolleybuses. A trolleybus is the best urban means of transport, with no emissions, no noise, and the same capacity and speed as an ordinary bus.

We love our city. We think that everything connected with its history is very important and very interesting, so we decided to build (in cooperation with the Navy) a new spacious building for the City of Gdynia Museum. It will be situated in the heart of the city, just a step away from the beach, next to the Musical Theatre and the historical hotel "Riviera".

The cliff coast in Orłowo is one of the most popular icons of our city. This part of Gdynia is a kind of holiday resort, with picturesque landscape, nature and good theatre performances right on the sandy beach.

Welcome to Gdynia!

# Polish Planning System

*The new Spatial Planning and Development Act was passed on 27<sup>th</sup> March 2003. There are three levels in the spatial planning in Poland: the national, regional and local ones. The planning process provides opportunities for co-operation between many different institutions on many levels, and it also constitutes an open platform for public participation.*  
**Feliks Pankau**, Deputy Director, Office of the Marshal of the Pomorskie Voivodeship, Department of Regional and Spatial Development presented the Polish spatial planning system.



General rules for spatial development in Poland are of constitutional nature, showing that:

- 1) spatial development management is the main role of public authorities;
- 2) local government carries out tasks which are not reserved for other authorities;
- 3) communal authorities carry out all the tasks that are not reserved for other organisations; commune provides for meeting the community's collective needs, in particular: spatial order, land management and environmental protection. Detailed competences and the way of carrying out the tasks are regulated by appropriate Acts.

The 27<sup>th</sup> March 2003 Spatial Planning and Development Act provides for spatial order and sustainable development as the grounds for taking up actions. Moreover, detailed aspects of spatial development are regulated by international agreements, ca. 50 acts, and 250 ordinances.

**National spatial planning** is performed by the main and central organs of the State: The Parliament (Sejm and Senat), The Council of Ministers, The Government Centre for Strategic Studies, which is responsible for strategic planning, national spatial planning, trans-border co-operation in spatial planning (e.g. organised through VASAB); Minister for Spatial Development and Housing is responsible for spatial policy implementation; the Governor (Voivod) is a representative of the Council of Ministers in the Region (Voivodeship), carrying out legal supervision over the spatial management.

Self-government spatial planning is carried out by: 16 Regions (Voivodeships) - (NUTS 2), Counties (Powiats) in limited scope and 2,478 Communes (Gminas) (NTS 5) - in the Pomeranian Region 123 communes (urban, urban-rural, rural) respectively. A local government of a region formulates and carries out spatial policy in the region; a local government of a county carries out analyses and studies; a local government of a commune formulates and implements local spatial development policy within the commune.

Basic planning documents are: **Poland 2025 Strategy for Sustainable Development and National Spatial Development Concept (adopted in 2001)** which respects sustainable development rules based on environmental, cultural, social and economic conditions, and defines aims and

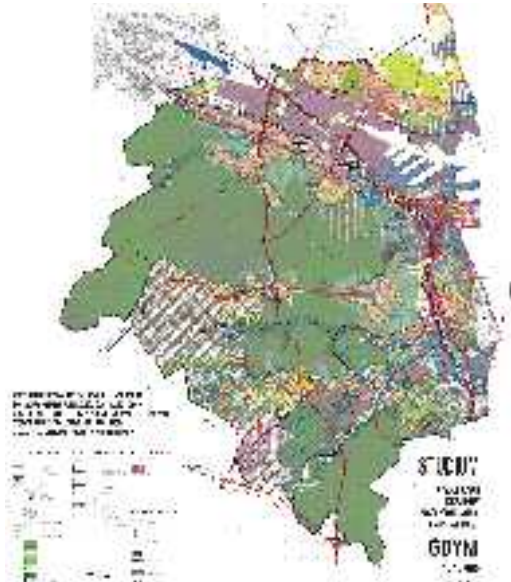
operational principles, essential for achieving sustainable development of the country. The Concept is worked out by the Government Centre for Strategic Studies and adopted by the Council of Ministers and Polish Parliament. The document is implemented through the Governmental task programmes which are imported into regional and communal spatial development plans. The implementation process is assessed by the Report on the national spatial development status.

**Regional Planning basic documents** are: Regional Development Strategy (2000), the Regional Spatial Development Plan (2002), and the Development Programmes comprehensive (2000-2006, 2007-2013) and sectoral (environment protection, tourism, etc.). **The Regional Spatial Development Plan** follows the provisions of: the National Spatial Development Concept, the Government programmes for public investment implementation, the Regional Development Strategy, and defines rules for organising the spatial structure, i.e. basic elements of settlement system, system of transport and infrastructural links, including cross-border ones, protected areas system, location of supra-local public investments, problem areas, including metropolitan ones.

The plan is made by Marshal of the Region (Voivodship) and adopted by the Regional Assembly (Sejmik of the Voivodship). A part of the Regional Spatial Development Plan is the Metropolitan Area Spatial Development Plan, determined within the National Spatial Development Concept. The Plan is implemented through: working out the Public Investment Implementation Programmes - supra-local aims and tasks of the regional self-government, creating and giving opinions on local communal documents; entering investment tasks into local documents, financial support for communal, county, and other entity investments.. The implementation process is assessed within the Report on the Regional Spatial Development.

**The Local Planning** basic documents are: the Strategy of Commune Development (optional); the Study of Local Conditions and Perspectives for Spatial Development of a Commune; Local Development Plans; analyses and studies, conceptions and programmes; Long-term Investment Plan.





