



Island back to people
regeneration process of the post-industrial island

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Island back to people - regeneration process of the post-industrial island
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Abstract

In many post-industrial cities, the relationship between water and the city has changed over the years. Our needs are different now, and because of that, the character and usage of these locations have changed with time. From areas with production power and industrial growth, to sources of social hubs, leisure, and outdoor activities. All of these cities have the same challenge in common, to become a bridge from a heavy infrastructure, formerly serving the industry, and as a catalyst, reconnect the historic city centers with their natural identity.

Contents

Abstract	6
Project Introduction	9
Project Background	10
The city of Szczecin	12
Brief history of Szczecin	14
Szczecin as a part of Hanseatic League	16
Hanseatic architecture before & now	18
Szczecin and its inferiority complex	21
Shipyard grow and collapse	21
Identity of Szczecin	22
Old shipyards location	24
Housing Opportunities	27
Limitation of housing development around the water	31
Łasztownia island	33
History of Łasztownia island	36
Łasztownia island - the power of trade and shipyard industry	40
The island today	41
Connections and its obstacles	44
Castle Road and vision of a new bridge to Łasztownia island	46
Current connection analysis	48
Site	56
Available space of Łasztownia	58
Site analysis	60
Granaries analysis	62
Current activities on the island	64
Design	66
Project vision	67
Challenges	68
Strategies	70
Municipality future land development	72
Project phasing	74
Physical model study	78
Master plan	82
Proposed activities	84
Main square detailed plan	86
Flexible public squares	88
Main square	90
Housing estate detailed plan	92
New Łasztownia's skyline	94
Detailed street characteristics	96
New values for the site	102
Visual project representation	106
Reflections	114
Bibliography	116

Project introduction

Nowadays, there is a general trend towards the regeneration process of waterfronts. It consists of a return to active use of port areas located within port cities, abandoned during the rapid industrialization of seaports and the development of containerization and other maritime transport technologies based on the use of large ships. Vacant land acquired in this way is generally located where the port and city originated, i.e. in city centers.

These areas are usually characterized by access to shallow port basins. They are often old urban waterfronts with intensive, but largely decapitalized land development. As such, the value of these areas is potentially high, although diminished prior to redevelopment due to the disappearance or reduction of port functions. The reason for the intensive penetration of old port areas is their perceived universal attractiveness in terms of location, which is expressed both in measurable functional values and in intangible, but currently valued cultural values.

Project: Island back to people, presents a vision of a new, reborn island, part of the regeneration process, which was originally the heart of the city's industrial power and the base tissue of the identity of Szczecin, with which everyone associated the city. I present the problem of losing the city's identity, and lacking a strong connection with water, even though originally that was one of the strongest features of the city.

Through the design, I try to enhance the beauty of the site, and by improving it and working with the existing building structure I add new value which will change the perception of neglected, unavailable, post-industrial island, into an island, that reminds us of great times, unique history and opens up to people. It's even more important to make the island available, especially because only couple years ago the island has been the heart of the workers' movement and still many families feel a very personal connection to the site. Opening up the waterfront to be socially accessed and create new housing possibilities as well as creating a pedestrian and bicycle-friendly connection to the city center will help to give the island back to its people and create a more sustainable lifestyle approach.

Project Background



The city of Szczecin

Szczecin is a city located in north-eastern part of Poland. It's the capital and the largest city of the West Pomeranian Voivodeship, located on the Szczecin Coast, on the Odra River and Lake Dąbie. Historically the capital of the Pomerania duchy, later within the borders of Sweden, Brandenburg, Prussia and Germany. Since 1945 it belongs to Poland.

Szczecin is the third largest city in Poland in terms of area (300.55 km², of which almost 24% is an area located next to the water), and seventh in terms of population. The population of the city reaches 398,255 people.

Due to its border location and proximity (approx. 100 km) to the Baltic Sea, accessible via the navigable Odra River and Szczecin Lagoon, the city has become the economic center of the region.

The city is a tourist center with a large number of historic buildings.

In the past, it was home to seaports, repair shipyards, yachts and shipping yards located around the river.



53°25 44 N 14°33 10 E

country: Poland
size: 300,55 km²
population: 398 255
density: 1325,1 pers./km²
voivodeship: zachodniopomorskie
coordinates: 53°26 17 N 14°32 32 E
city rights: 1243



Brief history of Szczecin

In **967** Mieszko I annexed Pomerania together with Szczecin to Poland. Szczecin at that time consisted of three parts: a castle, a settlement and a harbour. Until around **1007**, Szczecin was under the authority of Bolesław Chrobry. The Polish ruler's military engagement in Bohemia and the conflict with Germany encouraged the Pomeranian nobles to secede. An anti-Christian revolt combined with a rebellion of local magnates resulted in the independence of Szczecin and other Pomeranian towns.

At the end of 1121 Prince Bolesław Krzywousty re-admitted Szczecin to Poland, and Prince Wacław I recognised Polish sovereignty and paid homage to Krzywousty, establishing the Gryfit dynasty, which ruled in Szczecin for over 500 years.

In **1185** the city, together with Western Pomerania, became a fief of Denmark, and then in **1235** it became a fief of the Emperor and was incorporated into the Holy Roman Empire. In 1243 Duke Barnim I granted Szczecin city rights. In the 13th century Szczecin became a Hanseatic city.

In **1630** the town was occupied by the Swedes. Bogustaw XIV, the last Pomeranian prince from the Gryfit dynasty died in Szczecin on March 10, 1637, during the Thirty Years' War. The end of the dynasty meant the collapse of the independent Pomeranian Duchy. According to the dynastic agreement concluded in **1529**, Pomerania was to be inherited by the Hohenzollerns. However, the real masters were the Swedes, whose army occupied Western Pomerania during the war.

In 1713 the city was occupied by Prussia, which was confirmed by the peace treaty in Stockholm, when on **January 21, 1720** Queen of Sweden Ulrica Eleonora Wittelsbach, just before her abdication, sold Szczecin with the eastern part of the Swedish Pomerania for 2 million thalers to King of Prussia Frederick William I. Between 1724 and 1740, new city fortifications were erected around the city; their plan included demolition of medieval fortifications.



In 1843 the town was connected to Berlin by rail, which marked the beginning of railroads in Pomerania. In **1873** Hermann Haken, the mayor of the city, decided to pull down the fortifications and expand the city.

On **October 15, 1939** the Greater Szczecin was established and existed until the end of the war. There were about 100 forced labor camps in the area. Allied bombing raids destroyed 60-70% of the buildings, 70-80% of the harbor and its surroundings, 90% of the industrial facilities.

In **February 1945** German authorities started evacuation of city inhabitants, factories and archives equipment and building of barricades, anti-tank ditches and minefields. From March 14 to 20, heavy fights for the eastern districts of Szczecin took place. They were fought by the units of the 47th and 61st Army and the 2nd Guards Armored Army of the 1st Byelorussian Front, as well as the 2nd Artillery Division and the 1st Independent Mortar Brigade of the 1st Polish Army. On March 20 the city was declared a fortress, and after the Soviet army occupied the right-bank settlements, the harbor was mined and the bridges over the Oder were destroyed.

The official handover of the city to the Polish authorities took place late, only on 5 July 1945. The German population that remained in the city was resettled to Germany, and in **1947** only 4 thousand Germans lived in Szczecin.

Szczecin as a part of Hanseatic League

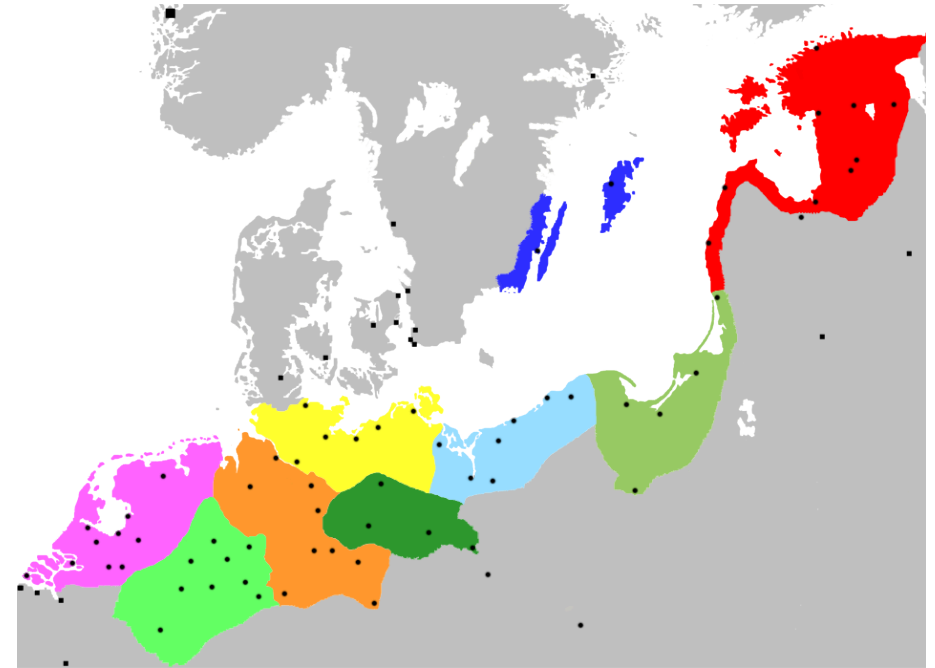
The Hanseatic League was an association of trading cities in Northern Europe from the Middle Ages and the beginning of the modern era. It was an union group and the cities belonging to the union supported each other economically, making work difficult for merchants from non-member cities, at the same time creating a real political and sometimes military power.

The first Hanseatic League was formed as early as the 12th century in an attempt to protect the mutual interests of merchants in the larger countries of Western Europe. They were not permanent, often not even having an institutional character. However, the network of trade contacts formed thanks to them remained in the community for a long time. Later, in the face of the threats brought by the 14th century, they resulted in the creation of the League, as a real institution uniting European cities. The first congress of Hanseatic cities took place in Lübeck. The city had been founded 200 years earlier at the place of a crossing between the Baltic and North Seas. Such an attractive location made it the main city of the Hanseatic League.

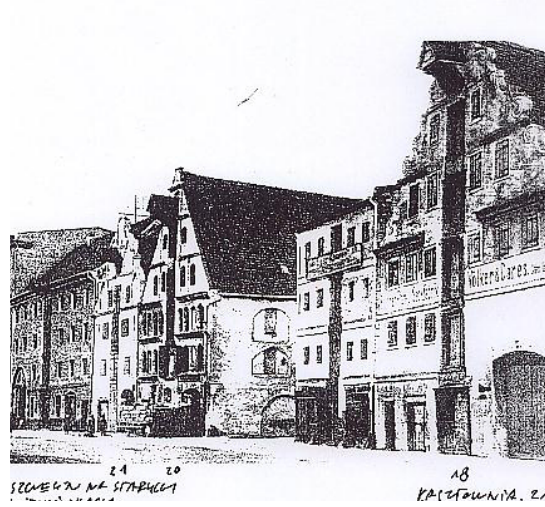
The natural trade route for the Hanseatic League was water - both inland (transport of goods from cities such as Toruń) and by sea. To this end, the Hansa strongly promoted the development of ships and introduced new regulations and restrictions on maritime traffic. Strong emphasis was placed on sailing ships in convoys, which provided merchants with better protection against pirates. This was the main goal of the organization - to facilitate trade and secure business. To be able to achieve it, an extensive naval fleet was needed. It is estimated that the Hanseatic League owned more than a thousand ships, with a total capacity of over 90 million liters. The organization also wanted to achieve a monopoly in shipbuilding. To this end, the union's cities introduced, among other things, a ban on selling ships to entities not belonging to the League in 1426. The Hanseatic League showed its military skills not only in the fight against pirates, but also in the war with Denmark, which took place between 1368 and 1370. It ended with the victory of the Hanseatic League and the peace, under which it received 15% of the profits from Danish trade.

In 1283, Szczecin joined the Rostocker Landfrieden group, which was the predecessor of the federation of Wendish cities (from 1293). From the 14th century it gradually took over the role of the main town in the Pomeranian zone. This resulted in significant economic growth of the city as well as the importance of Szczecin in the Baltic zone. The Hanseatic League caused the city to strongly promote professions connected with the ferry industry and the like, for which reason Szczecin became a city of sailors and workers years later.

Even today, although the city has lost its industrial character, the Hanseatic context is still visible in the architecture of the city. The main feature of Hanseatic architecture were narrow buildings, made mostly of red brick, usually located near water reservoirs. This type of buildings survived in Szczecin until today and is a cultural heritage of the city, which reminds us of its history. Although the style and times have changed in modern years, there are still reproduced buildings, which in their form remind us of the heritage of this city.

