

# Between the tracks

Reclaiming an abandoned railyard in Gdynia, Poland

Master Thesis in Sustainable Urban Design  
Dominika Misterka, June 2020

## KEYWORDS

Sustainable Urban Recycling  
Brownfield Redevelopment  
Land Reclamation  
Railyard Transformation  
Inspired by Community Ideas



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All visuals and photographs are my own work unless stated otherwise.

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I am also very grateful to all the 98 people who influenced my thesis by taking part in my extensive questionnaire. Thank you for opening up about your urban frustrations and dreams. I am grateful that you answered my many questions. I hope that one day we will see some of the changes we were talking about with our own eyes.

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Last but not least, I want to thank my SUDes friends from whom I have learnt a lot over the past two years. Thanks for the team spirit, and for sharing knowledge and many laughs.



## DESIGN SITE CHOICE

1. A unique yet underdeveloped place where two different worlds meet
2. New development detail plan from 2017 has been widely questioned by many citizens of Gdynia
3. Personal attachment to the city

## PROJECT INTRODUCTION

**"Between the tracks" builds upon the concept of reclaiming a brown-field. It explores what can happen when industrial activity vacates the valuable land in the city centre. It is an opportunity not to be squandered. Through urban recycling, "Between the tracks" unlocks the value of underutilized land and reuses the last, so vast free land in the exact city centre.**

"Between the tracks" explores how to redevelop the post-industrial site of a former railyard. The site is called "Międzytorze" (eng. verbatim. "Between the tracks") and is in a peculiar location, just at the edge of the modernist city centre that is a historical monument and the Port of Gdynia. In 1926, when the first urban plan of Gdynia appeared, the main urban axis of the city was following a line leading through the site, from the railway station to the sea on the West. A big, important public space was planned. The rapid development of the port caused the necessity of reorientation of the original plan. The area, which was supposed to be the central part of the city, became and remained the "dead end" of the city center to date. The city office, however, plans to redevelop this land in the near future, providing an answer

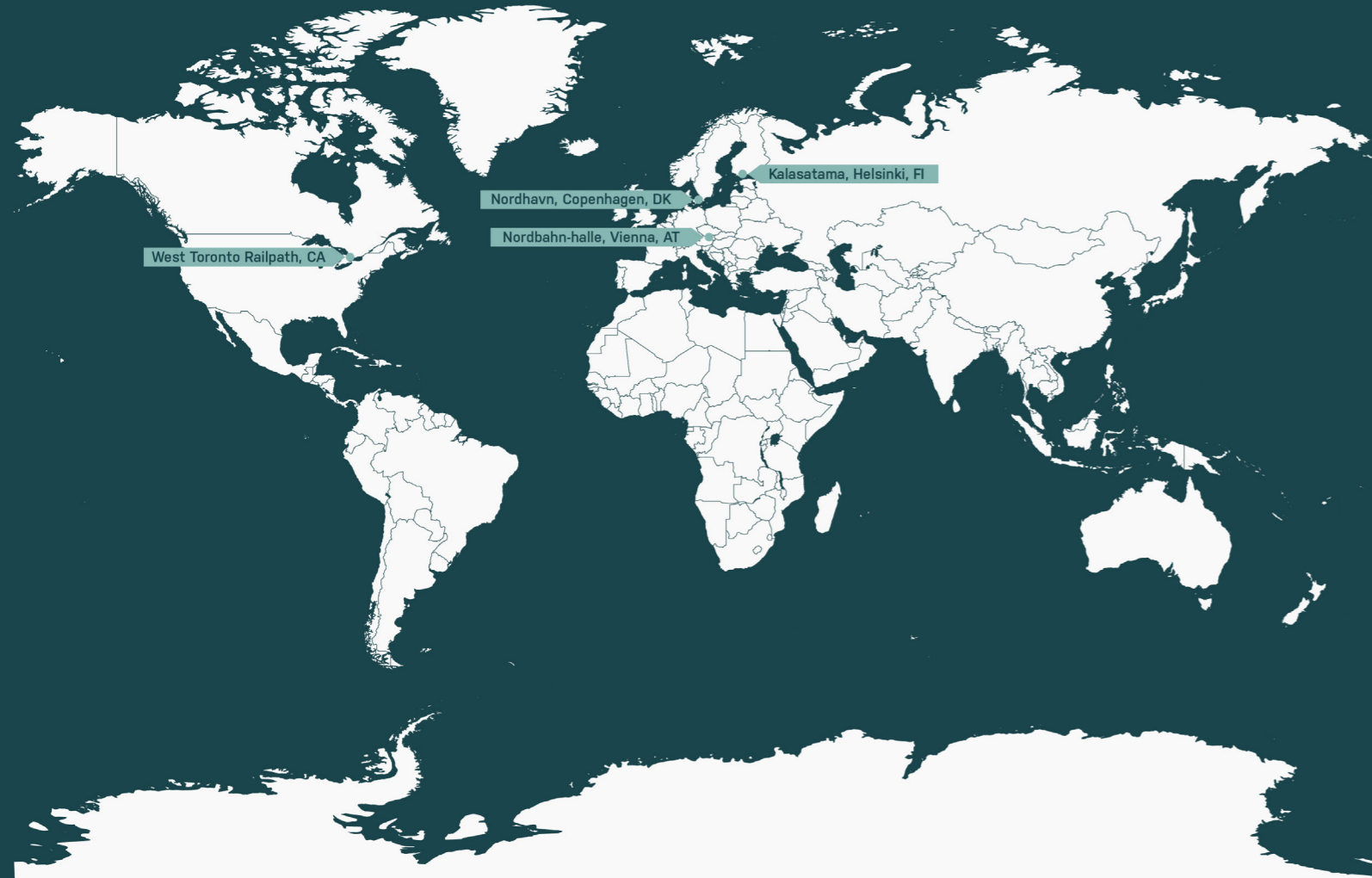
to the problem of urban sprawl in the city. City authorities enacted a detail plan for this area in 2017. This was, however, followed by a public deprecation. Some of its concepts were widely disputed by the citizens of Gdynia. As a follow-up to those concerns, "Between the tracks" aims to start a dialogue and propose an alternative for the future development of the site located in such a strategic point. Inspired by community ideas, the proposal aims at transforming Międzytorze into mixed-use, human-scale neighbourhood.

Throughout the design process these research questions were the main drivers helping structure the project:

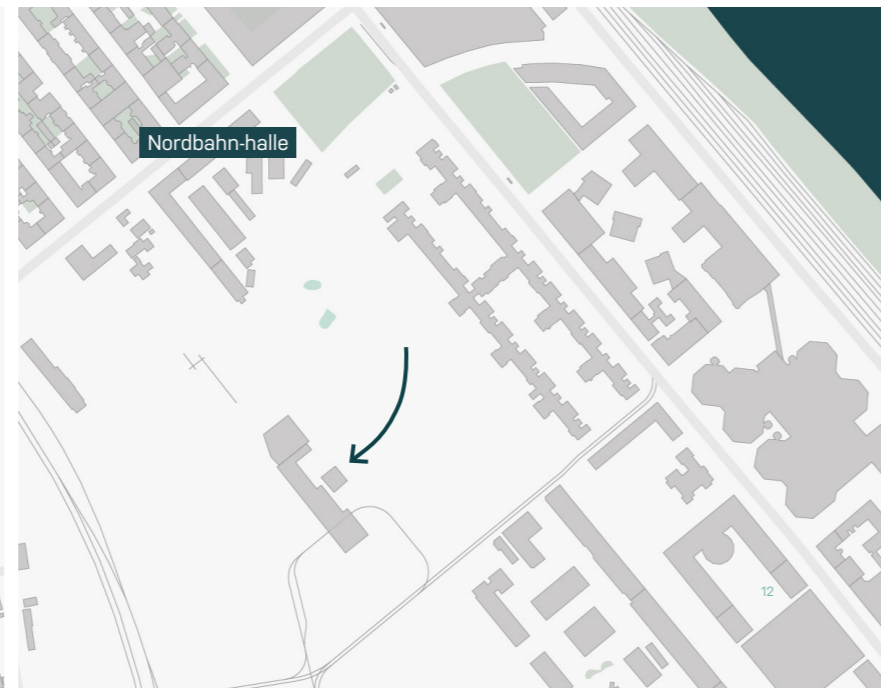
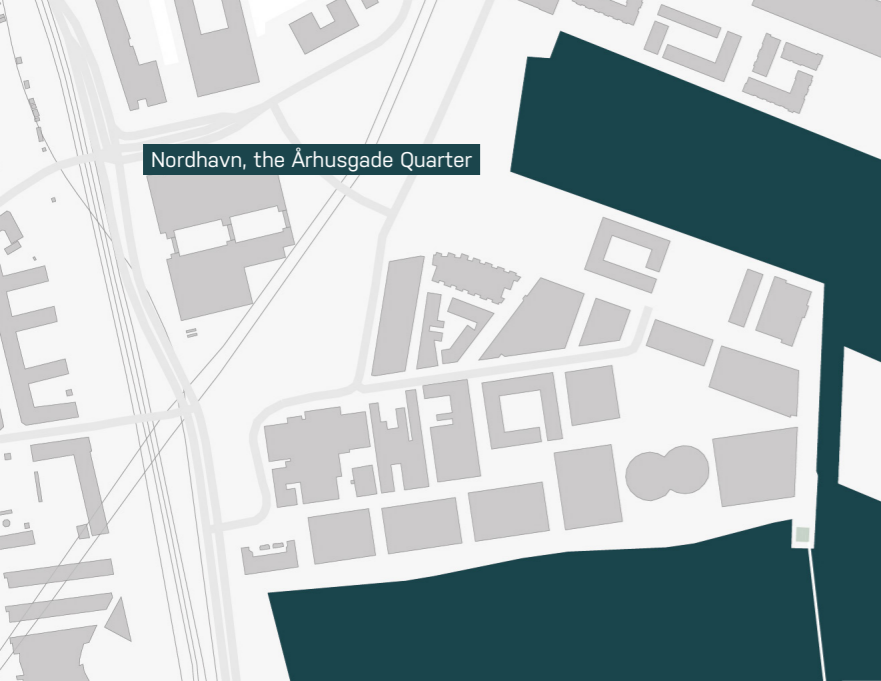
How to develop a transitional zone between the port and the city? How to safeguard the identity of the site? How can the city centre benefit from the redevelopment of this area? How to link the "forgotten", "inaccessible" site to the city? How to deal with the issues of congestion, transportation, and accessibility when building on the site in proximity to a port? Which uses can activate currently underutilized spaces?

# CASE STUDIES

Learning from around the world







## PROJECT COMPARISON

Scale	XL	L	M	S
Name	Nordhavn	Kalasatama	West Toronto Rail Path	Nordbahn-halle
Location	Copenhagen, Denmark	Helsinki, Finland	Toronto, Canada	Vienna, Austria
Area	360 ha	175 ha	2,1 km long	0,27 ha
Status	2008 - 2040(50) (under construction)	2009 - 2030(40) (under construction)	opened in 2009	opened in 2017
No. of new job positions	40 000	10 000	ca. 5-10	ca. 20
No. of residents	40 000	25 000	0	0
Aim	Creating a city of islets and canals with water on three sides that becomes a diverse city district with the special harbour identity. Bringing Nordhavn to the forefront of sustainable development and encourage a sustainable lifestyle.	Creating a "functional Kalasatama" residential district located near Helsinki's city centre. And offering commercial and office premises near the metro station. Serving as a test bed for new Smart City innovations.	Urban recycling - creating a safe, car-free, linear park built on an abandoned rail line, WTR (West Toronto Railpath).	Urban recycling of a former warehouse on the railway siding - creating a space for common use for the citizens.
Solution	The existing harbour space will be cut through the new canals dividing the area into a number of small islets with individual identities. The development will take place in stages, populating islet by islet. In addition, Nordhavn will be connected to the rest of Copenhagen via the new Metro line with its 8 new stops on the design coast, Nordhavnen will also utilize its direct access to the sea by providing a multitude of recreational urban spaces and public facilities at the water.	Building the "Kalasatama centre" with eight high rise buildings of various functions. Developing the "Sörnäistenniemi", a residential area with school, daycares, a hotel, and an office building. Reintroducing the "Suvilahti", the former gas plant area as a cultural centre with work facilities, studios, and stages for artists, etc, and the "Wholesale Market" with the event venue „Kellohalli", shops and restaurants in the courtyard of the former abattoir. Opening two parks, a 6 km long waterfront promenade, and the Mustikkamaa island recreation area.	Creating a connection and new recreational opportunities in the neighbourhood. The Railpath is a multi-modal trail that connects Toronto's West End. It serves as a place that is a constantly evolving canvas for many types of art, including murals, sculpture, and temporary installations and is an inspiration for artists. It provides new ecological benefits to the city. The Railpath is home to an ecosystem of plants that are well adapted to harsh urban conditions and which provide food and habitat to birds and insects, and beauty and color along the path.	Offering different activities such as co-working spaces, film festivals, theater performances, symposiums, exhibitions, tours, discussions, consultation hours with the architectural teams, workshops for adults, children and adolescents, bicycle races, etc.





photo: Rasmus Hjortshøj - COAST



photo: Teresa Arana Arísti

## NORDHAVN, DK

The population of Copenhagen will grow by 18% by 2025 (approx. 100,000 new residents). This will require the construction of new homes. Luckily, in recent years, **many industries and traditional activities such as ferry berths, a container terminal, and the marina have left Copenhagen harbor, providing great opportunities to develop some parts of the city for this purpose.** The agency By og Havn (eng. CPH City & Port Development, jointly owned by the City of Copenhagen (95%) and the Danish state (5%)) has decided to realize the major urban development in Nordhavn, a peninsula located near Østerbro strait.

Currently, the area is being transformed from an active industrial port into a modern residential and business Quarter. A big part of the project is to physically extend Nordhavn by extending the pier 100 hectares to the sea. The land reclamation project has a total capacity of approximately 18 million tonnes of earth, of which 7 million tons is clean and 11 million tonnes is contaminated. Such large volumes of soil to backfill the reclaimed area come from the construction of the Metro City Ring and the new road Nordhavnsvejen. The land reclamation project will make

Copenhagen 1.0% larger. The first phase of the project has already however finished and in 2015 the first residents moved into the "Århusgade Quarter". This is an area of old buildings, silos, and quays combined with the new urban spaces, buildings, and wharves. The area is characterized by dense buildings with narrow streets, small urban spaces and well-defined courtyards. All of this standing in contrast to the water's wide open spaces. Such structure will also help to decrease the impacts of the Danish coastal climate which is not always perfect for outdoor activity. At Nordhavn, the wind is strong and the temperature during the summer is quite low. The buildings help to create diversity, as their design, scale, and the content will vary from place to place. The outdoor spaces unite the area's buildings and facilities into a coherent unit that provides the framework for a diverse urban environment and ensures the good functionality of the area's infrastructure.

shoreline before land reclamation



shoreline after land reclamation







## KALASATAMA, FI

Kalasatama is currently one of the largest neighbourhood construction projects in Helsinki. The area is located on an area of a former commercial harbor (the name Kalasatama can be translated to "Fish Harbor" or "Fiskhamnen" in Swedish). The site is gradually being transformed into a city district, with homes, services, new job places, and cultural activities. By the time it is completed in the 2030/40s, the district will contain 200 football fields-worth of new housing. The Kalasatama district is being built close to the centre of Helsinki with excellent transport connections - such as the new Kalasatama metro station.

An important aspect of the development process is The Smart Kalasatama Strategy project. In early 2000 the urban planners from the Helsinki City Office decided they need a smart city district for pilot projects — a purpose-built neighbourhood to test new solutions for smart urban living. And so, it has designated the Kalasatama area as a platform for smart city development. Firstly, everything is being realized through the agile pilot method, which makes all the subprojects short (time-wise), usually carried out in real-life situations. The Smart Kalasatama strategy focuses on

co-creation processes. It is said that a broad range of people was involved in the decision-making and designing of the Kalasatama. When a development project begins, companies, city authorities, citizens, and academics are invited to participate in workshops where roles and processes are defined collaboratively. For instance, students from The Urban Academy (a new strategic collaboration platform and network between the City of Helsinki, University of Helsinki and Aalto University that combines interdisciplinary research, education and city development within the fields of urban research, planning and design) used social media to collect data about how the area is perceived by citizens of Helsinki and what they want from the district as it develops. Another good example is that in the spring of 2016 the City Office collaborated with the citizens to improve the parking situation in the district. Furthermore, those who already live in the Kalasatama district are already benefiting from innovations like shared electric cars, the ability to control their domestic environment remotely, and a pneumatic waste collection system that sucks bags of sorted household waste through pipelines to a central collection system.





## WEST TORONTO RAILPATH, CA

The West Toronto Railpath is a multi-modal, linear park that runs north to south through Toronto's Junction Triangle, a neighbourhood in Toronto that is located in the city's west end. **As a triangle, it is surrounded on all three sides by railway lines. The Railpath project is built on an abandoned rail line, West Toronto Railpath (WTR) and combines the restoration of historical rail bridges with the installation of new public art, and is situated within a palette of indigenous planting.** Phase one of the development runs 2.1 km south from Cariboo Avenue to Dundas Street West and connects a relatively dense part of the city, where segregated multi-use paths are hard to come across, with the downtown of Toronto. The WTR is maintained by City of Toronto Parks, Forestry and Recreation.

locations on the Railpath. There is direct access to the adjacent train platforms too. The City of Toronto plans to extend WTR 2 km south from its current termination possibly by 2022. It is important to mention, that the expansion shares a border with the Georgetown Rail corridor which is operated by the crown agency called Metrolinx. Metrolinx has expansion plans within the corridor and any WTR extension needs coordination between the City, Metrolinx and other stakeholders and has already been followed by a number of meetings and workshops. The aim is to develop a shared vision for the future of the area.

WTR is mostly used for different activities such as cycling, walking, running or rollerblading, etc. However, since its opening in 2009, it has also served as a canvas for art and lively community gathering space. Besides authorized maintenance vehicles, there are no cars, trucks, motorcycles or electric bikes allowed on the WTR. The entire length of WTR is designated an "on-leash" zone for dogs. In addition, there are three Bike Share







## NORDBAHN-HALLE, AT

The Nordbahn-Halle is a place of experimentation for sustainable use in the new Nordbahnviertel\*. A once abandoned and forgotten warehouse, located just next to the small Wasserturm (Water tower), has been transformed as a place for the Viennese to use. The building has been successively redesigned as part of the design.build a course at TU Wien. All the rooms inside it are architecturally reinterpreted and structurally adapted for different uses - from events to experimental work formats (co-production, co-working). Nowadays, it is often referred to as a "living lab", space where people can come together and create, or just enjoy the good life. It is a docking station for "doers" with a focus on networking and collaborative forms of collaboration. The building is partly rented by startups and the two large halls in the center of the building host various festivals and events. From February 2018, the range of uses of the Nordbahn-Halle has been extended by the newly adapted 700m<sup>2</sup> workshop area.

Vienna. This is an 85 ha site that is no longer needed by the Austrian Federal Railways for railway operations. Thanks to this, this vast, quite empty area could become Vienna's largest inner-city development area. Due to its central location, one can easily commute to the city center and the surrounding recreational areas such as the Donauinsel (Danube Island) or the Am Grüner Prater park.

In addition to the already built-up area around the Rudolf-Bednar-Park and the Austria Campus, the last development areas "Wohnallee mit Bildungscampus" (Residential avenue with education campus) and "Freie Mitte - Vielseitiger Rand" (Free Center - Versatile border) will be realized by 2026. In the end, around 40,000 people will be able to live there.



\*The Nordbahnviertel (Northern Railway District) is an area west of the former cargo railway station Wien Nord (Vienna North Station), located in the 2nd district (Gemeindebezirk) in

photos: Georg A. Wreiter





# GDYNIA

General information about the city

Country	Poland
Voivodeship	Pomorskie
Metropolitan area	Tricity (with Gdańsk, Sopot and suburban municipalities)
Coordinates	54°30'N, 18°32'E
City rights	February 10, 1926
City area	135 km <sup>2</sup> (415 km <sup>2</sup> in the Tricity metropolitan area)
City population	246 204 (2018) (1 080 700 in the Tricity metropolitan area)





## AN IMPORTANT HUB

Gdynia, together with its neighbouring cities Gdańsk and Sopot, forms the largest transportation hub in northern Poland.

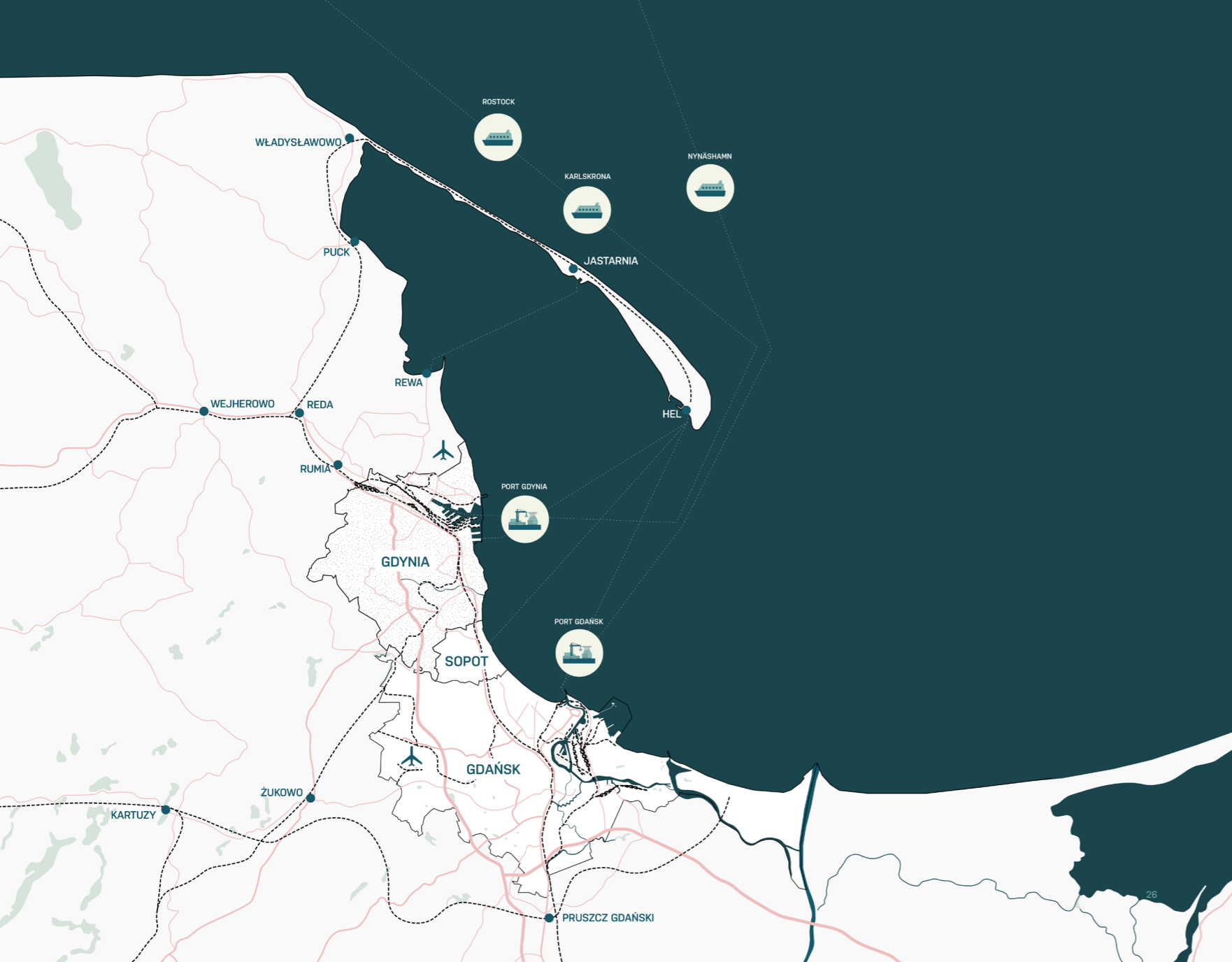
The international Lech Wałęsa airport located in Gdańsk is the third largest airport in Poland. It is approx. 21 km from the city center of Gdynia (ca. 25 minutes by train from the centre of Gdynia). In addition, Gdynia used to have a military Gdynia-Kosakowo airport. In 2014, however, its board declared bankruptcy and the place has remained closed ever since. Moreover, the Pan-European corridors connecting Scandinavia and Northeast Europe with Southern Europe and the Mediterranean Sea run through Gdynia (Corridor VI - Gdynia - Gdańsk - Katowice - Žylina/Brno) and the northern part of Western Europe with Eastern Europe (Corridor IA, Via/Rail Hanseatica - Helsinki - Tallinn - Ryga - Kaliningrad - Gdańsk - Gdynia). Furthermore, the port of Gdynia services many international ports such as in Europe (Aarhus, Hamburg, Helsinki, Klaipeda, Lubeck, Reydarfjordur, Reykjavik, Rostock, Rotterdam, Ryga, St. Petersburg, Tallinn, Teesport, Thamesport, Thorshavn), Africa (ports of West Africa and East Africa), in the Gulf of Mexico, the ports of the Great Lakes and the Gulf of St. John. Law-

rence, the Caribbean ports, northern and eastern portions of South America and many more. There are also ferry passenger connections to Karlskrona in Sweden and Rostock in Germany.

On the national scale, Gdynia's accessibility might seem less favorable due to its peripheral location (in relation to the geographic center of the country). Nevertheless, there are three national roads leading to the west, south, and east of Poland and a well-developed network of provincial roads. Gdynia is also well connected to Europe through a network of the railway system. The principal train station in Gdynia, Gdynia Główna, has the largest annual capacity in northern Poland and is one of the largest in the country - in 2017 it served 11.2 million passengers. The station has direct international train connections with Berlin and Vienna as well.

(The illustration to the right shows travel times to different points of interest in Europe. Various line colors represent different means of transportation).





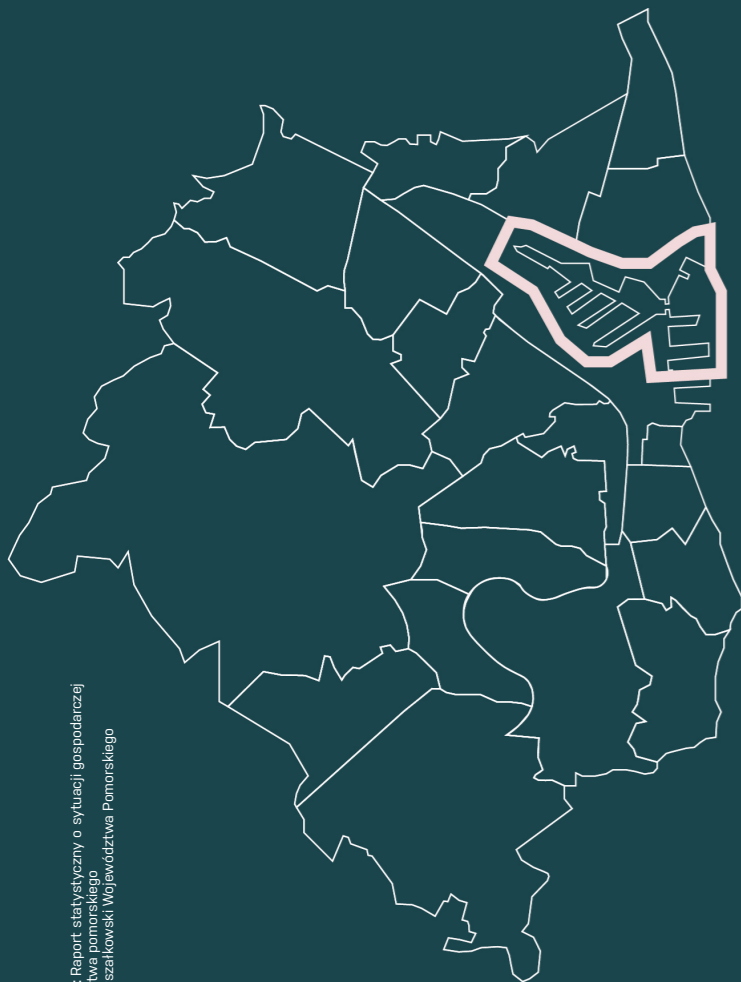
## A PART OF THE TRICITY

Gdynia is a part of the Trójmiasto (eng. Tricity) metropolitan region which consists of the three cities - Gdańsk, Sopot and Gdynia. These are situated adjacent to one other, in a row on the coast of the Gdańsk Bay on the Baltic Sea.