Study of Local Conditions and Perspectives for Spatial Development of Gdynia



The local development plan for a part of the west district of Gdynia

### Study of Local Conditions and Perspectives for Spatial Development of a Commune:

- 1) complies with national spatial policy rules, provisions of the Strategic Document and Regional Spatial Development Plan, and also the Strategic Document of Commune Development (if such a document exists);
- 2) defines communal spatial policy, in particular: perspectives of changes in spatial structure and land-use, the protected areas and the rules for protection of environment and its resources, protection of nature, cultural landscape, spas, cultural heritage and historical objects, directions of transport and technical infrastructure system development, areas designated for regional and central investments, and the areas which require transformation, revival and reclamation;
- 3) is the basis for real estate management within a commune;

The Study is carried out by the Communal or Municipal Mayor and approved by a respective Council.

**The Local Development Plan** constitutes the local law, compatible with the Study which defines land function and principles for land management:

- 1) rules for protection and formation of spatial order,
- 2) rules for environment, nature, culture landscape and historical monuments' protection,
- 3) requirements for public space formation,
- 4) parameters and indicators for house building and land development,
- 5) rules for land division into plots,

- 6) rules for modernization and development of transport and infrastructural systems

The local land development plan is appended with a financial impact assessment and is a basis for administrative decisions making, including building permits.

The Plan is worked out by the Communal or Municipal Mayor and approved by a respective Council. When there is no valid Plan for an area, the Mayor, in specific circumstances, may issue a **decision about conditions for land development** in the case of a location of public-utility investment or others.

**Planning and development execution** is based upon the building permit issued by the Head of a County (Starosta), and has to comply with the local land development plan or a decision on conditions for land development (when plan does not exist). The implementation is assessed within the analysis of changes in spatial development of a commune, and the currentness assessment of the Study and local land development plans.

### Co-operation in the planning process

Executive bodies of public administration carry out the planning process with participation of other bodies and institutions. Public participation in planning process is the widest on the local level, it also concerns regional level including in particular notification of the initiating of planning process, possibility of submitting remarks and proposals, public presentation of the project with environmental impact assessment, public discussion about the project, possibility of submitting remarks; an executive body is obligated to consider all objections, and the remarks have to be considered by the legislative organ before a resolution is adopted.

The Governor (Voivod) checks conformity of the decision with the law and publishes the resolution, which is a prerequisite of its validity.

NATIONAL LEVEL	NATIONAL SPATIAL DEVELOPMENT CONCEPT (POLICY) Approved by the Government
REGIONAL	REGIONAL SPATIAL DEVELOPMENT PLAN Prepared and approved by the Regional Council
COUNTY	No plans are prepared on this level
LOCAL	STUDY OF LOCAL CONDITIONS AND PERSPECTIVES FOR SPATIAL DEVELOPMENT OF A COMMUNE Prepared and approved by the City (Municipal Council) LOCAL LAND DEVELOPMENT PLAN Prepared and approved by the City (Municipal Council)

# Gdynia - the Birth of the City

Today, Gdynia is a large port and urban complex with a population of 250,000 inhabitants. It neighbours Gdansk, a town and port much older and richer in historical traditions. But in 1926, those cities were two different, hostile political entities divided by the boundary established after the First World War. In 1918 Poland just gained independence and Gdansk received a status of a Free Town. This gave reason for the Polish authorities to decide upon the creation of a new port - a port within Poland. "Such were the origins of Gdynia - the town that for centuries was just a village and was built from scratch in the late 20's and 30's" says **Maria Jolanta Sołtysik** from Gdańsk University of Technology.

## The plan of the harbour

The plan of the inner harbour with basins cut into the land was conceived in 1920 by engineer Tadeusz Wenda. When the construction of the port started in 1924, Gdynia was populated by approximately 5,000 inhabitants. The village consisted of no more than three streets.

## The first master plan for the town (1926)

On 10th February 1926 Gdynia was granted a city status. The same year the work on the first urban plan for the development of the city was finished. The designers assumed the construction of a town with a population of 100,000 inhabitants. They sketched the whole town as a "central city" with a system of garden suburbs. The main concept of the plan was to open the city core to the sea. It can be easily seen that much attention was paid to composition factors. In designing the city centre Polish classical approach was applied.

## Changes in the concept of the port

Between 1927 and 1930 the economic profile for the port had changed. Exports increased rapidly and in 1928 a decision to extend the harbour southwards was made. It also meant reduction of land originally destined for the city.

## The second master plan for Gdynia (1928-30)

The second urban plan for Gdynia was developed between 1928 and 1930. Less enchanting in terms of composition, the second plan of Gdynia was very carefully elaborated as far as functional factors are concerned. Adam Kuncewicz divided the whole town into five zones according to the height of the buildings: from one to five storeys high. A few years later the limit was extended to seven storeys. Until today this is the historical scale of the centre of Gdynia.

## A maritime capital of Poland

During the thirties, both the port and the town of Gdynia were still growing rapidly. The population of the town increased from 5,000 in 1926 to 120,000 in 1938. The territory of Gdynia increased more than



ten times. By the end of 1935, Gdynia had taken a leading position within the Baltic ports. Because of its economic success, Gdynia was called a maritime capital of Poland so the City Council and its chief urban planner Stanisław Filipkowski started the works on a new concept of the city and the "Premiere District" on the South Pier and its vicinity.

