

NEW CITY. BANKS OF ODRA

INTRODUCTION

THE CITY	2
HISTORICAL OVERVIEW	3

ANALYSIS

SURROINDINGS	5
AREA	6
PHOTOS	7-8

CONCEPTION

IDEA	10
DEVELOPMENT	12

PLANS

LOCATION	16
URBAN PLANS	
BLOCKS / BOXES	18
STUDIOS / ISLAND STH.	20
ISLAND NTH.	22
ARCHITECTURAL PLANS	
BLOCKS PLANS	24-26
BLOCKS A/B SECTION	28
BOXES PLANS	30
BOXES SECTION	32
STUDIOS PLANS	34-36
STUDIOS SECTION	
RESTAURANT PLAN	
RESTAURANT SECTION	

STRUCTURE

BLOCK A	45
CALCULATION	46

DETAILS

BLOCK A	50
BOX STH.	52

SYSTEM

WATER SYSTEM GENERAL	55
EVACUATION	56
ROOFS	57
FLAT MODEL	58
ELECTRICAL WIRING	59
PIPERWORK AND VENTILATION	60
WATER SYSTEM	61
RADIATORS NETWORK	62

MATERIALIZATION

URBAN FURNITURE	64
-----------------	----

THE CITY

Szczecin, is the capital city of the West Pomeranian Voivodeship in Poland. In the vicinity of the Baltic Sea, is the country's seventh-largest city and a major seaport in Poland.

Szczecin is located on the Oder River, south of the Szczecin Lagoon and the Bay of Pomerania. The city is situated along the southwestern shore of Dabie Lake, on both sides of the Oder and on several large islands between the western and eastern branches of the river. Szczecin borders with the town of Police.

Szczecin's architectural style is due to trends popular in the last half of the 19th century and the first years of the 20th century, Academic art and Art Nouveau. In many areas built after 1945, especially in the city centre, which had been destroyed due to Allied bombing, social realism is prevalent.



The city has an abundance of green areas: parks and avenues with trees planted in the island separating opposite traffic (where often tram tracks are laid); and roundabouts. In that manner, Szczecin's city plan resembles that of Paris, mostly because Szczecin was rebuilt in the 1880s according to a design by Georges-Eugène Haussmann, who had redesigned Paris under Napoléon III. This course of designing streets in Szczecin is still used, as many recently built (or modified) city areas include roundabouts and avenues.



Post-Renaissance buildings, especially from the 19th and early 20th centuries were deemed unworthy of conservation until the 1970s, and were in part used in the Bricks for Warsaw campaign (an effort to rebuild Warsaw after it had been razed to the ground by the Germans as part of genocide against Polish people): with 38 million bricks, Szczecin became Poland's largest brick supplier.



HISTORICAL OVERVIEW

After the Treaty of Stettin in 1630 during the Swedish occupation, Stettin was fortified by the Swedish Empire. The city was separated from its main trading area, and was besieged in several wars.