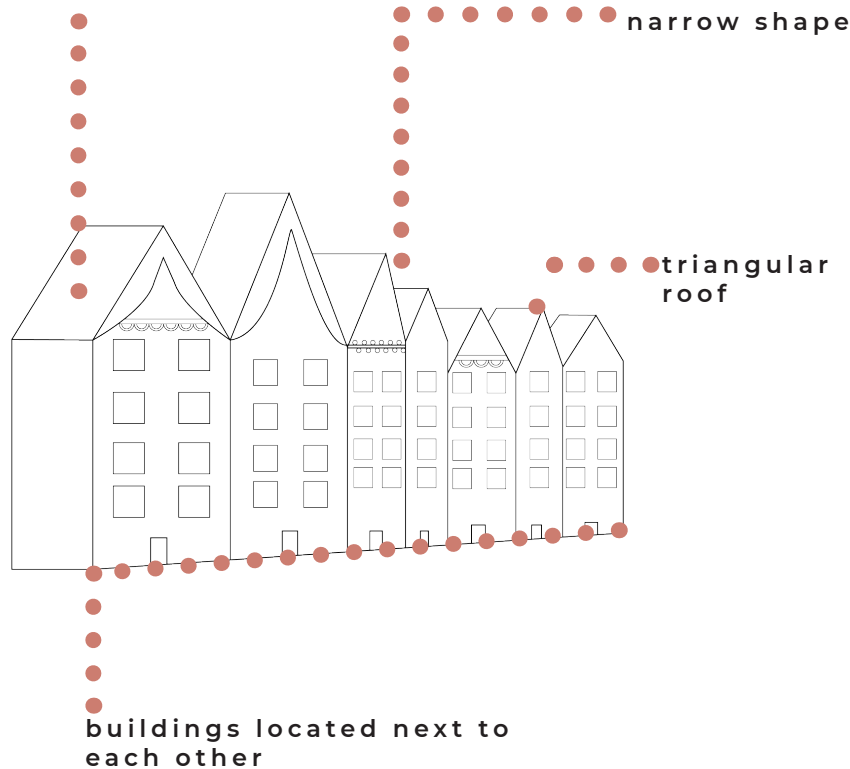


Hanseatic architecture before & now



Hanseatic architecture features

could have ornaments on the facade



Szczecin and it's inferiority complex

Szczecin is a city with a rich history. A place that in its past belonged much longer to German lands than it is now part of Poland. This fact can be interpreted in many ways. On one hand Szczecin as a city benefited a lot from being under German rule, but on the other hand, looking back on it, the effects of that history are still felt in the city today.

To begin with, after World War II, when Szczecin returned to Polish territory, the Polish authorities still did not see this as a permanent state of affairs. At the time it was thought that it could only be temporary. After the war, when all large Polish cities were in complete ruin and had to be rebuilt as quickly as possible, the rebuilding of Szczecin was not seen as a priority. This was evidenced by the fact that instead of focusing on rebuilding Szczecin, a decision was made to massively export machinery, bricks, and tree seedlings from Szczecin to other major cities in Poland, most notably Warsaw. The infrastructure also declined. As a result, years later, we still have a much easier connection from Szczecin to Berlin than from Szczecin to Warsaw or Gdansk. Because of that, the city has developed a syndrome called inferiority complex.

Usually everything came to Szczecin with a delay, the city did not develop as well as the others, and the fact that communication was not as smooth as it should have been only made things worse.



Shipyard grow and collapse

Szczecin was a city of workers and sailors. Several hundred thousand workers passed through the five shipyards operating there every day. Several thousand people were employed in the shipyards, so in the end, it becomes a city within a city. The port and production spaces have become the scene of revolts and strikes, the birth of Solidarity. This is one more proof of the deficit of love flowing from the headquarters: the Tri-City has become the symbol of Polish breakthroughs, Szczecin remains in the shadow during anniversaries of recent history, and above all - it lost its industrial character.

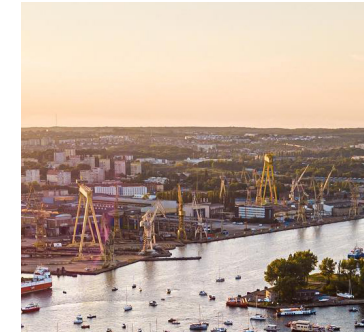
Identity of Szczecin



Szczecin finally **considered being Polish territory**. Unfortunately despite belonging to Polish territory Szczecin was still not strongly connected with Poland. It was feared that the city might come back under German rule and for this reason it was ordered that the bricks left over from the war be taken to other Polish cities, including to a large extent Warsaw.



After the II World War at the start of the '60s, Szczecin has finally found its identity again, and investing in **industry and shipyards** have begun. There were 5 shipyards, and in the best times of its existence, even 12 000 workers were employed.



1945

End of the II World War, Poland regained its independence. Now **the process of rebuilding** all Polish cities from the scratch has started.

1955



1960+

The government was still afraid of returning the old system so they **didn't invest in Szczecin** and its connections to the other main cities in Poland. Because of that till this day Szczecin has better connections to Berlin than for example to Warsaw or Gdańsk. It caused the **inferiority complex** and the feeling of **losing their identity**.

'70s-'90s



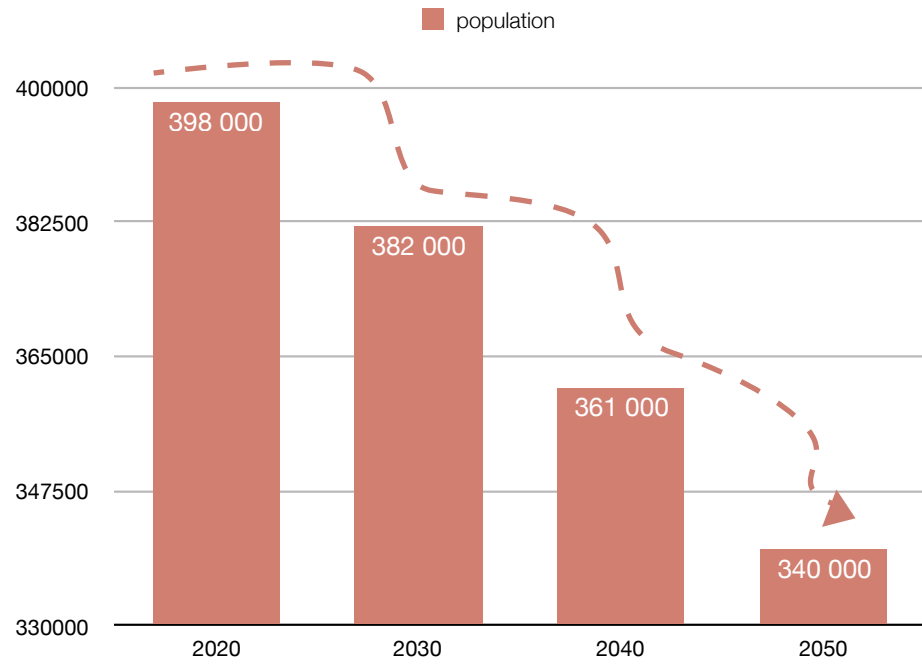
'20s

In the early '20s, because of the lack of financial liquidity and the state privatization process, they got bankrupt and in the end, the shipyard got closed and 4 000 people lost their jobs. **City lost its industrial character.**

Old shipyards location



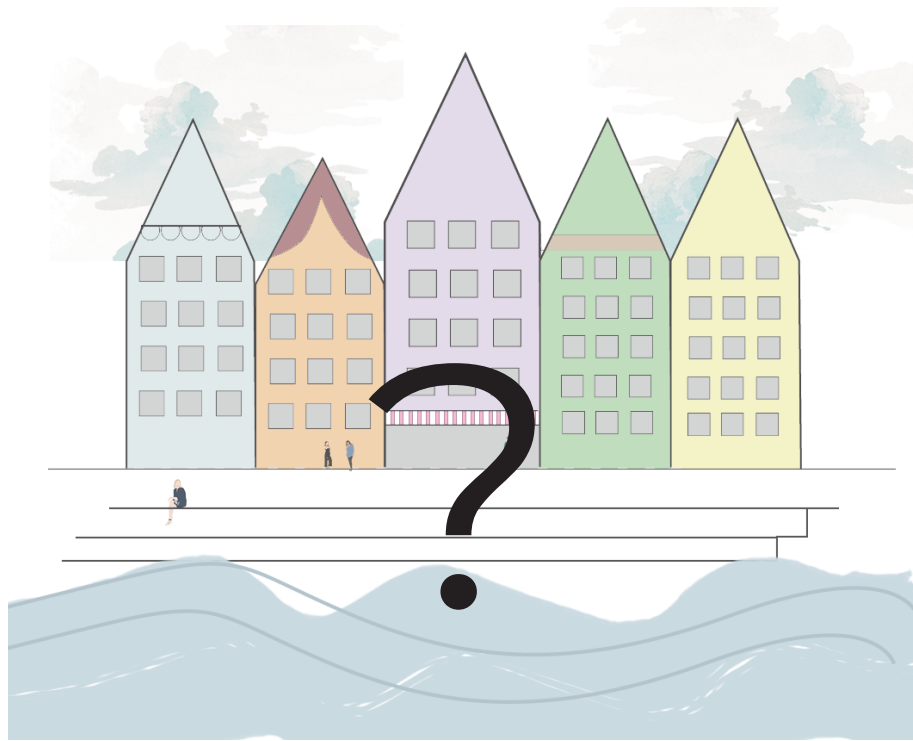
The population of Szczecin is expected to decrease by 15% in the next 30 years.



Housing opportunities



Szczecin is the third largest area in Poland (300.55 km² of which almost 24% is occupied by land next to the water)



city surrounded by the water, with very limited possibilities to live close to it

Limitation of housing development around the water

Szczecin is known as a maritime city. Strongly connected with the shipbuilding industry. Many sailors or workers live there still. There is even a Maritime Academy located next to the river.

It's a city sounded by the water, and thanks to its favorable location near the Odra river, the city has built its once recognizable water-related identity.

Today, when Szczecin is no longer so tied to industry and water, theoretical new development projects would give the area along the river a new character and could be a new driving force for the city's growth.

Living by the water has always been something special. It is the more special and unprecedented in Szczecin especially, because if we look at the current functions, that are located by the city's waterfront, we quickly realize that there are actually not many options to live by the river in the city.

This is because there are numerous historic facilities, Universities, museums, or the main railway station located next to the waterfront. There is only one district, where we can find some housing estate, but because of its location next to a very busy street, and being part of the old town, it is not the best option for everyone to live there. Considering the fact that the neighborhood is very busy and noisy, people don't necessarily choose this location to live in for a long period of time. Rather, it is chosen by tourists or outsiders for a short trip or vacation.

Considering the above, I tend to believe that Szczecin is a city located by the water, but with very limited possibilities to live next to it.



Łasztownia Island

Lasztownia Island



History of Łasztownia

Economically and spatially, the island began to be managed in the second half of the 13th century. It was connected with the developing trade port, located on the Odra River between the Długi and Kłodny bridges. In 1283, the island Łasztownia was acquired by the city and started to be used for port purposes. Usually, warehouses and granaries were located there, also ships got rid of ballast here. In time, wooden loading platforms and quays were built on the island.

Later, a shipyard with workshops was established at the Duńska street side, as the town slaughterhouse was also located there.

In the middle of the 17th century, the settlement in Łasztownia was surrounded by earthen ramparts, which stretched along today's Gdański Boulevard and Władysław IV street. In the middle of the 19th century, the earthen ramparts were pulled down and replaced with the following streets: Wallstrasse (today: Wałowa) and Parnitzstrasse (today: Parnicka). The present street layout of Łasztownia comes from the first half of the 18th century, from the times of the Prussian king Friedrich Wilhelm I, when Łasztownia was finally tidied up.

The second stage of development of Łasztownia took place at the turn of the 19th and 20th centuries. The worn-out 18th-century buildings were replaced with newer ones in Art Nouveau style. The demand for housing contributed to the dense development of the area with rented houses for workers, interspersed with factory buildings and various production and service facilities. One of the largest was the sugar factory in Władysława IV Street.

The biggest event was the opening of the duty-free port in 1898, which is, however, already outside the area of the historical Łasztownia zone. At the same time the building of the port management of the duty-free zone, built-in neo-Gothic style, which exists to this day, came into use. Almost the entire Łasztownia was ruined during the Allied air raids during World War II, in 1942-1944.



around 1930



around 1930



1928



Łasztownia Island - the power of trade and shipyard industry

In the past, Łasztownia island was closely related to industry and played a key role in the shipyard's economy. Szczecin, as a city from the 13th to 17th centuries, belonged to the Hanseatic League, which united the countries from the Baltic Sea area, acting as a union of countries in the area of trade. In the past the island was constantly changing. Before World War II, when the island was perceived as the driving force of the entire city, and Szczecin itself was known as a city of shipyards and industry, or when after World War II the island was completely destroyed, leaving only a salvaged part of the port.

After the war, the city wanted to restore its former fame and resume the original vision of the city of the shipyards. It was successful, but only for a short time. After the rebirth of the shipyard, several thousand people worked there, and the shipyard was a city within a city at that time. The shipyard has carried out projects on a global scale. However, in the process of state of privatization in the 2000s there was a great crisis of the shipyards. The crisis led to a slow decline in the heart of trade and industry. In 2002, as the privatized group: Porta Holding, and 7 years later, as the renationalized: Szczecin Shipyard Nowa. In 2002, the company was plagued by purely economic troubles related to a lack of financial liquidity and an unsuccessful attempt to face a new technological challenge. The excess of employment also (from 8.5 thousand shipbuilders had to go down to 2.5 thousand) and this was associated with social degradation. Finally in 2008 the shipyards got closed, after the EU ordered the repayment of the illegal state aid. 4,000 jobs were lost. After this time, there was no question of returning. People lost their jobs and salaries, most of them were forced to emigrate to neighboring countries, where they could use their skills and stay in their profession. Others were not so lucky. Large group of shipyard workers had to rearrange their professions to, for example, taxi drivers or set up their own businesses. As a result Szczecin lost its industrial character and their identity, since it was always seen as a workers and sailors city.