## Scheme for the "Premiere District of Gdynia"

The main part of the Premier District was a broad square connected with a South Pier and the Yachting Basin. The plan was a clear manifestation of the open and asymmetrical method of planning and should be considered as a splendid example of late functionalism in urban design. The outbreak of World War II interrupted the construction of the Premiere District. Fortunately, the construction of the South Pier and Yachting Basin was completed, and the main axis of the city was given its extension along the Pier. After the Solidarity revolution, in the year 1989, the communist system was abolished in Poland, and since then Gdynia has been restoring its disrupted heritage.

## A few words on the architecture of Gdynia

The years when Gdynia was born witnessed a crucial breakthrough in architecture. The traditional canons of beauty were questioned, historicism was becoming the past. The dawning era was Modernism. The architecture of the 20's belonged to the former, the architecture of the 30's to the latter. The architectural tradition, a special "genius loci" of Gdynia is continued in the contemporary architecture.

## Conclusion

As we have seen, Gdynia developed its own urban and architectural language. It also developed its own legend: a town-phenomenon of the 1920s and 1930s a city from sea and dreams. The legend is written in its urban space: in the main axis of the town open to the sea, in the Premiere District, nicely composed into the sea landscape, in the moderate scale of the city which coexists in harmony with the sea and woody hills and in the architecture of symbolic and contextual value.



# Urban Identity - Uncovering Advanced Architectural Information

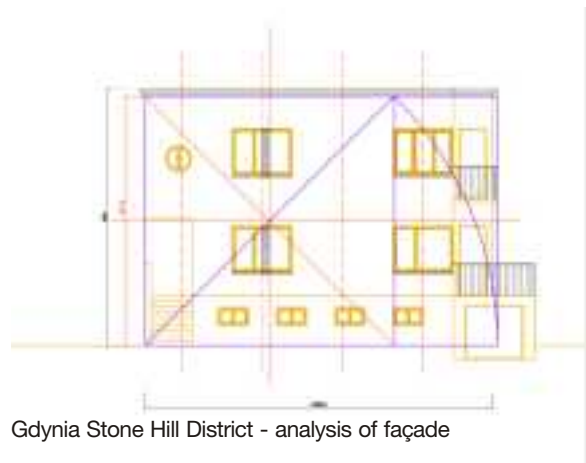
**Jacek Dominiczak**, PhD, architect, is the author of the method that identifies and codifies urban and architectural local identity characteristics. His work was initiated with comparative studies on Gdansk, Gdynia and Sopot (1989) and followed with two main research projects: *The Gdansk Historic City Centre Code* (1990), and *The Pittsburgh Code*, (1994, with Laura Lee). This paper compares Local Identity Codes and their research strategies for historical and modern urban environment.

Architecture/dialog STUDIO (Jacek Dominiczak + Monika Zawadzka), architecture firm established in 2000, has already completed the following *Local Identity Codes*: the Gdansk Shipyard Area in Gdansk (2002), the Stone Hill District Code in Gdynia (2002), and the Gdansk Townhouse Code for the Main Town in Gdansk (2004). The main elements of the research method are to approach both urban and architectural identity issues through uncovering and classifying specific local deformations that transform otherwise typical urban interiors and architectural forms. Within certain culture-based urban prototypes, deformation is the very medium of identity.

An interesting coding strategy issue was exposed when the Gdansk Townhouse Code was compared with The Hill District Code. The Gdańsk Townhouse Code deals with the issue of urban interiors which are shaped by walls of traditional townhouse façades. The Hill District Code describes urban interiors assembled with modern single family houses. For identifying deformations, it was necessary to uncover local geometrical prototypes. In this process it was methodologically important to stress the differences between two-dimensional characteristic of the traditional façade and three-dimensional characteristics of modern



houses. As a result, traditional townhouse façade was described by a “flat” geometrical pattern, whereas modern forms were described via the Complexity Index, invented by the STUDIO. The Index was constructed upon three key numbers: the number of major volumes that form the house,



Gdynia Stone Hill District - analysis of façade

the number of bendings in the outline of a building's first floor plan, and the number of bendings in the outline of a building's street elevation (see Gdynia images). The two prototypical systems made it possible to produce specific deformation codes for the two radically different urban environments.

For more information visit:  
[http://diaade.org/architektura\\_dialog.html](http://diaade.org/architektura_dialog.html)



Gdynia Stone Hill District - analysis of urban interiors

# Residential Houses in City Center

*Vilnius and Kaunas, the two largest cities in Lithuania, are joining forces to establish one of the most advanced centres in Central and Eastern Europe. Vilnius and Kaunas region will help to increase the economic potential and competitive advantages not only of the two cities, but of the whole country of Lithuania. As a member of the European Union, with a "Eurocity" metropolis status, Lithuania will provide greater opportunity for international business and investments.*

*So in recent years Kaunas city's urban development has urged to pay attention to the questions of the specific time period of the city, says **Gražina Janulyte-Bernotiene**, member of Commission of Urban Planning, Kaunas City Council.*

## **Time and the city**

The city - our living environment, materialized in substance. Time affects our substance in spite of our will, repairs our mistakes or highlights them. Time creates new architectural and town-planning ideas, sinking old ones into the past.

## **The meaning of modern architecture**

We inherited specific attitude to the specific time period of Kaunas - it is a period of time between 1926-1940, when Kaunas was the country's temporary capital. In town-planning and architectural language this period has a specific place in Kaunas history. Are we worth it and will we be able to continue traditions of this period?

This period of time - hard period of Lithuanian statehood development. It is also time of country's urban and architectural formation.