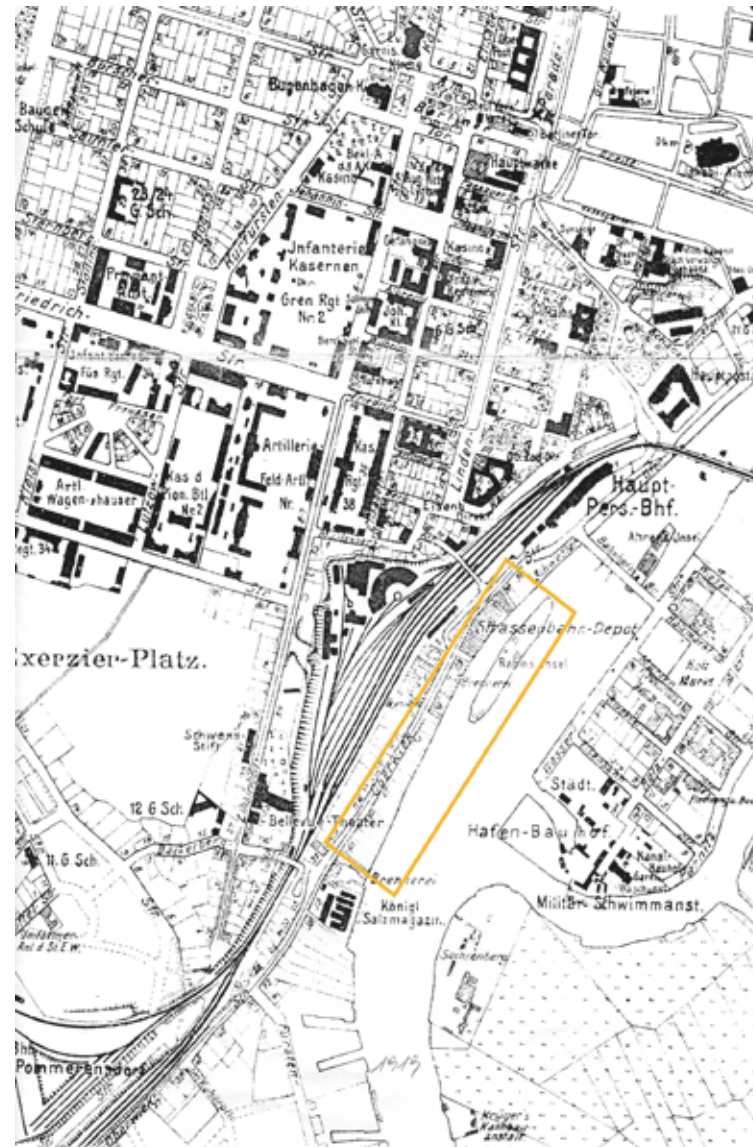
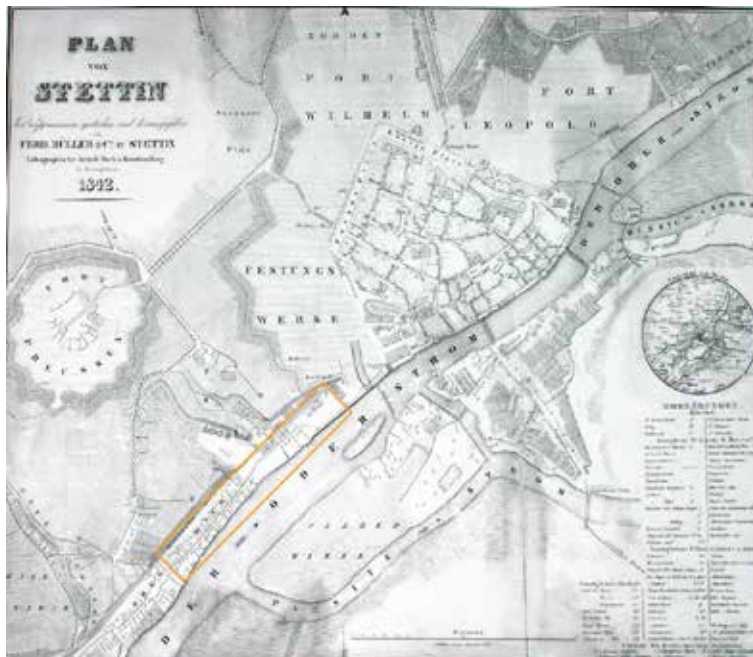
The area was historically related to the city. In the following maps of Szczecin dated in 1625 and 1590 we can see the area extramural. Related to works in the field around the city.

In 1713, Szczecin was occupied by the Kingdom of Prussia. From 1740, the Oder waterway to the Sea and the new port were constructed. In the beginning of the 19th Century, French groups settled in Szczecin, bringing into the city crafts and factories.

Map of the Szczecin in 1625



Map of the Szczecin in 1842



Map of the Szczecin in 1919

After industrialization and with the advent of the railway the area hosted numerous factories on the shore of the river besides some residential buildings. In 1843, Szczecin was connected by the first railway line to Berlin, and in 1848 by the second railway to Poznan.

The 19th century was an age of large expansion for the city, especially after 1873, when the old fortress was abolished. New large industries were developed as the shipbuilding.

Aerial view of Szczecin in 1930



ANALYSIS

SURROUNDINGS

In the first approach to the city we see a classification of the different functions of the main buildings. In yellow are marked the faculties. As we can see there is a huge concentration near the centre of the city but most of them are spread through the municipality. Szczecin has a large gathering of universities, the most important are: West Pomeranian University of Technology, University of Szczecin, Pomeranian Medical University, Maritime University of Szczecin and Szczecin Art Academy.

The big shopping centers and departments stores are marked in red. They are situated mostly out of the city center and as we can see there is no one near the area of the project. This affects the way of life in the people make them to use the car or public transport to supply their need.

The purple points correspond to cultural buildings such as theaters, cinemas, museums and galleries. Szczecin has a wide selection of cultural activities. Also an important community of artists supported with the Arts Academy and the High School of Applied Arts.