The island today

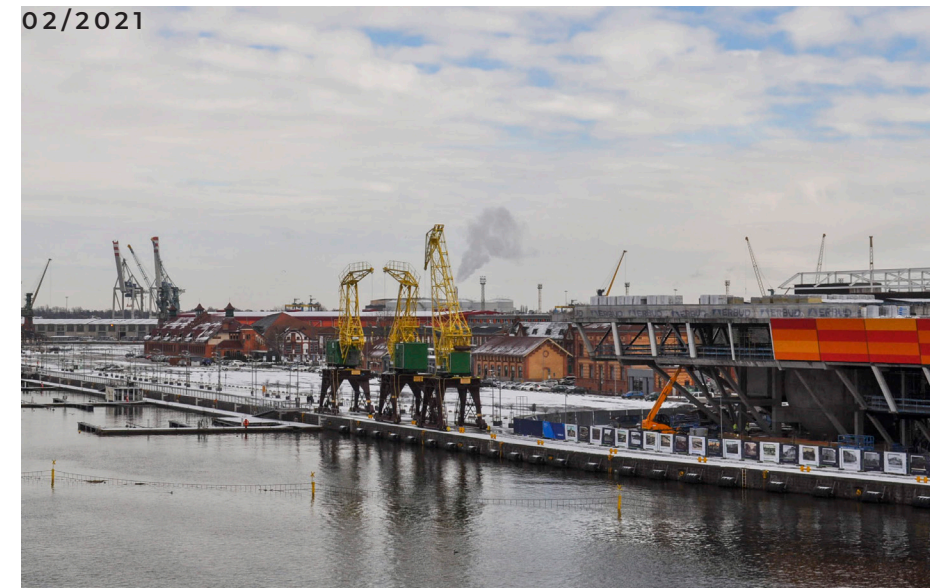
Today, Łasztownia Island has the character of mixed functions located in its different parts. Mainly the area of the island is closed, fenced, with no access to separate areas. Logistics or warehousing companies operate there. There is also a poultry processing company located there, as well as a newly restored restaurant, which before the pandemic gained quite wide recognition among the residents.

In addition to the current functions of the island mentioned above, one of the largest and closed areas is old granaries zone, constituting objects in danger of collapse. Due to the lack of proper care, they are very neglected, but they are also an very important features with the historical and cultural value for the city and therefore can't be demolished.

In addition to some of the granaries, residents have also poor access to the waterfront area, as numerous fences close most of this part, thus preventing access to the wharf.

One of the larger accessible parts of the island is a huge parking lot, located at the waterfront, which is undoubtedly not needed there because there is no particularly heavy traffic on the island. The parking does not work in its original role, but it is suitable for some other activities promoted by the city. Every year in Szczecin, during the summer period, various types of festivals or amusement parks are organized there. The parking lot at the quayside is perfect for this. The only problem with this is that during the summer I can admit that Łasztownia is quite a popular destination, mainly for the reasons mentioned above. Unfortunately, however, in other seasons of the year the island does not attract with anything interesting, therefore it is only a temporary organization of the area and giving it temporary functions.

The city of Szczecin, wishing to change this direction and strengthen the significance of the island for the city, as well as to make its tone more attractive not only in the summer, decided to set there new development: a Maritime Museum, which is intended to promote the maritime economy and disseminate the history of Szczecin related to the Sea. In my opinion, it is a good step and it may increase the attractiveness of the place and thus start other investments related to the development of the island.



2016



<https://pomorzezagdnie.travel/Poj/a,11988>

Connections and it's obstacles

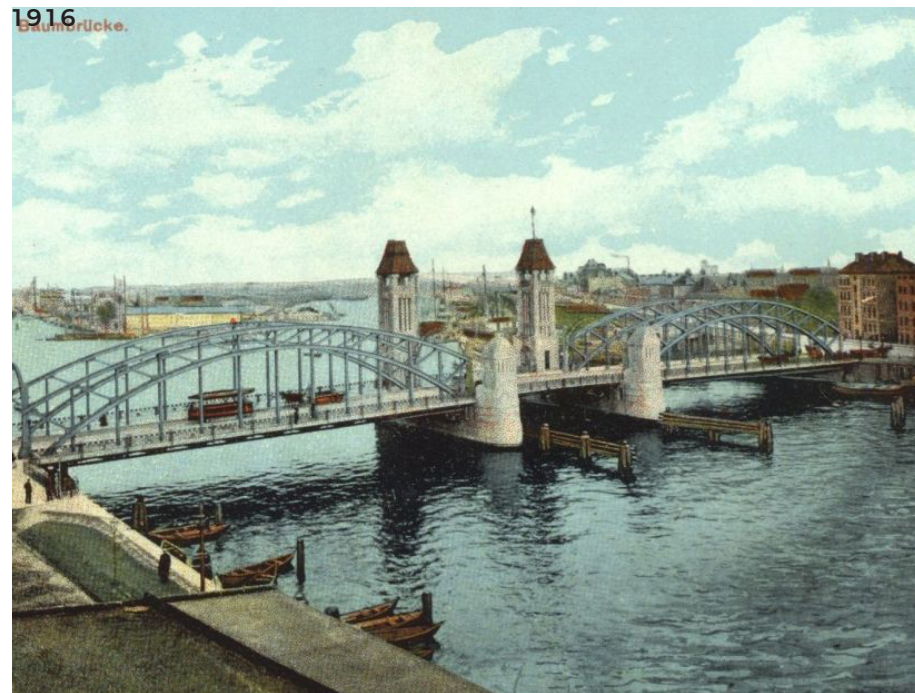
Originally, a bridge called: the Kłodny Bridge connected the island with the city center. It was built at the turn of the 15th and 16th century, as an extension of the originally existing port pier.

The Kłodny Bridge served only as a footbridge with the city slaughterhouse located in Łasztownia and was not suitable for the passage of carts. In the middle of the bridge, there was a culvert for ships.

In 1730-1731 the bridge was widened, which enabled the transportation of goods. The number of spans was reduced to three. The middle span was now equipped with a drawbridge, allowing larger ships to pass over it. In 1873 a general repair of the bridge was carried out. In 1907-1909 the old wooden bridge was demolished and a new iron bridge was built several dozen meters downstream. The new bridge was slightly shifted and widened in order to pass the streetcar tracks of the then no. 5 line.

In 1945, the bridge was blown up by retreating German troops. It was not rebuilt in Szczecin. It was probably transported to Bytów in Kashubia, where one span of a viaduct of similar construction was destroyed during the war. It was replaced with a span imported from Szczecin. The Kłodny Bridge was reassembled with minor changes and to this day stands as a viaduct over the railroad tracks.

Currently, in Szczecin, Trasa Zamkowa (Castle Route) runs in place of the former Kłodny Bridge.



Castle Road and vision of a new bridge to Łasztownia island

During World War II, all bridges in Szczecin were blown up by the retreating German army. Despite the reconstruction of the Long Bridge and Parnicki Bridge, the Kłodny Bridge have not been reconstructed yet, replacing the latter with the Trasa Zamkowa (Castle Route), which has no road connection with Łasztownia itself. Moreover, at present this function is performed only by the long bridge, connecting Łasztownia with the Old Town, located in the western part of the island. Years later, in 1978, when the construction of Castle Route began, planned as a main artery connecting the downtown with the right-bank part of the city, no one considered the question of connecting Łasztownia with the city center. The construction of such a huge road reconstruction caused the city to lose the connection with the island for good, and the Castle Route became a heavily trafficked road, dominated by cars and usually very obstructive. Furthermore, after the construction of the Castle Route, it is much more difficult to get to the eastern part of the island, as the entire Castle Route construction sort of bypasses the island, which significantly increases the travel time to that area of the city. As a pedestrian, it takes much longer to get to the island by walking the Castle Route, as it is a very busy area, definitely not pedestrian friendly, and the bridge is very high, which sometimes discourages pedestrians from making the trip along that lane. Not to even mention the bike connection, which is nearly impossible due to the many steep stairs and lack of safety features.



The problem of the island's weak connection to downtown has resulted in much neglect and abandonment of such a valuable part of the city. Great hopes for the development of the Łasztownia island can only be given by the reconstruction of the Kłodny Bridge, which will allow easy pedestrian and bicycle connections, but also will make the island accessible through streetcar connections, which will open new possibilities for expansion and investment.

Fortunately, the city authorities, together with urban planners, have recognized the problem of the poor connection between the city and Łasztownia, thus recognizing the island's great potential for future development. Therefore, the city is planning to rebuild Kłodny Bridge, which will be located more or less in the same place as years ago. However, the design of the new bridge will not refer to the historic one, as the project has already been announced and the first visualizations can be viewed. The project is planned to start in 2023.

In my project I have also taken this investment into account by including the plan of the new bridge in the project concept, thus in the final stage of implementation we will get a well-connected island with a new human-scale bridge with numerous pedestrian, bicycle and streetcar connections. Thus, the final vision of the final phase of the island's development and its connections presents the concept of removing the Castle Route from the urban structure of the city, replacing it with a land connection, finally linking the downtown city with the right bank.

Current connection analysis

The problem with accessibility to the island begins at the base of its connections and the roads that lead to them. Originally in the past, the island was an important point on the map of Szczecin, and therefore the historical connections were much better and faster than it is nowadays. Before the World War II, the island was connected to the downtown by Most Kłodny, but when the construction of the Castle Route began and later, as a result the island lost its connections, most of the factories located on this part got closed. The area was increasingly avoided, leaving it neglected and with very difficult access.

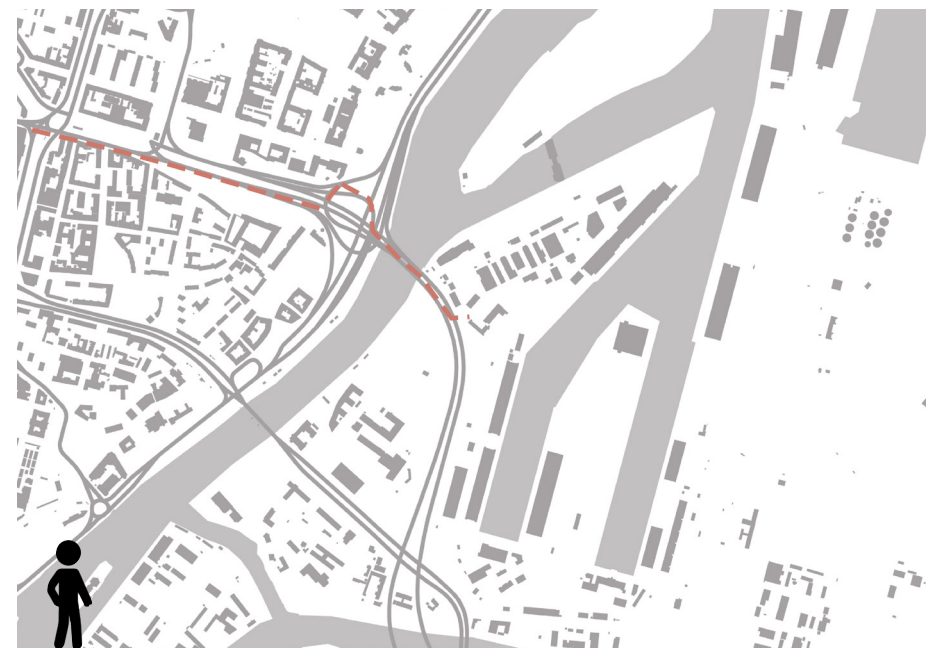
Today, communication to the island is so weak, that many people avoid going to Łasztownia for that reason. Following my research of the current possibilities of getting to the island from the city centre (according to Google Maps), we can see very clearly that the fastest way to get there is to go around the Castle Route and bypassing it. This gives us a hint that we should walk along the waterfront, heading towards the western Long Bridge, then walk on the other side of the river and continue along it to get to Łasztownia. The whole route is about 2 km long and counting the average speed with which we can walk, we will get there in about 20-25 minutes.

It's sad that the whole transport takes so much, because if we measure the distance in a straight line from the island to the city center, it's about 1 km long, which we could easily walk in about 10 minutes if we would have other ways of easy communication path, such as bridge for example.

There is also a second option to get to the island by following the Castle Route. This route is a bit more complicated, and I think that you also need to be pretty well oriented in order not to get lost. The second suggestion to get to the island, which I show on the map below, is an option that allows us to go to the island, without having to walk around. This route, however, tells us to walk up the stairs to the busy Castle Road, where the pedestrian is exposed to very windy conditions, high above the water, adjacent to fast moving cars and trucks. The pedestrian lane there is very narrow, which makes moving there all the more unsafe.