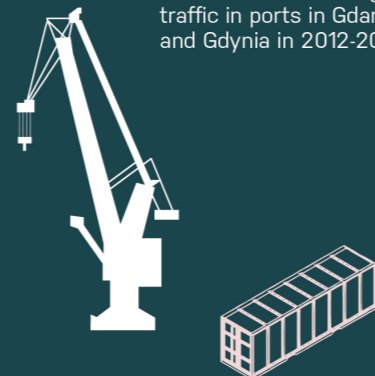
The cities, however, don't have a long history of cooperation. Gdańsk, Sopot, and Gdynia for the first time found themselves within one state organism only in the autumn of 1939, when all three cities were incorporated into the Third Reich. The totalitarian character of the state (including the centrally planned economy) and the period of war favored making decisions to unify them. In those days, various, complementary functions of ports in Gdynia and Gdańsk have been assigned, and a company managing both ports has been created. In addition, the name of a joint-stock company with a monopoly on public transport service was changed and its operation was extended to neighboring Gdynia. After the Second World War, attempts were made to connect three cities into one. They were, however, not successful. In later years, several organisations were established to help to manage Gdańsk, Sopot, and Gdynia in certain transboundary services such as

organizing common public transport, a joint management board was created for the port in Gdynia and Gdańsk, the common culture department was established. Since 2007, the Tricity became an officially assigned name to this area. The act was a declaration on the need to cooperate and to develop as the agglomeration. In addition, Gdynia is a part of the Gdańsk-Gdynia-Sopot Metropolitan Area (formerly the Gdańsk Metropolitan Area or GOM), established in 2011 to achieve the harmonious development of the entire metropolitan area, making the most of the cities and suburban municipalities. It is also a window for the largest and most important seaports in Poland, one of the most used airports in Poland. Other aims of the collaboration are to be more attractive for companies with foreign capital or to be able to work on a number of joint research projects.





**67,7%**  
share of the Pomeranian Voivodeship in cargo turnover in Polish seaports in 2015

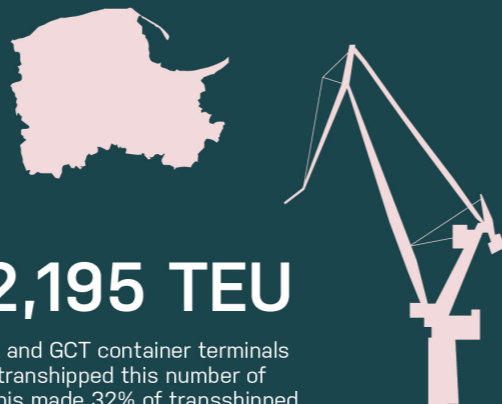


**33%**

total increase in cargo traffic in ports in Gdańsk and Gdynia in 2012-2016

**642,195 TEU**

In 2016, BCT and GCT container terminals in Gdynia transhipped this number of containers. This made 32% of transhipped containers in the entire voivodeship!



## MARITIME ECONOMY

Maritime industries have been boosting Gdynia's economy since the beginning. They have in fact given rise to the city. It is not surprising that the main source of incomes in the city include port, transport and storage operations. **The Port of Gdynia is one of the most modern container ports of the southern Baltic.** Next to Gdańsk and Szczecin, it is one of the three major Polish seaports of significant importance for the national economy. The port is located on the north-western shore of the Gulf of Gdansk. From the north, the port borders with the Oksywie district, the oldest settlement located in the city, and from the south with Kamienna Góra, one of the most luxurious districts in Gdynia. The length of the quays in the Port of Gdynia is 17,7 km, of which over 11 km are intended for reloading operations. The port is protected by a 2.50 km long breakwater. The depth at the quays of the port measures from 6.50 to 14.00 m, which makes the port easily accessible from the sea. In addition, it is a non-freezing port with basically no tides. The water level may increase by 60 cm during strong western winds or fall by about 60 cm during strong eastern winds.

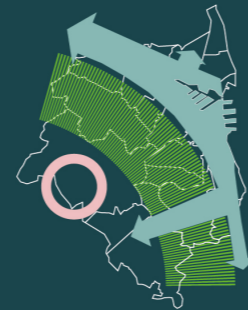
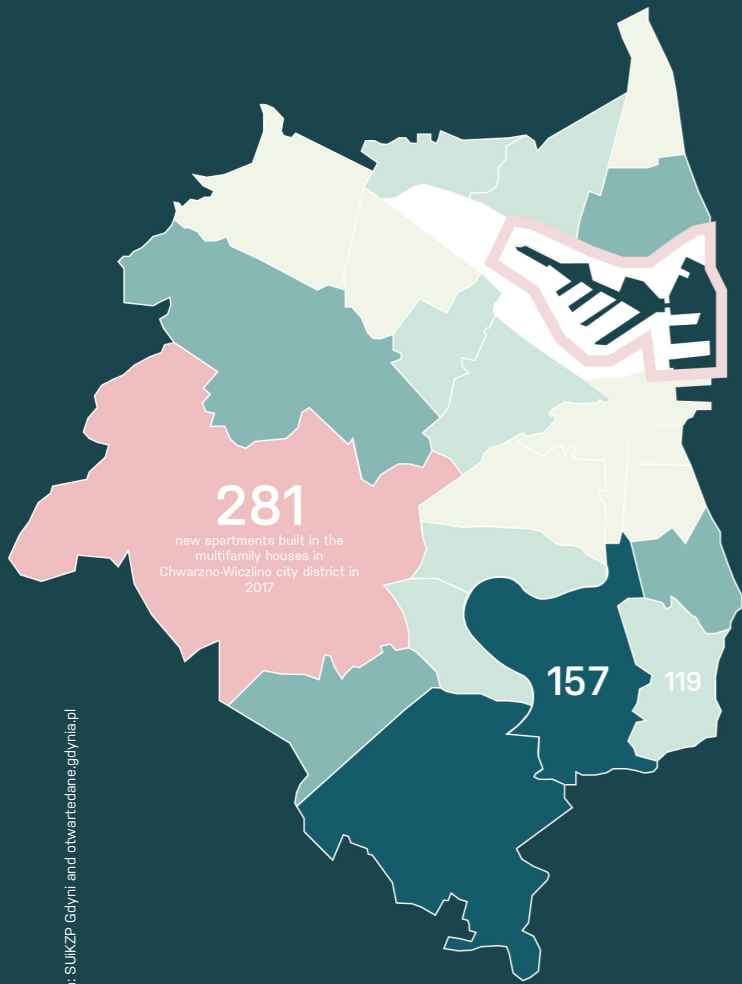
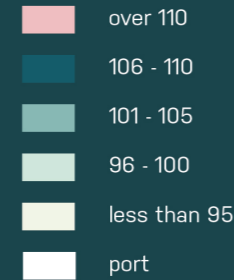
The port in Gdynia is multi-functional, it handles various loads and passenger traffic. The port offers containerized and general cargo services. A big part of its activities are referrals to mass loading of grain, coal, and coke. In the port, as much as 40 ships can moor at one time. Coastal marine, yacht tourism, sea rescue, defense of the country and the shipbuilding and repair industry play important roles in the functioning of this port too. Due to the scale of service of cruise ships, the Port of Gdynia is classified as a medium port, servicing approximately 51 calls of cruise ships during the year.

**It should be emphasized that in 1989 the then port borders were reduced for the first time. The largest change, however, came from the ordinance of the Minister of Infrastructure of January 30, 2003 when the areas of the Molo Rybackie (Fisherman's Pier), used by Dalmor S.A. and the southern part of the "Międzytorze" area belonging to the company Polskie Koleje Państwowe (PKP), were excluded from its borders.**

[The construction of Gdynia had an impact not only on the development of the maritime economy but on the reorientation of the entire Polish economy - until 1938 as much as 80% of Polish exports and 65% of imports went by sea, from Gdynia! Gdynia has become and is the window of Poland to the world!]



Dynamics of population change in Gdynia in the years 2005-2011



The expansion of Gdynia in relation to it's physiographic determinants

Total population growth in 2011 in Gdynia and neighbouring municipalities [%]



data from: SUKZP Gdyni and otwartedane.gdynia.pl

## CITY GROWTH?

Gdynia has relatively limited opportunities for spatial development. Its boundaries are narrowed through the waters of the Gulf of Gdańsk from the east, intensively developed areas of Gdańsk and Sopot from the south and the town called Rumia to the north as well as protected forests of the Trójmiejski Park Narodowy, located in the central and the western parts of the city.

In the regional scale, a clear suburbanisation trend between different municipalities has been recorded. Surprisingly, the largest cities and economic drivers of the whole region, Gdańsk, Sopot, and Gdynia, have the lowest population growth. Moreover, Sopot and Gdynia note negative indicators which means that they have been losing their inhabitants for a handful of years now. Most probably, in the favor to the smaller, neighbouring municipalities or bigger cities in Poland. On the other hand, it is important to mention, that a lot of job seekers from other cities in Poland, and latterly immigrants from Russia and Ukraine too, have been numerously moving to the Tricity. In addition, the collaboration within the Tricity metropolitan area gives a wide range of possible accommodations to choose from, and most important-

ly, provides commuting opportunities. This simply means, that someone who lives in Gdynia might probably work in Gdańsk, and someone who goes to school in Gdynia might live in Sopot and so on.

In recent years in Gdynia, the highest population growth was noted in the south-western districts of the city (these districts has the lowest population density in the city). The trend has been predominant due to the psychographic structure of the city (multiple hills and forests that divide the younger city districts into smaller islands) and the spatial strategy of the city authorities which favored these locations for the new developments in the city. While this has been happening, the city centre has remained subtly untouched or maybe even forgotten. Even though, within the city center of Gdynia, there is a lot of land reserves which are the after-effects from the fact that pre-war development plans for the city have never been fully implemented. **Recently, as a result of limiting the activity of some business entities, in Gdynia, the possibility of redevelopment of industrial and port areas located in the city center has appeared, and new plans and investments in the central part of the city**

have been pushed forward. One of the largest of such areas is the "Międzytorze", a former track yard located in the port quays which used to serve the transshipment of coal.





Gdynia (then Gdingen) in 1909  
retrieved from [www.mapy.eksploracja.pl](http://www.mapy.eksploracja.pl)

O S T S E E

## A BRIEF HISTORY OF GDYNIA

First mentioned in 1253, Gdynia served as a **fishing and farming village**. At the turn of the XIX and the XX centuries, Gdynia was still a small seaside town, but the first important buildings, such as the Resort Orłowo Klif - Kurhaus (the Cure House, now-gone), villa "Elle" (now-gone) and Domek Abrahama (Abraham's house) were constructed. In those years, the first street in the city, 10 Lutego Street, was delimited. It provided the shortest way from the train station to the Kurhaus. Major growth of the city came after World War I. Gdynia was returned to Poland by the Treaty of Versailles, after three partitions, perpetrated by Russia, Prussia, and Austria, and the period of 123 years when the state ceased to exist. Back then, Gdynia became very popular with holidaymakers. Vacationing on the coast reclaimed after the first World War and **"bathing in the Polish sea"** was perceived as a patriotic duty.

At this point, it was urgent to provide a new connection between Gdynia and the rest of the country. At the time, the only railway link led through the area of the Free City of Gdańsk. Yet, its authorities hindered Polish transit through this territory. Thus, in 1920 the Sejm (part of the parli-

ment) started the construction of a new railway line Gdynia - Kokoszyki, bypassing the Free City of Gdańsk.

Due to the complicated political situation in Europe, Poland's marine economy could not depend on the Gdańsk and its port, where German interests took precedence. **That is why in 1922 the Sejm decided to build a port in Gdynia.** This choice was motivated by its location near the railway line and the assets of the terrain. At this point, it was the only state-controlled seaport, **so it had to secure Polish interests in all sectors and trades.** The wetlands in the triangle between the villages of Gdynia, Oksywie, and Chylonia were soon transformed into a vast building site. New docks and quays started springing up at rapid pace, followed by new buildings and housing estates. Gdynia became a pride of the country and grew dynamically alongside the emerging port. And as a result, already in 1926 Gdynia was granted its city rights. In this year, the first urban plan of the city, prepared by Roman Feliński and Adam Kuncewicz, was introduced. It was designed for nearly 100 000 inhabitants and had to be revised very soon. The completion of the port was very agile and the port area was finally substantial-

ly greater than originally planned. For instance, the plan proposed a north-east axis between the main train station area and the waterfront (passing by my design site, Międzytorze). This concept had to be forsaken, and the area was repurposed to a railway.

The swift pace of the port's construction caused the influx of thousands of job seekers. **In 1922 Gdynia had 1,300 residents but in 1926 the number increased to 12,000, with as many as 127,000 on the eve of the Second World War, becoming the 12th biggest city in Poland.**

Importantly, unlike the port's, the city's construction was not a state investment. The city centre was divided into parcels which were bought by private investors. The prices of the best parcels were very high. Luxury buildings were created. They had rounded corners and balconies, terraces and balustrades recalling captain's bridges, and high-quality ships. The facades were often quite light-colored, which gave rise to the myth of the **"White Gdynia"**. Close to the port, the social housing for officers and ordinary workers was built. In contrast to the wealthy town centre, the outskirts of Gdynia were crowded with poor districts, often sneeringly called Buda-pest (buda means shed in Polish), Wooden Warsaw, and Beijing. Thus, living conditions in Gdynia reflected the deep social divisions. As W. Tołł wrote in 1933 on the poor districts:

*"Gdynia has special districts for the unemployed with romantic-sounding names - Chicago, Mexico... but in fact, there is nothing romantic about them. (...) The houses are set up higgledy-piggledy, without streets (...), right on the sand' these are the miserable places in Gdynia (...)."*

In 1933, the National Geographic wrote that Gdynia is one of the best-equipped ports on the Baltic Sea. **They illustrated the text with an image that portrayed Gdynia. The cityscape was massive and made a reminding illusion of New York City.** Nevertheless, goods in the port were chiefly exported to Western Europe and Scandinavia. In the late 1930s, the port covered a surface area of 897 ha, had a vast port railway network, 57 storehouses, and 93 pieces of loading equipment. In 1933 the Magistrala Węglowa (the Coal Trunk-Line) was constructed. It connected the Upper Silesia region with the Baltic Sea, through the newly built port of Gdynia. It enabled the export of Polish coal. It was primarily designed for freight transport, but it served the passenger transportation too.

In addition, since 1933 the port became a centre of the big migration. Well-developed emigration infrastructure with transatlantic ships to New York and South America **served thousands of emigrants who bid farewell to their homeland from here.** A lot of people departed from here before the





Edge of the city centre in the first plans of the city from 1926 and 1930, data source: MMG

outbreak of the Second World War too. **For many Poles, however, Gdynia ended up being their final destination.** The Passenger Terminal (now the Emigration Museum), a so-called "Blaszak" (a tinware shed), a passenger check-in, "hotel-barrack" for about 400 people, and Transit Warehouse (Main Departure Hall), Emigration Camp in the district of Grabówek, and quarantine hospital in Babie Doły were built here to assist the migration processes. A new railway siding was brought to the quay too. The last Polish ocean liner was decommissioned in 1988.

**The outbreak of the Second World War brought Gdynia's progress to an abrupt halt.** The Germans occupied the city in 1939 and renamed it Gotenhafen. Gdynia was incorporated into the Third Reich. During the war, the city was one of the most important bases of the Kriegsmarine (the German Navy). After the war, the decline in the national significance of Gdynia has been noted. **But the city's expansion plans were still being created. And some were quite eccentric.** In the late 1940s, a construction plan for two main roads was created. One was meant to run alongside the coastline - from Gdańsk to Gdynia, separating the city from the

sea. Later designs envisioned closing the centre in a ring of roads creating a bypass. The ideas aimed to make Gdynia more of a metropolis and to relieve the city of some of its traffic. Happily, there was insufficient funding in either case.

**The 1970 and 1980s architecture was made mostly out of the so-called blokowiska, i.e. fabricated, pre-stressed concrete blocks, reminders of Eastern Bloc, planned as a residential areas.** At the beginning of the XXI century, along with the insulation of apartment blocks, many refreshed facades took on various, mostly pastel colors - a setting much associated with post-communist countries. Later, many new districts were built in the eastern parts of the city. In 2006 in first, and only so far, high-rise building was constructed. **The Sea Towers complex is 141,6 m high and located at the waterfront.**



1900

Gdynia is a farming and fishing village. It is a home mostly to the Kashubs, an ethnic group with its own unique language (kaszebsczi jãzãk) and traditions.

1920

Gdynia becomes a popular seaside resort and records an inflow of tourists. New buildings are built. These include the Cure House (now-gone) or villa Elle.

1921

Gdynia gets connected to the world. The railway Gdynia - Kokoszkã bypassing the Free City Gdańsk is built. The construction was difficult due to topography denivelations.

1922

The parliament decides to build a marine port in Gdynia. Why? Due to the political situation in Europe Poland's marine economy couldn't depend on Gdańsk where German interests took precedence.

1926

Roman Feliński and Adam Kuncewicz prepare the first development plan of the city. Back then Międzytorze was seen as a part of Gdynia's city center.

1930

The port expands. It becomes one of the most modern bases on the Baltic Sea. It's construction causes the inflow of thousand of job seekers. In 1921 Gdynia had 1,300 residents, in 1939 127,000.

1930

Modernist architecture grows as a hallmark of Gdynia. But contrasts between tenant, luxury houses, social housing for officers and workers and districts of poverty with hut-shed-like homes only deepen.

1933

Migration starts! Thousand of people will depart from the Marine Station - Passenger Terminal before the outbreak of the Second World War. The last Polish ocean liner was decommissioned here in 1988.

1933

The Coal Trunk-Line is built allowing the export of Polish coal. Annexation of the neighboring villages begins. New parts of Gdynia were often called "garden and breeding" housing estates.

1950

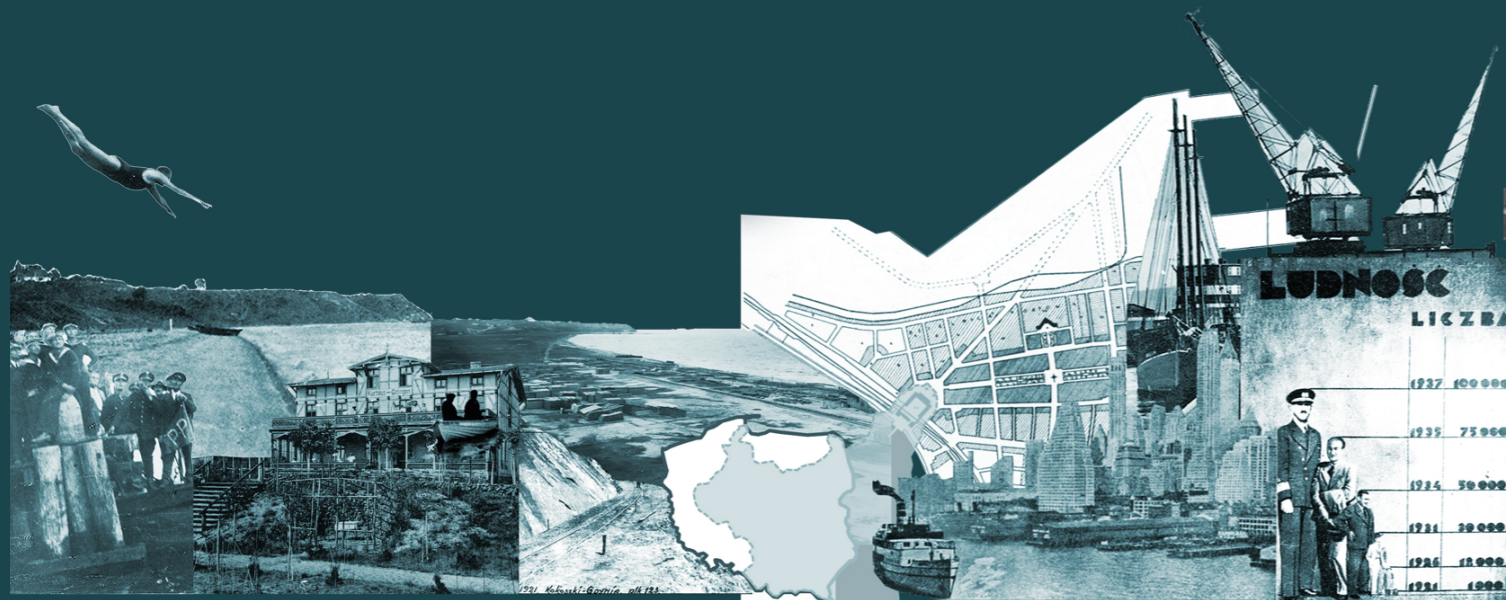
The return of Gdynia's modernist traditions. The new Railway Station designed by Waclaw Tomaszewski is a unique combination of social realism and pre-war art-moderne modernism.

2006

The Sea Towers is built. At the time it is the 12th tallest building in Poland. Very quickly it becomes known as the "elite building" - closed to the public. Its height and form provoke a lot of heating discussions.

2015

"Śródmieście" - the centre of Gdynia becomes a historical monument. Gdynia keeps growing on its outskirts forgetting about empty areas in the center. The port shrinks due to new technologies.







## NATURE

Gdynia is located on the west bank of the Gulf of Gdańsk, in the south-eastern part of the Baltic Sea (the coastline is 15 km long). Gdynia is located between a diverse region of the early post-glacial landscape of the Kashubian Lake District (Pojezierze Kaszubskie) and the area of the Kashubian Coast (Pobrzeże Kaszubskie), shaped by the activities of the sea. In consequence, the edge zone of the moraine plateau the, areas of abrasion (part of the shoreline is a cliff coast) and the sea accumulation have shaped the characteristic landscape of the city. **It consists of numerous moraine hills and erosional valleys.** Out of all the hills in Gdynia, Góra Donas (Mount Donas) is the highest one, rising 205.7 m above sea level.

A significant part of Gdynia is taken by the forests. Together with other biologically active areas, they occupy ca. 45% of the whole city. **This makes Gdynia the 4<sup>th</sup> greenest city in the whole country.** The most important local forests are the Trójmiejski Park Krajobrazowy (Tricity Landscape Park) and four nature reserves. The Tricity Landscape Park occupies forest complexes primarily in the north-west and south of the city. The largest nature reserve, called Kępa Redłowska, is

1.2 km<sup>2</sup> large and is located in the south-eastern part of Gdynia. Being opened in 1938, it is also one of the oldest nature reserves in Poland. The reserve is a home to a formation of the cliffs on Gdynia's coastline. The Klif Orłowski (Orłowo Cliff) is 60 m high and one of the most widely known cliffs in Poland.





#### CLOSE-UP

The illustration to the left shows the design site within the context of the city centre. As presented, the site is located within a walking distance from both, the public waterfront to the east, and the recreational areas in the forests of the Trójmiejski Park Krajobrazowy (Tricity Landscape Park) to the west. The site itself lacks major green assets and is mostly overgrown with wild, shrub-like vegetation. It is also partly occupied by allotment gardens "ROD im. Jana z Kolna". Besides, the site is almost entirely flat. It has one noticeable lowering of the terrain, which is filled with a small marshland.





Most commonly used public space in Gdynia, the seaside Boulevard, is often inaccessible due to heavy storms

photo: Małgorzata Miśka Szura Płwnik

## CLIMATE

Gdynia, thanks to its proximity to the Baltic Sea, has a **cool oceanic climate**. As a result, spring begins relatively late (in May) here, and summer air temperatures are lower than the national average (the perceived temperature also reduces sea breeze). Autumn is warmer than in the central part of the country, while winters are rather mild. The number of rainfalls is evenly distributed over the months, but the cloudbursts are often strong and intense.

The close vicinity of the sea has significant consequences when it comes to wind behaviors in Gdynia. **There are very few windless days here.** Storm winds, with an average speed above 17 m/s, occur in the Tricity region every year (on average 1.6 times a year). The largest number of storm cases was recorded in 2007, but in general, there is an upward trend that has been observed in the last years. Storms occur mostly in the autumn-winter season - from October to May. The strongest instantaneous wind speeds (gusts) recorded are quite strong - they usually exceed 31 m/s, but sometimes can reach up to 110 km/h.

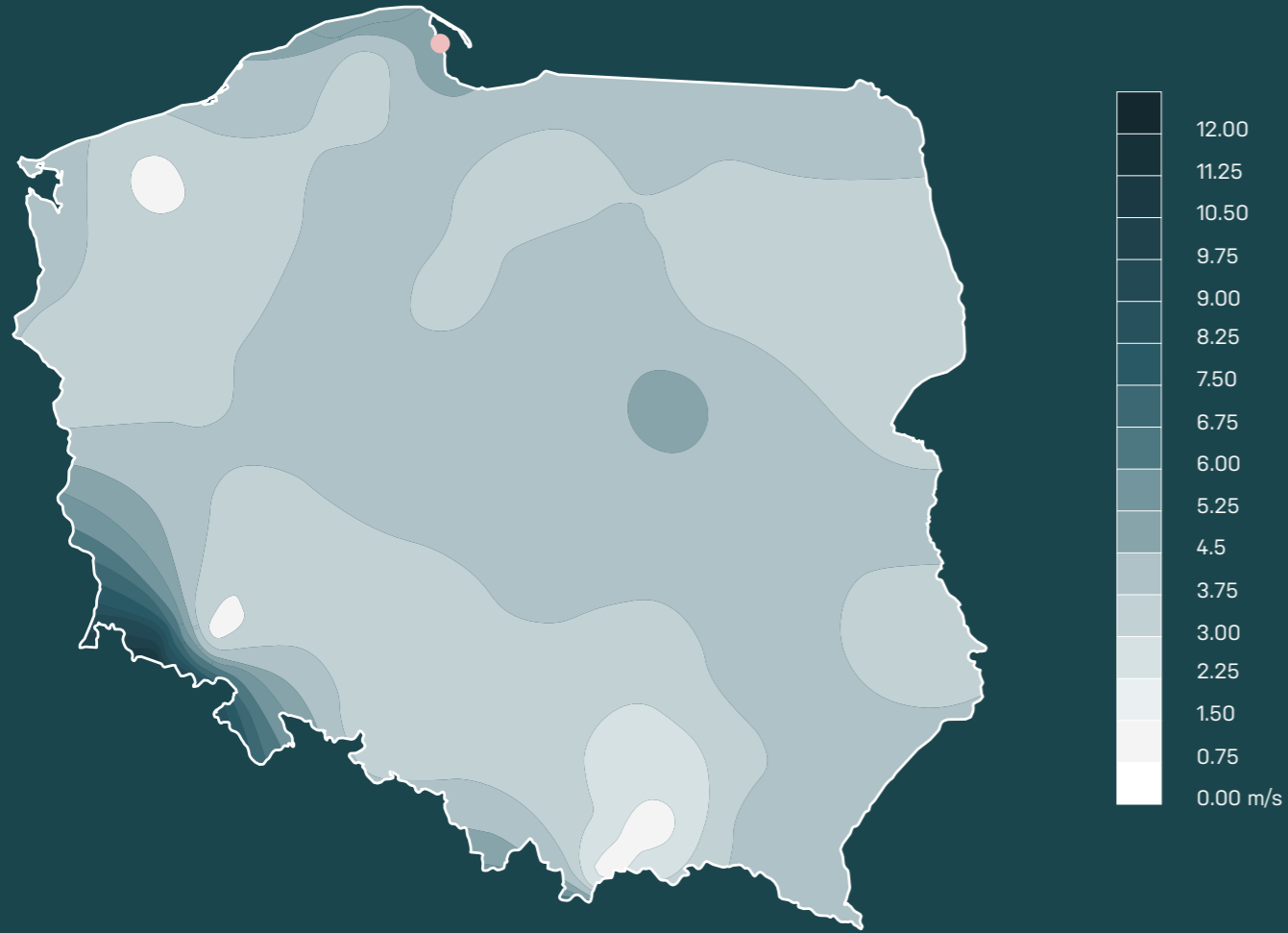
**The occurrence of higher wind speeds, the sea breeze, and vast woodlands make the air in Gdynia considerably clean.** Unlike in most cities in Poland, there is no or low concentration of air pollution here.

