



Comparing Urban Waterfront Redevelopment Bratislava - Izola - Pärnu - Venice - Viana do Castelo

A 4x3 grid of 12 images showcasing various locations and landmarks in Norway. The images include: a modern white building with a flat roof; a grassy hill with a red path; a classical yellow building with columns; a modern white building with a cantilevered upper floor; a building with a large dome reflected in water; a group of people standing in front of a statue; a street scene at night with a sign for 'VILKAMP BLUMER'; a map of a coastal region; an aerial view of a coastal town; a windmill on a hill; a river flowing through a town; a snowy landscape with a large wooden sculpture; a building with arches over water; a coastal town with a church; and a harbor with boats and a church.

Blue Frontiers.

Comparing Urban Waterfront Redevelopment

Bratislava - Izola - Pärnu - Venice - Viana do Castelo

University of Ljubljana
Faculty of Architecture





Learning from European best practices for a sustainable urban life

Blue Frontiers.

Comparing Urban Waterfront Redevelopment

Bratislava - Izola - Pärnu - Venice - Viana do Castelo

Blue Frontiers.**Comparing Urban Waterfront Redevelopment****Bratislava - Izola - Pärnu - Venice - Viana do Castelo**

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The WARE project has shown how waterfronts remain an important topic today. New opportunities and new needs are also creating new approaches to this issue in modern times, within new cultural and economic frameworks.

The research on various cases presented in this book offers valuable experience, and the material presented is applicable to current situations—not only because of the findings, but also the methods used. The results prove (once again) that the best possible scholarly achievements are accomplished by international teams because they allow the transfer of knowledge, and especially experiences from different backgrounds, and afford less opportunity for error. The material presented serves as an incentive for future study because it shows how the topic of waterfronts is open to creativity and a range of possible solutions, depending on context. The case studies suggest that it is possible to achieve a new value in urban structure and be actively involved in conservation measures while achieving economic viability for a project at the same time. Negative examples of the public interest being harmed highlight the necessity of professional and timely action before spatial development. It is necessary to avoid placing private and public interests on opposite sides.

Waterfronts have an invisible, unrecognized value that city governments often do not acknowledge because they operate following short-term interests, from one election to the next. City governments do not wish to engage in visionary projects and often they do not want to relinquish control of commercial space to architects and urban designers. Consequently, the city and its citizens are deprived of new values that can be achieved through waterfront redevelopment and by shifting the focus of city development. Inaction results in uncontrolled development of coastline areas, which has irreversible consequences. This underscores the importance of the profession, which affirms itself through such projects as WARE not only as an agent of change, but also as a force behind it that will implement policy with a different, more responsible attitude towards space.

Each of these examples shows that case studies must be approached individually, taking all local parameters into account. The complexity of the parameters goes beyond the knowledge of a single profession. The WARE project must be extended to new examples and to developing methods to prevent negative spatial development on waterfronts, which means that new site selection should also take into account the degree to which such a process constitutes a threat to any particular city.

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Waterfront regeneration was a worldwide trend topic in the last decades. Changes about port management and logistics generated large void spaces. They became new important urban facts. Relationship between economic resources and port regeneration projects has focused basically on the great scale. It was not easy to understand these projects without financial resources linked to capital gains obtained. Blue business, related to water, were the alternative to green business, referred to new golf courts. Some of these European projects are now partially and/or provisionally blocked, due to the general economical crisis.

But at the same time territories are full of medium and small sized scale case studies, where the land-water relationship is clearer, more closed. In these cases, dimensions are generally more human. We are referring the human dimension as an individual member, and not as a social group. WaRe project was born into a long life learning strategy, within Grundtvig initiatives. Communication and learning of the Project would never follow up previous conventional academic models. A lower scientific level from this strategy could be thought. After reviewing the process and the different steps, this publication shows the two main characteristics of the entire project: the different learners and the non conventional pedagogic methodologies.

After having a look to the different produced work an interesting parallel scientific reflection appears: The waterfront regeneration of the medium and small sized scale was discussed within the process. WaRe was developed while the crisis times were running across Europe. It has fostered a watchful eye to detail and coming back to the origins of the urban waterfronts: relationships between the city and its territory through the water, as an intermediate factor. And the Man, as user of these new generated spaces, walking on them.