25 minutes (aprox. 1,9km)

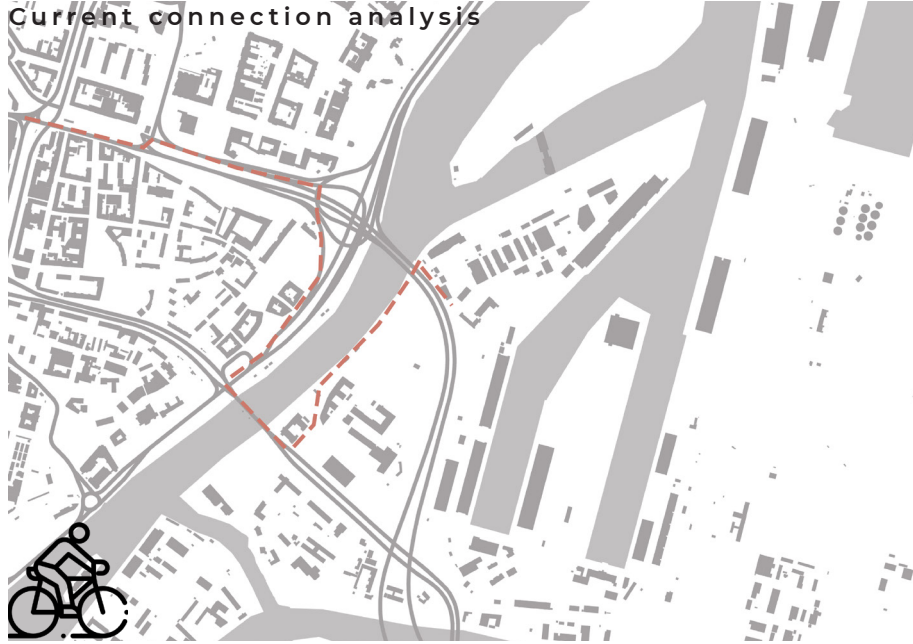


20 minutes (aprox. 1,5km)

Castle Road characteristics



Current connection analysis



10 minutes (aprox. 2km)



7 minutes (aprox. 2,5 km)

We can observe a similar communication problem in getting to the island by bike or car. In the first case, if we were using the google maps suggestions this time as well, the situation with getting to the island looks similar as in the case of communication as a pedestrian. We have to head towards the western bridge and then follow the shore to finally get to Łasztownia. The whole route again lengthens twice as long as if we could take this route in a straight line from the center. In this option, it is also not recommended to take the Castle Route, as it is difficult, because of the numerous stairs would make the trip even longer. The smoothness of the ride would also be disrupted, so it is better in this case to choose a longer ride, but smoother and safer.

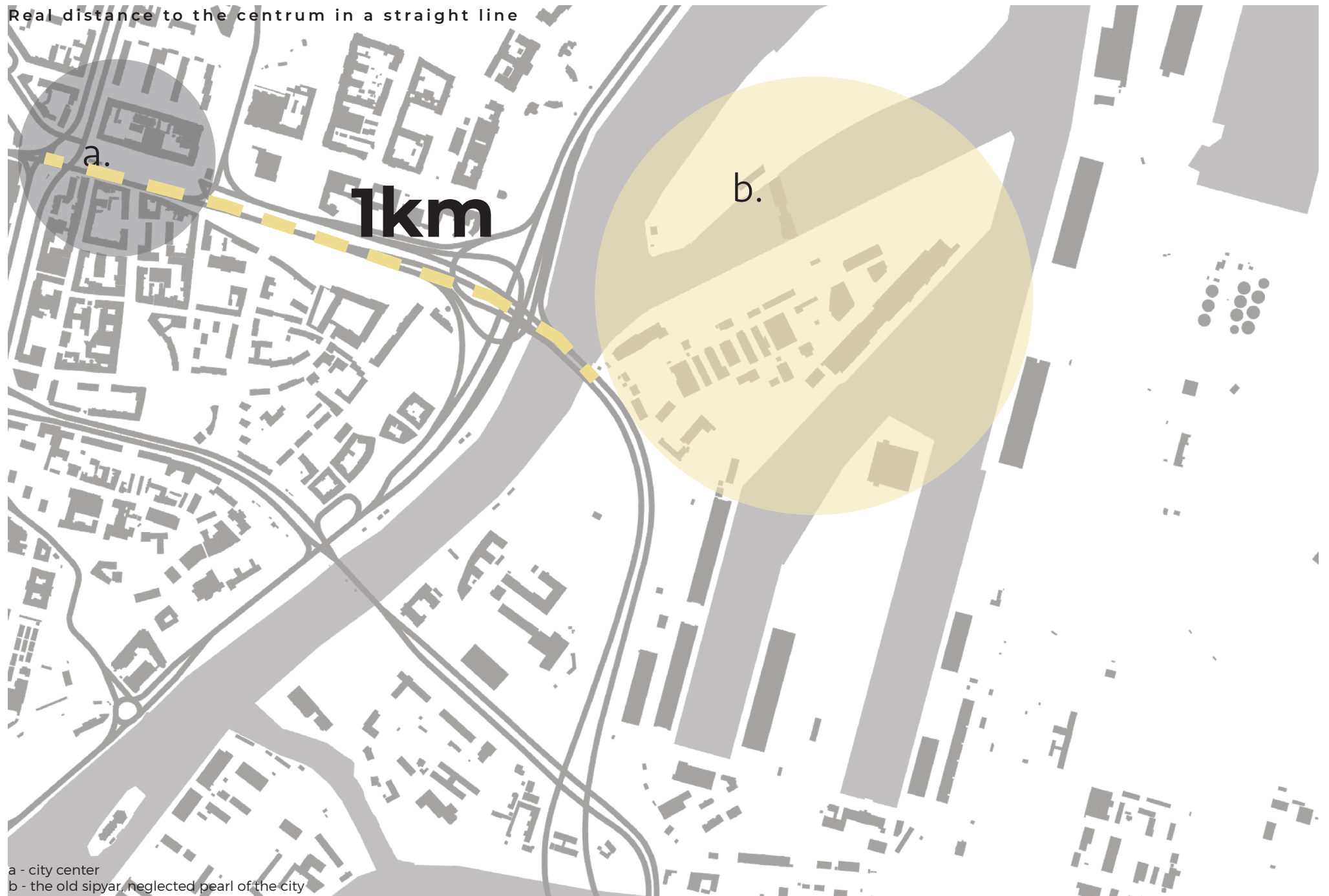
In the case of getting to the island by car, despite the fact that we would certainly have no problem with parking the car on the island, getting there is just as difficult as the previous presented options.

As we can see on the bottom map, the journey from downtown to Łasztownia also involves driving around, eventually crossing the western Long Bridge as well. As with the previous options, the time and distance will be twice as long as the straight line from the center to the island.

This study shows that all currently existing connections to the island, are possible only by crossing the neighboring bridge Long. This bridge is pedestrian friendly, preserved on a human scale and thanks to it a connection to the island is possible today.

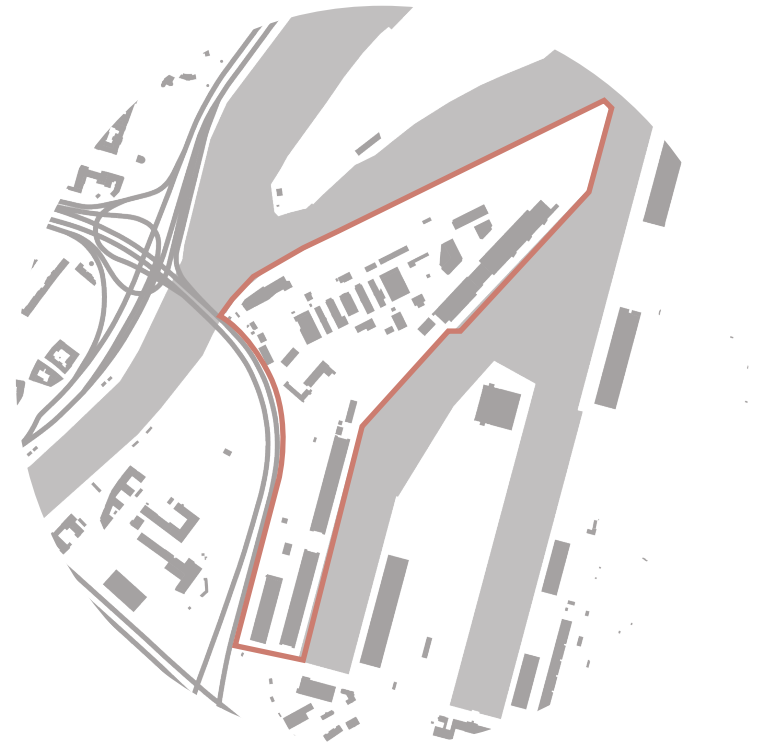
As a conclusion of my research results we can definitely observe the lack of convenient connection on Łasztownia, which results in much less interest in it. It is definitely easier to encourage new investors to locate their businesses in well-communicated zones. In the same way, it is easier for us to work in places with access to e.g. public transport. Both of these factors are currently missing, which is why in my project I present a new vision for improved connections to the island.

Real distance to the centrum in a straight line



a - city center
b - the old sipyar, neglected pearl of the city

Site



Łasztownia
53°25'8.17"N 14°33'58.03"E

country: Poland
size: 25ha
original funtion: storehouses
and granaries for the princes and
townsmen

Available space of Łasztownia

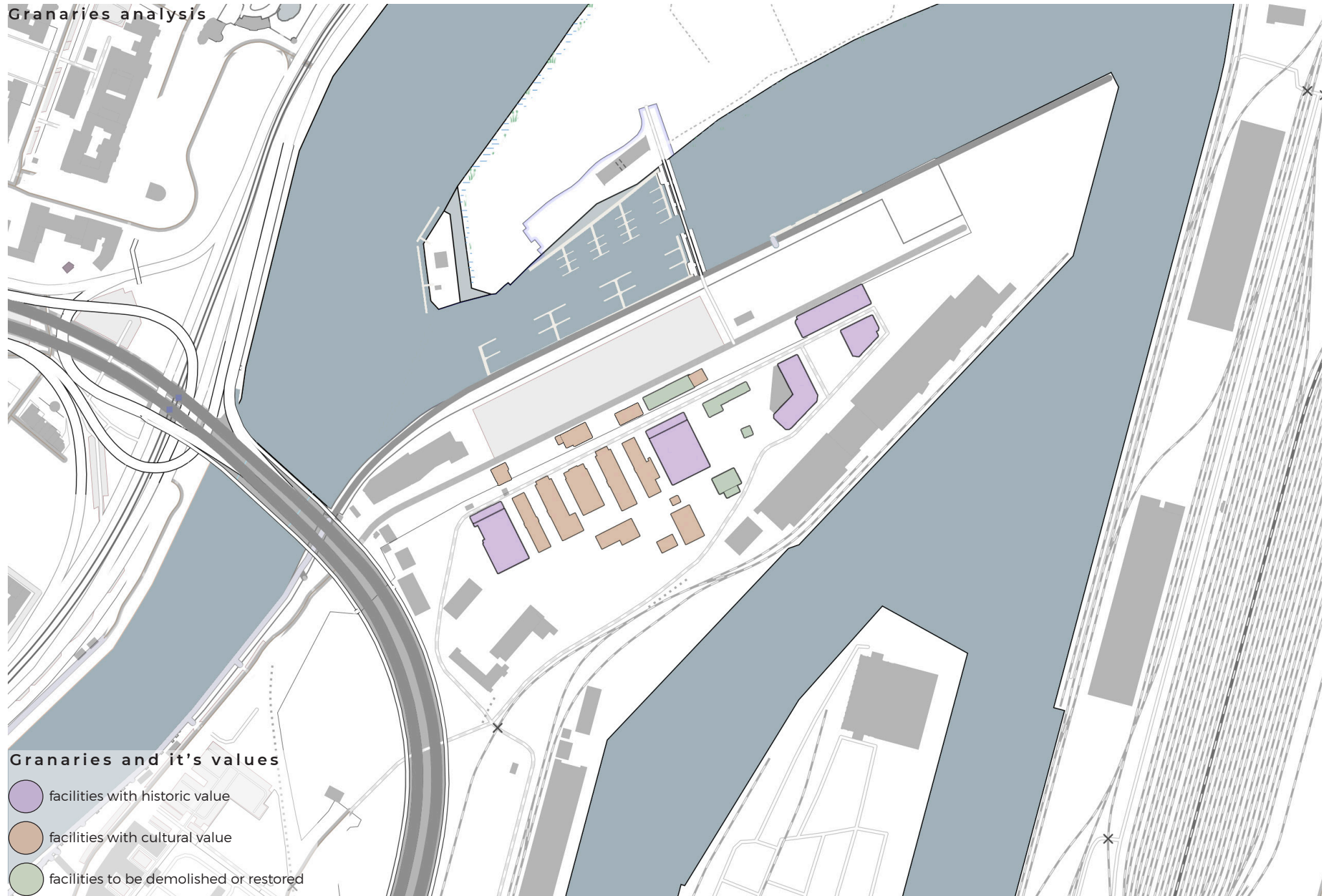


Only **22%** of the island is accessible to people. However, still the majority of it is used as a useless parking spot.