The main leisure centers area marked in dark blue. In Szczecin there isn't a good offer of leisure areas, the restaurants and cafeterias are clustered mainly in this three areas. The main public buildings in the city are marked in light blue. The green square marked the location of the train and bus main station.

In red there is the shopping centre in the city, most of them are malls. In blue the most important leisure areas with a concentration of restaurants and snack bars.

In terms of transportation there are three different parts: in blue the main roads that enter the city and main streets that connect with them. In red the tram, which spreads through different parts of the city. One of the lines cross parallel to the area of the project through the Kolumba street. Finally in yellow the railway tracks.

The public parks are marked as a green shading in the map. Although the city has many green areas not all of them are suitable for public space.

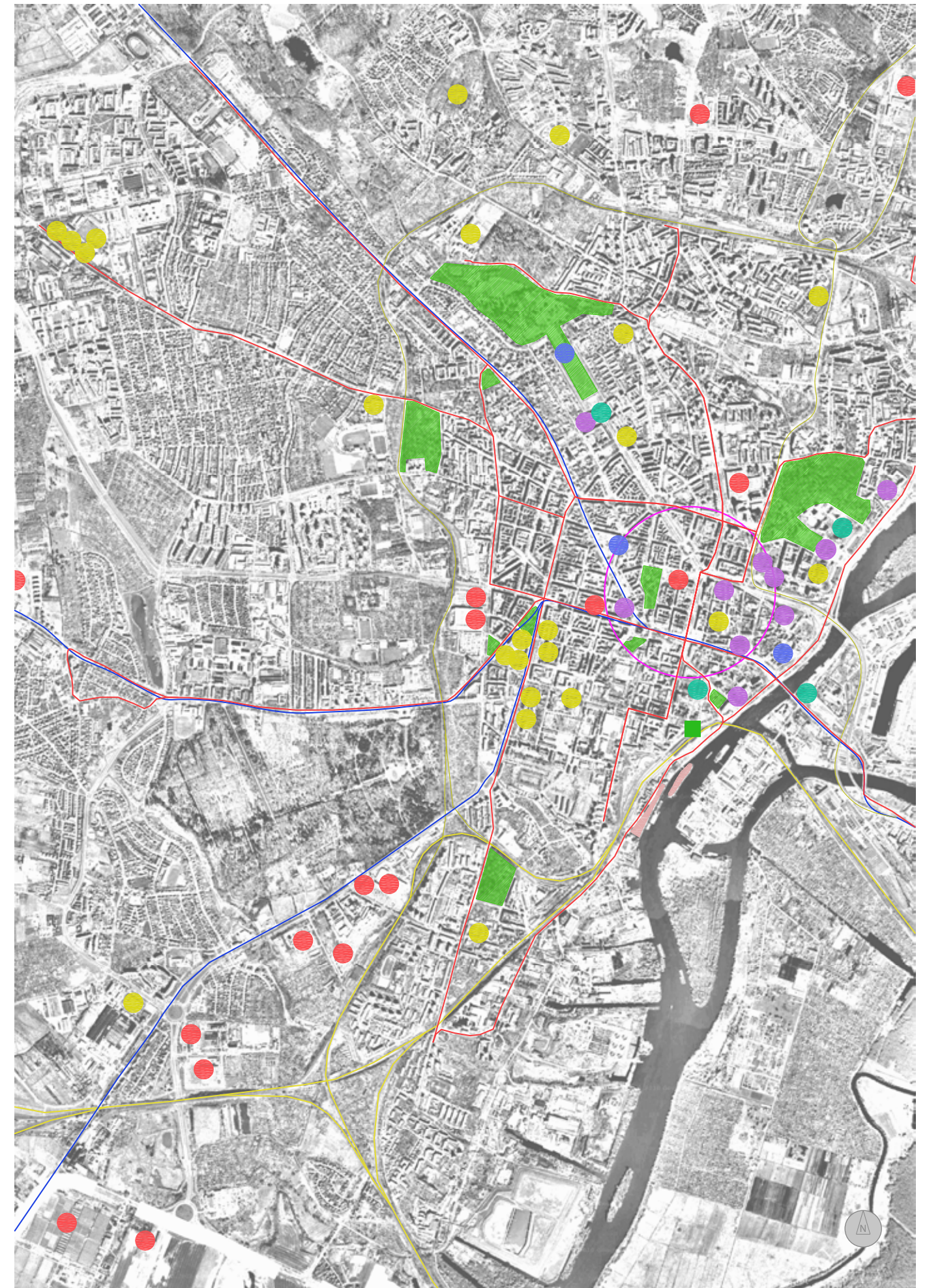
Although the city has many green areas not all of them are suitable as public spaces. The green public spaces are marked in green.