## **First period - towards the West (1922-1940)**

From 1922 to 1940 Kaunas was a temporary capital of Lithuania. That was the most active and interesting period in the development of Kaunas centre. New roads and squares were built in this period of time. Buildings of Czar period were unmercifully destroyed and multi-storey buildings were erected instead of them. Residential buildings in the city centre form a prestigious image in Liberty avenue (Laisvės alėja). We have a very interesting Vilnius and Kaunas heritage conception. While Vilnius has a unique Gothic-baroque style old town, Kaunas has a specific Art Deco centre.

Kaunas architecture fitted in Europe's architectural standards. Professional excellence and exquisite taste dominated in Europe's architecture. Buildings of excellent quality were built, comfortable, spacious. Planning was rational, interior elements - stylish.

## **Second period - towards the East (1945-1957)**

Post-war years were the years of authoritarian regime domination. The architectural style changed at once. As for architectural quality, it wasn't the worst period. Although separate buildings didn't have exclusiveness, they formed united imperialistic



complexes (ensembles). Today we begin to appreciate this period and begin to register buildings for protection.

## **Third period - towards the East with democracy (1960-1990)**

Few residential buildings were built in Kaunas centre. Although these buildings were built as individual projects, their proportions and details were used in planning new standard blocks. That's why these buildings in the city centre didn't fit to the context of the city scale and material usage. But we have to admit that during all these years Lithuanian architects were among the best architects in the Soviet Union.

## **Fourth period - towards Europe (1991-2005)**

Little by little the country's economy began to grow. A general plan was formed. The city became more and more attractive to foreign investors and tourists because of creating the city's image as a science and logistics centre.

Participation in MIPIM'05 Cannes exposition brought huge results to investors, the city's authorities and planners. It seemed that a new construction wave began to emerge at high speed. Investors try to buy big areas close to and within the city centre. At present we have big degraded areas - these are former factories, stations, ports, markets which lie idle. These areas are being converted into commercial or residential areas.

At present we identify two tendencies in residential planning:

An idea of residential housing in the city centre comes back. Planning high quality prestigious apartment buildings in the city centre is a priority. In order to find new possibilities, international competitions for new concepts will be held under the heading "Liberty Avenue (Laisvės alėja) - the Space of European Communication".

New stable and big residential areas are being formed near the city centre. This is mostly the land obtained through conversion. Best offers were presented at MIPIM in Cannes.

Architectural space quality has great impact on our life. Besides it is material time dimension. An ancient Greek proverb says: "We must leave the city more beautiful than we found it".



# “From Fishery to Attractive Waterfront Multifunctional Use”

## Redevelopment of Post-harbor Areas

### Workshop I

*The waterfront location close to the city centre of Gdynia gives the pier which used to be utilised by former Dalmor fisheries a great potential for new utilisation. To connect the area with the city by developing the axis towards the city centre and the railway station... To upgrade the quality of the houses located in Waszyngtona Street, along the old coastline... To develop the waterfront area step by step into an attractive mix of housing, public utility, and commercial buildings, together with development of public space... These are some ideas for putting the Dalmor Pier area into new use.*



Dalmor Deep Sea Fishing Company has reduced its activities and therefore large waterfront spaces along the President's and the Cutter embankments can be available for new use. The area is attractively located close to the city centre, Zjednoczenia Avenue, and in the vicinity of the Pomorskie Quay.

The task for the workshop was to suggest new functions for the site, adequate both from a local Gdynia perspective, and with a regional aspect, that would strengthen the regional role of Gdynia. Suggestions for Small Scale Investments were also requested.

The workshop group consisted of 17 planners from cities and countries all around the Baltic. The area was presented to the group by Gdynia's Deputy-mayor Marek Stępa, Head of Department of Urban Planning Marek Karzyński and Ms Małgorzata Dehmel. The workshop started with the walking tour

around the place, then the workshop continued its work on the site, i.e. in the Dalmor office building.

The master plan for the harbour area assumes that the harbour is gradually going to shift its operations towards north. The northern part of the Dalmor pier is to be used for other company's business, but the southern side of the pier and the area belonging to the city, which is a part of the Presidenta Basin will be available for new use. The piece of land belongs to the state-owned Dalmor company. It will probably be sold, not to the city though, but to new investors. The soil in the area is not contaminated. There is a construction permit issued for a large plot by the inner part of the pier to build a 27 storey high service and apartment building (the works have not started yet), and further construction of a hotel and conference premises is planned.



The regional aspect of the city was discussed: Gdynia is a part of the Tricity conurbation, consisting of the cities of Gdynia, Sopot, and Gdańsk. There is strong competition between the cities in the region, particularly between Gdynia and Gdańsk. That could be stimulating, but the task group believed that regional development should probably benefit from wider co-operation between the cities. The cities should develop better communication, and concentrate on mutual complementarity and co-operation.

The group soon came to the conclusion that diversity in functions is advantageous for the area. Functions mentioned by the participants were those of a maritime centre/museum, housing, restaurants, conference building, offices etc. An important thing would be creating a mix of functions that could attract inhabitants, visitors and entrepreneurs.

It would be possible to adapt some of the old buildings for new purposes. Other buildings are small and in bad condition, so they could be pulled down to acquire land for new development.

A significant number of workshop participants believed, that granting a construction permit for a 27 storey high building, and the plans for a building complex west of the Prezydent Basin might be a bad idea. The complex would be domineering and not well harmonised with the city and the rest of the area. Perhaps the design and/or the location should be reconsidered.