Citing my conversations with the representatives of the city of Gdynia, there is a very small risk of the sea level rise in Gdynia at this point. In the period 1955-2015, very small changes in average annual sea levels were observed. **It is believed that the storm surges occurring in the South Baltic Sea cause a bigger flood threat to Gdynia.**

It is important to mention that the most powerful natural hazards in Gdynia are the aftermaths of the intense storms and cloudbursts - the flash floods, rivers floods, storm floods and landslides (also caused by the abrasion). These cause fires, broke trees, and damage parts of the city's infrastructure.



Average wind speed in Poland in a year

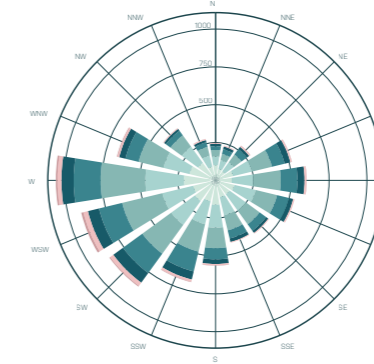


data source: Dygulska A., Perlańska E., „Mapa wietrzności Polski, projekt czysta energia”, 2015

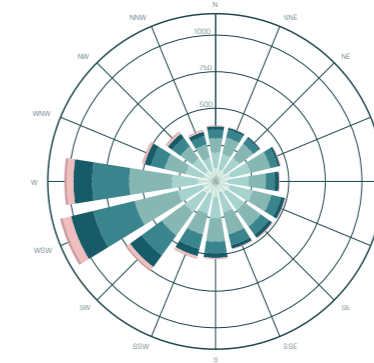
The number of hours in a year when the wind blows in the indicated direction

data source: [www.meteoblue.com/pl/](http://www.meteoblue.com/pl/)

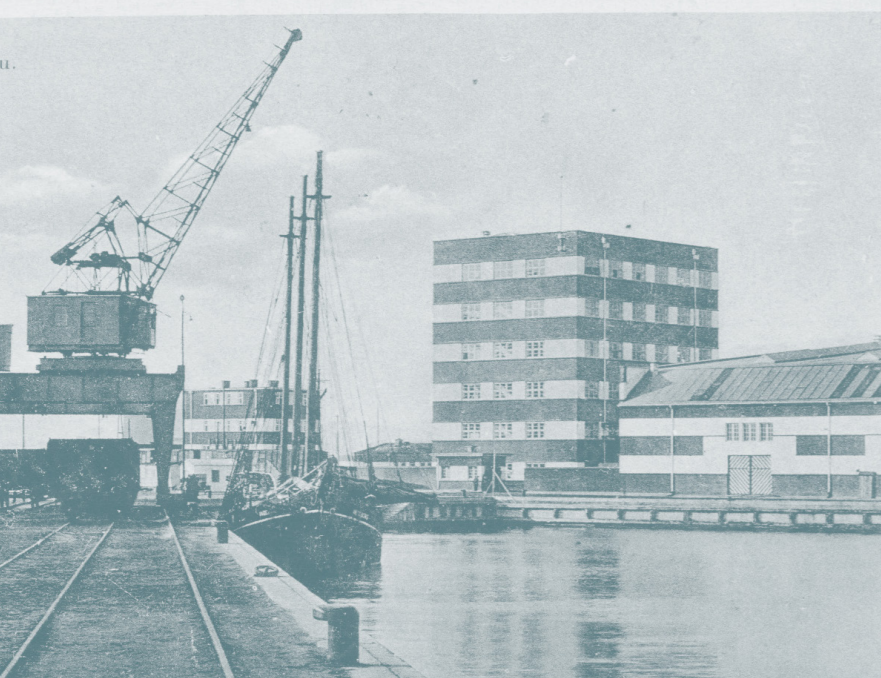
Gdynia, Poland



Lund, Sweden







## THE PORT

The port in Gdynia was built as a naval base, an export centre (mainly for coal), an import and storage location, and passenger and fishing ports. Serving the many functions it took a lot of space and its infrastructure makes a significant part of Gdynia's landscape up to today. The cargo-ships, tugboats, war and naval ships, sailboats, motorboats, fishing boats, historically significant tall ships, passenger ferries or cranes, reach stackers, dry docks, and numerous railway sidings scattered all around the city. A big part of it is also represented in the adjacent architecture.

Early architectural work at the port, which included the power plant, a water tower, the first temporary harbour of fishing boats, the ships of the Polish Navy, the first customs officer, and the pre-war harbormaster's office, was rooted in historicism with nods to neo-Baroque and neo-Renaissance. **Nevertheless, when the wave of modernism came to Gdynia in the late 1920s, it was first apparent in the port. The architecture of port buildings followed the modernist trend for years.** Port warehouses, industrial complexes, and public and administration facilities were built using modern reinforced con-

crete, steel, and glass which followed the lines of simple, functional blocks. The structure would often be complemented with brickwork and metalwork **detailed inspired by art déco motifs.** Many functions of the port buildings translated directly into a wide range of designs. A good example of such a building is the **Łuszczarnia Ryżu (the Rice Mill building)** shown on a picture in the top left corner.







inaccessible  
to citizens

soon to be  
public

public

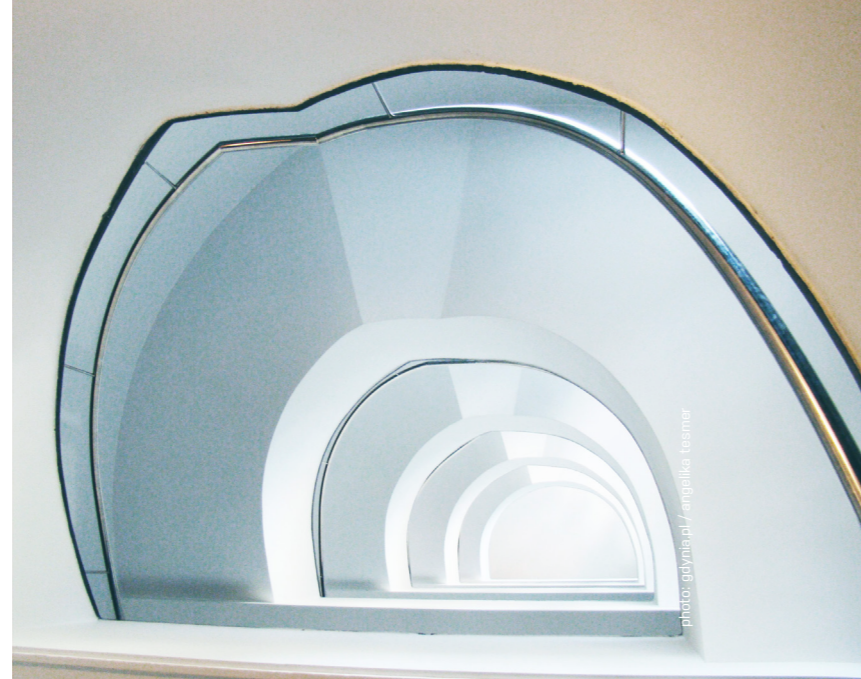
48

#### CLOSE-UP

The illustration to the left shows the design site within the context of the city centre. The image shows the area owned by the Port of Gdynia (light blue). "*The quays at the Port of Gdynia are 17,700 meters long, of which over 11,000 are used for handling operations*"\*. Even though the coastline seems long, it is apparent that most of the waterfront is inaccessible to public use. In the past years, the city authorities have started rebuying the land. More quays are being retransformed and will be opened to the public soon. Some of them have a direct connection to the design site.

\* citation: [www.port.gdynia.pl](http://www.port.gdynia.pl)





## WHITE GDYNIA

The urban character of Gdynia's Śródmieście\*, a part of the city that borders with the design site directly, has been mostly shaped in the inter-war period (ca. 1918 - 1939). Gdynia's first master plan has been designed by Roman Feliński and Adam Kuncewicz only in 1926. Within a few years, the plan has been updated a couple of times, all due to the fast and very dynamic growth to the city. In this rapidly developing, young city the modernist architecture was put on. **In consequence, the rural, fishing and then the curative architecture of the turn of the 19th and early 20th centuries, swiftly gave way to modernism which became the hallmark of the city.** Today, Gdynia's modernist buildings resemble transatlantic, with balconies as captain's bridge, flagpoles, spacious glass terraces as decks of ships, windows in the shape of portholes and walls rounded on the model of hulls. **The city's architecture is also characterized by its functionalism which introduced simple, geometric forms, and flat roofs.**

gious title given to Poland's historical areas. Thus, the Śródmieście, despite being one of the youngest Polish cities, found itself in the elite group of 60 monuments with such status. Komorowski stressed that the cities whose entire downtown area were built in the spirit of the avant-garde stream in modernism can be calculated on the fingers of one hand. **These are Tel Aviv, Brasilia, and Gdynia.**

*\*Śródmieście = downtown*

Besides, in 2015 the Śródmieście area has gained the status of a monument to the history of the Republic of Poland. The then-president of Poland - Bronisław Komorowski honored this area with the most presti-





photo: Olo Studio in Salon Magazine nr 1/2019

## WHITE GDYNIA

### ADDENDUM

Below you can read a part of the interview with Robert Konieczny, one of the most innovative architects in Poland, a leader and founder of the KWK Promes architecture studio from Katowice. The conversation, led by Tomasz Malkowski, appeared in the article "White Gdynia" published in the Salon Magazine in 2019.

[ENG]

**TM: Do you think that Gdynia can build its brand basing on modernism?**

Along with the landscape features, it is its greatest value. There is no other city in Poland completely built from scratch in the inter-war period. And it happens to be home to a very good modernist architecture. This is also a phenomenon on a European scale. Plus, it is an amazing thing to walk down the street, see the shimmering sea on the horizon and feel a fresh breeze. The only seaside city that can be called "The White City" and that can compete with Gdynia is Tel Aviv. It was also built in the Bauhaus style.

**TM: What is the current condition of modernism in Gdynia?**

Gdynia can be a model for other cities. Other great examples of modernism are in Warsaw or Kraków, but only here I saw that this architecture is treated with respect. The city

is investing in the renovations. For example, the Market Hall - a constructivist and high-class work looks like it was built yesterday. In Katowice, we also had a beautiful modernist building like this... And it is gone now! (...) The work of the prominent constructor and architect Stefan Bryła was demolished. In its place, they located the shopping mall. I could present multiple negative examples of this kind. But the demolition of the brutalist station in Katowice hurt me the most.

**TM: What do you think about the contemporary architecture in Gdynia?**

Nothing could compete with the quality of the architecture of the inter-war period. The new buildings are created in a "modern-bis" style, both trite and literally referring to ship's modernism. They repeat some of its motifs, e.g. window-portholes. On the other hand, the latest architecture did not spoil the city's urban tissue, which is quite a success. In other places in Poland it often only deepens the spatial chaos.

**TM: At that time, the construction of the Sea Towers has awakened great excitement in the city. (...) Are these skyscrapers too high for the seaside city?**

They have certainly changed the skyline of Gdynia, creating a landmark - a bit like the Palace of Culture in

Warsaw. When I walked around the city and saw these towers, I knew where I was. But I would not build more high-rise buildings anymore - just one landmark of this type is enough.

[PL]

**TM: Czy Gdynia może zbudować swoją markę na modernizmie?**

To jej największa wartość, obok walorów krajobrazowych. Nie ma drugiego w Polsce miasta całkowicie wybudowanego od podstaw w międzywojniu i do tego wypełnionego bardzo dobrą modernistyczną architekturą. To ewenement także na skalę europejską. Do tego rzecz niebywała - idziesz ulicą, a jej perspektywę zamyka migoczące morze, czujesz świeżą bryzę. Z Gdynią pod tym względem może konkurować tylko inne nadmorskie Białe Miasto - Tel Awiw, które również wybudowano w stylu Bauhausu.

**TM: A jak oceniasz obecną kondycję modernizmu w Gdyni?**

Gdynię można stawiać za wzór dla innych miast. Bo mamy przecież świetne przykłady modernizmu, także w Warszawie czy Krakowie. Ale tylko tutaj zobaczyłem, że ta architektura traktowana jest z szacunkiem, inwestuje się w jej renowację. Na przykład miejska hala targowa - konstruktywistyczne dzieło wysokiej klasy. Wygląda, jakby powstała wczoraj. W Katowicach też była piękna modernistyczna hala targowa... I już jej nie ma! Tak się traktuje modernizm na Górnym Śląsku.

Wyburzono dzieło konstruktora i architekta Stefana Bryły. W miejscu hali postawiono grzmot galerii handlowej. Takie negatywne przykłady mógłbym mnożyć. Najbardziej zabolało mnie wyburzenie brutalistycznego dworca w Katowicach.

**TM: Co sądzisz o współczesnej gdynińskiej architekturze?**

Nie powstaje tu nic, co by mogło konkurować jakością z międzywojniem. Albo jest to taki modernizm-bis, banalnie i dosłownie nawiązujący do modernizmu okrętowego, bo powtarzający jego niektóre motywy, np. okna-bulaje. Na szczęście najnowsza architektura nie popsuka Gdyni, a to już spory sukces, bo w innych miejscach w Polsce często tylko pogłębia chaos przestrzenny.

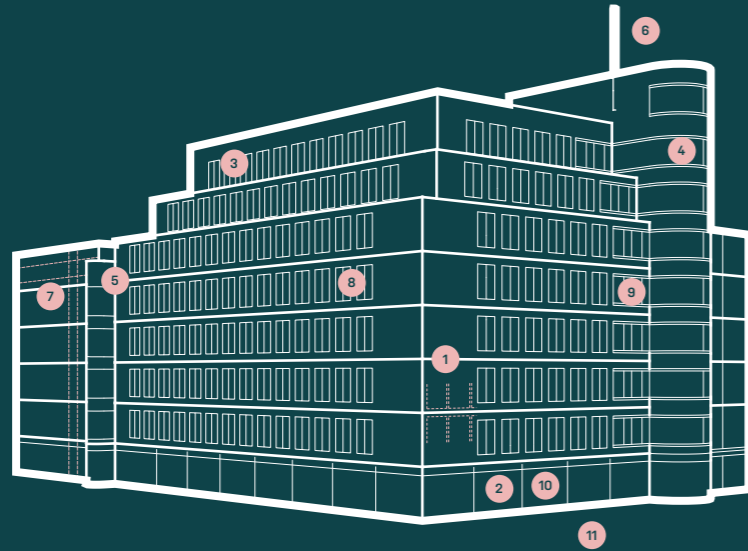
**TM: Swego czasu duże emocje w mieście wzbudziła budowa wieżowców Sea Towers. (...) Czy te wieżowce nie są za wysokie dla nadmorskiego miasta?**

Na pewno odmieniły skyline Gdyni, kreują punkt orientacyjny - trochę jak Pałac Kultury w Warszawie. Gdy spacerowałem po mieście i dostrzegałem te wieże, to wiedziałem, gdzie jestem. Ale nie budowałbym już tutaj więcej wieżowców - wystarczy jeden landmark.





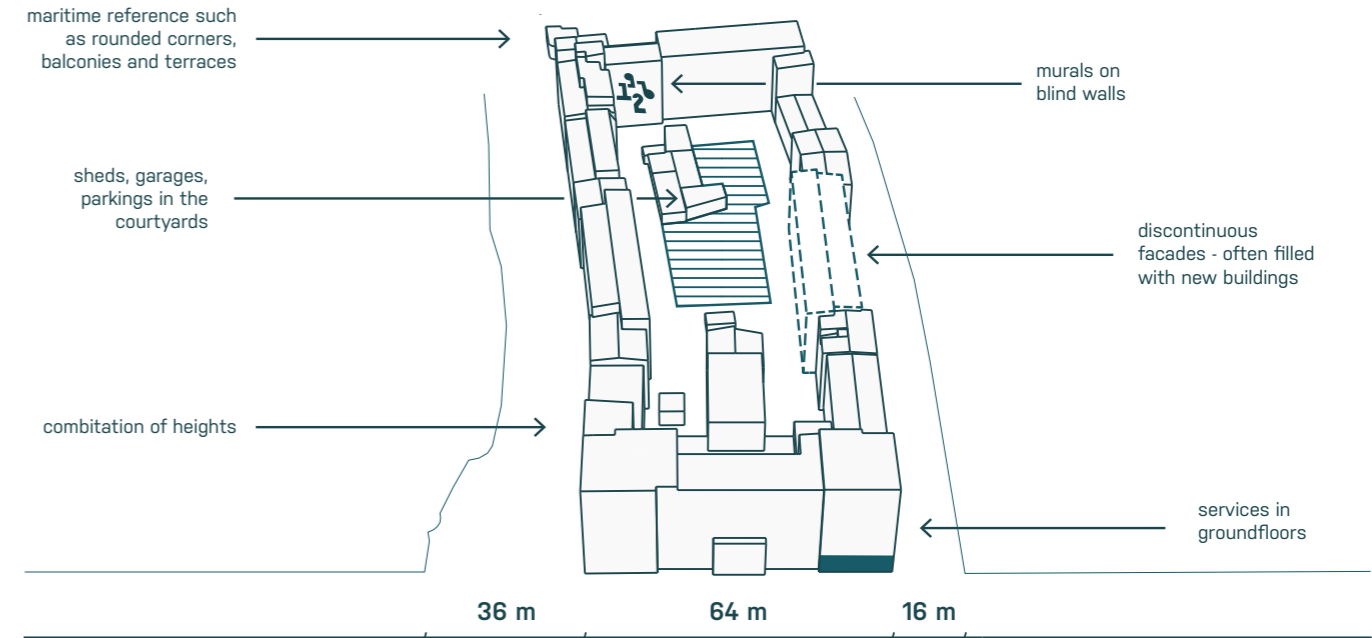
- 1 reinforced concrete frame structure of the walls
- 2 glazed ground floor giving lightness to the building
- 3 retracted upper floors optically reduce the massiveness of the building
- 4 a half-round turret, similar to the captain's bridge
- 5 bay window overlooking the sea
- 6 flagpole as on a ship



- 7 cladding of the facade made of limestone
- 8 stone window frames
- 9 comfortable loggias with flower boxes
- 10 entrance gate to the courtyard (for pedestrian and vehicles)
- 11 underground parking

The most important features of the modernist building on the example of the building at the intersection of 3 Maja and 10 Lutego Streets in Gdynia, building designed by Ziłowski (1938)  
 Graphic inspiration: [www.gdynia.pl/zabytki/modernizm](http://www.gdynia.pl/zabytki/modernizm)

## AN EXAMPLE OF A MODERNIST BLOCK IN GDYNIA







## UNESCO WORLD HERITAGE SITE?

*Will the modernist Śródmieście of Gdynia be enrolled to the UNESCO World Heritage List?*

During the International Day of Monuments Protection held in April 2019 in Gdynia, the information about the authorities' efforts to enroll the modernist Śródmieście of Gdynia on the UNESCO World Heritage List was finally confirmed. At this point, the city's application has been granted a necessary recommendation of the UNESCO National Committee. The modernist Śródmieście will first go to the waiting list (called the Tentative List). The next stages include document verification, external evaluation of the application, its presentation to the World Heritage Committee and, finally, receipt of the entry.

In 2015, the then-president of Poland, Bronisław Komorowski, in the Presidential Decree said that Gdynia's Śródmieście is: **"an outstanding achievement of Polish modernism, and because of its special role in the development of the country and the building of Polish identity after regaining independence, is regarded as a symbol of the Second Republic"**.







## TRANSPORTATION

### Road network and bicycle infrastructure

The motorization rate in Gdynia is high. According to CIVITAS DYN@MO (2011-2016) *"the modal split in Gdynia is as follows - public transport 50%, cars 49%, cycling 0.4%, and other 0.6%".* Thus, during rush hours many main streets of the city are congested. The city centre is usually overloaded with cars. Designated parking spaces are often fully occupied. **Many cars are parked in illegal or semi-legal spaces. Besides, Wiśniewskiego Street (west to the design site) and Trasa Kwiatkowskiego link the city and the Port of Gdynia with an express road Obwodnica Trójmiejska and A1 motorway.** That brings a lot of heavy traffic to the city centre. The bicycle infrastructure in Gdynia, previously almost absent, is growing. New routes are being built. In 2019 the city has also introduced its first system of shared city bikes. Unfortunately, due to the hilly landscape, many people choose not to use this mode of transportation.

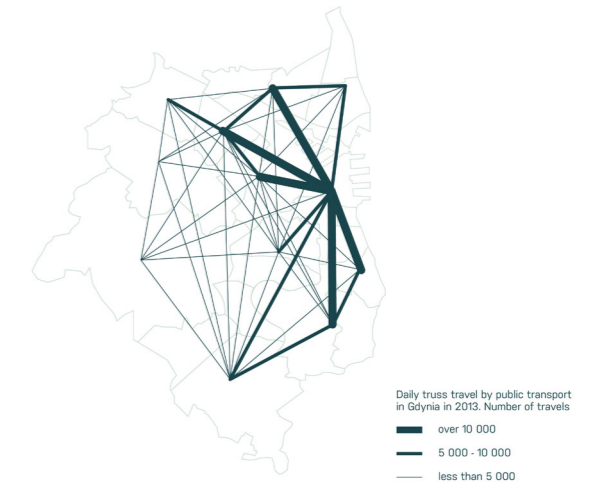
### Public transportation

The public transportation system in Gdynia is based on buses, trolleybuses and light rail. Interestingly, studies

made by Zarząd Komunikacji Miejskiej in 2015, indicated that public transportation in Gdynia was used on average by 4.66 passengers per kilometer. The values in neighbouring cities were higher - 6.54 in Rumia, and 6.24 in Sopot.

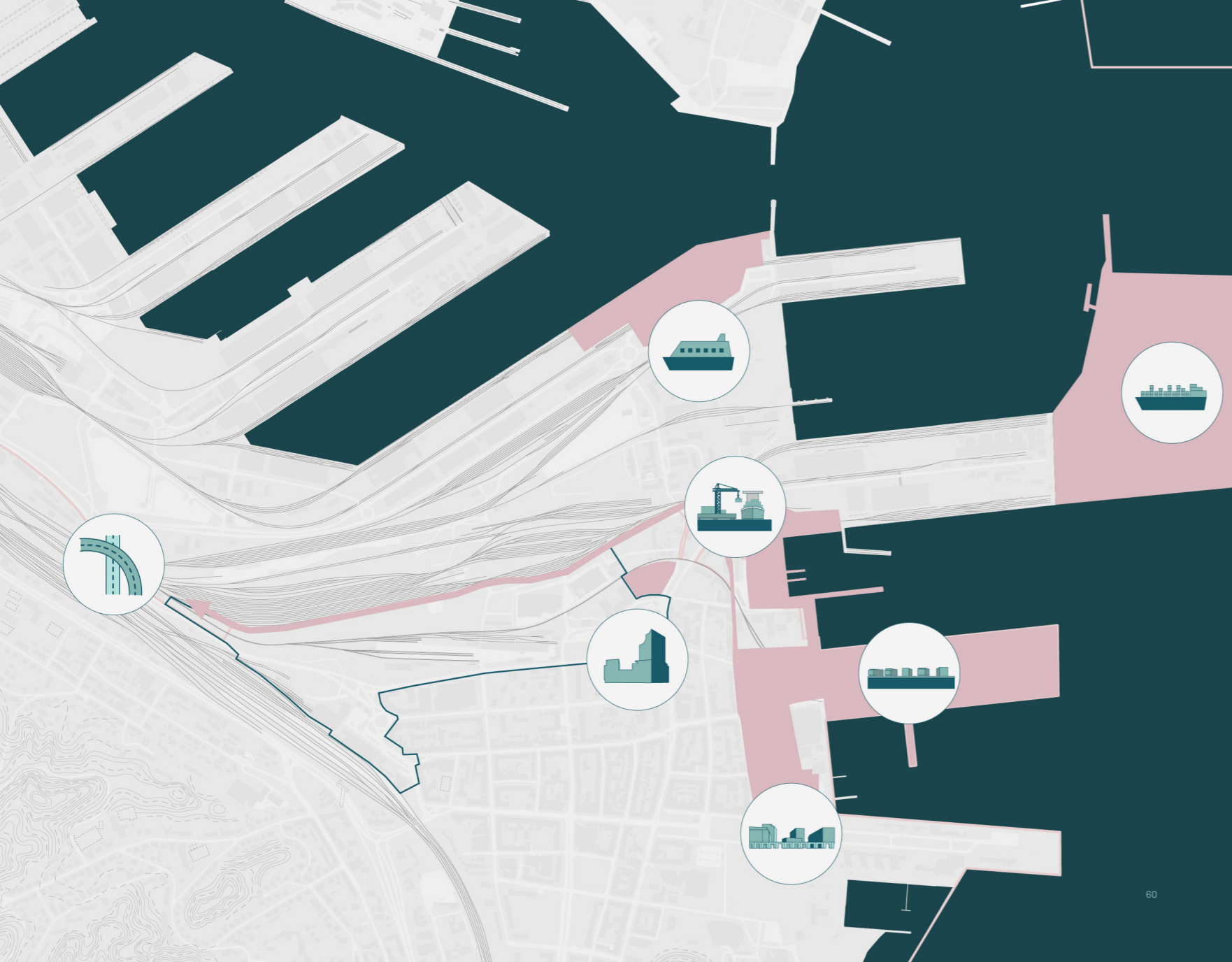
**Gdynia Główna train station, located on the design site, is a regional transportation hub.** Unfortunately, it has many flaws. The city authorities realize that and acknowledge the need to better integrate collective and individual transport here. The new transportation strategy from 2016 stresses that there is a need to reconstruct or modernize this area. That includes for instance upgrading walking and cycling infrastructure (e.g. footbridge or tunnel, pavements), improving public transportation (e.g. rearranging bus stops at Constitution square), reorganizing car parking around the station (e.g. adding Park & Ride)

As shown on the illustration to the left, the design site is surrounded by many important transport corridors that favor buses and trolleybuses in road traffic. These include 10 Lutego – Świętojańska, Jana z Kolna – Wiśniewskiego – Trasa Kwiatkowskiego, Władysława IV, Wójta Radtkego streets.



data source: Zarząd Komunikacji Miejskiej and Zarząd Dróg i Zieleni Gdynia





## THE FUTURE

Międzytorze is not the only site in the surroundings that will undergo significant changes. **Subsequently to the advancement in port technology, a lot of land in the city center has been vacated.** Most of those areas are destined for future developments. According to the city authorities, new investments in those post-industrial areas are meant to *"double the potential of the city center, enlarge the scope of representative, public spaces and change the panorama seen from the historic city center and the sea"*.

A part of this undertaking is called **the Gdynia Sea City (Gdynia Śródmieście Morskie)**. It includes 71.6 ha of areas designated for "downtown" functions and 33 ha of areas for other investments. It is divided into 6 separate projects (one being my design site). Another example project is the Yacht Park at the Pier Rybacki (Molo Rybackie). It is currently under construction. This site will become a mixed-use residential and office complex with a new marina. According to the estimates, this area is to accommodate around 8,000 people and serve as a workplace for another 4,000. This is the physical, master planning urban change in the center of Gdynia in many years. I am eager-

ly awaiting its implementation. This project will become a good reference in the debate on the future shape of the center of Gdynia.

In addition, **a new port terminal and a new ferry passenger terminal next to the Emigration Museum** will be built as well. The new ferry terminal will be relocated there from a more distant Helskie Quay (Nabrzeże Helskie) and is to be ready by the end of 2021. The aim behind those actions is to build a stronger "maritime highway" to the north. An allowed larger number of ferries and passengers is believed to increase local tourism and cramp business relations with Scandinavia.

Another future investment is **the Outer Port and its adjacent infrastructure (eg. Nowa Węglowa Street north to the design site)**. This extension to the Port will be built on artificial land. As the port authorities state, this project has become a necessity in the face of growing market competition in the world. It will also help to meet the growing demands for container transshipments in Polish sea-ports.