FUNCTIONS

- Public buildings
- Leisure centers
- Big shopping centers
- Faculties
- Cultural buildings

TRANSPORTATION

- Main roads
- Train tracks
- Tram tracks
- Main station



AREA

The analysis of the area focuses in the actual functions of the buildings, their actual condition and the vegetation. We can see that the main functions are business and residential since the school in the island has not actual use.

Most of the residential building are located gathered in the center of the area. Among them there are several small shops. Few of them related to daily cosumption goods.

On the other hand the are several public building among which is the WSSU (High School of Applied Arts) and the ENN (Enterprise Europe Network). It also has to emphasize the existence of several sets of empty build-ings brick made.

The main advantages of the area are the shore, the proximity to the city center and the main station, and the possibility to connect the area with the new promenade to extend the public space along the shoreline.

The front line along the street has great variations. Combines plots with 4 and 6 floor buildings, creating a lack of harmonization in the enviroment.

The vegetation is not abundant, but there are some old trees (older than 50 years). The island has a large number of trees at its edge, which is planning to keep as much as possible.

- FUNCTIONS

Old Factories

Residential

Buildings

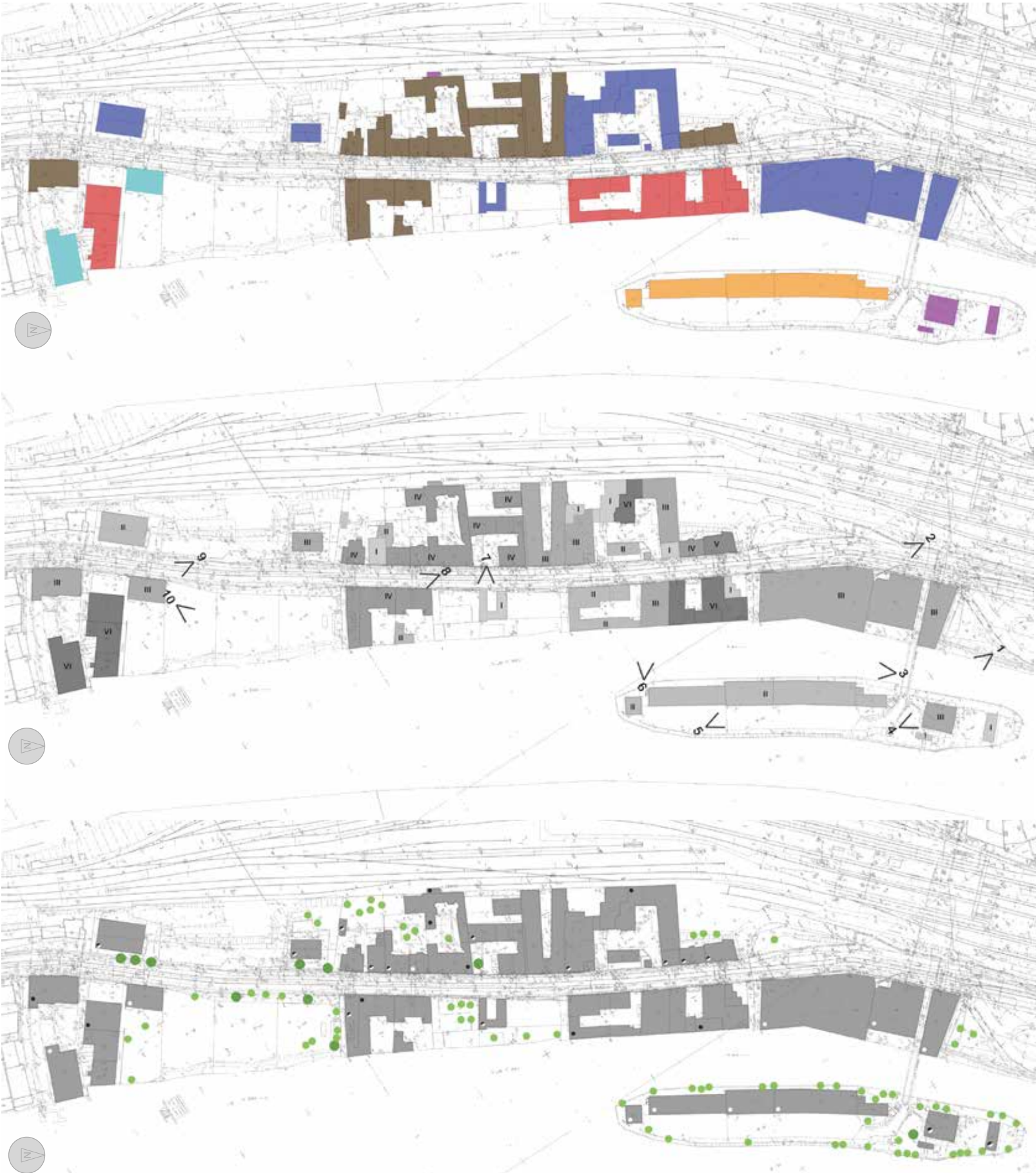
Public

Educational

Facilites
- TREES

< 50 years

> 50 years



PHOTOS



From the north part a new promenade was build on the occasion of the Tall Ship Race that runs through the shoreline from the Old City until the Train Main Station. The aim was to give the shore-line of the river a use beyond the mere fact of docking ships.



The promenade ends abruptly with a brick made building whose front line delimits with the water. A bridge that connect the old transformer in the island also is creating a visual barrier within the water.



2



3

Going into detail, the large public building in the northern part is the location of EEN (Enterprise Europe Network).



4

Entering in the island, the first brick made building correspond to the current electric transformer that supplies the tram network. In this terms, buildings cannot be modified in any case.



5

The long building on the island corresponds to a former school. It's in a good condition in relation to the facade and structure but is currently complete disuse.



6

Limiting the area north onshore turn an old factory is partially in ruins although some reforms have been made recently focusing primarily on the deck. As the school has no function. On the other side is a building of great historical value because of its antiquity and uniqueness.



7

The next part of the area, which extends about 80 meters, consist just in a small ground floor building containing a car parts store along with its own parking.



8