Different proceedings, lectures and partial conclusions we can consult through the web page within some of these seminars show a special attention to these aspects. I am referring Izola, Viana do Castelo and, partially, Pärnu seminars, as an interesting contribution about this perspective. All these experiences were defining the different relationship scales. They are basic for the right understanding of the land-water dialog: the small scale where memories and secular territorial uses are mixed and interact.

But at the same time WaRe seemed to pay special attention to the different challenges at the larger scales: Venezia, as the first seminar with both mixed scales was a clear example when Mose system was introduced and visited. The larger urban scale was always present at the Bratislava seminar. Both references define the whole WaRe actions and potential future editions: the need to consider Man as the main regenerator of these spaces, but not only through his physical actions. The retrieval of the lost relationships and the search for other alternative functions based on memories, if adapted to actual needs, can be a sure path for the authentic long life regeneration.

- 8 Transversal knowledge was obvious along the different seminars. It is important to remind the different interventions by architects, urban planners, engineers, biologists, sociologists, ecologists and politicians. A careful reading about their different speeches offers us a transversal vision particularly based on medium and small sized scale.

Finally, in my opinion the different objectives for WaRe project were achieved. The Decalogue for the Sustainable Development of Urban Waterfronts was published thirty years ago. Its discussion and review within the WaRe project must be highlighted, specifically during the first three seminars. Its definitive review can be the best conclusion for the WaRe project, adapted to these small scales.

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The Blue Frontiers report is a useful tool for those who intervene in the management and transformation of the five waterfront examined by the WaRe project but, more generally, can be taken as a model for comparative analysis of processes of revitalization in complex pieces of territory. As shown in the text and in the articulated comparison tables, the process of redefinition of the waterfront areas can be understood as a laboratory for the analysis of the complexity in the relationship between built and natural environment. An environment rich in economic, social, environmental potentials, but vulnerable on many fronts.

The case studies, each one different from each other in terms of dimensional, economic, historical, administrative aspects, share the fact of being regeneration processes in progress. This makes this work a valuable observation of alive processes, caught in their development, including expected results but also unforeseen problems and yet untapped potential. The comparative methodology adopted, identified different levels of analysis and benchmarks, submit the processes concerned on a horizontal reading. This allows you to deal with the complexity of the phenomenon and to grasp it more clearly by comparing potential problems and contexts in different stages of the regenerative process.

An added value of this comparison is the effort put in place to address the community, looking for a broader involvement with respect to the project partners and administrations involved at the institutional level. The opening to the community emerges from the description of the activities carried out by the partners in different locations, but especially from the echoes of future developments. Among the features common to the analyzed sites, is the under-representation of young people and the high average age of the inhabitants. In more than one case a gradual abandonment of younger families is evident, in Pärnu for example, but also in Venice we are witnessing a phenomenon of loss of residents. The reflection on the prospects for revitalization can not be separated from giving answers to these phenomena, intercepting opportunities that enable future generations to stretch these places, historically engines for the development of the surrounding area.

We can identify at least two areas of interest in the contribution that the experience of the WaRe project can offer to those who work in similar contexts: the management side, facing local administrators directly responsible for the processes, and the technical, in addressing those – architects and planners – who are called to herald spatial transformations. An indication for the managers is the need to encourage the participation of the community of citizens through transparency and the sharing of direction to be taken. In terms of physical transformations, useful considerations arises about the right scale of intervention. In the process of revitalization of waterfront areas, the human scale is more correct, small actions that complement and connect what already exists, encouraging interaction. In this regard, it is hoped a possible new phase, only hinted at in the book, which gives experimental design the role of leading creative responses to new demands of light transformations. In this sense, the involved universities can work to open up new multidisciplinary courses. 9

In general, the direction is to reverse the perspective that has long looked to the interface between land and sea from the earth rather than from the sea. A change of perspective that will not focus man interventions, but the balance between the natural environment and the various human activities. To become true regeneration, the redefinition of the identity of these varied scenarios passes through the overcoming of all self-referential, sectorial and not inclusive choices, such as tourism monoculture or an environmentally unfriendly industrialization. The challenge is to protect and enhance diversity - social mix, multifunctionality, public and private intervention, port and production activities, residence, commercial and leisure activities and preservation of the natural landscape - as an asset.