# SOCIAL STUDY



# Drogi Mieszkańki i Drodzy Drogi osoby związane w Gdyni!

Poniższa ankieta dotyczy przestrzeni terenu "Międzytorze" w Gdyni (rejon Portową, Marka Zygmunta i Janka Wiśniewskiego).

W ostatnim czasie został uchwalony nowy plan zagospodarowania miejscowych planach zagospodarowania - "1108 Janka Wiśniewskiego". Następnie zaś faktyczne wprowadzanie faktycznych zmian w obszarze. Następnie zaś faktyczne wprowadzanie faktycznych zmian w obszarze. Następnie zaś faktyczne wprowadzanie faktycznych zmian w obszarze.

Z góry dziękuję za pomoc Dominika Misterka

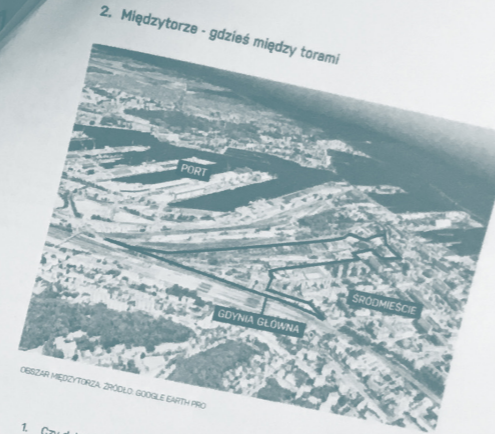
- 1. Dane zebrane w ankiecie pozostaną całkowicie anonimowe i służyć będą celom statystycznym.
- 2. Gdyby mieli Państwo jakiegokolwiek pytania to proszę o kontakt.

## 1. Gdynia - moje miasto

- 1. Jak długo mieszka Państwo w Gdyni?
  - Od urodzenia
  - Od 7 lat
  - Urodziłem się w Gdyni
  - Nie urodziłem się w Gdyni

Jeżeli mieszka Państwo w Gdyni, proszę o podanie adresu: Włocławek

## 2. Proszę o podanie miejsc, w których spędzają Państwo wolny czas w Gdyni



OBZAR MIĘDZYTORZA, ZRODŁO: GOOGLE EARTH PRO

- 1. Czy dobrze zna Pan(i) Międzytorze?
  - Tak. Dobrze znam ten teren, ponieważ:
    - Mieszkam tu
    - Pracuję tu
    - Bywam tylko w kilku konkretnych miejscach. Proszę zaznaczyć **maksymalnie 3** najbliższych pasujących odpowiedzi:
      - JumpCity
      - Strefa Zolter
      - Kościół pw. Matki Bożej Miłoszkiej Pomocy i św. Piotra Rybaka
      - Korzystam z siłowni na tym terenie
      - Inne: \_\_\_\_\_
      - Inne: \_\_\_\_\_
  - Nie do końca znam ten teren, ale dobrze znam jego okolice. Proszę zaznaczyć **maksymalnie 3** najbliższych pasujące odpowiedzi:
    - Kupuję na Miejscach Haleb Targowych
    - Pracuję w porcie
    - Uczę się w Szkole Morskiej przy ul. Polskiej
    - W ogóle nie znam tej okolicy
    - Korzystam z usług Hotelu Hoffman
    - Korzystam z usług Muzeum Emigracji
    - Odwiadam Konsulat Kultury (jeszcze do niedawna był to Dom Honorarza Szwedzkiego)
    - Bywam na koncertach w UCHU, czy Blues Clubie
    - Bywam w Sądzie Rejonowym w Gdyni
    - Inne: pracuję w okolicy
    - Inne: \_\_\_\_\_

## INTRO

The design presented in this thesis bases on an extended social analysis. The study consisted of in-depth interviews with the key stakeholders and an extensive survey questionnaire.

I conducted four in-depth interviews. One with two members of the Spatial Planning department in the City Office, and others with a representative from the Port of Gdynia, a local architect, urbanist, and activist and finally, with one citizen who used to work in a clinic close to the design site. Unfortunately, I haven't been able to make contact with the landowner of the site - PKP Polskie Koleje Państwowe.

The survey questionnaire was available in both printed and online versions. I have distributed it among Gdynia's citizens by many channels. I delivered the questionnaire to local entrepreneurs and institutions, talked to those I met on the design site during my site visits as well as I handed it to my relatives and friends who have a connection to the site. I have received 98 responses.

The group of the respondents consisted of a diverse range of people who were connected to the site

in various ways. For example, one respondent was a young industrial designer working for a design studio located on the site. Another was my grandmother who used to work at the Stocznia Remontowa Nauta SA (a repair and production shipyard located in the port of Gdynia) for 18 years. Else, it was a kid who visits the site frequently to go to the Jump City facility.

I have reached out to over a hundred people who know this area the most. Through that, I present a project which is a result of a deep understanding of the local circumstances. Thus, I believe it responds to the most urgent needs of the local community. But I also hope that it sheds new light on how city districts and public spaces can be shaped in Gdynia.





Spatial Planning Department, City Office, Gdynia

How would you phase in time the future development of the Międzytorze?

*Traffic connections need to be solved at first - Nowa Węglowa and Nowa Dworcowa Streets, and some major changes on Władysława IV and Waszyngtona Streets. Otherwise, the whole city center will be stuck up in a traffic jam. The second step is to reorganize the Constitution Square and to the construct a new transportation hub adjacent to the railway station. The least burning solution is a connection with Morska Street to the west of the site.*



Port of Gdynia

Should the Międzytorze offer office spaces for the port employees in the future?

*The port is growing. We need more space, for example for the container services. There is no free land in the city so we will build a new part of the port on the water, so-called the "Outer Port" (Port Zewnętrzny). This means, we will need more office spaces. The proximity to the port is, however, not relevant. New offices could be located anywhere. Just a few days ago we have signed an agreement to build a new Ferry Passenger Terminal close to the Emigration Museum. The area will already provide us with a few office spaces.*



A former worker of a clinic on Chrzanowskiego Street

What is your experience from working close to the site?

*This part of Gdynia stinks, especially when the biofuel (stored coconut shells) gets in contact with water. There is a lot of coal dust here too. I remember it was difficult to ventilate the clinic. After opening the windows, if it did not smell, everything was covered in a speck of fat coal dust. I think it is important for you to consider the environmental factors in your project.*



An architect and urbanist from Gdynia

Do we need high rise buildings in Gdynia?

*I am not sure. Our Sea Towers is definitely too high. There has to be the reason to put a high-rise building somewhere, such as to remind of an important feature or to stress an important axis. But, if another higher building had to be located somewhere in Gdynia, your site is probably not the worst place to do so. It is just on the northern edge of the city and next to the railyards so the shadows wouldn't be a big issue. But remember, Gdynia has always been a "bright" city with white buildings and a lot of open space. Even in the old city plans from the 1930s the light-shadow play has been important. We can't forget about this.*

## INTERVIEWS

The individual interviews focused on the experiences, feelings, and perspectives of my respondents. These helped me to narrow down my design concepts, provided me with deep insight, more details as well as brought different perspectives that enriched my design. The interviews were semi-structured and hence allowed the respondents to freely address the issues I didn't hark back to myself.

The interviews considered:

1. Pros and cons of the Międzytorze area
2. Site-specific conditions - wind patterns, flood risks, sea-level rise risks, etc.
3. General visions for future the Międzytorze
4. The local plan for the Międzytorze



"Great location next to the city center and the sea"

"Proximity to the port"

"Wild vegetation"

"A potential for the new CBD"

"Easy access to public transport"

"Severity and relics of the previous era"

"Silence, peace. I like running there"

"Industrial character"

"Lots of buildings where birds nest"

"JumpCity!"



"Scraps, wood, coal"

"It's a bit scary there"

"Proximity to the port, trains, coal and industry"

"Dingy pipes, ugly SKM station"

"Market Hall is becoming a ruin"

"Spatial chaos, lack of ideas, grayness"

"Poor public communication close to the Kashubian square"

"Strong winds and port fragrances"

"Post-industrial, repulsive architecture"

"Destroyed, dirty, old buildings, hideous pubs closeby"

## QUESTIONNAIRE

I received the total of 98 responses to the questionnaire. The profile of the respondents looked as follows:

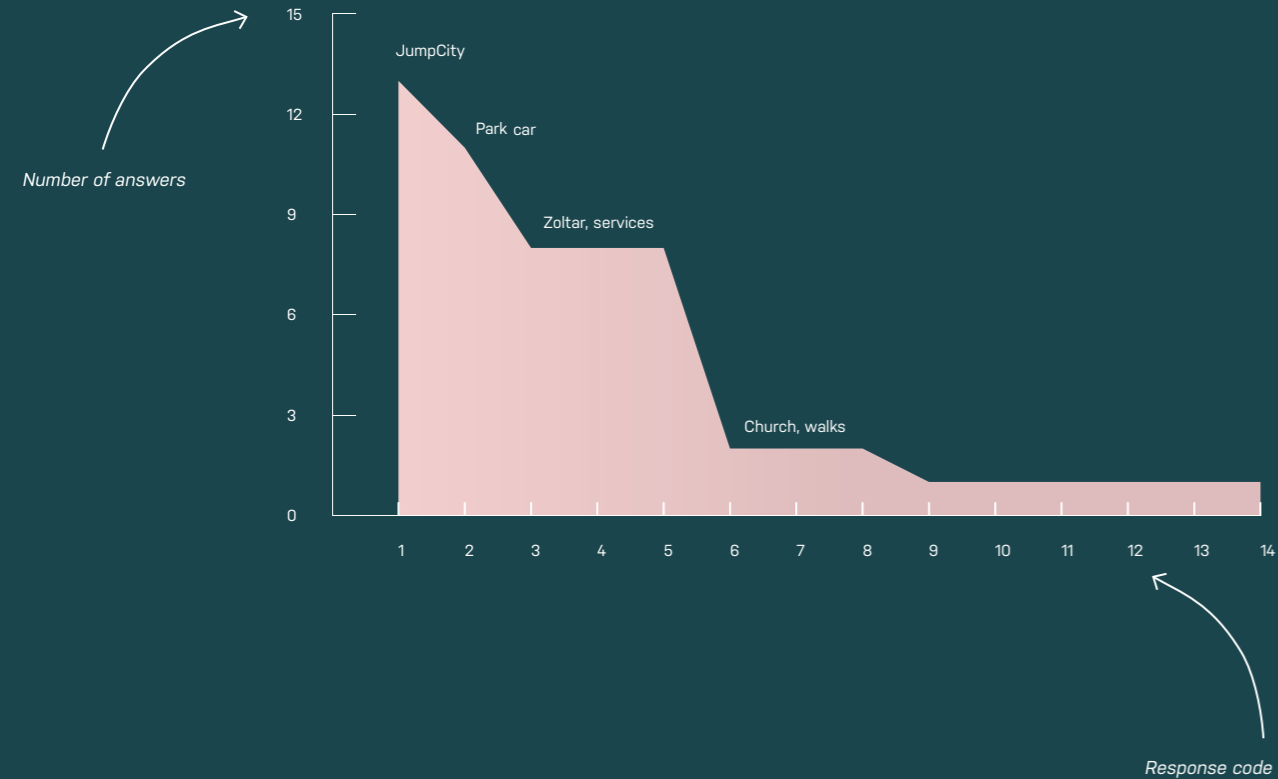
1. **13,3% of the respondents live in the Śródmieście district i.e. near the design site.** 40,7% live in the neighbouring districts of the site (Kamienna Góra, Wzgórze Świętego Maksymiliana, Działki Leśne, Grabówek, Obłuże, Oksywie), 31,7% in other districts and 14,3% live outside of Gdynia.
2. **49,0% of the respondents have been living in Gdynia since birth,** 28,6% have been living in Gdynia for over 5 years, 12,2% were born in Gdynia but live in another city now, 2,1% were not born in Gdynia and do not live in Gdynia, and finally 8,1% have been living in Gdynia from up to 5 years now.
3. **25,5% of the respondents were between 51-65 years old,** 19,4% were over 65 years old, 17,3% were between 25-35 years old, 16,3% were between 19-24 years old, 15,3% were between 36-50 years old, 4,1% were between 14-18 years old, and 2,0% were less than 14 years of age.

Among others, the questionnaire considered the following issues:

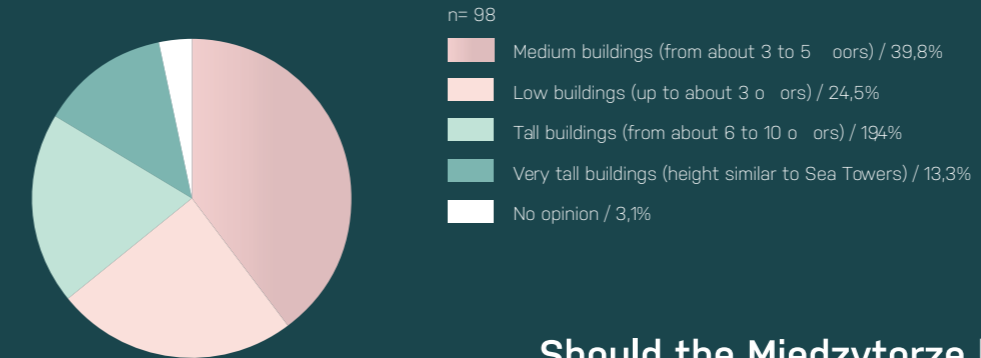
1. How people use Gdynia's public spaces
2. How people use the Międzytorze
3. How people move around Międzytorze
4. What people like and dislike in Międzytorze
5. People's opinion about the new local plan for Międzytorze
6. General visions for the future of Międzytorze



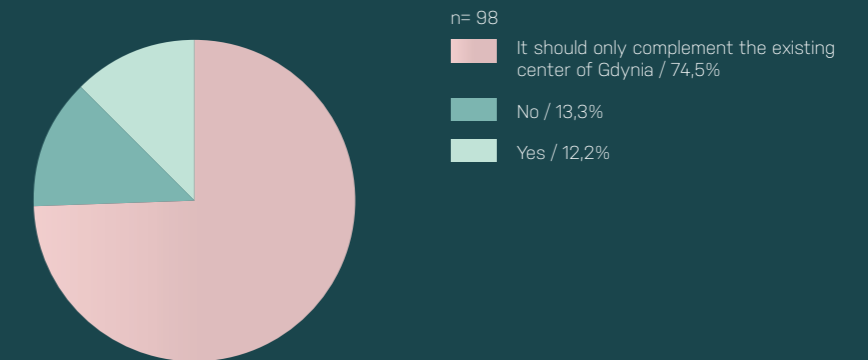
## What do you usually do in the Międzytorze area?



## What height of buildings should predominate in the Międzytorze in the future?



## Should the Międzytorze be a new center of Gdynia?





## SOCIAL STUDY SUMMARY - IN-DEPTH INTERVIEWS



### Urban Planning Office

*Gdynia Główna station as a first phase of the new development - a need for a new transportation hub*



### The Port of Gdynia

*New offices are needed but they don't have to be located near the port*

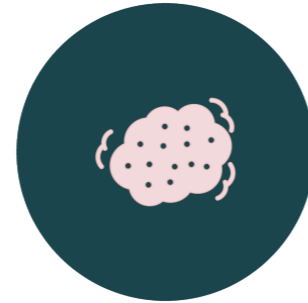
*Connecting north and south districts through water would be advantageous but it is not realistic due to a very high cost of such undertaking*

*There are no height limitations for the new buildings on the part of the Port*



### Local architect and urbanist

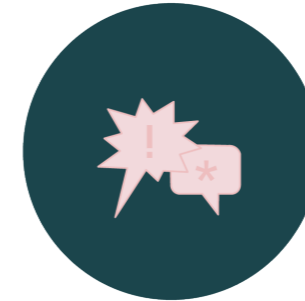
*Gdynia has a very strong and unique architectural identity. It is important to relate to the modernist architecture*



### Worker from a clinic nearby

*There is a need for a design that helps to prevent or mitigate strong winds as well as coal dust pollution coming from the port*

## SOCIAL STUDY SUMMARY - QUESTIONNAIRE

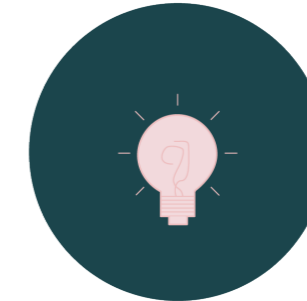


### Difference of opinion

*Modern city versus old fishing Village dispute - should the new buildings be high or low?*

*New city centre for people or an extended base for the port dispute*

*Industrial or modernist character of the new development dispute*



### A lot of ideas for a change

*Essential reorganization of parking situation around the station area*

*Recreational spaces which offer activities all year round (resistance to wind is important)*

*Much needed water-connection to northern districts of the city*



### Help in identifying the most popular places on the site

*JUMPCITY, parkings, Zoltar, church - **everything indoors***

### Help in identifying popular places nearby

*The Market Hall, the Emigration Museum, concert places - **everything indoors***



# THE SITE

23,5 ha





# THE LOCAL PLAN

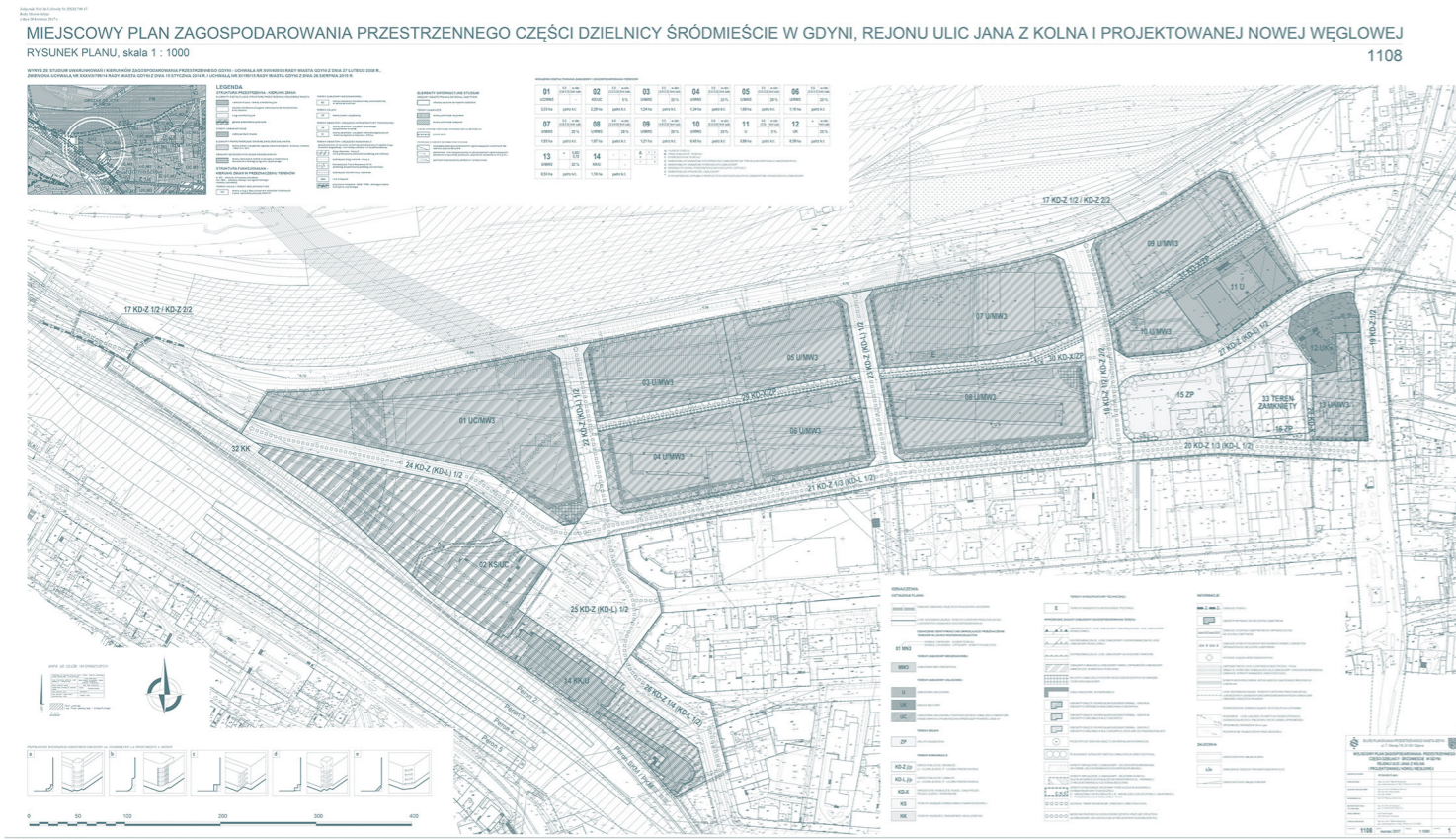


illustration: „Miejscowy plan zagospodarowania przestrzennego części dzielnicy Śródmieście w Gdyni, rejonu ulic Jana z Kolna i projektowanej Nowej Węglowej”, published in Dziennik Urzędowy Województwa Pomorskiego in 2017, no. 2278

The design site accords with the boundaries of the local plan\* called *Miejscowy plan zagospodarowania przestrzennego części dzielnicy Śródmieście w Gdyni, rejonu ulic Jana z Kolna i projektowanej Nowej Węglowej*. The plan was enacted by the municipality on April 26th, 2017 but the first works on it have started already in 2012. It covers an area that is mostly owned by PKP S.A. (Polskie Koleje Państwowe).

The plan envisions the construction of a shopping mall, two high buildings (up to 55 meters), the reconstruction of Władysława IV Street, and the construction of the New Węglowa Street. A new park is to be allocated between Jana z Kolna and Tadeusza Wendy Streets. The document opts for multi-family housing with functional ground floors. Besides, the plan stresses that the area is located within the historic, protected part of Gdynia, and it imposes certain design solutions. The new design must be supported by, for example, a network of streets that extend the existing pattern, and a parcel layout and block-typology buildings.

It is crucial to mention that the plan stimulated a heating debate among the citizens. They submitted numer-

ous comments to the plan's draft. City activists have spoken in the debate, arguing that the construction of the next shopping mall will further fragment the city and will lead to the ruin of the local Market Hall (owned by the city). They also postulated to divide vast residential buildings into smaller, more climatic units. Many people were also concerned about the scale of an extended Władysława IV Street, which was planned to have extra lanes in every direction. They also proposed to expand modest green places in the plan. Their comments were rejected by the municipality. Based on my analysis and knowledge of the city, I answer the inhabitants' doubts. Thus, through my design, I want to investigate how the site could look if the concerns were taken into consideration. I will, however, look at the comments through the lens of a professional. I will, if necessary, modify them and enrich them with other missing elements. Nevertheless, the design will follow the general framework of the local plan but it will be fashioned anew. For example:

### Public spaces

The spine running along the preserved railway siding which was presented in the plan will be wider and extend-

ed towards the station area Gdynia Główna. This will assure a seamless connection with the new transportation hub and will provide more space for decent public functions.

### Lush greenery

The park presented in the plan will be relocated. It will also be directly connected to the spine running along with the railway siding.

### Well-distributed commerce

Instead of putting retail functions in a shopping mall, the services in my design will be distributed on the street level, along the spine running on the preserved railway siding.

### New habits

To advocate for more sustainable, environmentally-friendly mobility all the longitudinally designed streets will be narrowed down in my proposal. This will create more human-friendly spaces and mitigate strong winds. All streets will be armed with biking paths. Besides, some places will have limited car access but, in general, the site will be better connected by reorganizing nearby public transportation.

### M-scale living

Proposed large block typology will be subdivided into smaller units creating a more balanced mixture of public and private spaces. This will also allow for better wind mitigation and a larger number of "modernist corners" in the buildings - an iconic part of Gdynia's architectural landscape highlighted

even in the local plan - check the illustration to the left.

\*A local plan in Poland is called the "Miejscowy Plan Zagospodarowania Przestrzennego". It determines the purpose of the area, distribution of functions within the area and development methods and conditions. If necessary, it may indicate special standards such as the size and dimensions of land area as well as the form and scale of buildings. It underlines the issuing of administrative, planning decisions in the municipality.

As dr hab. prof. Przemysław Śleszyński, an expert on deglomeration and spatial policy and his team stated in 2018 in the report "Analiza stanu i uwarunkowań prac planistycznych w gminach w 2017 roku", in reality, the polish local plans are usually faulty and contribute to dispersions of the city cores. The authors also note that the plans tend not to be developed to organize the urban relations, but rather to cover the areas of new investment. Besides, larger cities in Poland are more likely to separate areas for green areas and waters (as much as 28.7% do so) than smaller towns. But public functions occupy on average only about 1% of the area designated in the plans.





*Some of the visuals presented to public opinion*  
source: PKP S.A. / SEMEKO

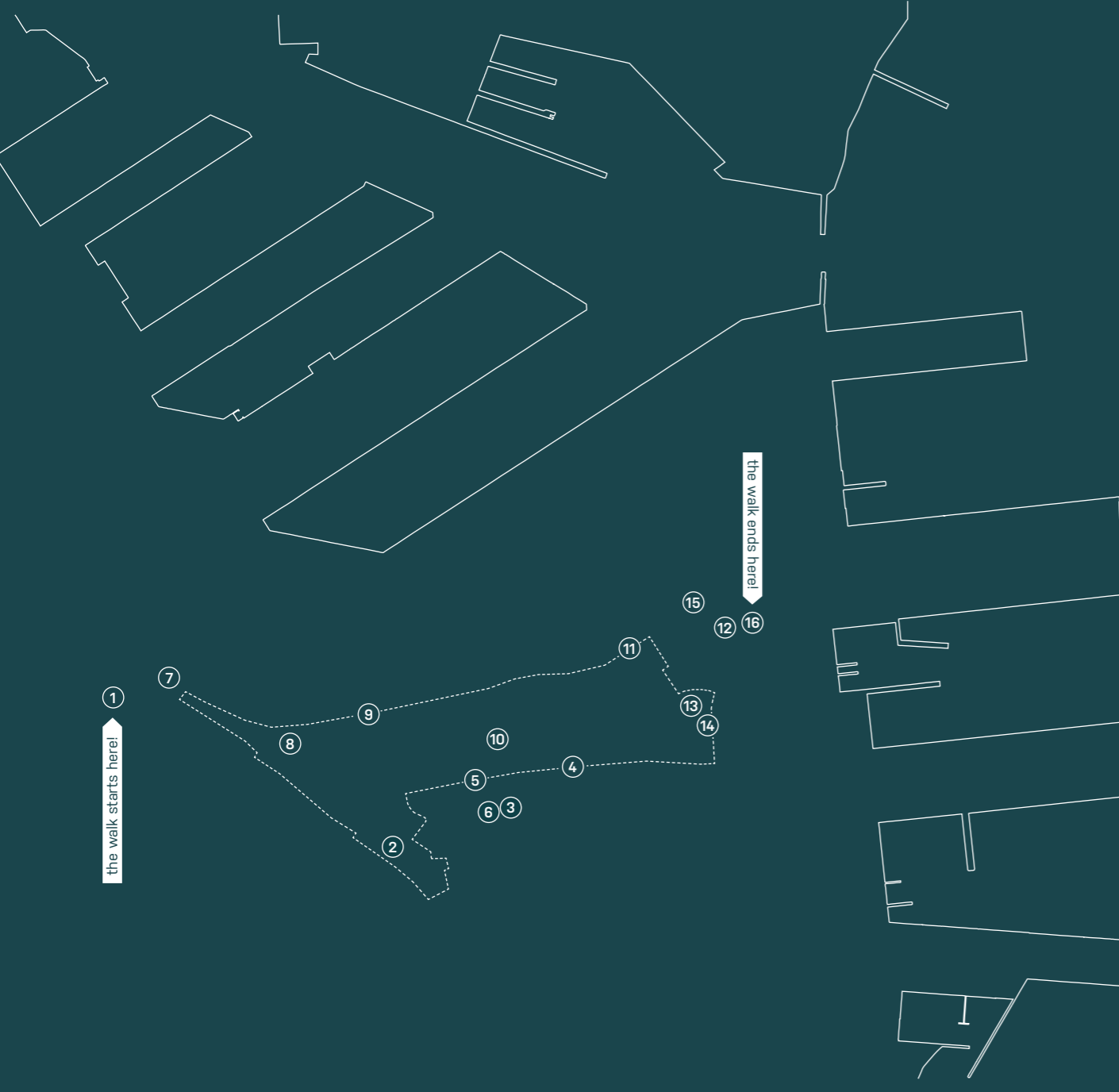
## REALIZATION?