Site analysis



Granaries analysis



Current activities on the island



amusement park



flea market



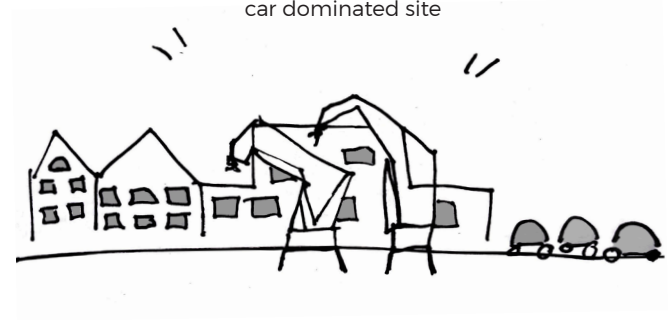
gathering place

Design

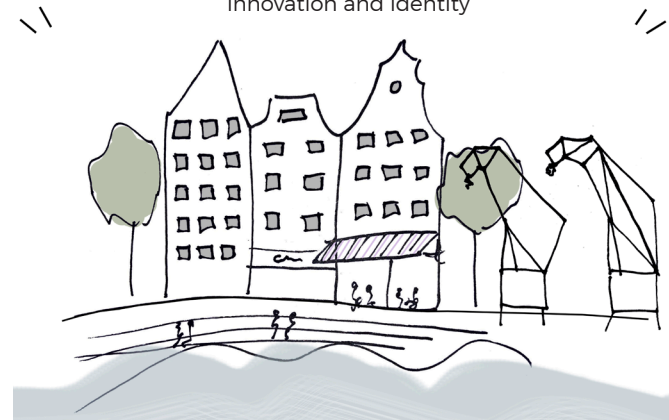
It was important to pay tribute to the unique history of the post-industrial city, still evident in the surviving historic buildings. The site was also the heart of the labor movement, so many families still feel a very personal connection to the site. The big challenge in the project was to create a place that is accessible, well-connected and friendly for living but also for leisure and recreation. Opening the waterfront to public access as well as creating a pedestrian and bicycle friendly connection to the city center will help return the island to its residents.

Vision

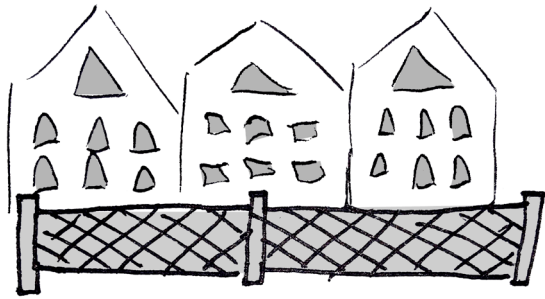
from the post-industrial,
car dominated site



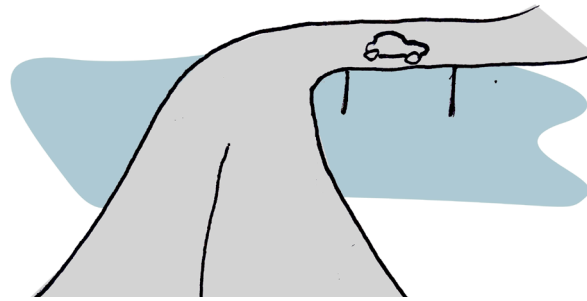
to the space with heritage
functions as a catalyst for
innovation and identity



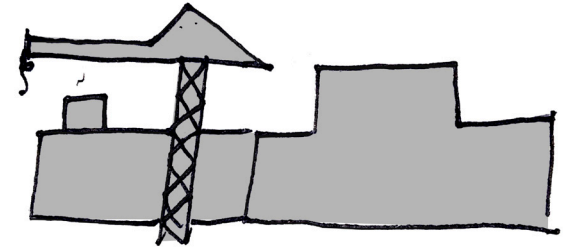
Challenges



fences



higway as a barrier



heavy dominant
surroundings

Project strategies



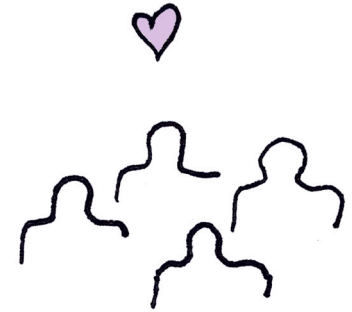
enhance cultural heritage



accessible to people



connected with the city









introduce new public realm

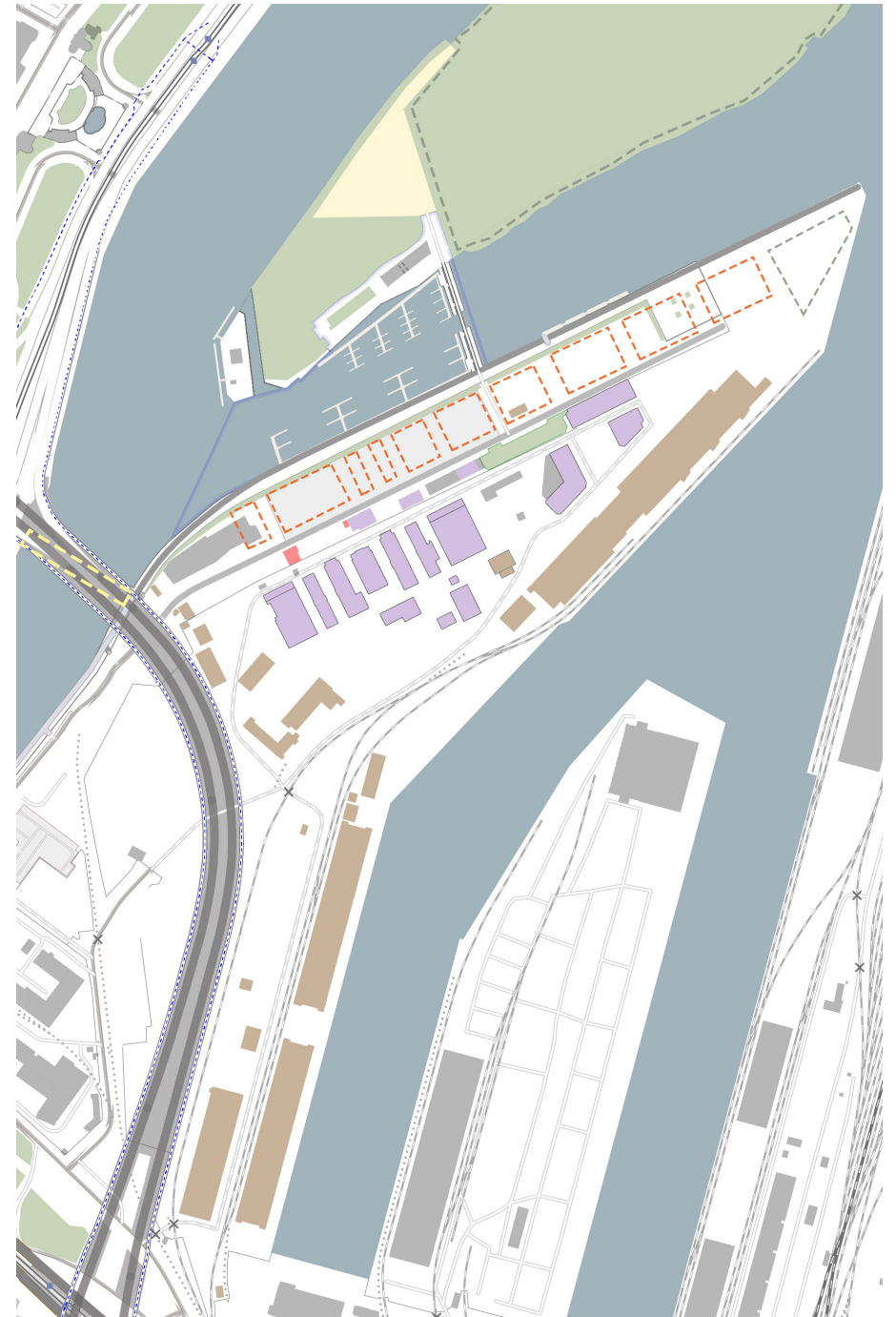
Municipality future land development

The map on the right shows land use plans for the island created by the municipality of Szczecin, foreseeable for the coming years. The map shows an analysis of the different zones, along with their descriptions. The data includes characteristics of buildings subject to preservation assessment, buildings that are part of the city's cultural heritage, and buildings that are not part of the cultural value to the city, which can be relocated or demolished if necessary.

Some of the plans presented are already implemented into the existing building structure, such as the Maritime Museum, which was built this year. Another project that is also in a more advanced stage is to restore the island's historic connection to downtown by building a bridge. Other plans are still in the conceptual process. The development plans for Łasztownia created by the Municipality of Szczecin are rather modest at the moment, as the municipality has so far only drawn up theoretical plans for the development of the northern part of the island, focusing on the waterfront. According to the city's plans, this part is currently the most attractive and the first, in terms of the development of the island. The city wants to create a kind of „new heart of the city” there, where various types of science buildings, museums, hotels, etc. will be located. With these facilities, the city wants to restore the island's attractiveness, creating a place for meetings, recreation, and public events, strengthening by that the public realm.

Focusing on the design strategies and phases of the island's development in my project, it was also important to me that there is some overlap between similar goals and objectives in the vision for the development of this part of the city, to ultimately create a concept that goes along with the one created by the city and their urban planners.

-  the historical location of the bridge between the Łasztownia waterfront and the City Centre has not been preserved
-  proposed layout of the town square
-  preliminary outline of a development at the Old Town waterfront in Łasztownia - a planned complex of urban functions: Modern Culture and Art Centre, Hotel and Convention Centre, Trade Fair and Exhibition Centre
-  objects entered in the register of monuments
-  historical objects under conservation protection
-  multifaceted warehouse helium and its affiliated branches, without individual cultural values - to be revitalized, with possible demolition



Project phasing



1. Relocating the current warehouses to get new zone for the future development
2. Adding new bridges to connect the island with the rest of the city
3. Improving car access road and adding tram connection
4. First phase of the building development. Densifying the northern waterfront in relation to existing urban structure.
5. Second phase of the building development. Densifying southern waterfront.
6. Vision 2050. Third phase of the building development. Densifying the old shipyard area with new urban structure and removing the castle road, giving a new park to the island as an exchange.

Project phasing description

The phases of the island's development are an important part of the development of the site for the successive implementation of the design vision.

The first part of working with the design phases is to relocate the existing warehouse facilities. This will give the island valuable new space for development and make it more accessible.

In the implementation of the design phases, it was important to me that the advancement of the island should not only focus on the development of new public space buildings or housing but that it should also bring back the old industrial character of the island by bringing back into use through a process of revitalization the long-forgotten granaries, located in the heart of the island. The granaries are part of the cultural heritage of the city, so they are a valuable part of my project.