SUMMARY

The WaRe – Waterfront Regeneration project is a Learning Partnership that brings together organisations and players that are interested in weighing the XXI century generation of waterfront redevelopment projects. The Partnership created an international platform for the exchange of experiences, expertise, ideas and working methodology, comparing approaches, models and tools used for redeveloping urban waterfronts in order to identify, in the Partnership experience, the most useful instruments for dealing effectively in actual and future cases of waterfront-area revitalisation.

Waterfront regeneration phenomena has taken now a global dimension, not only involving big urban settlements but also a great number of medium and small port cities. During the WaRe project, Partners had the chance to explore and learn the most strategic project modalities to be adopted by these specific cities on water in respect of local identities and the specific urban situation, while taking advantages from the opportunities offered by waterfront revitalisation.

The Partnership was able to collect experiences and information through 5 workshops/conferences/seminars exploring the specific and local situation of each partner and one final meeting, defining the outcomes of this research also through the implementation of a practical guideline referred to the analysed case studies but also valid for future interventions.

1_INTRODUCTION

PREMISE

In many cases, the redeveloped waterfront acts as a driver for the re-launch of the entire economy of a city, often re-locating it in an international context. For this reason, many cities, even of a small and medium size, are adopting the recovery of their border or of their former port areas in light of economical benefits and of a higher quality of life. In this regard, it becomes necessary to learn from others – or from the first generation of interventions – in order to be aware of advantages and risks and in order to reach a successful goal in the most direct and simple way. International exchanges and comparisons are indispensable means of knowledge. Furthermore to investigate the state of the art in terms of identification of best practices at national, European and International levels, is strategic for proposing and promoting tools, methods and guidelines for training the responsible bodies and decision makers on the choices to be made.

Waterfront transformations are an extraordinary laboratory for comparing experiences in a context of complexity (aims and parties involved), of uncertainty (institutional and financial nature, involving activities and markets) and of importance of urban landscape. Beside this, the essence of the transformation can be found in the liquid element, both an active component and physical limit of the process. The approach to the wider scale is necessary in order to understand both, the actual state of the urban context and the possible rehabilitation strategies, framing it in its present and historical landscape. The waterfront case studies can each be very different in terms of dimensions, former activities, state of conservation, degree of misuse, but all are strategic for the strengthening of the identity of a site and for its rehabilitation. All partner contributions have taken into account not only the specific waterfront area but also the context around it. The physical and cultural links with this context are strategic for the comprehension of the value of each experience.

The spreading of these regeneration projects, from modest and simple versions to ambitious complex ones, makes possible to restore the symbolic importance of the dialogue between urban building and the nearby water in this early 21st century period. Each place is defined by a different geography and morphology of the surrounding coast, and this multiplicity witnesses the various possible links between land and sea, and the many differences in ways of living at urban scale and managing of waterfront areas.

The WaRe project has mainly developed cooperation and intercultural awareness on waterfront regeneration issues, through the analysis of the most interesting experiences in Europe nowadays and, in particular, through the case-studies at different stages of development selected by the Partners. Furthermore, the Partnership provided a concrete opportunity for all the members (and later to their connected individuals and organisations) to improve their knowledge, awareness and competences in the field of waterfront regeneration. The Partners aimed to learn and collect more indications and best practices useful to go forward in the future process of waterfront transformation future process. This means to understand and select the best planned or implemented tools that can respect the local urban situation more closely, especially for those medium and small cities on water that envisage the opportunity to exploit the potential of urban development related to the regeneration of their waterfront, as other before them has done. In fact, by re-examining waterfront redevelopment around the world, it will be possible to identify new and more attractive urban environments for the 21st century.