The group noted the importance of the axis towards the railway station for linking the "Dalmor district" with the rest of the city. There were only some minor gaps in such an important axis to be completed. The participants also stressed the importance of Waszyngtona Street, running along the old coastline. After a common discussion the group split into smaller groups to produce draft and outline the possible concepts of development discussed earlier.

**The group with Finnish planners proposed the following solutions:**

- Mark out the street and the axis from the railway station to the Dalmor pier.
- In the Dalmor pier area, create boulevards and a market place, close to the existing Multiplex cinema at the foot of the President basin.



- Construct a public utility building such as a new library and art gallery (museum) or educational facilities next to the cinema complex.
- Next to it, on the northern side, ear-mark two plots for shops and a shopping mall, together with a parking space.
- Build an amusement park at the base of the Pomorskie Quay, with adjacent green park area.
- Create a beach together with beach restaurants along the shore between the two piers.
- Construct a new marina, with guest harbour facilities, along the southern external part of the Dalmor pier.
- Next to it, on the northern side, two plots could be used for shops and a shopping mall, together with a parking space.
- Passenger cruise ships could (perhaps) moor at the northern side of the Dalmor pier.

**The group of Estonian planners had the following ideas:**

- An arched building, opening towards a square on the east side, between the piers.
- Apartment buildings along the south side of the Dalmor pier.
- Offices and other work places along the north side.
- Constructing a pedestrian connection between the two piers, an embankment and/or a bridge.





- Constructing a pedestrian connection from the east end of the Dalmor pier to the breakwater pier, in order to make a promenade as close to the sea as possible.
- Creating a pleasure-ground at the outer end of the Dalmor pier (a mast and rigging park, or some other activity park for young people).

**The two groups, consisting mainly of planners from Denmark, Germany and Sweden had similar concepts:**

- The street running from the railway station towards the sea should be extended and developed into a distinct axis.
- The buildings from the 1920s along Waszyngtona Street, especially their beautiful façades facing the seaside, should be better exposed.
- Constructing buildings mostly for commercial use, but also for housing, and north-south boulevards at the bases of the piers.
- Considering shifting the planned new hotel and conference complex northwards, to the edge of the area.
- Constructing a wide boulevard with restaurants, a fish market and a marina along the south side of the Dalmor pier.
- Placing a big illuminated fountain in the centre of the Prezydentna Basin.

- A big tent for seasonal events, theatrical performances, concerts and other cultural activities at the outmost part of the Dalmor pier.
- A low pedestrian pier at the end of the Dalmor pier, to make it possible to "touch the water".

**Small scale investments:**

- Clearing the end of the pier for public entertainment and creating a landmark, for example a mast and rigging park.
- Building a pedestrian connection between the piers, with a movable section to let passing yachts through.
- Creating access to the breakwater pier (a bridge or a small ferry) for pedestrians and a possibility to walk along it close to the water.
- Finding new use for old buildings (for example a jazz club) to attract people, perhaps through an architectural competition. It could be a temporary solution, until the area is more developed.
- Restoring Waszyngtona Street, to expose the old coastline.
- A beach at the inner part of the Prezydentna Basin.
- A pier boulevard.



# “To Balance Public and Private Interests in the Courtyards”

## Revitalization of Housing Quarters in the City Center

### Workshop 2

*Gdynia's central district is a place where the inhabitants' principles meet the city centre clients' and workers' needs. This causes a number of conflicts that can be reduced through maintaining the balance between public and private interests. Public discussions about the concepts of revitalisation methods of the area, meetings with people, giving them time to think the issues over were essential for changing the situation in the housing quarters in the city centre.*



#### Main issues

A substantial part of the central district was planned and erected in 1920's and 1930's as residential areas. Currently expansion of central business district functions and the rise and the rise in the number of car imposes an adaptation of housing quarters to the new situation. Revitalisation is difficult due to complicated, scattered ownership. The situation was changed World War II – a new main

street was designed and an old building line changed. Courtyards become uninviting and unfriendly. Trees and greenery disappear, lawns are paved with asphalt, more and more cars are parking there. becomes less and less pleasant. The inner courtyards lack a developed infrastructure and elements of furnishing, playgrounds for children, greenery.



### Main questions to Workgroup:

- How to transform those city blocks to serve their current functions best?
- How to involve the residents/owners in the process of revitalization?
- Investments and “small investment” proposals.

The participants discussed the development strategy of inner courtyards in the center, inner courtyard development experience in the other states and cities – successes and failures.



### Courtyard as separate inner space

The main types of making use of the space in inner blocks were presented: public outer space, private or “enclosed” space and space of a mixed type. Courtyards with an open private space should serve the everyday needs of the inhabitants: they want to see their children playing on the playgrounds, to rest on comfortable benches and to see diversified greenery around them. The inner blocks with a mixed type of space should harmoniously divide or unite as such the traits and functions of public and private space.

### Diversity of interests

These two courtyards in Gdynia centre are of mixed type; offices and shops are mainly located on the ground floors, while apartments are above them. The ground floors are not useful for living and it is better to use them for other functions. In both types of courtyards there occurs one more common problem – parking space. An obvious development tendency is the growing number of cars and at the moment it has an impact on the pattern of inner blocks.

What are the best solutions for a specific place? It is necessary to make some suggestions to people, to give them time for thinking them over, and only then, afterwards start the implementation.

It is necessary to carry out public discussions using newspapers, letters, holding meetings with the local groups of inhabitants in the city hall or the place they live in.