In 2015, the landowner of a vast part of my design site, the PKP S.A. appointed Semeko Grupa Inwestycyjna S.A. and Xcity Investment as partners to develop 14 ha in Międzytorze. The project is planned to be completed on the 100th anniversary of the City of Gdynia in 2026. The value of the investment is estimated at EUR 700 million (PLN 3 billion).

Also in 2015, the consortium published the first and presumably, so far, only promotional visualizations of their concept (see illustrations to the left). If the concept hasn't been modified over the years, it includes high-rise buildings with commercial spaces and some public spaces. Social media is full of speculations that, in the first phase of the investment will focus on the residential buildings around 3 Maja Street. It is also assumed that the second phase will include the construction of a shopping mall at the Gdynia Główna station.

In 2018 an information appeared that Bank Ochrony Środowiska S.A. and Semeko S.A. signed a letter of intent regarding cooperation in financing the project's implementation. However, little is still known and it is hard to find more information about the progress of the investment process.





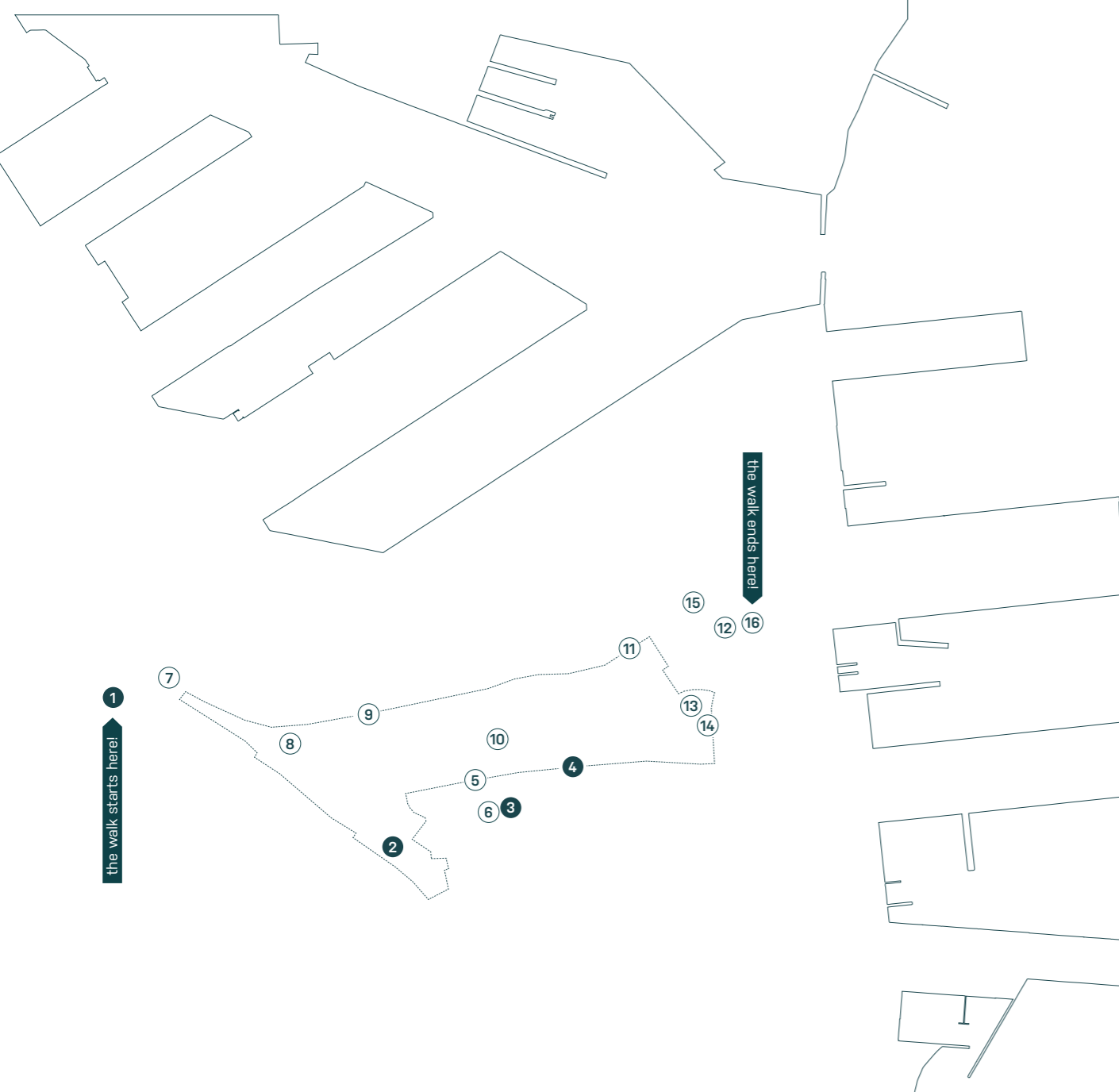
## A WALK THROUGH THE SITE

Follow the numbers to visit the site. The walk starts at the main train station called Gdynia Główna and runs to the east through the design site. During the walk, you will pass through the Market Hall (Hale Targowe), a railyard, allotment gardens, a few post-industrial buildings, and a peculiar church. The walk ends very close to the waterfront. Unfortunately, we cannot continue all the way down to the water - the area is fenced off. That is private land that belongs to the Port of Gdynia. Luckily, the ships and cranes do not block the view of the sea. We are able to enjoy the first glances of the water.

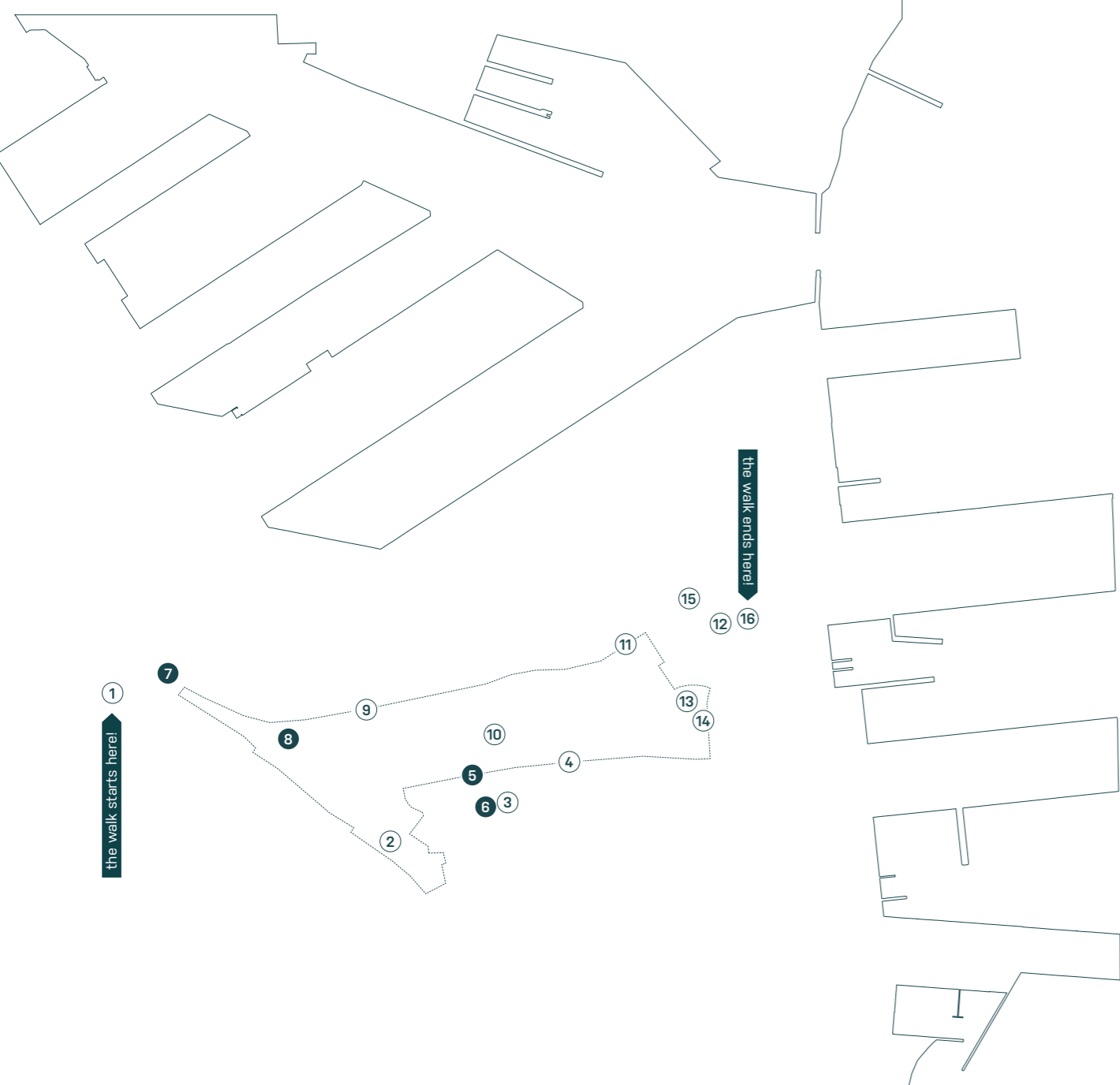
During the walk, you will see that the vast part of the design site is a railyard that served the port of Gdynia. You will understand that after most of the railway sidings had been excluded from use, the site has changed into a chaotic and eclectic part of the city with its unique, rough character. It will be apparent that apart from the Gdynia Główna station area, the site is today mostly underutilized. There are, however, some people who use

it. These are the gardeners who take care of their allotment gardens or those who squat there, small entrepreneurs, those who park their cars here, and those who choose to meet for an outdoor, off the beaten track, drink in the open air here. In addition, the site contains some additional historical buildings (some of them are under the protection of the city's conservator). It is important to mention that, thanks to its central location, the site is directly surrounded by many significant buildings, such as the Market Hall, Fisherman's House, or the Immigration Museum.









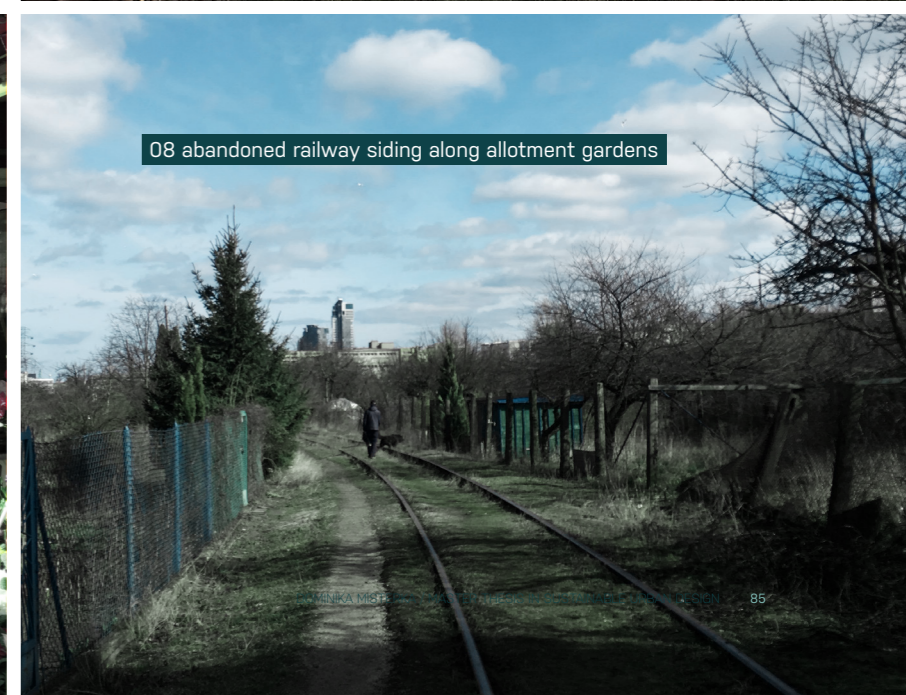
05. Poor accessibility to the site



06. Vast and still active railyard

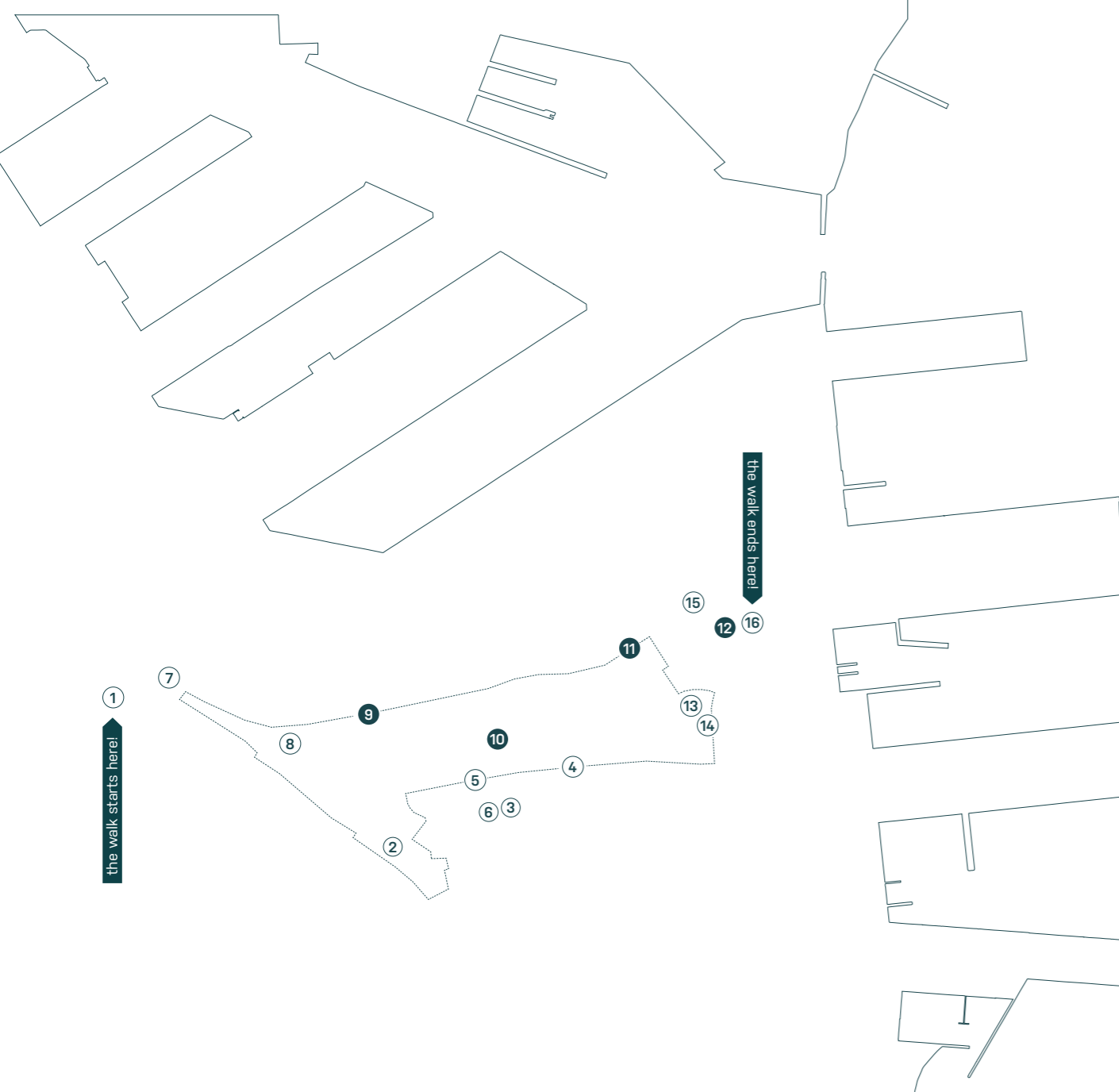


07 stands south of the market hall "Hale Targowe"

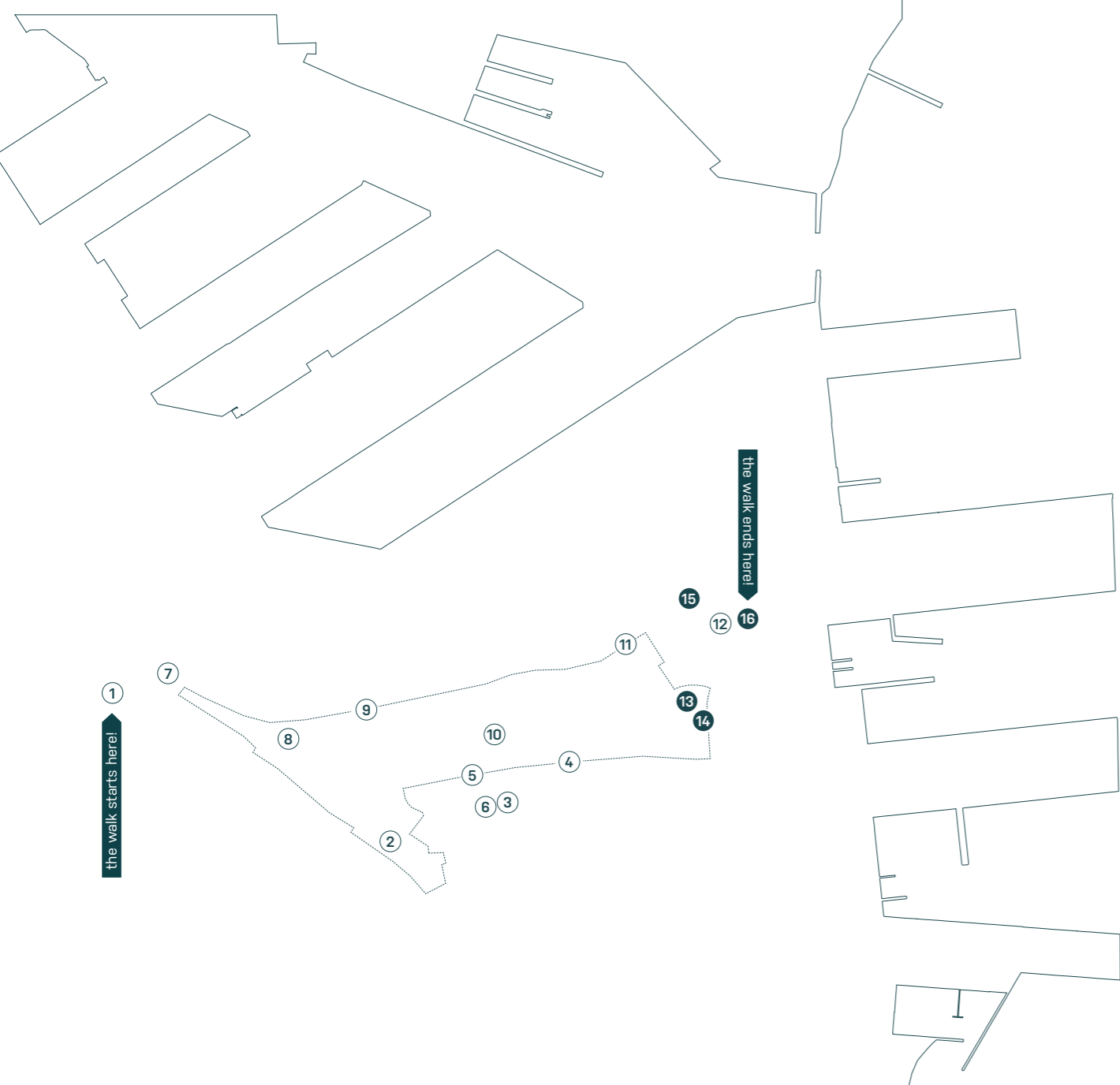


08 abandoned railway siding along allotment gardens

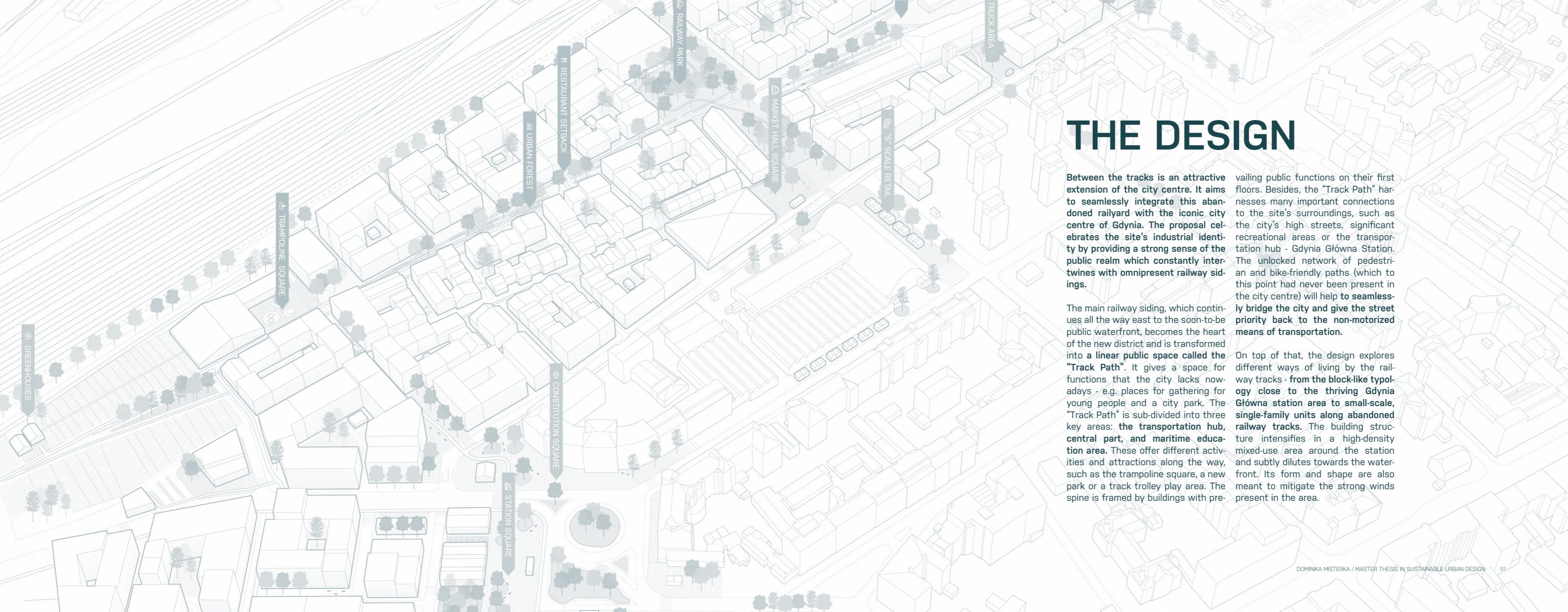












# THE DESIGN

Between the tracks is an attractive extension of the city centre. It aims to seamlessly integrate this abandoned railyard with the iconic city centre of Gdynia. The proposal celebrates the site's industrial identity by providing a strong sense of the public realm which constantly intertwines with omnipresent railway sidings.

The main railway siding, which continues all the way east to the soon-to-be public waterfront, becomes the heart of the new district and is transformed into a linear public space called the "Track Path". It gives a space for functions that the city lacks nowadays - e.g. places for gathering for young people and a city park. The "Track Path" is sub-divided into three key areas: the transportation hub, central part, and maritime education area. These offer different activities and attractions along the way, such as the trampoline square, a new park or a track trolley play area. The spine is framed by buildings with pre-

vailing public functions on their first floors. Besides, the "Track Path" harnesses many important connections to the site's surroundings, such as the city's high streets, significant recreational areas or the transportation hub - Gdynia Główna Station. The unlocked network of pedestrian and bike-friendly paths (which to this point had never been present in the city centre) will help to seamlessly bridge the city and give the street priority back to the non-motorized means of transportation.

On top of that, the design explores different ways of living by the railway tracks - from the block-like typology close to the thriving Gdynia Główna station area to small-scale, single-family units along abandoned railway tracks. The building structure intensifies in a high-density mixed-use area around the station and subtly dilutes towards the waterfront. Its form and shape are also meant to mitigate the strong winds present in the area.





port



site



city

## THE VISION

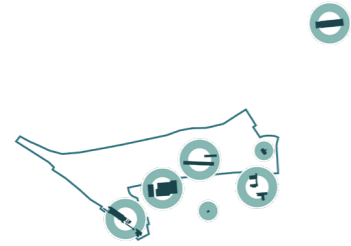
*The vision for the Międzytorze bases on the need to fill the gap between the port of Gdynia and the modernist city centre. It seeks answers about how to expand the central functions of the city. Basing on the in-depth interviews with the site's key stakeholders and many citizens, the proposal combines opportunities for living, working, and recreation on a former brownfield. The site will be integrated into its surroundings and will become a pedestrian-friendly area with active meeting places located in between the tracks.*

Beyond its potential to extend the city centre and make a vibrant neighbourhood the project aligns with the city's broader economic development goal. By providing new working and living spaces and by enhancing connectivity it stimulates the city's development and competitiveness on both local and regional levels. It fosters commercial activity and attracts business investments in the vicinity to the train station. By maximizing the development there, the proposal fits in with the concept of transit-oriented development. The site will also become a local and regional destination that will appeal to commuters and visitors.

It is important to mention, that redeveloping the former railyard is a common process, happening in most of the cities worldwide these days. I do, however, believe that my project will shed new light on this issue, especially since this matter is still quite unprecedented in Poland. The proposal could undoubtedly be used as a starting point for further discussions about the future of this valuable land, or as a reference when reflecting on the city's development strategies and envisioning new possibilities.

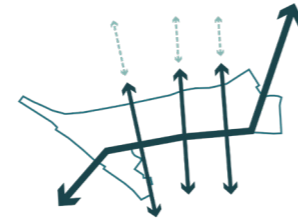


## DESIGN STRATEGIES



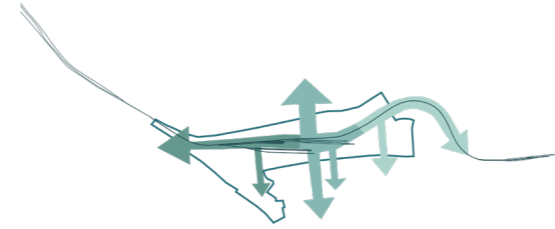
### REVIVE EXISTING LANDMARKS

The aim is to preserve and highlight the existing landmarks around the site and to arm them with an eventful public realm. This, for example, includes **the preservation of main viewpoints and axes** or providing more transparency in the city grid by reflecting functions of the buildings in the imminent public realm.



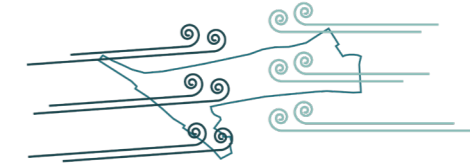
### CONNECT TO THE CITY

The site becomes a heart of the connection along the main railway siding (the "Track Path") which runs between the Gdynia Główna station area all the way east to the waterfront. **This pedestrian & bike connection will become a multi-use zone for recreation. Besides, the site's grid will reflect and continue the street network which is already existing in the city centre.** The main high streets of Gdynia - 3 Maja, Władysława IV, and Świętojańska, will be seamlessly prolonged into the design site. New paths will also link the design site to the recreational forest areas to the west and the Emigration Museum and a new ferry terminal to the north-east.