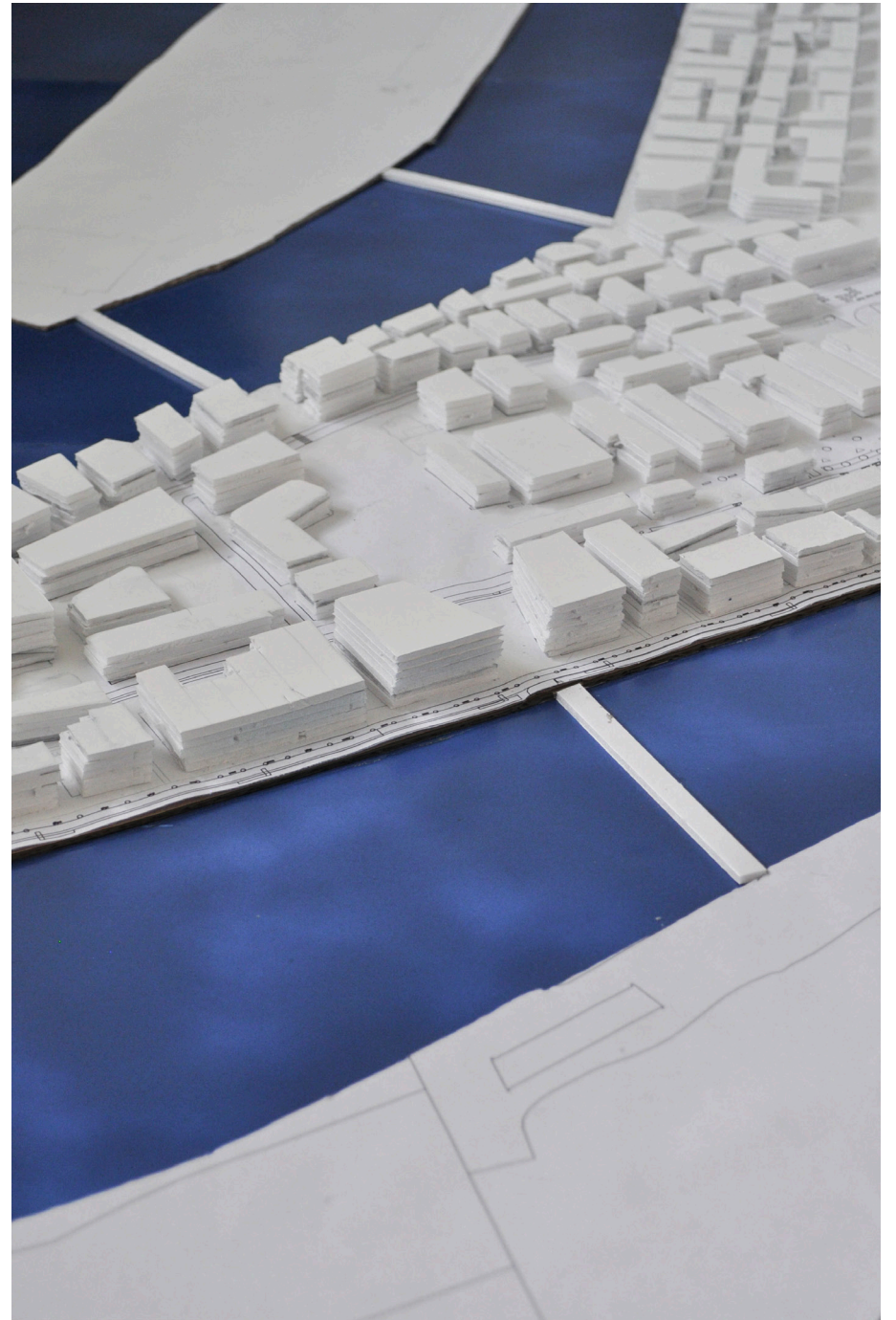
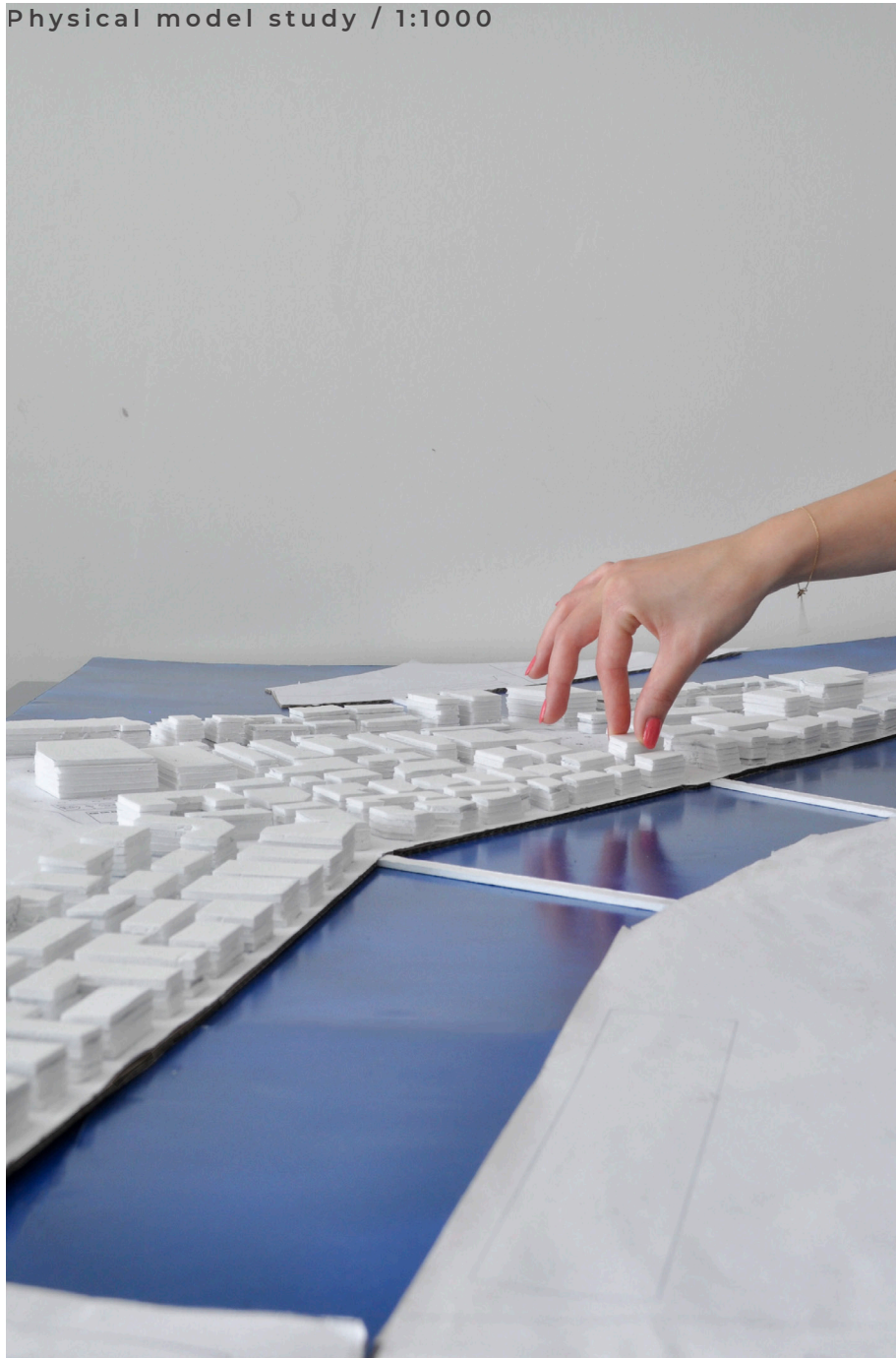
Given that the granaries are a central part of the island and that part of the strategy is to bring the granaries back into use as a new public zone, the challenge was to create a network of communication and pedestrian connections that can easily and quickly link the old buildings with the new ones. The main pedestrian routes designed therefore connect the new buildings to the existing ones on the island, as well as linking the north quay to the south quay.

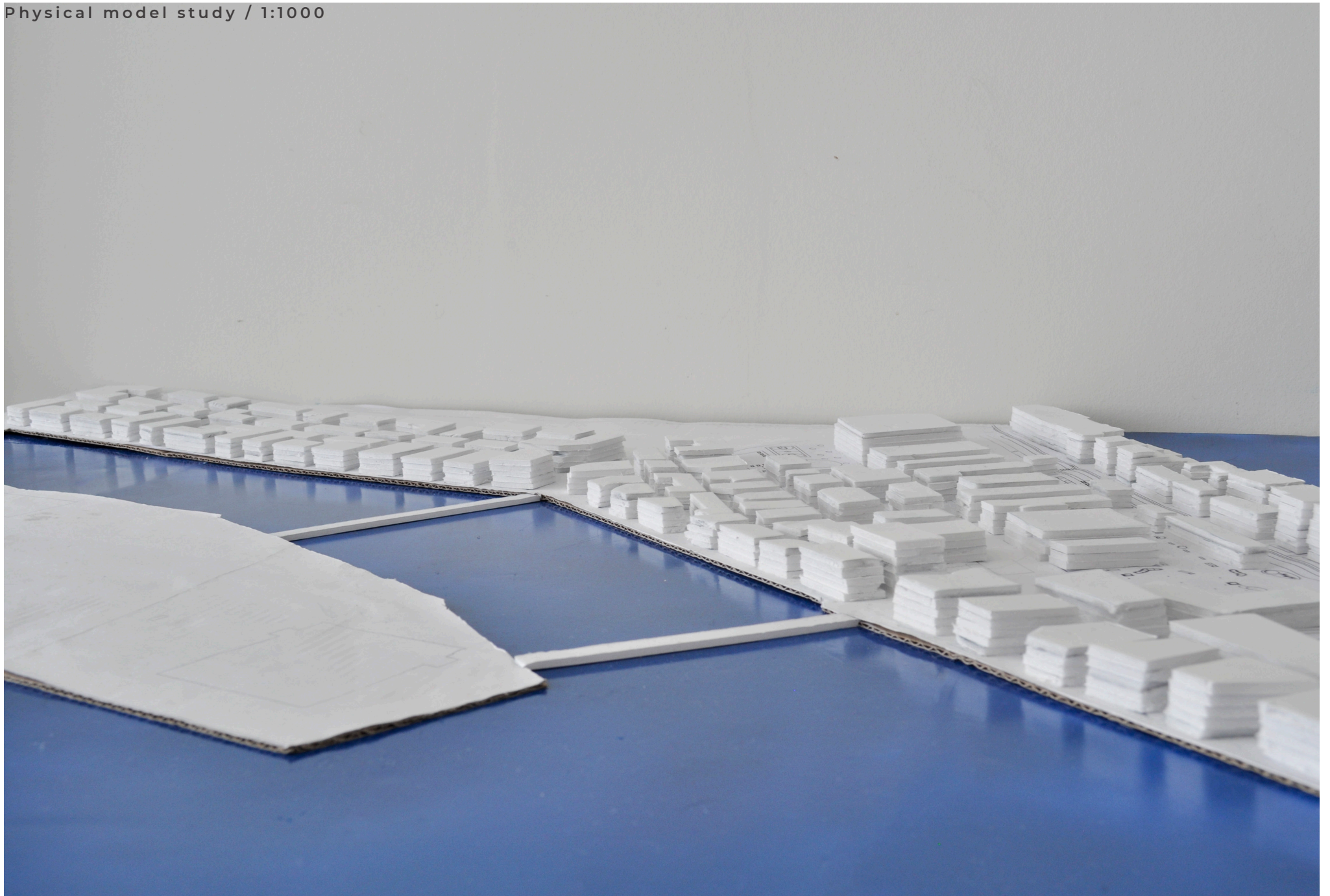
This was important to me because an important consideration in the design is to make the island accessible to pedestrians.

Besides the matter of pedestrian communication and the process of revitalization, in the project, I also want to present the vision of a well-connected island through public transport. New tram connections could easily make the island be finally part of the city, being perceived as an accessible and also more attractive.

The part of the expansion of the island with new residential and commercial buildings is divided into three phases. First one is the expansion of the island's northern waterfront, which is also identified by the municipality as the first to be developed in the city's future urban plans. The next design phases are the continuation of the densification of the island with buildings in the part of the southern quay of the island where the warehouse halls are currently located. The final part of the island's expansion phase is the southern part, where the shipyard was located before. The last phase also depicts a vision without the castle route, which is currently more of a barrier than a connection for the island.

The island expansion phases also show small bridge connections to indicate future development zones for the island.



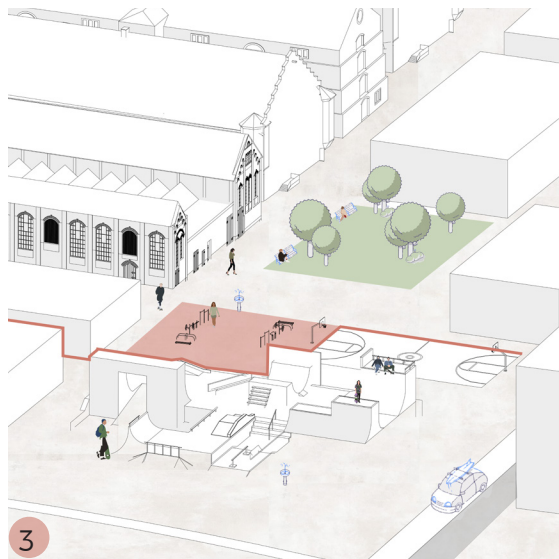


Master plan



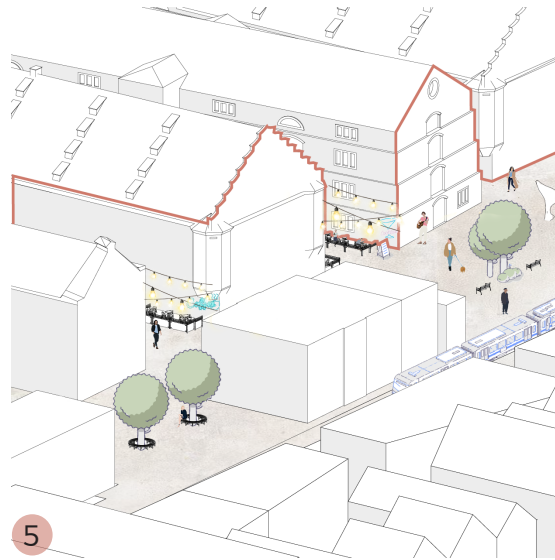
- 1 revived park
- 2 new bridge
- 3 sports centre
- 4 parking slot
- 5 art hub / revitalized granary zone
- 6 public square
- 7 hotels
- 8 library
- 9 green field
- 10 urban square
- 11 small, pedestrian bridge
- 12 new park

Proposed activities



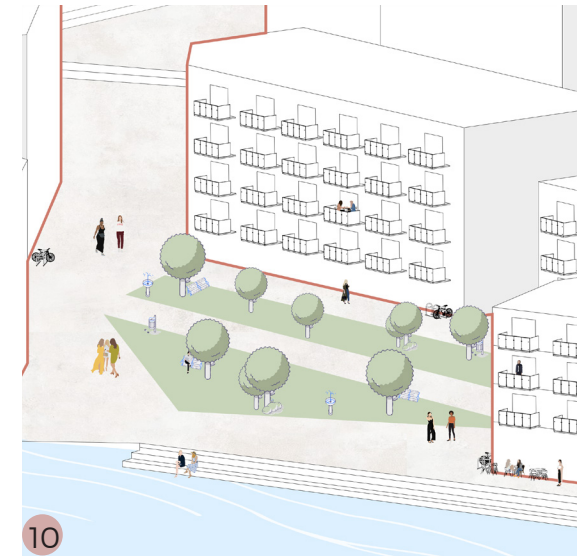
The sports center was designed with the need for an urban recreational center located closer to the downtown. The city lacks outdoor sports centers and skate parks. For this reason, in the project, I also present a place for the realization of equal kinds of outdoor sports. There will be located: skate park, gym, and basketball court.

Reference: Stapelbäddsparken skateboard park, Malmö



New art hub, based on the vision to renew and revitalize existing granaries. In this area, the idea is to create a public, artistic zone with many restaurants, pubs, local craft stores, shops, vintage stores and design offices. A place that is connected to the island from the very beginning, that will promote the culture and heritage of the city as well as give a new post-industrial character to the island, accessible to everybody. A place that will be a new, important point on the map of Szczecin.