Moreover, urban renewal involves not just physical infrastructures but communities as well. The impact of revitalisation on society goes together with the impact on the environment. As a result, the Partnership, during the project's life, involved as much as possible the civil society to be part of the network, in order to have the most wide and complete views of this complex transformation process. To involve actively the partners and relative communities to this practical learning process, the project foresaw a series of scoping and exchange workshops/conferences/seminars which

highlighted different issues on the theme to create an economically viable, socially equitable, environmentally sustainable and liveable mixed-use city centre for the 21st century.

The focus of the workshops mainly regarded:

1. Urban development and economic planning;
2. Preservation of the heritage and scale of interventions;
3. Winning process and outputs: flexibility, interaction and creativity.

The mobility foreseen by the project have been used to visit the partner cities in order to learn and investigate instruments, methodologies, actors involved and timing for the development and realisation of the process for waterfront regeneration.

The analysed experiences have been compared, verified, collected and organised in order to create a comparison matrix and a final practical tool referred to the selected case-studies, able to give useful information and suggestion for all those involved at different level in the field of urban transformation. The chosen approach was in fact a comparative one, identifying the most successful aspects taken from each case study and proposing, out of the best practices, a strategic plan of actions (key words).

PROJECT OBJECTIVES AND STRATEGY

Each partner organisation hosting a workshop/conference/seminar had the opportunity to lead the Partnership on that occasion, specifically focusing in their area of need for professional development and collaborative learning. This provided an opportunity to extend the activities of the Partnership beyond the members to the wider community. In this sense the project implemented a mechanism for sharing best practice and developed information and knowledge that can be used to influence and lobbying decision makers.

Concerning its contents, WaRe aimed to the:

1. Education from European best practices for a sustainable urban life;
2. Identification, knowledge and promotion of waterfront regeneration along the European coasts;
3. Development of a sense of belonging of these areas as part of the public cultural heritage by both the local community and the international audience;
4. Protection: the development of a new awareness and consciousness by local administrators and policy makers for the development of these sites and for a possible rehabilitation to new functions;
5. Cooperation among different bodies and competences – economic, cultural and administrative – on the rehabilitation process; involvement of different typologies of organisations and entities (State, universities, port authorities, municipalities, etc.);
6. Harmonisation and public participation as a fundamental element for sustainability.

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In terms of methodology, WaRe aimed at:

1. Identifying, through cultural and technical cooperation between the partner organisations, the best practices in the regeneration process built on a bottom-up, comparative and multidisciplinary methodology and approach;
2. To widen the range and typology of users of these sites, through strategic tools built on a shared process among the project participants (partners, stakeholders, identified categories, general public, etc.);
3. To facilitate the development and transfer of innovative practices in adult informal education.

ADDED VALUE

Through this learning Partnership, an European network of contacts, involved in waterfronts on different levels, has been developed with the aim of providing guidelines and useful tools to all those interested in the operations of redevelopment and regenerations of urban waterfront areas. The partnership and the network involved in the life of the project, even if not specifically devoted to formal education, improved at an informal level - among decision makers, public and private bodies, researchers, stakeholders, Ngo's, community groups, legal and local entities - the knowledge on the different aspects of waterfront issues, focusing on advancing skills of both technical and managing levels in future projects. The Learning Partnership provided a mechanism to not only learn from each other and import the international experience when required, but to disseminate the best practice to influence cities' policy and planning at local level. The impact on participants has been reached providing them an updated information about the most important European Projects completed or under way in waterfront cities, creating opportunities for discussion, developing contacts with bodies, institutions, firms, professional figures and scholars involved at different levels in waterfront regeneration.

The participants, sharing best practices and competences, have increased their motivation, skills and ideas for future work at both local, regional, national and European levels.

The participating organisations have:

- increased and updated the quality and the quantity of information and methodology applied in this last century on projects at international scale;
- developed experiences and knowledge of works carried out by the partners and other international cities;
- increased competence and therefore credibility in local, national and international relations;
- developed contacts and new partners for future works;
- been inspired by comparing the experiences carried out and developed in other partner cities;
- increased staff motivation.

The Partnership involved associated partners at local, national and international levels, allowing the impact of the learning Partnership to be extended beyond the named partners and their organisations themselves.