The building located in the middle is a 4-storey residential building from the early 20th century. Although the facade is not in a good state of preservation is currently inhabited. It has a later addition that borders with the river and divide by 2 the project area. Besides, the east facade owns two party walls that face the river.

Continuing south we find an open space about 140 meters long, a flat surface made of gravel used mainly for storage cars. It ends with an brick made old factory and the building of the High School of Applied Arts (WSSU).



9



10

A green building facing Kolumba street. The current use is dedicated mostly to store second hand cars.

CONCEPTION

IDEAS

The main idea is to create a destination for the people, not only local but also tourists and travelers, and connect it to the rest of the city. The area will have a limited residential development , giving space for other activities. An important aspect will be also, reduce the traffic in the area and the noise caused by this. In the big cities, when the population reaches the areas bordering the water is preferred redirect the vehicles and give more space to pedestrians and bikes. Finally, the buildings constitute landmark as well as being a showcase.



Trafford Wharf Promenade, Manchester

Conection to the city

The island can take an important role serving as a link between the current promenade of the city and the area. On the occasion of the Tall Ship Race in August 2013 there has been made a new promenade along the river Odra that because of the alignment of the rear facade of the building with the water. The main idea is to connect the city center to the area through the edge of the river connecting both sides.



Race Street Pier, Philadelphia



Hafencity, Hamburg

New public space

Open spaces in the form of park should take proportionally the largest surface area. They will consist in sidewalks, squares, green areas and public furniture. The large amount of open space allow to create different areas suitable for different purposes. Seasonally the wide spaces can be place for events, fireworks, concerts, fairs, etc.

Form

The shapes of the project will tend to be simple to provide a certain versatility of uses. In addition to allow for a greater constructive easiness.



Trafford Wharf Promenade, Manchester



Promenade Samuel-De Champlain, Quebec

Materials and colours

It seeks a contrast of the artificial with the natural. Between the gray buildings that dominated the area. Planned finishing materials include concrete, grass and. The materials in the buildings will also seek to contrast with the surroundings and the city as well as in the reflection of water. The materials used must be well impregnated due to possible contact with water.



Houtan Park, Shanghai

Different functions

Reconciling different uses within the project area. We propose a mixed use development in the area including: residential blocks with various types of housing, housing-studio complex, shops, studios, restaurant and a public building. The design bases focus on the versatility of the project giving the ability to change the functions over time.