### Solutions and proposals

The work group offered some solutions and answers to the questions. Establishing a fee for parking and responsibility for the parking organization were mentioned as possible solutions for reducing the number of cars and keeping control in inner courtyards. Small scale investment projects for improving the inner courtyard environment were discussed as well. It is necessary to stir up the use of the private space and balance public and individual interests in the inner courtyards in the city centre. One part of the group was working mainly on transport issues. In their opinion it is necessary to solve transport problems in the city development plan, as well as main functions for city blocks. The area between Kamienna Góra and the railway line is narrow so it seems necessary to build a new tunnel crossing under the main street and a “green corridor” for pedestrians. Second part of the group concentrated mainly on the courtyard issues.





#### In the streets:

- Painting façades and make them more attractive.
- With more and more traffic and car parking on local streets, turning them into “one way traffic” streets.
- Structural changes – new pedestrian lines, also with the use of courtyards.
- Concentrate public and commercial facilities along main streets.

#### In Courtyards:

- Car parking must be organized in a better way (using underground car parks).
- New green areas in the courtyards.
- Reconstruction of small historical streets as local roads.
- Pedestrian lines and new playgrounds.
- Public space must be separated from private space.
- Leaving a part of a courtyard space for the elderly and children.
- Liquidation of fences and garages.





# “A Gateway to the City Centre”

## New Proposals for Plymouth Square

### Workshop 3

*The task of the working group was to consider how Plymouth Square could be developed, and to what degree private investors could be attracted to participate in the development process.*

*The area could be treated as a gateway to the city when coming from the Gdańsk side, i.e. from the south. This is where the commercial and the administrative centre of the city begins. The area has its potential, it is attractive to the investors and can be developed into an important part of the city even into its centre, in other words, into something that the city is lacking at present.*

*The workgroup identified Plymouth Square as a gateway to the city centre by locating important functions, such as a City Hall and a commercial complex there, and by improving the connection between the site and the railway suburban station. The suggestion of the working group both attempted to preserve the important value of the green area and acknowledged the utilisation pressure and a need of a larger City Hall building.*



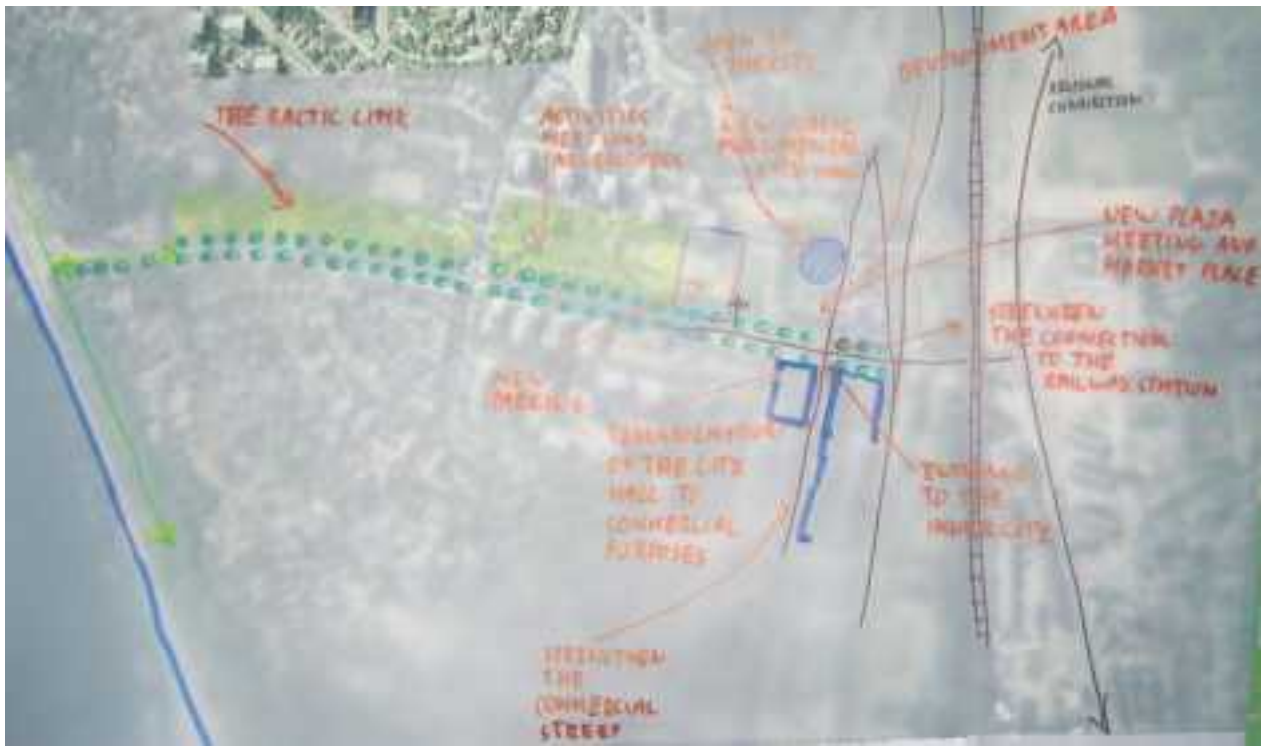
#### Pre-war plans

In the development plan for Gdynia from the 1920's, Plymouth Square was designated as building grounds, like the other plots along the Piłsudskiego Avenue. A large park had been planned for the other side of the street towards the city centre. This plan was never completely realised before the start of the Second World War. After the war, the planned park was built up with houses, and Plymouth Square and the areas south of Piłsudskiego Avenue were made into a park and recreational areas.