### INTRODUCE THE PUBLIC REALM

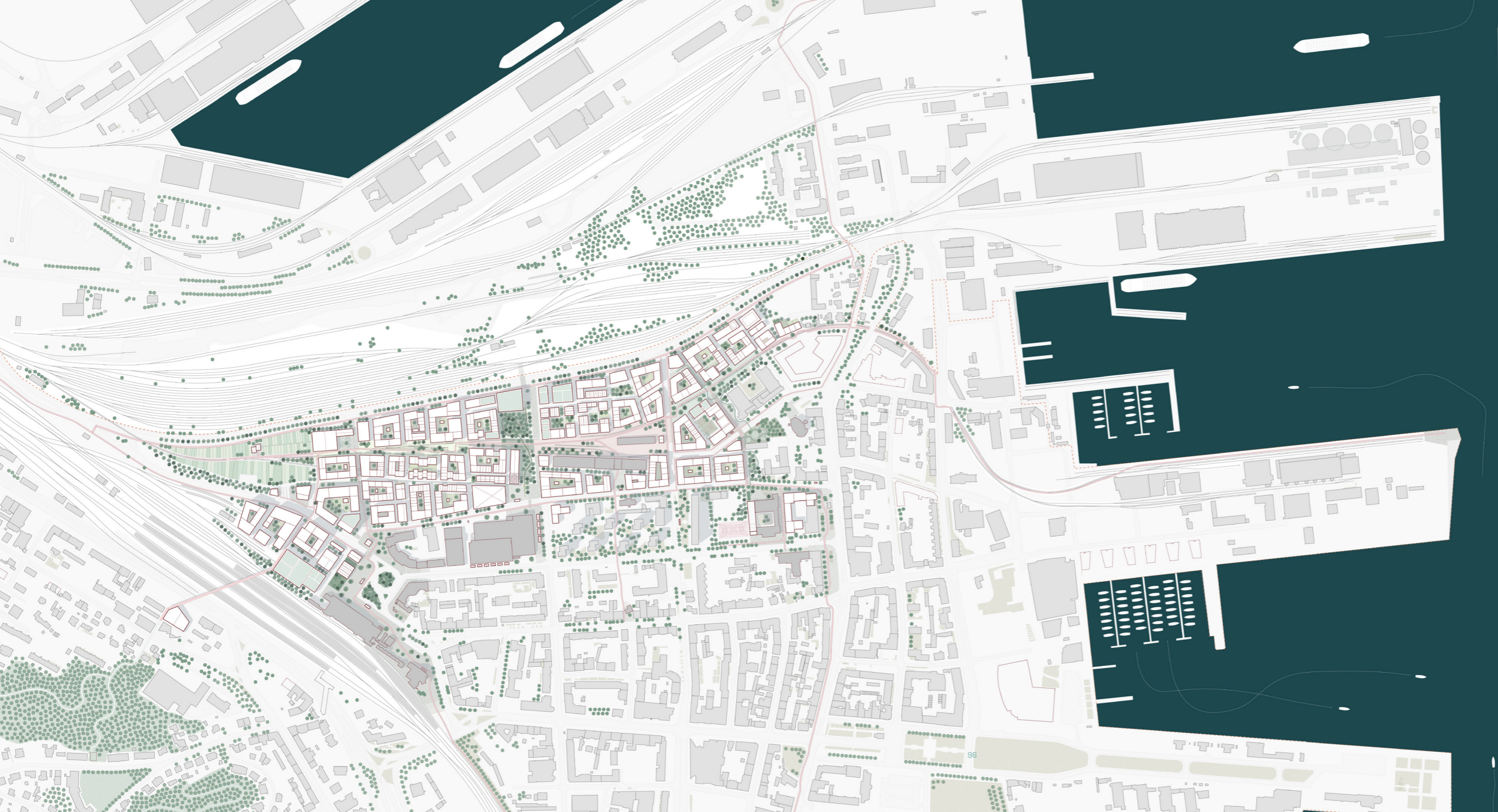
The designed public realm includes the "Track Path" and other, complementary public spaces. It is vibrant and allows for many social-gathering opportunities. **It changes in size, form and shape constantly adapting to the existing structures on the site** (e.g. abandoned railway tracks). It will be framed by the functional bases in buildings first grounds. In that way, public facilities and retail/offices accompanying public spaces will embrace diverse usage and will allow for activity, fun, and movement on the design site for all age groups.



### MITIGATE WIND

The site is exposed to strong winds and sudden gusts coming from the west (cool sea breeze from the Baltic Sea during the day) and the east (mostly in the winter). **The design addresses that by recommending "shortened" block-typology, ca. 50x50m** (comparing to the existing, modernist blocks nearby and the local plan) **with varied roofs and enriched with weather resilient elements that can improve pedestrian comfort** (e.g. frontage setbacks, awnings, canopies, and arcades). To reduce ground-level wind speeds, building heights do not exceed 9 stories (the average building height ranges between 4-5 stories). This also allows better sun exposure of the public realm and weaker wind turbulences at the base of buildings.







## Preserved & New Buildings

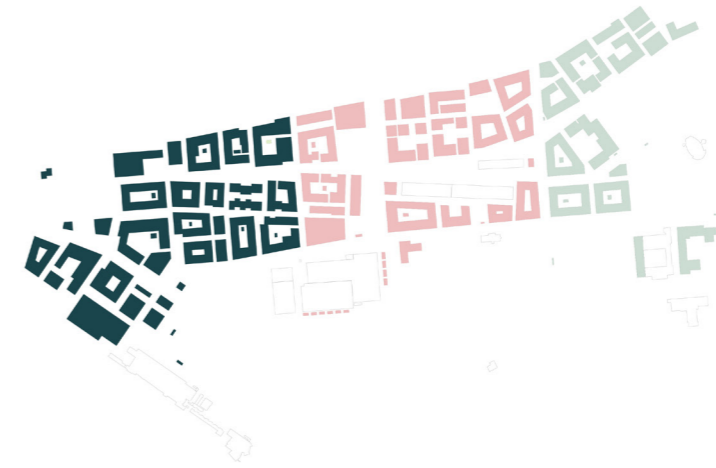
The project keeps most of the buildings on the site, including the Gdynia Główna station and the Market Hall (Miejskie Hale Targowe). The site is, however, relatively empty at the moment so it leaves a lot of space to develop. New buildings will prevail here.



- Preserved existing buildings
- Designed buildings

## The Three Neighbourhoods

The design is divided into three key neighbourhoods: the Transportation Hub, the Central Part, and the Maritime Education Area. The neighbourhoods are distinct from each other, which is reflected especially in the functions of the public realm. They are linked to each other through the Track Path.

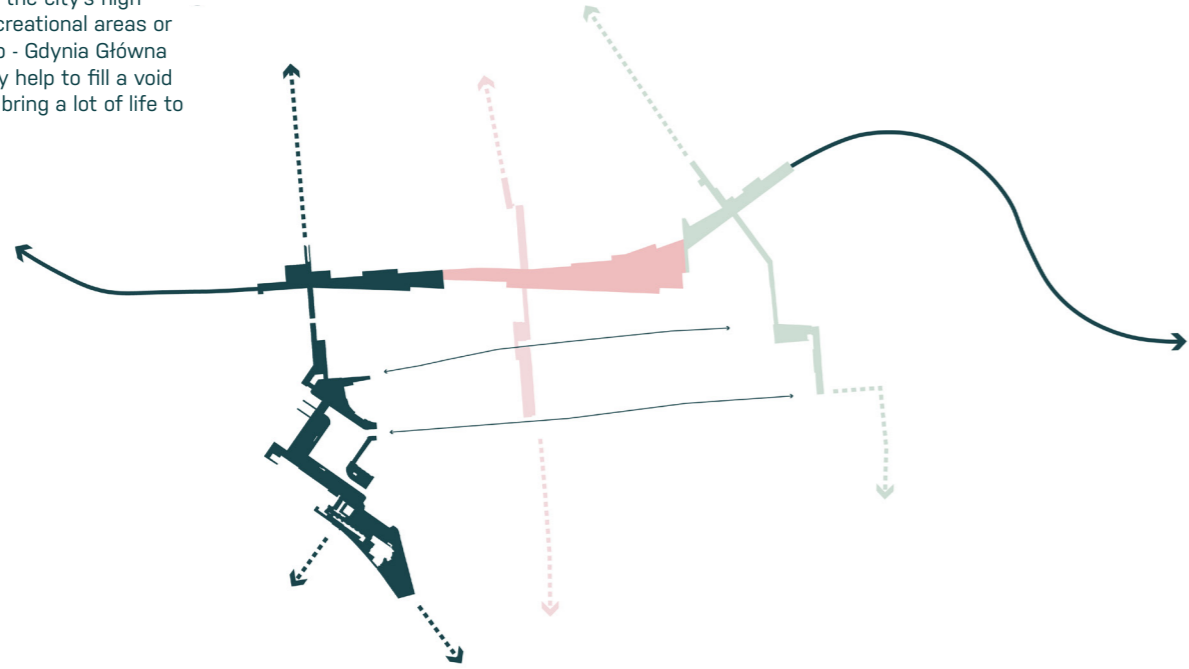


- Transportation Hub
- Central Part
- Maritime Education Area



## The Track Path

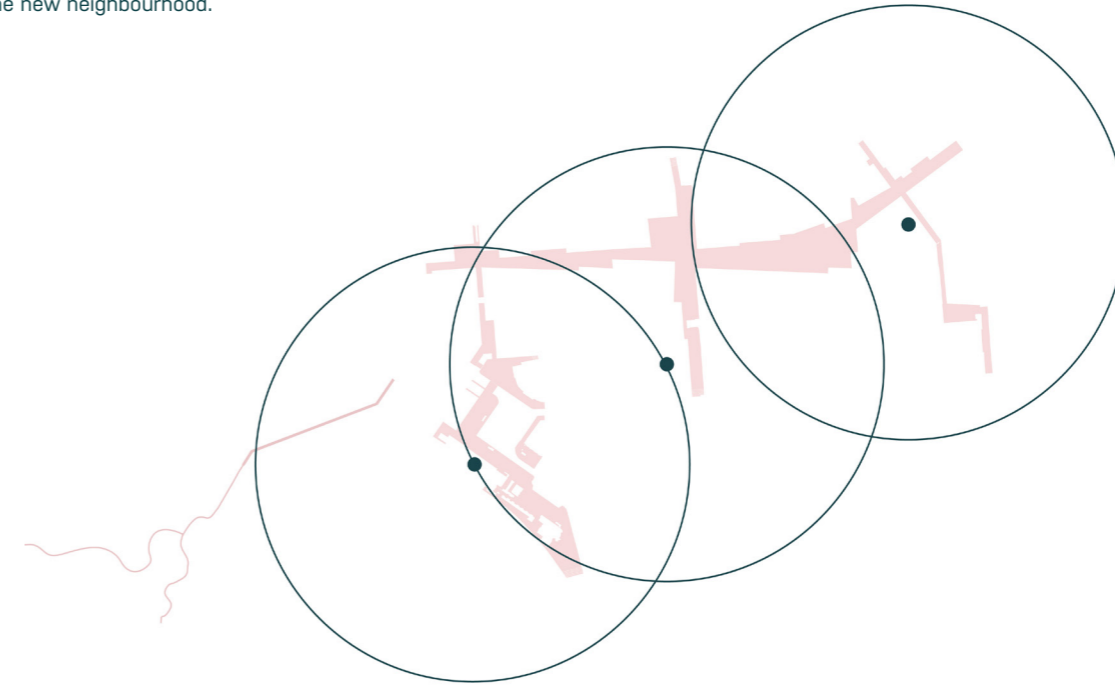
The Track Paths becomes the heart of the site. It runs along with the existing preserved railway siding. It is framed by buildings with prevailing public functions on their first floors. It harnesses many important connections to the site's surroundings, such as the city's high streets, significant recreational areas or the transportation hub - Gdynia Główna Station. It will certainly help to fill a void in the city center and bring a lot of life to this area.



- Train Station Hub
- Central Part
- Maritime Education Area
- The Track Path
- Linking the existing streets

## Space distribution

It takes ca. 15 minutes to walk from the station area to the end of the eastern edge of the design site. The main facilities are accessible and are located ca. 5 minutes within walking distance from each other. This will ensure a tight-knit, pedestrian-friendly and varied structure of the new neighbourhood.



- 5 minute walking distance



## Prevailing functions

The Transportation Hub consists mainly of mixed-use office spaces and retail facing the main streets. The area includes some transportation-related facilities such as bike parkings, a regional bus terminal or a car-sharing facility. The Central Part is filled with public facilities such as a new library or a museum. It also incorporates retail in functional bases of the buildings and a significant number of residential units. The Maritime Education area is focused around such as the new elementary school or student housing & dormitories. The entire structure is supported by mixed-use residential, retail and office spaces.



- Residential
- Retail
- Offices
- Educational
- Public
- Transportation
- Community facility

## Heights

The heights of the proposed buildings respect the local context with an average number of 4 to 5 stories. The highest buildings are grouped in proximity to the station area (ca. 6-9 stories), and at the northern edge, where the site meets a new high-speed road - Nowa Węglowa. With this, the site will be better protected from the heavy traffic. The design highlights the importance of the Track Path by framing the space with higher buildings (4-5 stories). The smaller, neighbourhood streets are structured by lower dwellings (ca. 2-3 stories).



- 1 story
- 2 stories
- 3 stories
- 4 stories
- 5 stories
- 6 stories
- 7 stories
- 8 stories
- 9 stories



## Greenery

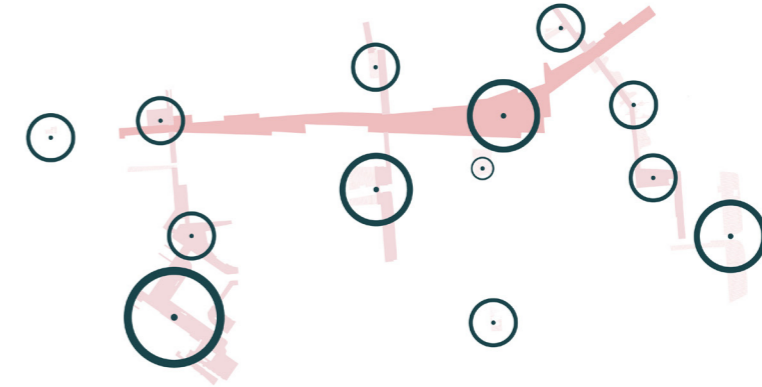
A new park is placed centrally in the design structure. It is located where an existing wetland and the only major topography change are currently at. It is framed by new public facilities. There are a few smaller parks scattered around the site too. Preserved allotment gardens to the west will complement the design with another layer of greenery. On top of that, the area has a significant number of private green areas. These will be located mostly in the courtyards. Public facilities are enriched with public rooftops.



- Public green areas
- Private green areas
- Public green roofs

## Main squares

Each of the main public facilities is enriched with a public square. For instance, the space in front of the Gdynia Główna station is transformed into an area fitting the needs of the passengers. A decent public space is also reclaimed in front of the Market Hall - it will increase the commerce area and allow the people to finally enjoy the view of its iconic architecture. To take another example, the Jump City facility gets its own outdoor space enriched with a trampoline playground in front of the entrance.

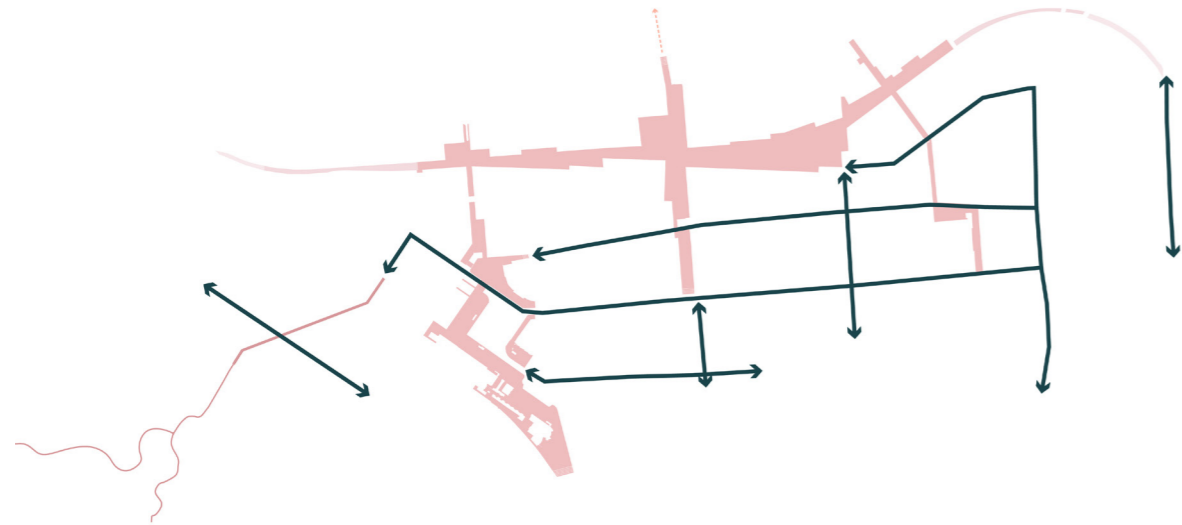


- The Track Path
- Main squares



## Pedestrian flow

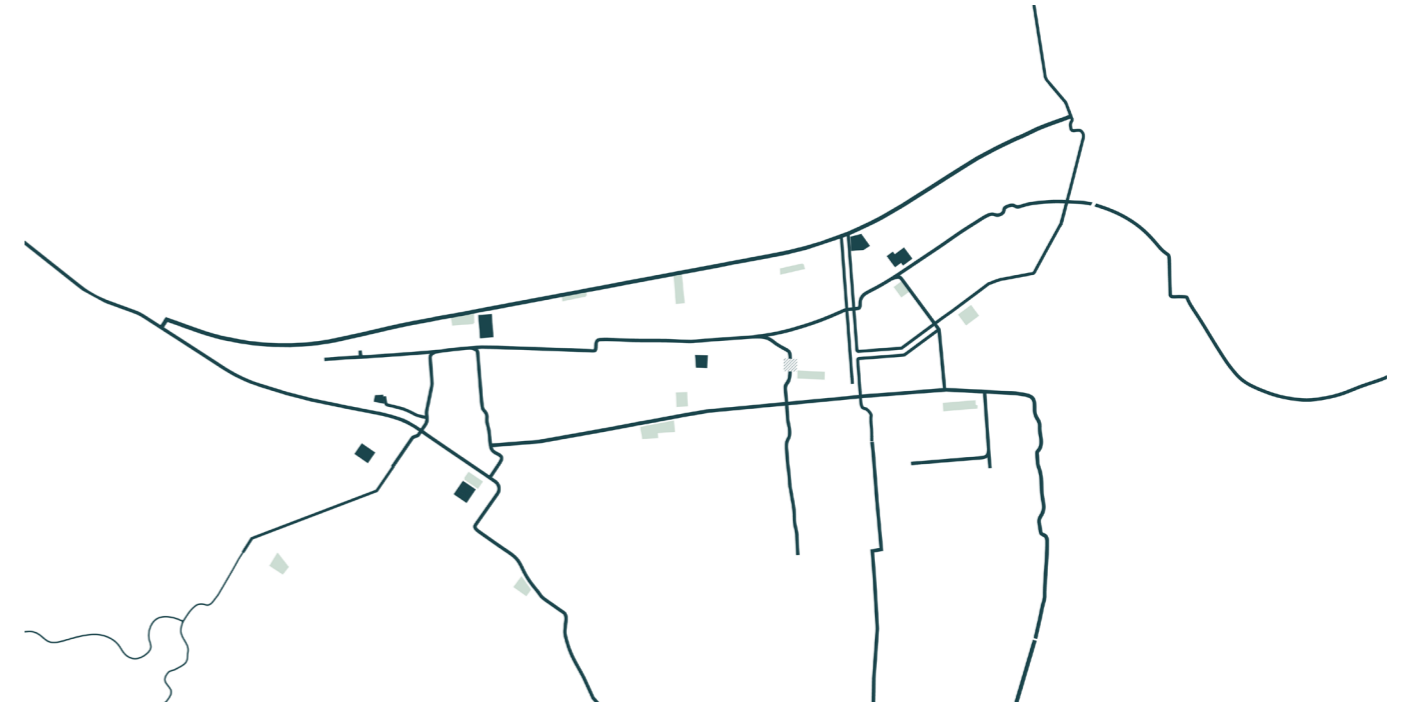
A continuous network of pedestrian paths meanders through the site and leads to its surroundings. The "shortened" block structure and mixed functions allow for smaller walking distances. At the same time, they provide attractive alternatives to motorized means of transportation. An important aspect is to assure a friendly connection from the station area to the "Track Path".



- Pedestrian friendly zones
- Currently most used existing sidewalks

## Biking infrastructure

Biking infrastructure is present in the entire neighbourhood. It is supported by outdoor and indoor bike parking stands distributed around the site.

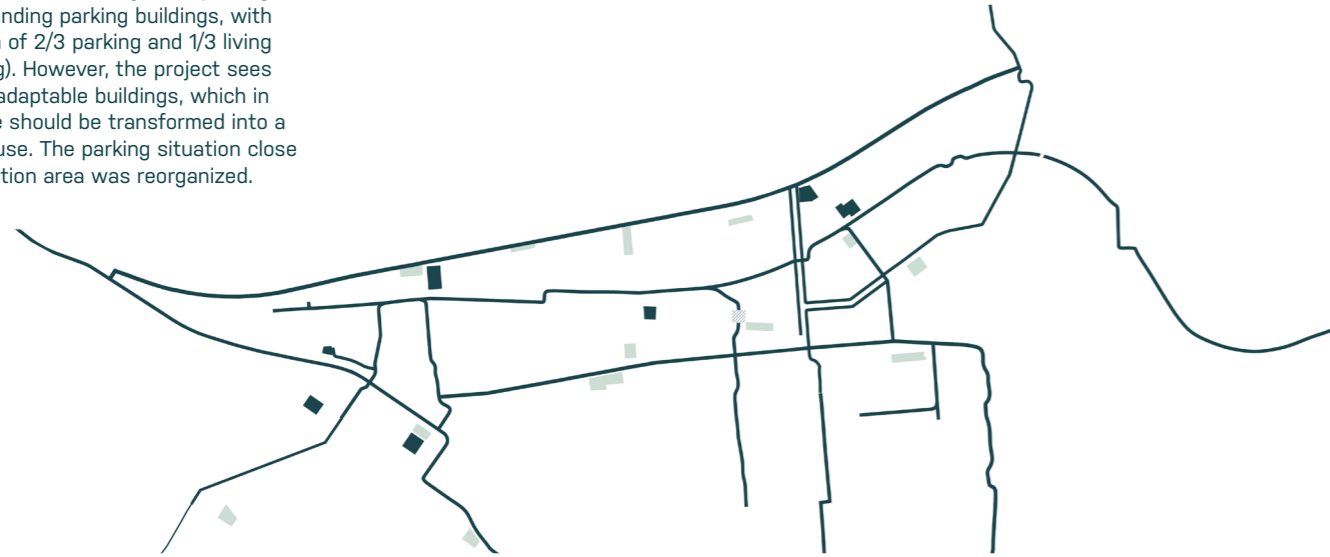


- Indoor bike parking
- Outdoor bike parking
- Bike path



## Car transportation

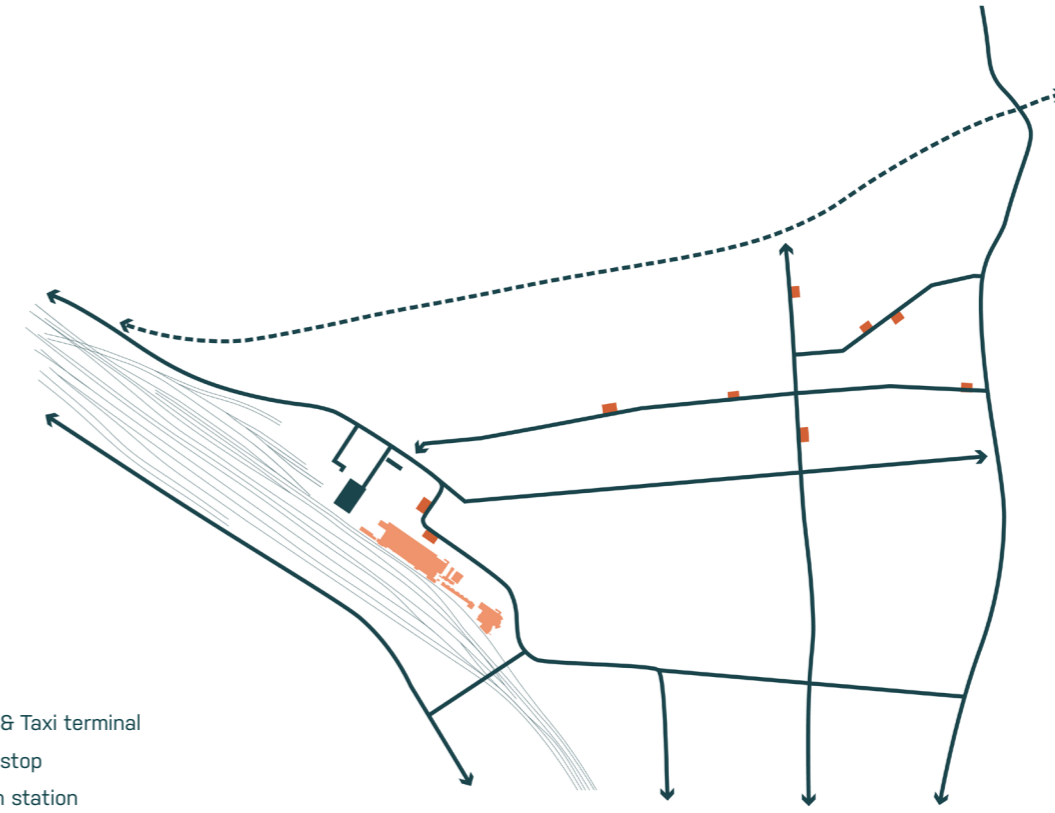
The Track Path is a car-free zone, but since it is located just 90 m from the main streets of the city, it remains easily reachable by public transportation. The design provides adequate space for parking facilities (underground parking or self-standing parking buildings, with a program of 2/3 parking and 1/3 living or working). However, the project sees those as adaptable buildings, which in the future should be transformed into a different use. The parking situation close to the station area was reorganized.



- Main designed streets
- Existing streets
- Park & Ride
- Kiss & Drive
- Car sharing facility
- Indoor car parking

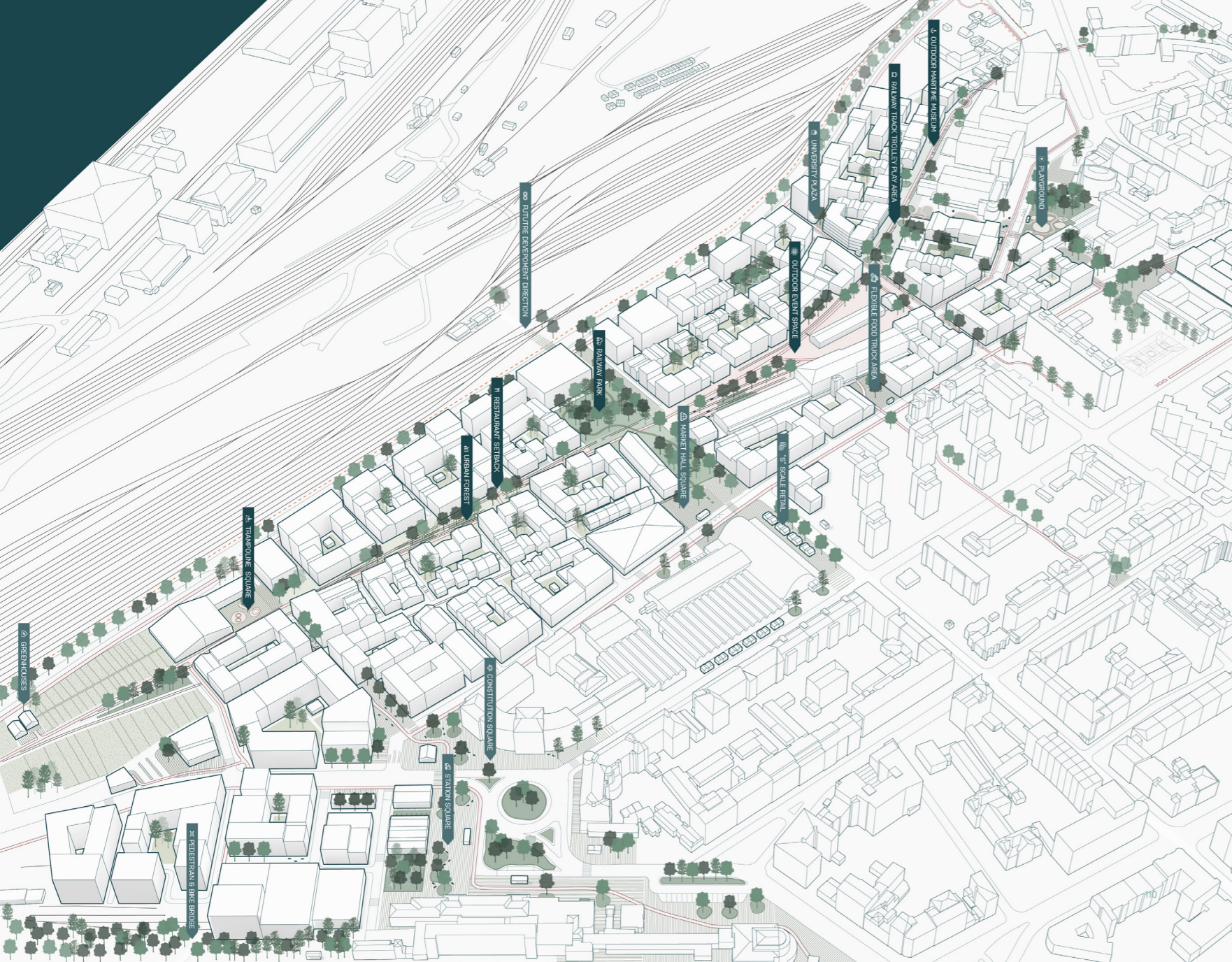
## Public transportation

A new bus lane is recommended. Else it is advised to prolong the existing lines. The site has new bus stop shelters well distributed around the design site.