Reference: LX Factory, Lisbon



The public square is the part where roads from different directions meet. It is a place to gather and relax next to the water. A place where residential buildings meet office buildings. The square is adjacent to the water's edge where cafes, restaurants, and small local stores are located around. The above-mentioned functions located around, work to the advantage of the square and make it lush and lively all year round.

Reference: Norra Hamnen, Helsingborg

Main square detailed plan

The public square located in the heart of the island is the center of the urban tissue of the site. It combines the function of an urban square, surrounded by various cafés and restaurants and a transitional place between one waterfront and the other.

It is also a unique point on the map of Łasztownia because it shows the buildings of the past, linked to the identity of the island, mixed with a new urban structure that refers to the historical buildings but complements it by adding an innovative approach. The entire range of the island's history is presented in one place.

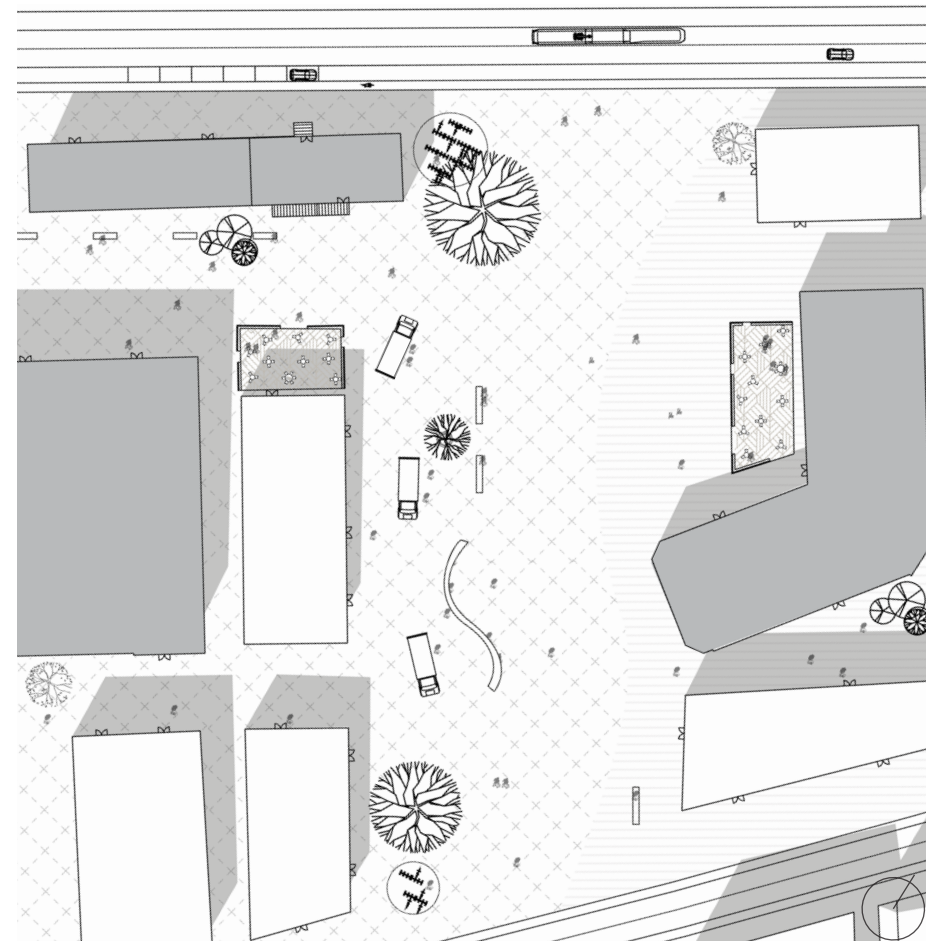
Taking this into account I wanted to strengthen the importance of the main square and give it new functions.

It is intended that the main square, as well as the other public squares located on the island, are flexible in their adapting possibilities.

As my research into the current uses of the island indicates, even though the island is currently inaccessible and uninviting, people still frequent it for its flea markets, food festivals, and meeting places.

With this in mind, I felt that an important aspect of the design of this space would be to facilitate the flow of communication, but also, to give people the opportunity to stop and take in the atmosphere, as well as a create flexible space where the public realm could be easily adapted to host a variety of community events, festivals and outdoor art exhibitions.

To make this all possible, the square has been designed in such a way that in the middle it locates multiple seating furnitures, that allow us to stop and enjoy the space but at the same time they are movable, so it gives us opportunities to arrange this space as the current circumstances require, to hopefully in the end archive a space that is full of life and unique spirit.



Flexible public squares

As I mentioned, the idea behind the new public squares is to make them flexible, so that we can arrange them according to the current circumstances.

From my observation, at the moment, people often meet on the island to buy something from the flea markets, that are often organized, or to eat something, when in the summer we can encounter food festivals there.

To follow this trend and develop it further, I would like to see more activities on the island, especially temporary ones. Therefore, the idea was to be able to organize different food festivals on Łasztownia, temporary outdoor art exhibitions, which will definitely work perfectly along with the revitalized art hub. Besides, considering the locals themselves, it would also be ideal to organize weekend markets from where we could buy fresh fruits and vegetables, from local vendors. The above vision of a more sustainable lifestyle approach, where we purchase second-hand things, promote our own local art sources, and buy locally, all while having access to greenery and being in a place that is unique in its kind, makes this place eventually a special point on the map of Szczecin for residents and visitors alike.





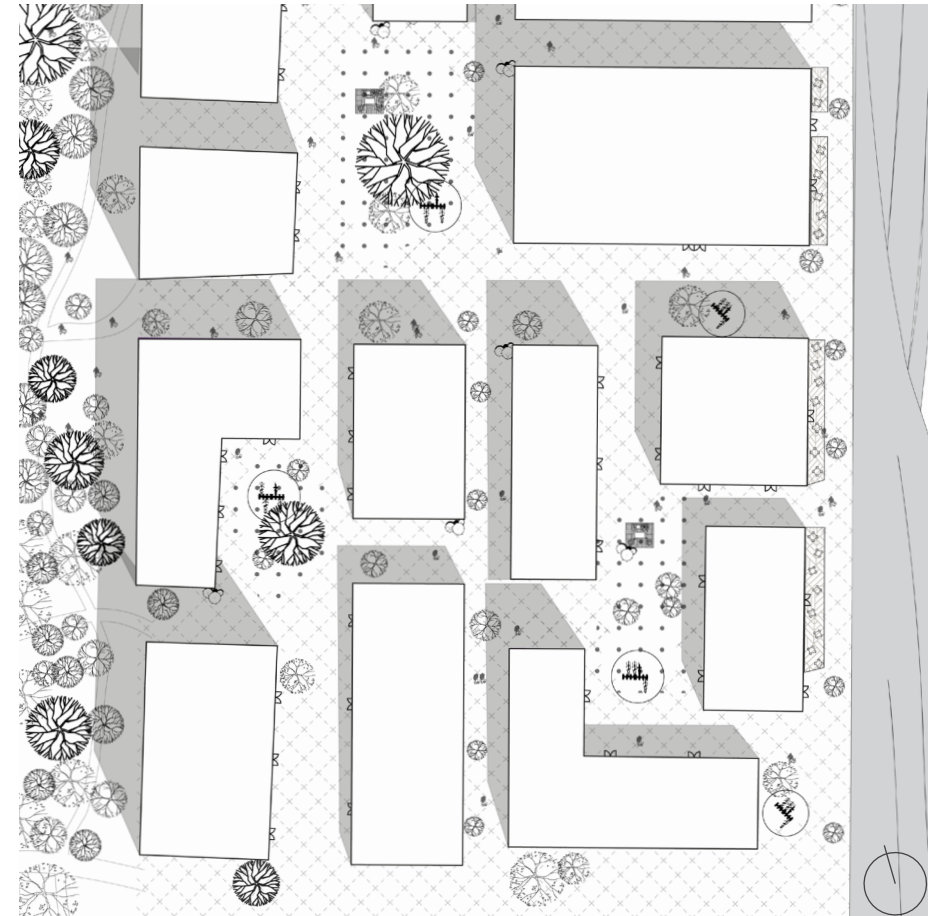
Housing estate detailed plan

The second zoomed plan shows a mixed-use zone with predominantly residential buildings located along the riverfront. On the ground floor of the buildings, next to the water, we can find some retail points or dining spots with terraces facing the waterfront to activate the street even more.

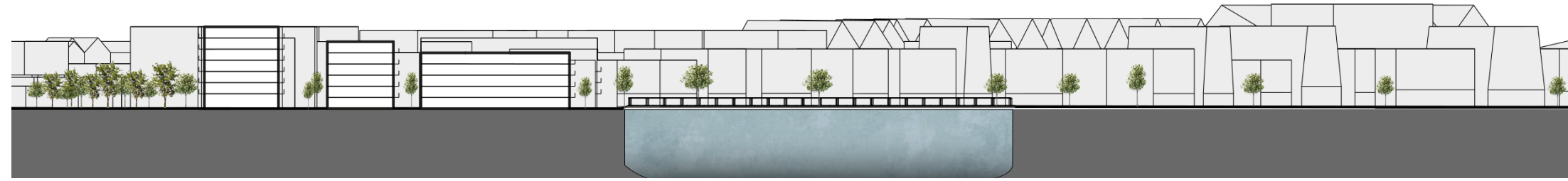
On the plan, we can also see the offices, which are situated on the outer sides of the streets, thanks to which we have easy access to them and the flow of communication between the public transport points and the office buildings is fast and simple.

Offices located next to the housing buildings provide us a balanced use of space with mixed functions, making it possible to live and work in very close proximity.

In terms of the residential space, the project presents a courtyard-type solution in this area, that locates the entrances on the inner side. Thanks to that solution we gain more privacy and the possibility of a sense of residential community among the residents of the surrounding buildings. In the courtyards, we can find some biking parking and leisure community spot for the residents, to strengthen their relationships and give them possibilities to organize some semi-private events.



New Łasztownia's skyline

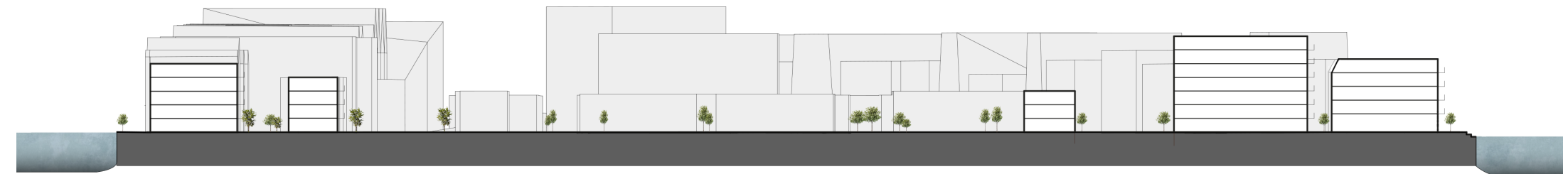
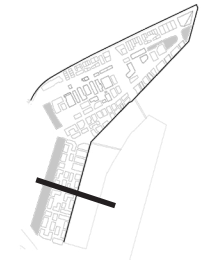


park

housing

bridge

waterfront S



waterfront N

housing

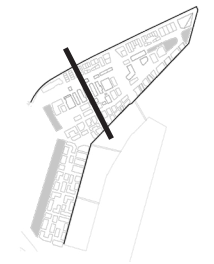
main boulevard

renewed granary zone

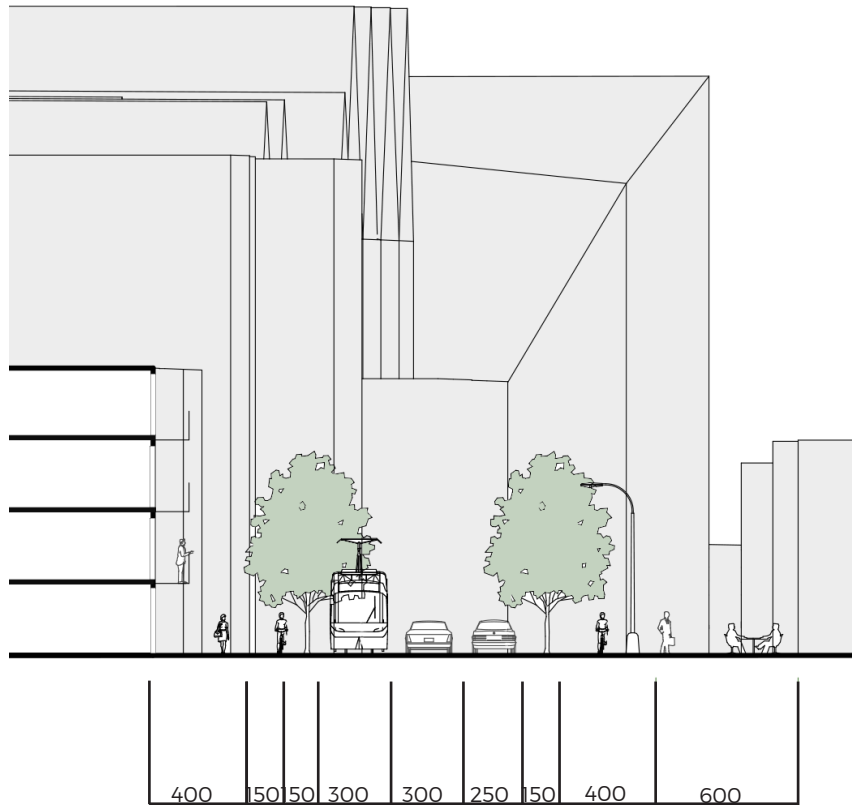
car access street

housing

waterfront S



Detailed street characteristics



The zoomed, cross-section presents the main boulevard street.