Hafencity, Hamburg

Communication

Vehicles should be able to enter to every point in case of resupplies of the shops or emergencies. But the common traffic should be avoided. Vehicles emit pollution and noise. The residential blocks must have an underground parking. The area should be accessible through different parts.



Marina Promenade, Singapur



Street furniture

Contrary to appearances, an important part of the project is small architecture. It is a complement planned structures, both visual and functional.

Scale

Is important to choose an adequate scale of the proposed building not only to be suitable with the existing buildings in the surroundings, but also to allow for separation of individual sectors of the area.



Hammen, Malmö



Hafencity, Hamburg

The proposal is the transformation and revitalization of the area, making it attractive, not only in the city but also to a larger area outside the influencing of the city. The communication system linking with the promenade will result in new pedestrian traffic, as well as the introduction of additional features that will radically change the image of this part of the city.

DEVELOPMENT

The development consist in the way to create a new area that can contribute to the revitalization of the city and continue with the policies of regeneration.

The main points in the development is to create a public space through the shoreline of the Odra in addition to a set of buildings that serve different functions adapting the needs of the city but enough versatile to change its function over time.

Program:

1. Residential area
2. Apartments for artist + Rent workshops
3. Leisure area
4. Public building associated with the education and culture
5. Commerce area

The development of the project starts with the idea to connect the two shorelines parallel to Kolumba street. In order to do this we need to take some decision concerning the existing buildings.

The old school in the island will be demolished. Although the building have a good condition it has no use nowadays. Also it forms a visual barrier with the building onshore. The lower part of the factory Lefevre, located south of it, will be demolished as well. Generally all the factory is in bad shape, however this part does not have the architectural and historical value as the rest. On the other hand, opens a door for an easy connection of the island with the mainland. The addition in the back part of the actual residential building located in the middle of the area will also be removed for causing a physical and visual barrier and the lack of architectural value.

The projects begins with the 'jump' to the island allowing the pedestrian continue through the bank of the river without having to cross the street of Kolumba. The island is presented as an entry point whose function is to attract the people inside. It is an unique place where there can be different kinds of activities. The building of the transformer is presented as a landmark that shows the entrance of the island and serves as a background for the north area of the island. It opens a large square where it can take place some city events. The elongated shape of the island allow the configuration of a longitudinal scheme that works in two directions.



One of the main ideas in the area that extends parallel to the Kolumba street is to create a barrier that divides the road and the shoreline. Kolumba is one of the main entrances to the city and is, therefore, is very transited for all sorts of vehicles, with the visual and noise pollution entailed. Thus it is intended to focus the project on the water, turning away from the street.

The area enclosed in the south is projected as an end point of the promenade and will be designed as a meeting and leisure area.

In a first approach to the urban development, the idea is create a major barrier to the street and a set of additions with north-south orientation to give the greater visual opening to the river. The island offers a north-south axis boulevard which leads the pedestrian through it.

Since the layout of the building creates a big amount of shadow on adjacent buildings, is set up to 3 levels each giving enough space between them.

In the southern part it will be located the residential building. The ground floor of the buildings that cross through the area will be free allowing the creation of a large public area facing the river. The barrier that divides from Kolumba street is displaced slightly to the east. This aims to create a wider space near the street that allows resupply without interfering the traffic.

In the other part of the existing residential building is proposed a complex of apartments that brings together artists and their studios. Three parallel blocks are attached to the existing residential building to complete the three party wall that remain in the eastern facade.

The island is seen as an area for commerce, restaurant and cafeterias. The boulevard closes in the south part with a building that serves as a landmark and drives the pedestrian to the second bridge connecting with the mainland.



With the purpose to allow more visual to the water the number of residential blocks is reduced giving two floor each one. Regarding to the three boxes which will make up the public buildings it is proposed to give them the shape of three separate boxes maintaining the proportions of the party walls. With the same purpose as in the residential blocks, the shape of the apartments will open their visuals to the river, forming four configurations of four unique buildings.

Finally, the aforementioned apartment blocks will align with the street in their west facade. The building of the boulevard on the island shifts slightly opening different views to each side.

The project proposes to mix different functions. In yellow the 2-storey residential blocks and the first apartment. The commerce and artist's workshops in the ground floors (blue and orange respectively). The '3 box' building in purple will contain the versatile building that can accommodate educational and cultural uses. Finally a restaurant, in yellow, will serve as landmark in the south part of the island.

In term of urban design, the aim is to create a grid from a single module that extends the entire area from north to south. Creating the different functions required in the public space.