- Bus & Taxi terminal
- Bus stop
- Train station
- Bus lane
- Bus lane - possible extension
- Railway - passenger trains





# THE TRACK PATH

The "Track Path" becomes the heart of the new district. It is a linear, car-free public space that runs latitudinally along an abandoned railway siding. It interprets the site's former use and transforms heavy rail infrastructure into a new contemporary public space. It is filled with industrial materials and custom outdoor rail furniture.

The "Track Path" stretches 920 m along the new neighbourhood and covers a total area of 32 766 m<sup>2</sup> (3,28 ha). It harnesses important connections to the site's surroundings, such as the city's high streets, significant recreational areas or the Gdynia Główna Station. In the future, the spine could be extended for another 1 km all the way east, where it could meet the soon-to-be-public waterfront.

Besides, the spine is framed by buildings with prevailing public functions or services on their first floors. It allocates enough space for cafe gardens and other activities that require access to outdoor public space.

In addition, the "Track Path" offers a compact and attractive space for functions that the city currently lacks - engaging and playful places

for gathering and outdoor recreation. Thus, it is sub-divided into three distinct key neighbourhoods: the transportation hub, central part, and maritime education area. These offer different activities along the way, such as the trampoline square, a new city park or a track trolley play area.

The trampoline square is adjacent to the relocated, existing Jump City facility, the new city park is a landscape end of an important compositional axis running from 3 Maja Street. Whereas, the track trolley play area is using the railways and its trolleys as an outdoor museum where the installations could be set between the rail tracks and tell the story of Gdynia, as well as an outdoor workshop area for the nearby educational facilities.

Besides, the "Track Path" has a green ridge of plantings clustered in green islands between the rail tracks - a number of pocket "urban forests" made out of planted trees, recycled rusty steel profiles used pergolas and new sitting furniture. These create a shelter and an oasis for relaxation. The basins can also collect rainwater which can be further canalised into the public stormwater system to mitigate potential flooding in the city.

Combined with a network of smaller, so-called, neighbourhood streets the "Track Path" creates an inviting space for everyday use by locals but it also accommodates a temporary event space capable of hosting larger events for a broader community - a special place for that is located around the transformed warehouse - Magazyn Towarowy, ul. Jana z Kolna 28.





**VIEW FROM THE GDYNIA GŁÓWNA STATION  
AT THE CONSTITUTION SQUARE AND THE  
BEGINNING OF THE TRACK PATH**





Track Path, Urban Forest  
Transportation Hub



Track Path  
Central Part



## THE THREE NEIGHBOURHOODS

As mentioned before, the proposal distinguishes the three key neighbourhoods along the "Track Path", the transportation hub, central part, and the maritime education area.

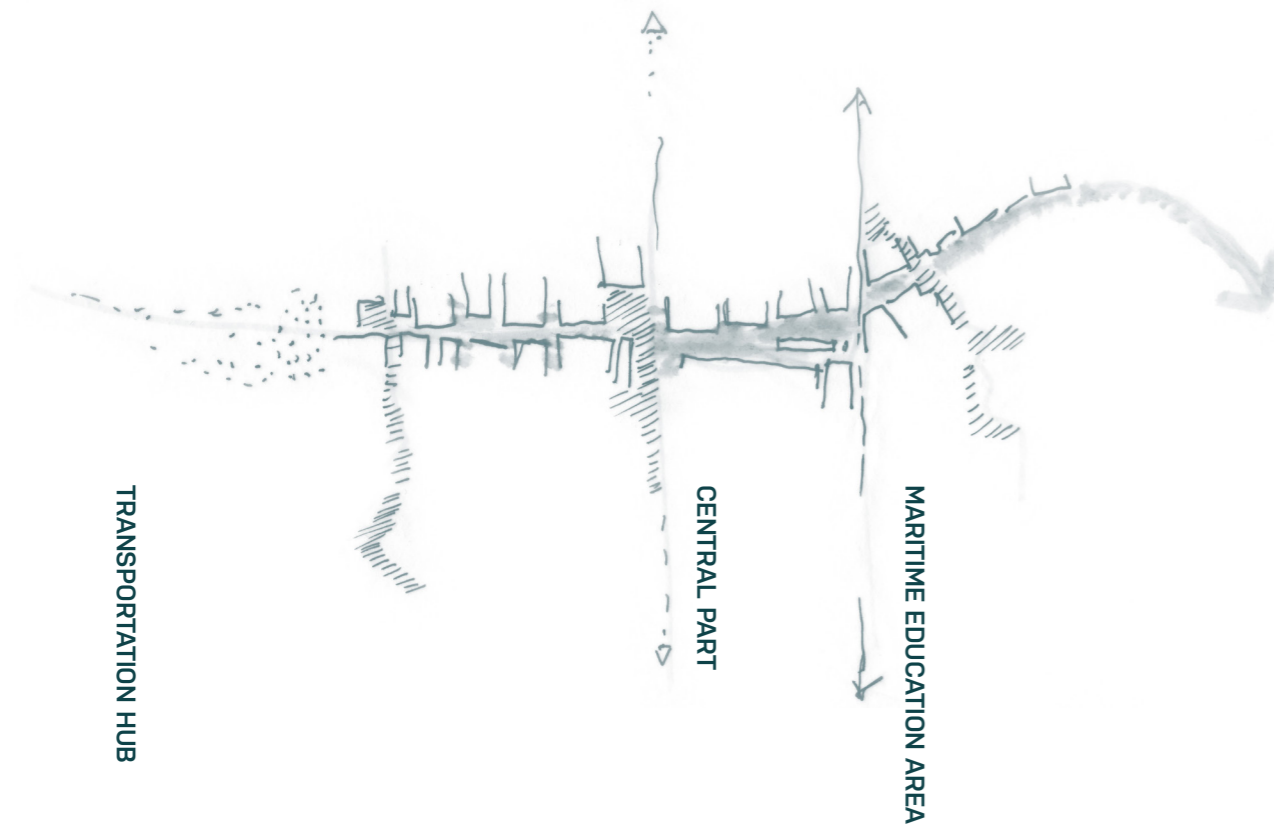
The transportation hub, around the Gdynia Główna station, creates a lively station area neighbourhood for those who commute, work, live or travel to the city. The area is transformed into a welcome point to the city. It is shaped by new leisure public spaces, outdoor and indoor waiting rooms for travelers, office areas in the vicinity, and better-integrated cycling and public transportation infrastructure. This is reflected in designed bike parkings, new city bus stops, new regional bus terminal, dedicated *Kiss & Drive*, *Park & Ride*, and car-sharing facilities. A clear pedestrian-bike connection to the "Track Path" and most of the site is established from here too. In this neighbourhood, the "Track Path" is supported by the trampoline square which accompanies the new Jump City building, and islands of urban forests (mixed green, natural and mast-like, reused poles from rusty steel which serve as relaxation zones between the railway sidings).

The central part is designed around the existing Market Hall (Miejskie Hale

Targowe), an important architectural landmark of Gdynia. This part stresses the importance of this building. A new square in front of this arched building finally allows people to speculate it. The square is framed by the new restaurant hall which complements the Market Hall and the new Railway Museum building with its rooftop arch viewpoint. The square is also fused with a new bus stop and a new traffic calming and low-speed limit zone on a redesigned Jana z Kolna Street. The square further opens up to the new "Railway Park" which is partly located on a former wetland area. To the north, the axis is closed shut by the new public library. The "Track Path" here is a bit elevated, responding to the small topography denivelation. Through this, it offers many resting opportunities in a green enclave.

Thirdly, the maritime education area seeks to explore and bring closer the history and industrial legacy of the site. The area abounds in educational facilities - a new kindergarten, elementary school with outdoor play areas, student housing and dormitories and a Gdynia Maritime University facility. These are sewed together by the outdoor running track and smaller interventions that accompa-

ny it along the way. The "Track Path" transforms here into a mobile play area with shuffling railway trollies and outdoor, flexible, outdoor exhibition modules.





NOWA WĘGLOWA STREET /  
MUNICIPALITY DETAIL PLAN

JUMP  
CITY

TRAMPOLINE  
SQUARE

COMMON GREENHOUSE  
WITHIN A COURTYARD

COMMUNITY BUILDING  
WITHIN A COURTYARD

COFFEE  
HOUSE

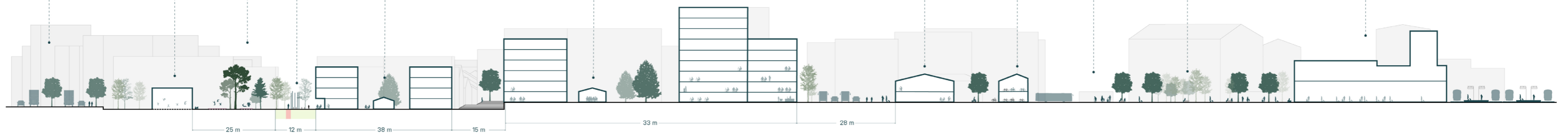
BIKE  
PARKING

REDESIGNED  
BUS STOP

PEDESTRIAN FRIENDLY  
STATION SQUARE

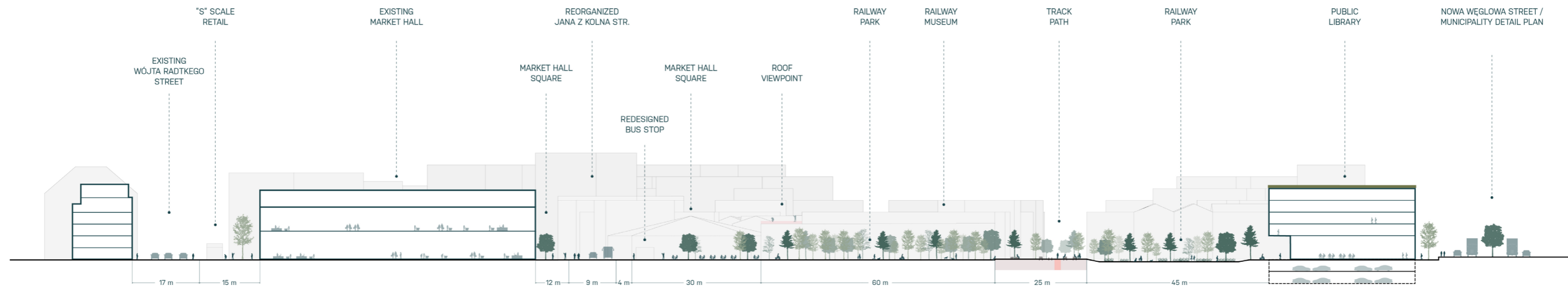
GDYNIA GŁÓWNA  
STATION

TRACK PATH



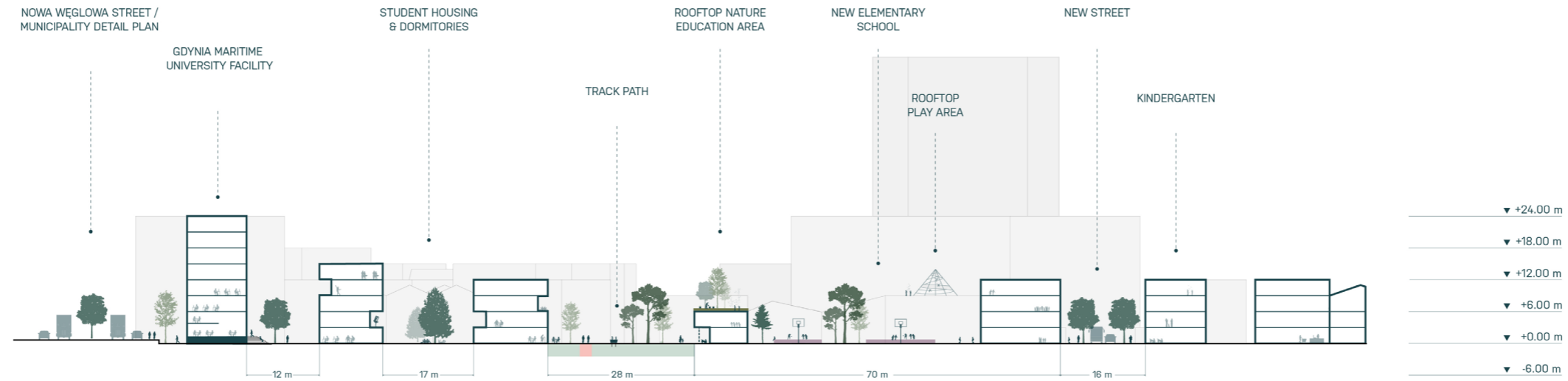
## TRANSPORTATION HUB





CENTRAL PART





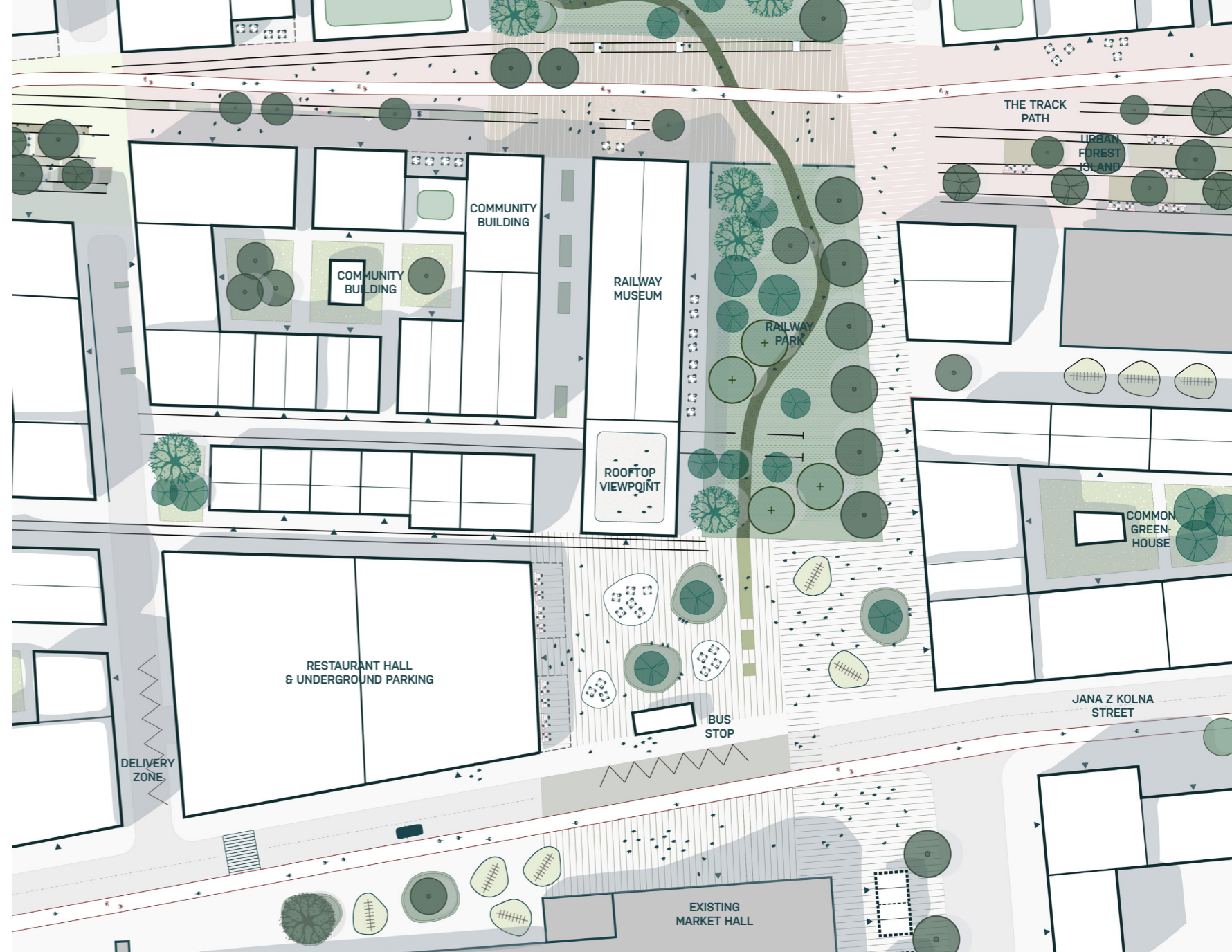
MARITIME EDUCATION AREA

# TRANSPORTATION HUB





CENTRAL PART



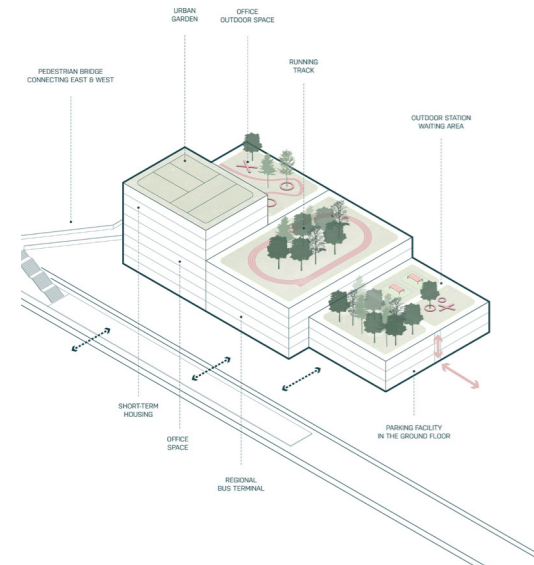
MARITIME EDUCATION AREA





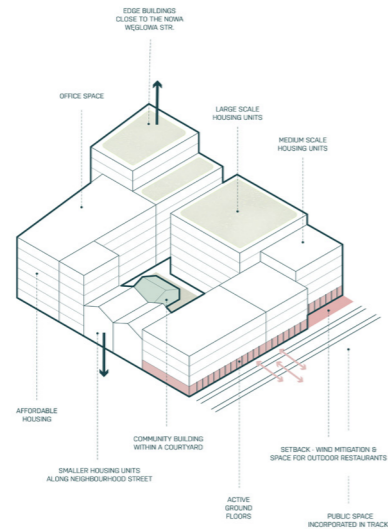
## ACTIVE TRACKS

Multi-functional building



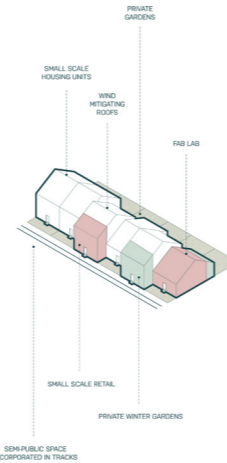
## OUT OF SERVICE TRACKS

Mixed-use block



## OUT OF SERVICE TRACKS

Fisherman's Village



# LIVING BY THE TRACKS

The design offers many ways of living and working by the tracks but it explores three specific building typologies in more detail. The first called *the multi-functional building* is located by active tracks, whereas the second, *the mixed-use block*, and the third, *the fisherman's village* stand by the abandoned tracks left on the site.

**The multifunctional building** is constructed in the station area. It is a mixture of car parking, offices and a hotel. **It rethinks the monofunctional parking facility by transforming it into a public utility.** On top of that, it has a public rooftop with outdoor leisure and waiting areas for the passengers. Through this a few roasts are baked on one fire - a valuable land at the station is given to the commuters, new residents get a unique outdoor space and convenient car access to the station is provided.

**The mixed-use blocks** are located at the northern edge of the design site. They border the **Nowa Węglowa Street** which is foretold in the local plan. In order to protect the site from the heavy traffic that it might accommodate, in this place, the block has higher and wider edge buildings that can create a buffer from the noise pollution. These buildings will

mostly accommodate offices and social housing. Large and medium scale housing units face bigger, vertical streets connecting to the city center. Smaller multi-family housing units, reassembling the row houses, will face the neighborhood streets. Besides, a part of the block facing the **"Track Path"** will have active ground floors, with space for public facilities and other services. Cafe gardens and other activities that require access to outdoor public space will be incorporated into the preserved rail tracks.

Last but not least, **the fisherman's village** is the smallest typology on the site. **This typology is a modern take on Gdynia's original housing structure when it was a small fishing village.** These row houses are intended to serve as senior co-housing\* or small workshops creating a unique landscape in the city centre. These houses will certainly be very attractive to many elderly not only because they are located within walking distance to many important places in Gdynia but also as they are armed with small backyard gardens, winter gardens that many desire.

*\*While Gdynia's age structure shows the gradual aging of its population the rent and living costs in the city center itself become more and more expensive and, therefore, unaffordable for many elderly who are often forced to move elsewhere.*

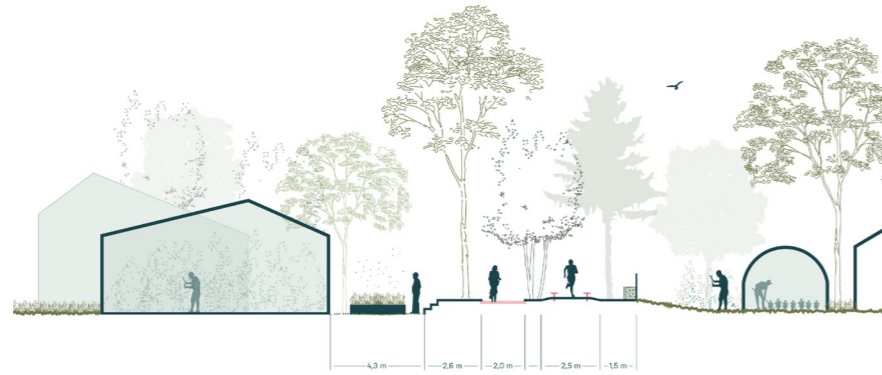




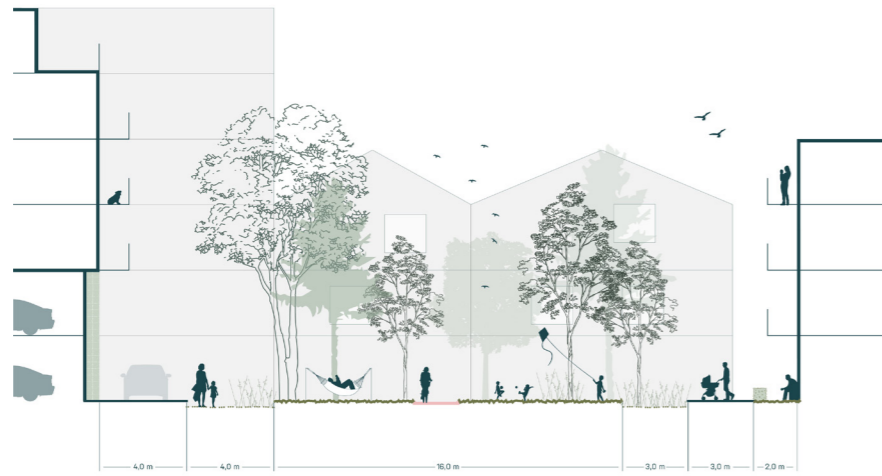
AUTUMN VIEW AT THE FISHERMAN'S VILLAGE



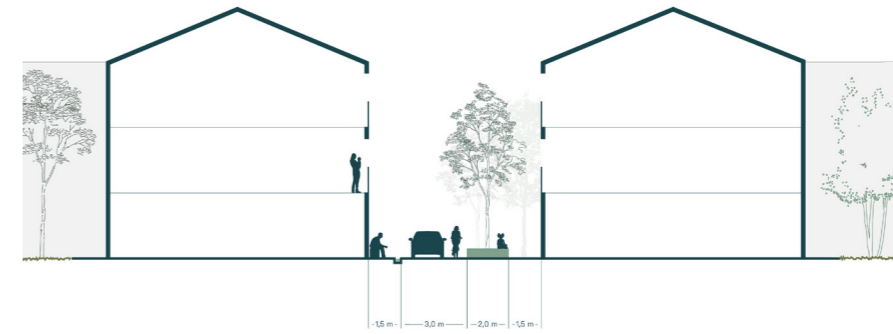
# OFF THE BEATEN TRACK



Allotment gardens



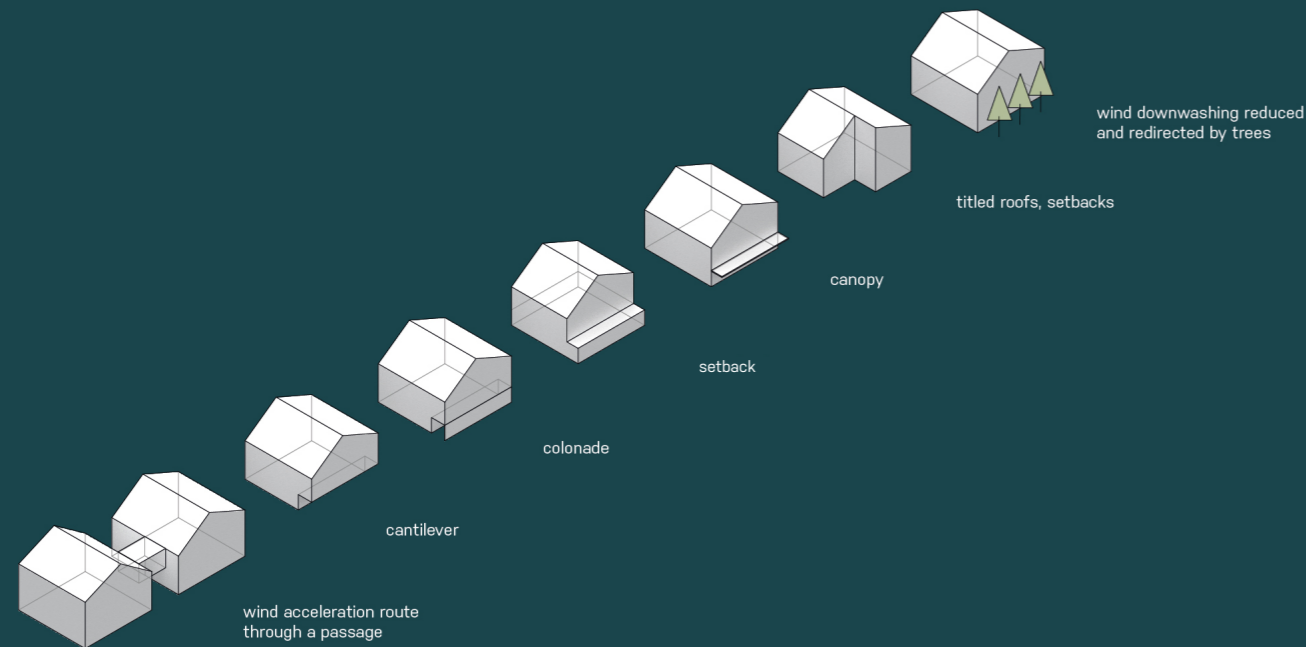
Neighbourhood park



Neighbourhood street



Flexible food truck square



## MITIGATING THE STRONG WINDS IN PUBLIC SPACES

Building forms can influence the power of winds in public spaces. It is important to determine the optimal orientation and size of the buildings, especially in such a windy city as Gdynia. For instance, in some cities, high-rise buildings are discouraged in order to minimize wind turbulence and wind speeds at the base of buildings.