List of Partners:

Centro Internazionale Città d'Acqua / International Centre Cities on Water, Venice, Italy

SA Uue Kunsti Muuseum / The Museum of New Art (MoNA), Pärnu, Estonia

Universidade Fernando Pessoa / University Fernando Pessoa, Porto, Portugal

14 **Univerza v Ljubljani, Fakulteta za arhitekturo / University of Ljubljana, Faculty of Architecture, Ljubljana, Slovenia**

Univerzita Karlova v Praze, Přírodovědecká fakulta / Charles University in Prague, Faculty of Science, Prague, Czech Republic

2_COMPARISON TABLE

WARE CASE STUDIES COMPARISON TABLE		BRATISLAVA Slovakia	IZOLA Slovenia	PÄRNU Estonia	VENICE Italy	VIANA DO CASTELO Portugal
1. Municipality (or corresponding administrative unit) facts	1.1 Geography					
	Surface area	367,7 km ²	28,6 km ²	33,2 km ²	414,6 km ²	314 km ²
	Riverfront coastline	<i>no data</i>	0 km	10 km <i>aprx</i>	0 km	19 km <i>aprx</i>
	Seafront coastline	0 km	8,5 km	10 km	21 km	24 km
	1.2 Demography					
	Population	432.801 <i>31.12.2010</i>	15.933 <i>01.01.2012</i>	42 036 <i>01.01.2013</i>	270.884 <i>31.12.2011/31.06.2012</i>	88.725 <i>census 2011</i>
	Population age structure					
	0-14	53.487	2.002	6.527	32.304	12.497
	15-64	272.143	11.133	27.824	165.274	58.823
	64+	107.171	2.798	8.588	72.232	17.405
	1.3 Economy and finance					
	GDP per capita (city or region)	28.575 €	18.848 €	<i>no data</i>	26.994 € <i>region 2011</i>	<i>no data</i>
	GDP per capita (country)	12.395 €	17.295 €	<i>no data</i>	23.470 € <i>2011</i>	16.199 €
	GDP ratio (GDP per capita - city/GDP per capita - country)	231%	109%	<i>no data</i>	115,01%	lower (no data)
	Economic activity structure (List the first three most important activities by total revenues (income) in year 2011. Please use the categories from <i>Standard Industrial Classification TOL 2008</i>).	wholesale and retail trade, repair of motor vehicles and motorcycles manufacturing	wholesale and retail trade, repair of motor vehicles and motorcycles manufacturing	<i>no data</i>	manufacturing	shipbuilding
		electricity, gas, steam and air conditioning supply	professional, scientific and technical activities	<i>no data</i>	public administration, art entertainment and recreation	pulp industries, food products and tourism
	Number of tourists per year	783.618 <i>2011</i>	90.113	500.000—700.000	9.417.872 <i>Comune, 2011</i>	<i>no data</i>
	Unemployment rate	3,24 %/5,41 % <i>city/region</i>	5,7% <i>March 2012</i>	7%	5,4% <i>Provincia, 2011</i>	12,7% <i>national</i>
	Annual city budget:					
	1996 - income	77.717.686 €	4.068.067 €	9.974.300 €	<i>no data</i>	<i>no data</i>
	- outcome	73.925.944 €	4.122.407 €			
	2001 - income	94.921.231 €	9.261.640 €	23.392.400 €	734.555.087 €	<i>no data</i>
	- outcome	94.921.231 €	11.079.328 €		740.214.871 €	
	2006 - income	241.550.156 €	15.770.193 €	54.827.800 €	752.756.687 €	<i>no data</i>
	- outcome	236.571.068 €	15.537.925 €		751.924.293 €	
	2011 - income	286.085.460 €	16.050.364 €	43.717.700 €	717.119.143 €	<i>no data</i>
	- outcome	284.040.443 €	17.783.939 €		689.071.230 €	
	1.4 Spatial planning					
	Planing instruments					
	(List the documents/instruments in order from strategic to executorial)	Spatial Development Conception of Slovakia 2001	Spatial development strategy of Slovenia (SPRS)	masterplan and detailplan	General Masterplan 2001	National Programme of Spatial Planning Policies
		National Strategic Reference Framework of Slovak Republic for 2007-2013	Municipal spatial development strategy (SRO)	New development Plan	Strategic Plan 2004	Coastal Area Spatial Plan
		The Economic and Social Development Programme of the Bratislava Self-Governing Region for 2007-2013	Municipal spatial order (OPN)	New masterplan underway	PAT - Piano di Assetto del Territorio (adopted in 2011 but still to be approved)	Natura Network 2000 Sectorial Plan
			Local detailed plan (OPPN)	Natura Network 2000 Sectorial Plan	Executive plans (piani di recupero - piani particolareggiati)	Municipality Strategic Plan
		The Economic and Social Development Programme of the Bratislava city for 2010 - 2020	/	/	Intervention plans will follow	Municipality Local Development Plan
			/	/	/	City Urbanization Plan
		City land use plan 2007	/	/	/	Frente Ribeirinha e Campo D'Agonia Detail Plan
		/	/	/	/	Historical Centre Detail Plan
		/	/	/	/	Bank Area between Eiffel Bridge and IC1 Bridge (Darque) Detail Plan (163,23 ha)
		/	/	/	/	City Park Detail Plan
	Is there a specific institutional body (department) which leads the process of waterfront regeneration? (If yes, please provide the name of the institution).	no	no <i>The planning municipal department is responsible also for the waterfront development</i>	no <i>In some cases, the planning department and department of economy are involved.</i>	yes <i>Ufficio Urbanistica del Comune (Town Planning Department - Municipality of Venice)</i>	yes <i>City Hall Urban Planning and Management Department</i>