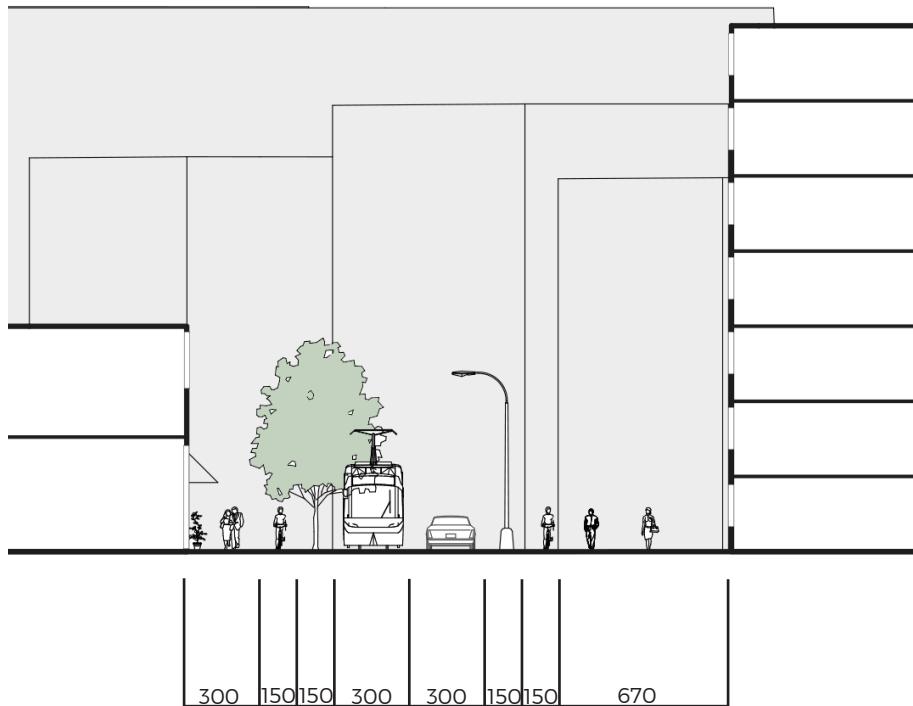
The alley is located in the same place as the original, currently existing street, but for the project purpose, it has been improved by adding individual lanes, as well as widened, in accordance with the design intent.

The lane organization consists of its individual sequences. The main lane is the car-accessible road, which shares the same lane with trams. This solution gives us more room to develop the remaining lanes by adding a green belt or widening the pedestrian lane, among other things.

Thanks to the shared carriageway for cars and trams we gain not only additional space for new functions to the street but also slow down the traffic on the island. This will make the street safer and more friendly to pedestrians and cyclists.

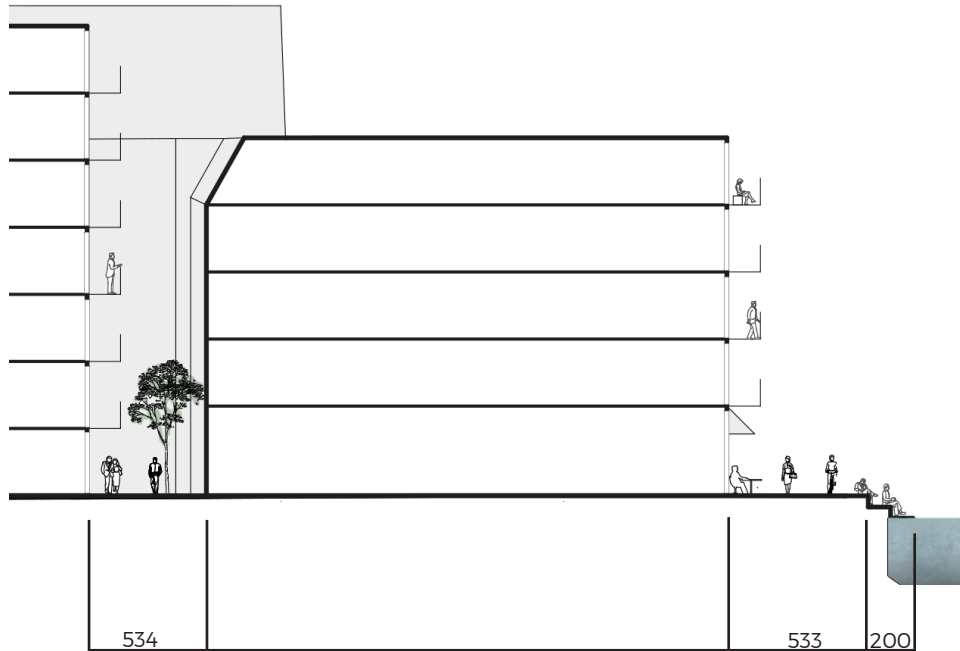
On both sides of the alley, commercial functions are located, which will activate the main boulevard and create space for local entrepreneurs to develop their local businesses.

Detailed street characteristics



The second cross-section shows the characteristics of the street on the other side of the island, which is a continuation of the main boulevard. Presented street is divided into different functions such as a wide pedestrian lane, a road for cyclists, a green belt, or a shared road for trams and cars. As in the previous case, there is also an open ground floor of the framing buildings, which mark the borders of this street, giving the possibility of quick access to various commercial services, grocery stores, and the like.

Detailed street characteristics



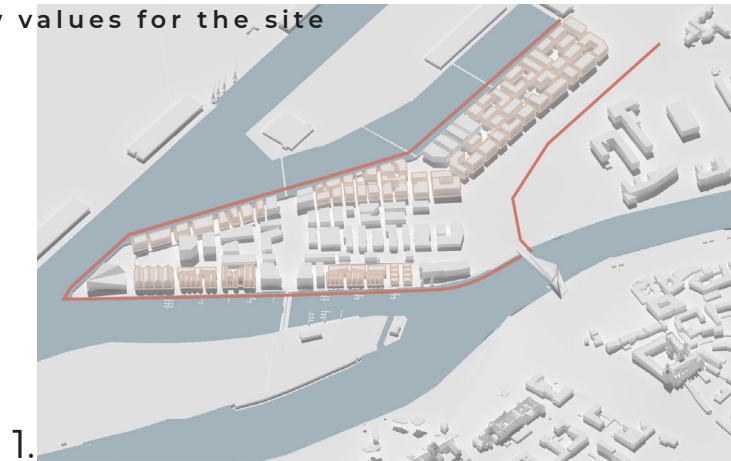
The last cross-section shows the characteristics of the street next to the water's edge, which is adjacent to the residential zone.

The street is fully accessible to pedestrians and bicyclists. As its main advantage is the access to the waterfront, thanks to the positioned steps that serve as seating areas. This opportunity was previously completely unavailable along the entire length of the waterfront of the island, so people did not feel such a strong relationship with the water and this place before.

In the future, as a part of my vision it is also being considered to open up access to the water even more and create some bathing options, but given the current state of the water, this is a far-fetched vision.

Additionally, the street is located on the south side, which provides excellent sunlight. As a result, it could encourage people to enjoy sunny days by spending them right there, surrounded by the water.

New values for the site



1. New housing opportunities
2. Activated water edge
3. New bike connections
4. Tram connection, that connects the island with the rest of the city
5. Revived and available, lush green structure
6. Flexible public squares

New Values for the site

In the project, I introduce different kinds of layers that work along with the vision of the project and add new values to the site.

As part of the research presented in the earlier chapters of the book, I find that although Szczecin is a city situated by a river, which historically has played an important role in the development of the city and its rise to prominence among other cities, living by the water is currently quite limited.

In my proposal, I want to create new opportunities for living and leisure next to the water all year round.

To emphasize this idea it was important for me to create new residential structure that is intertwined with a grid of offices and retail. To activate the waterfront I open up the ground-floor level of the buildings so it creates an active edge towards the water, making it a vibrant new meeting point for new inhabitants and visitors to Szczecin.

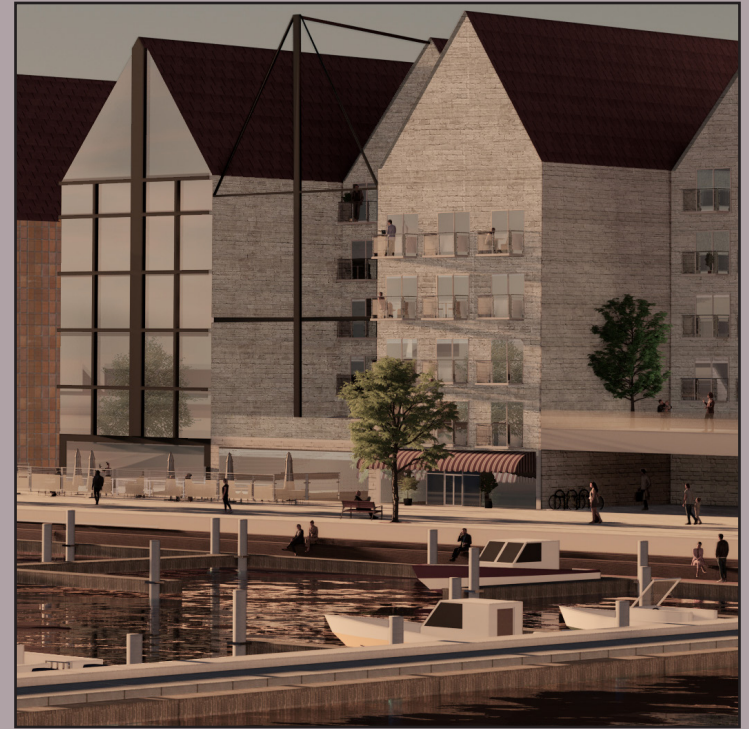
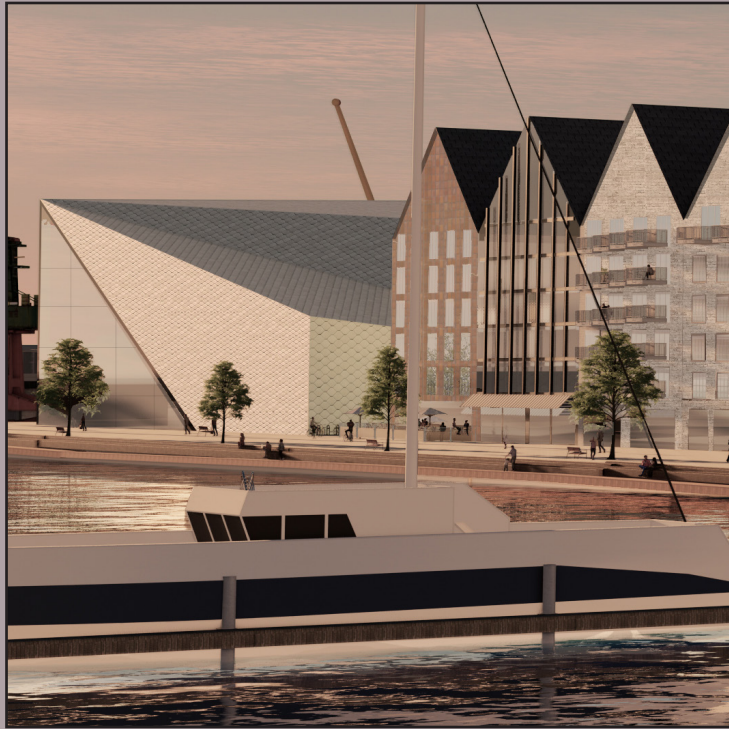
In my design, I also present a vision of Łasztownia connected to the city center and accessible, especially by public transport or bicycle. As we know, Łasztownia is currently very limited on both these modes of transport, and given the rapidly developing future, I think it is particularly important to promote those sustainable modes of transport.

From the analyses of current land use presented before, it is clear that the island itself does not have a strongly rooted green structure. This is not surprising, however, if we consider that it has had an industrial character for the vast majority of the time.

Times change however, and so does the character of places. In this project I present a new lush green zone, which eventually replaces the castle route, thus creating a new place for leisure. This project also presents the use of the neighboring Grodzka Island to the north, which is currently mostly unused in terms of land use but is green and lush. Thanks to these two measures, Łasztownia will gain two rich green zones, without interfering with the industrial character of the island, which is so important for maintaining its identity.

The last layer, which is a strong aspect of the project, is the use of public squares and giving them a flexible development character. This will ensure that, as is evident today, people will still be able to continue their activities that make the island one of the most interesting places on the map of Szczecin.









Reflections

Post-industrial island, previously used as a shipyard location, and later, as a warehouse area. A place that did not particularly encourage people to visit, especially because of the barriers formed between the open space and that limited by the numerous fences around.

Nevertheless, considering how attractive Łasztownia becomes in summer, I also tried to preserve these values, and make them even more visible not only in summer but all year round.

The new, reborn island presented in my proposal is a place that unites the old with the new. It is a place that highlights what is beautiful and what is the cultural heritage of this place. Thus, I try to restore the lost identity of the island, while adding new solutions that go hand in hand with a sustainable spatial planning approach.

New jobs and new housing opportunities on the island will make it a more attractive place to live, encourage new investment and bring life back to the island.

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