The following guidelines to reduce the ground level wind speeds have been considered in this process and are included in the design:

- Vary building heights along a block length;
- Determine suitable building setbacks and variations in building frontages to enhance the pedestrian experience;
- Use setbacks to create sun traps and shelters from the wind
- Accelerate wind route through a passage or under a bridge;
- Work with awnings, canopies, and arcades;
- Provide weather shelters such as covered stairs and ramps along building frontages;
- Create outdoor rooms using trees and vegetation to shelter areas from prevailing winds;
- Give preference to evergreen

vegetation on the windy sides of open outdoor spaces, they can serve as "wind sponges";

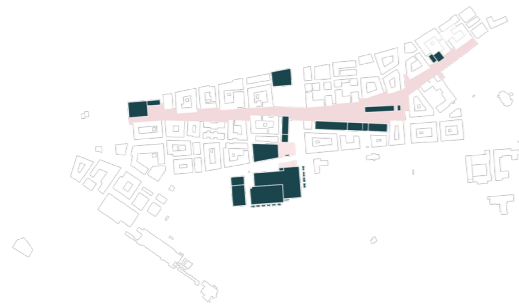
- Plant dense vegetation along the edges and against any blank walls to reduce wind acceleration;
- Provide shelters or wind blocks in areas that serve as outdoor gathering spaces, particularly where transit stops are located;
- Incorporate balconies, softened corners, stepped-back façades, and even porosity, openings and irregularities into a building's exterior to dissipate;
- Orient outdoor furniture to maximize sunlight and allow some wind protection.

The ideas are highly inspired by the guidelines prepared and implemented by the **City of Edmonton** and are described in more detail in the document **Winter Design Guidelines Transforming Edmonton into a Great Winter City**.



# TIME PERSPECTIVE

in the implementation of the design



**Phase 1. Re-introduce the abandoned**  
The first phase of construction can begin already in 2021. This phase will focus on a **small scale, low-cost and partly temporary changes to the built environment**. The aim is to re-introduce the citizens to the site by a series of events happening in this post-industrial setting. Through this, the preserved heritage spaces will be activated. The demolition of unnecessary infrastructure and the reconfiguration of the train tracks will take place too. In addition, the layout for the "Track Path" will be built and the first catalyst buildings will be constructed, such as the renewed Jump City facility and restaurant hall.

## PHASE 1

Re-introduce the abandoned  
2021 - 2025



**Phase 2. Improve accessibility**  
This phase involves **improving the accessibility of the site, and concentrating the construction around the station area** in particular. New bus stop shelters and transportation facilities (regional bus terminal, Kiss&Drive, Park&Ride) around the station area will be built. On top of that, the extended pedestrian paths and new bike connections will increase the permeability of the site. The "Track Path" branches, i.e. shared-spaces linking the site to the key buildings, should also be introduced. More new buildings, such as new educational facilities or first mixed-use block will begin to be constructed as well.

## PHASE 2

Improve accessibility  
2025 - 2030



**Phase 3. Frame the Track Path**

This phase involves framing the "Track Path" - a main public space of the proposal. A new, active frontage of the spine will help to create an interesting network of public spaces. The first planting works at the Railway Park will take place too.

**PHASE 3**

Frame the Track Path  
2030 - 2035



**Phase 4. Density the site**

This phase aims to densify the area which is close to the edge to the existing city centre. This aims to seamlessly bridge the old & new parts of the city. The phase requires renewing and reorganizing the existing Jana z Kolna Street and expanding the development in the vicinity to the train station.

**PHASE 4**

Densify the site  
2035 - 2040





**Phase 5. Protect**

This phase focuses on protecting the site from the traffic, noise and dust pollutions which might stretch over the area after the construction of the new thruway Nowa Węglowa Street (its construction has already been planned by the municipality; the street will be built soon in order to serve the expanding port). "Edge", 5-8 story high, buildings of primary office usage will be built. New, "mitigating" trees along the Nowa Węglowa Street should be planted too.

**PHASE 5**

Protect the site  
2040 - 2045



**Phase 6. Think outside of the box**

This phase focuses on the possibilities of further expansion of the site. The development axis heads to the north, where the rest of the vast, active railyard is today. The street grid could easily be further extended there, bringing the city centre closer to the northern waterfront. All of this could, however, happen assuming that the port of Gdynia will vacate more land. The site could also continue to grow to the east, following the "Track Path" down to the Fisherman's Quay (Molo Rybackie) where a new, public waterfront could be created in proximity to a new investment that is being built there now.

**PHASE 6**

Think outside of the box  
2045 +

# HARVESTING THE POWER OF LOCAL MICROCLIMATE





Renewed Croeselaan Street behind the Central Station in Utrecht is claimed to be one of the most sustainable streets in the Netherlands. Among other things, it can generate its own energy.

source: energy-floors.com

## A NEED FOR A CHANGE

Cities worldwide became creators of a high-carbon reality that devastates the climate. It is now certain that we need to change the ways of designing and managing them. As the CDP (an organization which supports companies and cities to disclose the environmental impact of major corporations) states, we need to pursue aggressive strategies to improve urban environments, while at the same time preparing them for the implications of climate change.

Therefore, designing more environment-friendly cities is indispensable. According to CDP, the full list of cities shifting into renewable energy keeps growing successfully. At the moment, over 100 out of 620 global cities reporting to them, get over 70% of their electricity from renewable sources such as hydro, geothermal, solar and wind.

This shows, that local governments can easily reduce their carbon footprint. There are many ways of doing that. One example is by using the mechanical technologies that capture the energy and convert it into electricity. One example is the highway turbines which are designed to pick up wind generated from passing cars. Secondly, this can be achieved

by using the piezoelectric materials which produce an electric current when placed under mechanical stress i.e. when for instance someone steps or drives on them. A good example illustrating how to apply the second approach in the cities is the renovation of Croeselaan Street in Utrecht, the Netherlands. Its 30 km stretch has been transformed with new greenery and a room for bikes and pedestrians. The new design has some sustainable and innovative solutions which can, for example, engage pedestrians in energy generation. This makes the street not only more engaging but can also be applicable in the following issues: crowd control, smart lighting, and wayfinding.

In Gdynia, it is worth taking advantage of strong and constant winds that make the local microclimate. They can be easily harvested and transformed into energy. Besides, the site has good sun exposure so there is a great potential for solar power there too.

## WHERE TO START?

### Wind power

Wind power can be utilized by using, for example, the **Urban Street Turbines (USTs) along the Nowa Węglowa Street** which is the future will be transformed into the high street serving the expanding port. It is a good location for them, as a combination of strong winds and increased, steady traffic could easily power the turbines. Through this, a produced clean electricity could be stored and used to power the street lights or to service other elements along the way. According to the researcher Christina Beller (2009) from Danmarks Tekniske Universitet, Urban Street Turbines are smaller than regular turbines and therefore can be positioned more freely, do not transmit their vibrations to built structures, and prevent energy transport losses from large power plants to consumers but need to reach up to sufficient wind velocities. Depending on the product quality, they can be noisy.

A good example of an aesthetic wind harvesting is the installation "Wind to Light" realized by Jason Bruges Studio, onedotzero and Light Lab in London in 2007. The project was a part of the Architecture Week entitled "How green is our space?". It

visualized wind movements among the public space with the use of 500 mini turbines. The installation directly generated the power to illuminate hundreds of integrally mounted LEDs.

Besides, there are many products on the market meant to become an integral part of public spaces and which at the same time provide electrical services animated by wind. For example, the Wind Tree artificial tree by New World Wind produces green energy. It is composed of steel trunks and branches with 36 leaf-shaped wind turbines. The Wind Tree can exploit all types of wind, from gentle breezes to powerful gusts of wind. It uses the Aeroleaf technology which doesn't create any noise. 1 Wind Tree with 36 turbines equals 864 kg of coal a year.

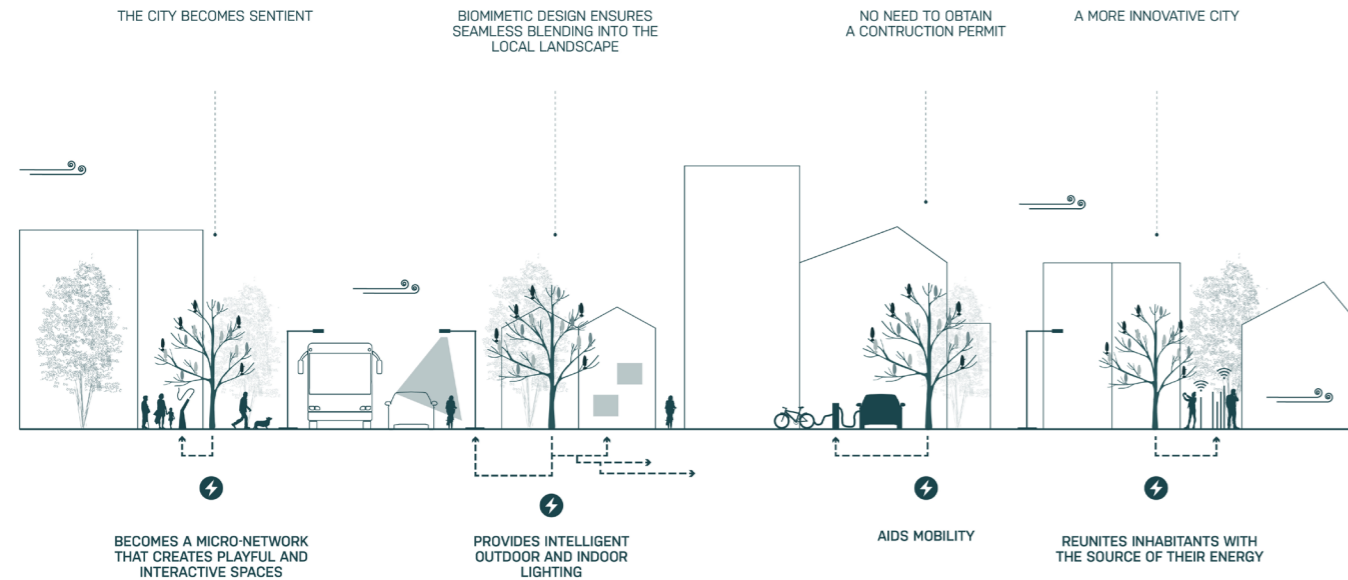
### Solar power

Solar panels could become a construction material of for example, public buildings, just as the Copenhagen International School in the Nordhavn district in Copenhagen. It was built in 2017 by C.F. Møller Architects and has a unique facade covered in 12,000 solar panels. They supply over half of the school's electricity consumption per annum. It is one of

the largest buildings with integrated solar power plants in Denmark. It is estimated to produce over 200 MWh per year.

Solar energy could also become a construction element of noise barriers alongside the **Nowa Węglowa Street**. For this purpose, the traditional Solar Panel Noise Barrier or Luminescent Solar Concentrators (LSCs) could be used. The LSCs noise barriers are still a relatively new technology but they were tested for example, in 2015 on a highway in the Den Bosch region in The Netherlands. The project was developed by researcher Michael Debijs from the Eindhoven University of Technology. The research showed that the solution is low cost and continues to produce energy even when there is little daylight available. According to the study results, 1km of LSCs can collect enough energy to power 50 homes. It is important to stress, that according to the Scottish Institute of Solar Energy Research, LSCs solutions are less effective than traditional barriers but are more beautiful, which makes them more suitable to be used in public spaces. The main advantage of LSCs over typical products is, however, that they "can collect both direct and diffuse solar radiation. Therefore

(...) are excellent candidates for (...) the cloudier northern European climates".





# REFLECTIONS

## Estimated project numbers

	project site area	23,5 ha		public facilities floor area	27 000 m <sup>2</sup>
	no. of residents*	7 800		community facilities floor area	2 170 m <sup>2</sup>
	residential floor area	200 000 m <sup>2</sup>		public green areas	10 850 m <sup>2</sup>
	no. of dwellings*	2 900		length of preserved rail tracks	2,6 km
	retail floor area	48 000 m <sup>2</sup>		length of rail tracks dedicated for reuse	1,8 km
	office floor area	84 000 m <sup>2</sup>		no. of car parkings - outdoor	125
	no. of bike parkings - outdoor	980		no. of car parkings - indoor	495
	no. of bike parkings - indoor	1495		no. of car parkings - in total	620
	no. of bike parkings - in total	2475			

## REFLECTIONS

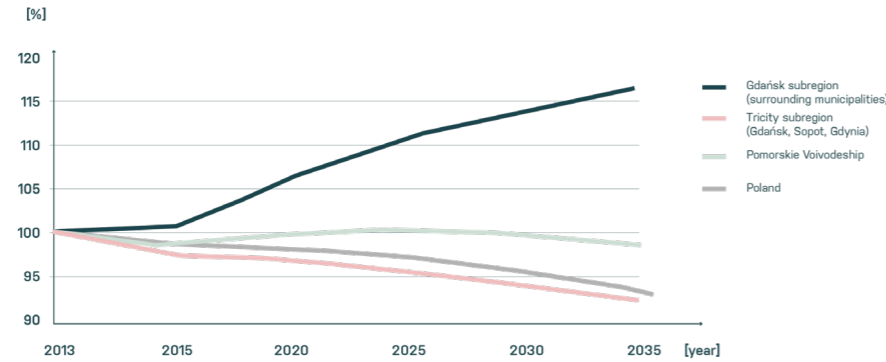
The project, accommodating a variety of sustainable solutions, allows a significant change in an area currently dominated by railway tracks, logistics, cars, and parking spaces. The proposal provides dwellings for almost 8 thousand people and office spaces for over 6 thousand workers. It recycles and repurposes a total of 4,4 km of existing rail tracks and introduces new, public green areas for relaxation, recreation, and sport.

price of the apartments in the neighbourhood will be significantly lower.

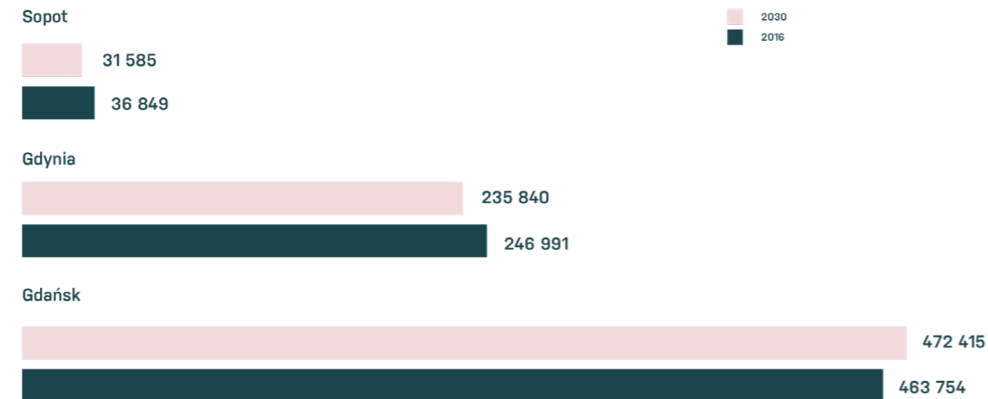
To compare the project numbers, city authorities of Utrecht, together with the city of Amsterdam are currently about to build the first (almost) care-free housing project in the Netherlands. Their design called the Merwede Channel (Merwedekanaalzone) will accommodate around 12,000 inhabitants. The design concept is based on the belief that almost nobody will need a car in an area which is well-connected and full of services. And if someone will, there will be a car-sharing facility in one of the mobility hubs in the neighbourhood provided. Therefore, the municipality dedicates "only" ca. 0.3 parking spaces per apartment. City authorities claim that it's not just about sustainability or ecology. They argue that parking spaces are expensive, and perhaps due to such limitation, the



## Population growth dynamics in Poland



## Population growth dynamics in the Tricity



data source: GUS, 2014-2017

An important aspect of the design was to take advantage of the proximity to, at the moment underutilized, transportation hub at the Gdynia Główna station. In doing so, the city will not only fill its void but will gain an area that provides services and functions for the whole region too. Through transforming the station area, I hope to present a solution that copes with one of the greatest challenges of the region - the progressing suburbanization. Unfortunately, chaotic settlement and rapid developments in the suburbs and rural areas has been an intensifying trend in the region in the past years. It has been proven that while neighboring Gdańsk and the municipalities surrounding the Tricity will gain new residents by 2030, Gdynia will, on the contrary, lose them. However, a positive balance of population in the whole region allows us to believe that urban changes in Gdynia can trigger and allure new citizens. The statistics are reflected in the statistics presented to the left.

To sum up, the proposal shows one of the ways of developing an integral piece of the city centre and enhancing its industrial heritage. The ultimate goal is to improve the quality of life by providing necessary connections and enriching the city with an attractive, flexible and diverse public realm.

Finally, embraced with the voices of Gdynia's inhabitants, the proposal could be used as a starting point for further discussions about the future of this valuable land, or as a reference when reflecting on the city's development strategies and envisioning new possibilities.

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## QUESTIONNAIRE

### Drogi Mieszkanki i Drodzy Mieszkańcy Gdyni! Drogi osoby związane w Gdynią!

Poniższa ankieta dotyczy przestrzeni terenu "Mieջdytorza" w Gdyni (rejon pomiędzy ulicami Jana z Kolna, Portową, Marka Zygmunta i Janka Wiśniewskiego).

W ostatnim czasie został uchwalony nowy plan zagospodarowania dla terenu (można sprawdzić w miejscowych planach zagospodarowania - "110B Jana z Kolna i projektowana Nowa Węglowa"). W takiej sytuacji kolejnym etapem jest zazwyczaj przygotowanie bardziej szczegółowego projektu zagospodarowania obszaru. Następnie zaś faktycznie wprowadzanie faktycznych zmian w przestrzeni. Dlatego w mojej pracy magisterskiej (studium) projektowanie urbanistyczne na Uniwersytecie w Lund w Szwecji) chcę stworzyć koncepcję zagospodarowania urbanistycznego dla „Mieջdytorza”. Bardzo zależy mi na tym, żeby jeszcze przed rozpoczęciem projektowania porozmawiać z osobami, które przebywają w Gdyni, znają ją najlepiej i chcą współtworzyć jej przestrzeń. Państwa głos jest bardzo ważny dla przyszłości „Mieջdytorza”!

Z góry dziękuję za pomoc! Dominika Misterka

- Dane zebrane w ankiecie pozostają całkowicie anonimowe. Pana(i) odpowiedzi będą wykorzystane wyłącznie do celów statystycznych.
- Gdyby miał Państwo jakiegokolwiek pytania to zachęcam do kontaktu telefonicznego pod numerem telefonu 0048 794 068 193.

#### 1. Gdynia - moje miasto

- Jak długo mieszka Pan(i) w Gdyni?
  - Od urodzenia
  - Od \_\_\_\_\_ lat
  - Urodziłem(am) się w Gdyni, ale teraz mieszkam w \_\_\_\_\_
  - Nie urodziłem(am) się w Gdyni i nie mieszkam w Gdyni, lecz w \_\_\_\_\_

Jeżeli mieszka Pan(i) w Gdyni, to gdzie? Proszę wpisać **dzielnice**

#### 2. Proszę powiedzieć, jak się Panu(i) osobście żyje/spędza czas w Gdyni?

- Bardzo dobrze
- Dobrze
- Średnio
- Zle
- Bardzo zle

Uszczegółowienie odpowiedzi:

#### 3. W przybliżeniu, jaki procent swojego wolnego czasu w Trójmieście spędza Pan(i) w Gdańsku, w Sopocie, a jaki w Gdyni?

WIOSNĄ I LATEM		JESIENIĄ I ZIMĄ	
miasto	[%]	miasto	[%]
Gdańsk		Gdańsk	
Sopot		Sopot	
Gdynia		Gdynia	

1 z 5

#### 4. Jak często w najbliższym sąsiedztwie Państwa woli używać rowerów, hulajnóg, wózków elektrycznych i innych środków transportu indywidualnego?

nr	Opis	Wskaznik	Wskaznik	Wskaznik
1	Wskaznik	Wskaznik	Wskaznik	Wskaznik
2	Wskaznik	Wskaznik	Wskaznik	Wskaznik
3	Wskaznik	Wskaznik	Wskaznik	Wskaznik
4	Wskaznik	Wskaznik	Wskaznik	Wskaznik
5	Wskaznik	Wskaznik	Wskaznik	Wskaznik
6	Wskaznik	Wskaznik	Wskaznik	Wskaznik
7	Wskaznik	Wskaznik	Wskaznik	Wskaznik
8	Wskaznik	Wskaznik	Wskaznik	Wskaznik

#### 5. Co według Państwa wyróżnia Gdynię (w porównaniu z innymi miastami w Polsce)?

Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_

#### 6. Co najbardziej przyciąga Państwa lub determinuje Państwa w Gdyni?

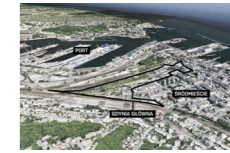
Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_

#### 7. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_

2 z 5

#### 2. Mieջdytorza - gdzie między torami



Wzrost: 1000px, Szerokość: 1000px, Data: 2023-10-27 10:00:00

#### 1. Czy interesuje Państwa Mieջdytorza?

- Tak, bardzo mnie to interesuje
- Nie

#### 2. Dlaczego tak? Wskażcie przynajmniej trzy powody (można wybrać więcej niż jedną odpowiedź).

Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_

#### 3. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_

#### 4. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

Opis: \_\_\_\_\_  
Opis: \_\_\_\_\_  
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#### 5. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 2. Jak często bywa Pański Mieջdytorza?

- Często
- Czasami
- Rzadko
- Bardzo rzadko
- Nie bywa

#### 3. Z czego składa się koncepcja urbanistyczna Pańskiego Mieջdytorza? (można wybrać więcej niż jedną odpowiedź)

- Koncepcja urbanistyczna
- Koncepcja architektoniczna
- Koncepcja designowa
- Koncepcja artystyczna
- Koncepcja społeczna
- Koncepcja ekologiczna
- Koncepcja ekonomiczna
- Koncepcja kulturalna
- Koncepcja sportowa
- Koncepcja rekreacyjna
- Koncepcja edukacyjna
- Koncepcja zdrowotna
- Koncepcja społeczna
- Koncepcja ekologiczna
- Koncepcja ekonomiczna
- Koncepcja kulturalna
- Koncepcja sportowa
- Koncepcja rekreacyjna
- Koncepcja edukacyjna
- Koncepcja zdrowotna

#### 4. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 6. Wskażcie trzy funkcje, które powinny być realizowane w Mieջdytorza (można wybrać więcej niż jedną odpowiedź).

- Kultura
- Sport
- Rekreacja
- Edukacja
- Zdrowie
- Ekologia
- Ekonomia
- Kultura
- Sport
- Rekreacja
- Edukacja
- Zdrowie
- Ekologia
- Ekonomia

#### 7. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 8. Wskazanie Mieջdytorza jako miejsca, które powinno być realizowane w Gdyni (można wybrać więcej niż jedną odpowiedź).

- Kultura
- Sport
- Rekreacja
- Edukacja
- Zdrowie
- Ekologia
- Ekonomia
- Kultura
- Sport
- Rekreacja
- Edukacja
- Zdrowie
- Ekologia
- Ekonomia

#### 9. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 10. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 3. Czy uważa Pański Mieջdytorza za miejsce, które powinno być realizowane w Gdyni (można wybrać więcej niż jedną odpowiedź)?

- Tak, zdecydowanie
- Tak, w pewnym stopniu
- Nie
- Nie, zdecydowanie

#### 4. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 6. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 13. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 14. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 15. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

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#### 16. Proszę wyznaczyć osobę, na którą Państwo najbardziej liczą (i którą by można było Państwa zbudować w Gdyni) w kontekście koncepcji urbanistycznej, architektury, designu, sztuki, itp. (jeżeli nie ma takiej osoby, proszę o tym napisać).

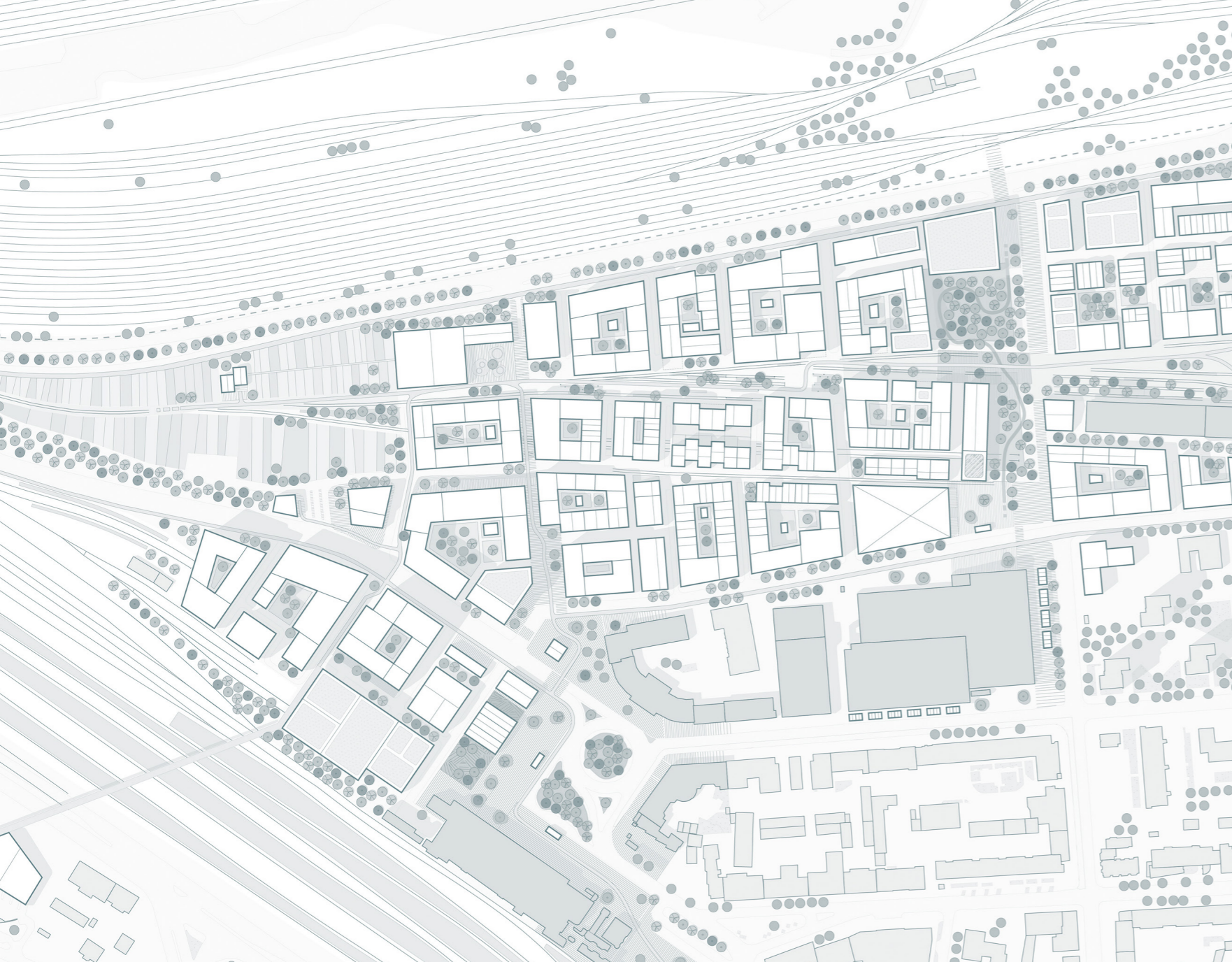
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Master Thesis Booklet  
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Lund University,  
School of Architecture at the Lunds Tekniska Högskola (LTH),  
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and JJW Architects, Denmark  
Harrison Fraker, Professor of Architecture and Urban Design, Recipient of the Topaz Medallion for Excellence in Architectural Education, College of Environmental Design Berkeley, USA

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