1.5 Accessibility - transport					
airport	yes	no	yes	yes	no
passenger sea port	<i>no data</i>	yes	yes	yes	yes
passenger river port	yes	no	no	<i>no data</i>	no
cargo ports (sea and river)	yes	no	yes	yes	yes
other ports (sea and river)	no	yes	yes	yes	yes
railway	yes	no	yes	yes	yes
bus	yes	yes	yes	yes	yes
metro	no	no	no	no	no
tram	yes	no	no	yes	no

2. CITY / TOWN LEVEL	2. City/town facts				
	2.1 General info				
	Primary/main function of the city	/	municipality centre	The centre of region (Pärnu County)	Capital of the Veneto Region and International cultural Capital
	2.2 Demography				
	Population	/	11.333	42.470	58.606
			1.1.2012	1.11.2011	historical centre, 30.06.2012
	Population age structure				
	0-14	/	1.389	6.527	3.879
	15-64	/	7.946	27.824	20.835
	64+	/	1.998	8.588	10.468

3. WATERFRONT FOCUS AREA LEVEL	3. Waterfront focus area facts				
	3.1 Geography				
	Surface area	<i>no data</i>	23 ha	<i>no data</i>	400 ha <i>aprx</i>
	Riverfront coastline	12 km <i>aprx</i>	0 km	14 km	0 km
	Seafront coastline	0 km	1,7 km	10 km	12 km
	3.2 Functions				
	Residential	yes	no	yes	yes
	Commercial	yes	yes	yes	yes
	Cultural	yes	no	yes	yes
	Educational	yes	yes	no	yes
	Sports and leisure activities	yes	yes	yes	yes
	Green areas	yes	yes	yes	yes
	Mobility infrastructures	yes	yes	<i>no data</i>	yes
	Productive activities	yes	yes	yes	<i>no data</i>
	3.3 Land use				
	Urban area (percentage of the whole focus area)	<i>no data</i>	86,50%	50%	<i>no data</i> <i>Lido</i>
	Green area (percentage of the whole focus area)	<i>no data</i>	13,50%	50%	<i>no data</i> <i>Certosa island</i>
	3.4 Protected areas and enviromantal issues				
	Are there protected as cultural heritage within the focus area?	yes	yes	yes	yes
	Are there enviromentally protected areas within the focus area?	yes	yes	yes	yes
	Danger of floods	yes	yes	yes	yes
	Are there any flood protection systems?	yes	no	no	yes
				<i>See the footnote № 1.</i>	<i>See the footnote № 2.</i>
	3.5 Accessibility - transport				
	airport	no	no	no	yes
	passanger sea port	/	no	yes	yes?
	passanger river port	yes	no	no	no
	railway station	no	no	no	no
	bus station	yes	no	yes	yes
	metro station	no	no	no	no
	tram station	yes	no	no	no
	cycling paths	yes	yes	yes	yes?
	pedestrian paths	yes	yes	yes	yes?
	3.6 Port data				
	3.6.1 Passanger port				
	Situation	<i>no data</i>	none in the focus area	<i>no data</i>	Venice Port Authority
					<i>commerc. terminals: 7 passenger terminal: 1 private terminals: 19</i>
	Owner	semi-public	/	private	public <i>state</i>
	Surface area - water	<i>no data</i>	/	1 ha	<i>no data</i>
	Surface area - land	<i>no data</i>	/	3 ha	2045 ha
	Annual income	not available	/	500.000 €	<i>no data</i>
	No. of moorings	25	/	<i>no data</i>	8
	3.6.2 Sport and leisure port (marina)				
	Situation	none in the focus area	none in the focus area	<i>no data</i>	Certosa
	Owner	/	/	private	private
	Surface area - water	/	/	1 ha	<i>no data</i>
	Surface area - land	/	/	2 ha	<i>no data</i>
	Surface area	/	/	<i>no data</i>	<i>no data</i>
	Annual income	/	/	<i>no data</i>	<i>no data</i>
	No. of moorings	/	/	<i>no data</i>	300
					<i>boats max 35 m</i>