#### Analysis of the area

Since Plymouth Square cannot be separated from its surroundings, the work group decided to focus their analysis on a larger area. The area can be seen on the map insert. The park is located at a crossing between an important green corridor stretching from the shoreline in the east to the railway station in the west and the important “traffic corridor” comprising the busiest commercial street, Świętojańska Street, along which “trolleybuses” travel together with the local suburban railway between Gdynia and Gdansk, and a new road on the eastern side of the railway.





The railway station is one of the two located in the city centre. This entire area is at present unstructured when we take into account both the parking space and traffic flow. Cars are parked everywhere and pedestrians find it difficult to figure out how to get from one place to another.

The present City Hall, located on the corner of Piłsudskiego Avenue and Świętojańska Street opposite Plymouth Square, is too small. Various City Hall departments are spread all over the centre of Gdynia and there is a need to construct a more spacious City Hall which could host all the departments under one roof.

There is a monument close to the city hall in commemoration of the victims from December 1970 murdered by the communist militia during the workers' protests. Every year people gather here to commemorate the victims. It is also a gathering site for other events and a starting point for various types of marches and demonstrations. Many historically

important buildings from the 1920's and 1930's are located around Plymouth Square, and this period is the most important building phase in the history of the city.

**The proposal of the work group contains the following elements:**

**A market square and a landmark**

Plymouth Square itself will be developed into a green meeting point, a Plaza, with a large and spacious City Hall. It is important to distinguish the City Hall and turn it into a city landmark. This City Hall would host all the administrative activities. A highly needed market square would be located outside the City Hall. This market square would function as a sort of living room for the citizens. The ground floor of the City Hall would contain restaurants, cafés and other suitable services. The area would be a real meeting point for





both young and old, a place pulsating with life during all hours of the day. Great emphasis would be placed on the design of the square and its street furnishing and illumination. The impression that the City Hall and the Square are located in a park should be prevailing.

### Green corridor

The green corridor stretching along Piłsudskiego Avenue from the sea-shore up to Świętojańska Street ought to be preserved and extended even further up to the railway station. This does not mean that the entire area will become one single park; there will also be recreational and sports grounds for various age groups, complemented by service premises in the area. The most important thing is that the area should be perceived as a green area.

### Well-functioning traffic network

Piłsudskiego Avenue, with its planted trees, could be extended over the present car park in front of the present City Hall, and further on across Świętojańska Street up to the railway station. From this point, a pedestrian and bicycle lane should be built up to the railway station. In this configuration all the pedestrians and cyclists would be using the same path to get from the railway station into Świętojańska Street, and from there into other parts of the city or to the new meeting point on Plymouth Square.

### Car parks

The first action taken would be introduction of a parking tariff at the car parks. This will radically reduce the number of cars parking in the city centre. Many citizens would choose to travel on foot or by bicycle, or use the public transport system. Those who would decide to travel by car would park their vehicles only as long as they actually have to. An underground car park would be built under Plymouth Square in order to meet the demand for more parking space. The parking tariff would be lower here, which would encourage drivers to choose the underground alternative, as compared to street parking. At a later stage this underground car park could be expanded gradually under the recreational area along Piłsudskiego Avenue.

### A busy commercial street

The old City Hall would be developed into a combined commercial and office complex. There



would be a number of exclusive shops on the lowest floor and offices would be located upstairs. The buildings on the other side of Świętojańska Street would be also developed into a well-functioning and exclusive commercial and office complex. This would give Świętojańska Street a clearly defined beginning.

### Implementation

How would all this be financed and implemented? The workshop did not have time to discuss those questions more than briefly. One possibility that was raised as a question, if the old City Hall could be sold to private investors. This might not be too difficult to accomplish, since this building would be considered very attractive from the commercial point, after the area around Plymouth Square had been developed. The construction of the new City Hall could then be at least partly financed from this money. Another possibility is that the commercial parts in a new City Hall complex could create a financial surplus to finance non-commercial parts, at least to some degree - in a form of "Public-Private Partnership".

### Small scale investments

- The pedestrian and the cycle path from the railway station to the Plymouth Square.
- Signs to show the direction to the railway station from the City Hall.
- The commercial segment in the new City Hall complex could create a financial surplus to finance non-commercial parts, at least to some degree. A form of "Public-Private Partnership" should be established.





# Gdynia Internal Water Reservoir as a Potential For Diversified Forms of Regional Aquatic Tourism

*The study has been commissioned by the Municipal Council of Gdynia under the ABC Project, and co-financed from the EU resources. It is the result of a task taken up by the Polish Part of the ABC project. It has been written by Jerzy Kuliński - a yacht-master, motor-boat skipper, yacht constructor, regular collaborator of 'Żagle' (Sails) monthly magazine, and by Barbara Szwankowska - a many-years' staff member of the Chair of Economics and Law of the Maritime Institute.*

The Baltic Sea plays a significant role in maritime tourism, as it is still a water area of high potential, with numerous owners of cruise ships, ferries and coastal shipping vessels operating there, and encouraging various forms of maritime tourist transport.

Poland becomes more and more active on various segments of maritime tourism market. Gdynia has recently strengthened its position among ports visited during the deep-sea cruise shipping and has a fair chance (by its participation in the Baltic Cruise Project) of playing a role of one of the leaders of cruise tourism or even as a goal a base port for sea voyages.

There are good prospects for the development of the ferry tourism. The forecasts for the development of the passenger-and-cargo ferry traffic assume quite dynamic increase in the number of freights by the year 2020, and both ports of Gdańsk and Gdynia are planning to expand their ferry potential.