3.6.3 Smaller commercial (fishing) port					
Situation	none in the focus area	none in the focus area	<i>no data</i>	Chioggia	fishing
Owner	/	/	private	public <i>ASPO</i>	public <i>state - IPN</i>
Surface area - water	/	/	1 ha	<i>no data</i>	0,8 ha
Surface area - land	/	/	2 ha	<i>no data</i>	0,2 ha <i>auction</i>
Annual income	/	/	<i>no data</i>	<i>no data</i>	<i>no data</i>
No. of moorings	/	/	<i>no data</i>	<i>no data</i>	310 <i>wharf</i>
3.6.4 Cargo port					
Situation	<i>no data</i>	none in the focus area	<i>no data</i>	Venice Port Authority	cargo and comercial
Owner	semi-public	/	private <i>100% Transcom ltd</i>	public <i>state</i>	semi-public <i>state - IPN + ENVNC</i>
Surface area - water	<i>no data</i>	/	<i>no data</i>	<i>no data</i>	<i>no data</i>
Surface area - land	143 ha	/	30 ha	<i>no data</i>	1,4 ha/ 25 ha* <i>*ENVNC ShipYard</i>
Annual income	<i>no data</i>	/	10.000.000 €	<i>no data</i>	<i>no data</i> 2010: 177,907 t (charge) 346.232 t (discharge)
No. of moorings	160	/	<i>no data</i>	26	<i>no data</i>

Footnotes:

1. Footnote European Space Agency (ESA) is supporting the project "Coastal Flood Warning System for the Baltic Sea" (2012-2013). During the project the Coastal Flood Warning System Feasibility Study will be worked out. The needs of local municipality (Pärnu) and Rescue Service will be considered. In idea the system will work and be available in Internet. The inhabitants and rescue team will be informed about coastal flood and storm alert.

2. MoSe project under construction for high water defense at the lagoon inlets, due to to be completed in 2016

3_COMMENT TO THE COMPARISON TABLE

FOREWORD

The demographic concentration found in urban areas has made them priority areas for spatial planning intervention to guarantee the sustainability of their development processes. Particularly in urban waterfronts, sustainability is a critical factor in ensuring a development process that is appropriate for the whole city and municipality. The quality of the environment in the urban context requires an analysis at the level of bio-geophysical support, socioeconomic context, built heritage, land-use, infrastructure and transport systems.

Therefore, one of the goals of this work is to analyse the data included in the comparative table that gathers information about the WaRe project case studies – Bratislava, Slovak Republic; Izola, Slovenia; Pärnu, Estonia; Venice, Italy; Viana do Castelo, Portugal – at three levels:

1. Municipality level characterization (geography, demography, economy and finance, spatial planning, transport and accessibility).
2. City/town characterization (functions and demography).
3. Waterfront focus area level (geography, functions, land-use, protected areas and environmental issues, accessibility and transport, port data).