An element of competitiveness between the ports of Gdańsk and Gdynia may emerge on the segments of deep-sea cruise tourism and ferry shipping markets. It would be worth trying to co-ordinate certain developmental actions (construction of new ferry bases and berths for cruise ships) in order to establish co-operation and complementarity of services instead of competition.

Due to its spatial layout and capability of handling the largest cruise ships sailing the Baltic, Gdynia is predestined to handle deep-sea tourism.

Besides tourist organisations, aiding the local authorities in initiating, planning and developing actions related to the development of the maritime tourism, the major partner of the authorities is the self-government of Pomeranian Region, formulating in its strategic documents in a concrete and comprehensive way principles of co-ordination of the tourism development in the Region and declares its readiness to support financially viable local-government initiatives concerning Regional tourist products. It is worth taking an effort to pay even higher attention to products related to the maritime tourism in the next edition of *The Programme of Development of the Pomeranian Region Tourist Products*.

Supplying the coastal area with necessary hydrotechnical infrastructure, facilitating safe and secure mooring and stay of the vessels, and possibly also hinterland (toilets, showers, hire shops, etc.) is a pre-requirement of activation of the waters of the Gulf of Gdańsk for entering for various forms of maritime tourism, thus creating on their basis new, regional tourist products. A very important Project, just under implementation, is the 'Gulf of Gdańsk Ring'. The completion of all the elements of the Project (expectedly by the end of September 2005) will improve the availability of the Gulf of Gdańsk for maritime tourism and maritime sports within the Gulf. Similar 'upgrading' of the coastal zone should also refer to the main cities of the Gulf, i.e. Gdynia, Sopot, and Gdańsk.

The contact area of the sea, the port, and the city of Gdynia is currently dynamically transforming. Planning achievements of projects like the Coastal Municipal Prestige Zone, Waterfront Urban Development, program-spatial studies of the Międzytorze area, and fencing out the Południowy and Dalmor Piers together with the hinterland of the Prezydent Quay and a part of the Międzytorze from the Port area are the proof, that in the sea-land contact area a significant role will be taken by prestigious municipal functions, meeting the expectations of the population, enhancing the attractiveness of Gdynia and oriented at turning the coastal area into a high quality urban zone. These features will include a wide spectrum of services related to water tourism.

Gdynia has a long-time traditions of handling passenger traffic, dating back to the period before WW II. Deep-sea tourism onboard of large cruise ships, more and more frequently calling at Gdynia, is a contemporary successor of liner traffic. We could speak here about the tradition of the site - the Francuskie Quay is still the deepest quay in Poland, where cruise ships can moor. There is also a chance that the historical Dworzec Morski (Marine Terminal) will be restored for handling passengers again. The development plans of the Port of Gdynia also include construction of a large - as a future target - ferry terminal at the Fińskie-Polskie Quays, which would also partially use the premises of the Dworzec Morski; it may seem, however, that another equally (if not more) favourable location for the ferry terminal would be the corner of the Duńskie-Holenderskie Quays.

As a result, this part of the city, advantageously located in relation to the centre of Gdynia (particularly in relation to the City Centre Development Zone), will become a new complex of deep-sea tourism handling, where the quality of attending to the tourist would comply with the stipulations included in the Baltic Cruise Project, Gdynia participates in (modern

road infrastructure, efficient tourist translocation, comprehensive and professional information about the port, the city, and the region, tourist and cultural attractions, but also a neat and safe Port environment). Reaching high standards of tourist handling (identical for all the participants of the Project) will require close co-operation between the Port Authorities, Municipality, tour-operators, and other tourist organisations, but eventually it will strengthen the position of Gdynia on the Baltic tourist market.

The most promising area for the development of maritime tourism is the vicinity of the Prezydenta Basin. With their 1400 metres long, deep-water and generally in good physical condition the quays can be used for tourist purposes. As the Prezydenta Basin is used only for tourist purposes (besides a few fishing boats mooring there), its safe waters can host various configurations of mooring platforms or small marinas floating on some lower level than the top of the high quays, this investment could be a true challenge for the city. This would be a development of deep-sea and coastal tourism base at the Pomorskie Quay, and expanding new services in this prestigious part of the city, such as water taxis, wreck-hunt diving, fishing trips, etc.

The ultimate project of the development of maritime yachting base in Gdynia has not been worked out yet. Whatever the future shape of the Yacht Basin may be, all the efforts should be taken to make sure that the current modernisation would enhance the Gdynia

marina's capacity and improve marine safety both at the entrance and on internal basins.

Locating in selected places summer marinas (with lending shops for small floating equipment, facilities for mooring or making it possible to hire a water-taxi) would be a desirable attachment to the high-standard investments in the Nadmorski Boulevard in Gdynia.

The whole sector of maritime tourism needs programming, planning, and building new structures on and off shore, therefore active development of maritime tourism must be based on good, constant co-operation with the Maritime Office in Gdynia as far as planning and implementation of hydrotechnical investments and safety of vessel traffic are concerned. There is still a lot to be done about it under the Spatial Planning and Development Act, Maritime Offices may prepare spatial development plans for internal marine waters, territorial waters, and excluded economic zones which would be decisive for the functions of marine water areas, location of public utility investments and the directions of infrastructure development, thus meeting needs of various users of marine waters. There are no such plans, however, and incidental agreements with the Maritime Office concerning individual land development plans frequently encounter difficulties of various nature, most frequently caused by the lack of more general interpretation of planning 'on the waterside'.



A vision of Marina at the Prezydenta Basin



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