TABLE COMPARISON ANALYSIS

The cities selected as case studies represent an heterogeneous sample of urban settlements that have undergone waterfront/riverfront regeneration.

At first glance, from a dimensional and territorial point of view, two groups can be identified: Bratislava, Viana do Castelo and Venice are comparable in terms of the surface area of their territory while Pärnu and Izola are similar to one another. Izola is the smallest municipality while, given the administrative hierarchy, Bratislava, the capital city of the Slovak Republic, is definitely the most important. The largest city in terms of surface area is Venice, since it also includes its water landscape as an integral part of the urban structure. Four out of five of these cities are located on the sea or ocean: Venice and Izola are on the shores of the Adriatic Sea, Viana do Castelo at the mouth of the Lima River and near the Atlantic Ocean, the city of Pärnu at the mouth of the Pärnu River and near the Baltic Sea. The only city located inland is Bratislava. Set on the banks of the second largest river of Europe, the Danube river, Bratislava is the second largest, most populated and the only capital city of all the case studies. It is followed by Venice, whose data includes the mainland and the estuary since, from an administrative point of view, they compose as a whole a one-city system. On the other hand, it is obvious that city of Izola has grown from a fishing village. As already said, from the administrative point of view, Bratislava is the only capital city, Venice and Pärnu are capitals at the regional level, and Izola and Viana do Castelo are municipal centres. Looking at the demographic data, all the case studies are equivalent in terms of population structure (with more elderly inhabitants than young people). From an economic point of view, Bratislava appears to be the wealthiest city, according to its regional GDP, followed by Venice; Italy has the highest Country GDP, followed by Slovenia. As far as the most important economic activities are concerned, Bratislava, Viana do Castelo and Izola are mainly involved in manufacturing, production, services and retail trades. Bratislava in particular has a dominant position in the national urban hierarchy. The city is a destination for daily mobility: about 150 thousand people per day commute to work and schools. Significant numbers of students and workers come from all over the country and this is reflected in the high productivity of the region (28.575€ per capita as opposed to the national average of 12.395€ per capita; 231% GDP city/country ratio).

Despite being a national centre for advanced services, Bratislava is the seat of important industrial realities such as Volkswagen, or the Slovnaft refinery; consequently its share of income from Slovak industrial production was 33,7% in 2011. The structure of its economy is quite different from that of Pärnu, Viana do Castelo, Izola or Venice. Economic complexity and functional diversity also influence the understanding of the primary functions of the city. Bratislava is the centre of the Bratislava region, like Venice, which is the capital of the Veneto region. However, Bratislava's primary functions are political, economic, administrative, research, educational, and cultural, whereas Venice is predominantly an international cultural and tourist capital, in addition to an administrative seat for various levels of local government and services. This is also shown by the total number of tourists it attracts: in Venice 9.417.872 (2011) and in Bratislava 783.618 (2011). Pärnu and Izola, as medium- and small-sized cities, also show significant figures for tourism: in Pärnu the residential population grows 20 times greater thanks to seasonal tourism, and in Izola it multiplies by almost 6.

The tax conditions in the cities under examination are represented in chart no. 1. Venice's city budget is significantly higher than in all the other case studies, even though it is slightly lower than the last year's (2011), followed by the city of Bratislava, which, on the contrary, despite the current economic crisis, has a regularly growing budget, with an even balance between income and expenditures. The reason is the structure of its city budget, the main income of which derives from tax revenues which they have continued to be stable. However, the process of suburbanization may be considered as a fiscal threat, because it is reducing the number of resident tax payers living within the city boundaries. Furthermore, the decentralization of a wide range of responsibilities from the National to the City level, has raised the costs of the municipality as well. Pärnu's city budget decreased slightly in 2011 and in recent years, Izola's budget has shown greater expenditures than revenues. As for the unemployment rate, the highest figure comes from Viana do Castelo at 12%, followed by Pärnu (7%), Izola (5,7%) and Venice (5,4%) almost at the same level, and finally by Bratislava with the lowest unemployment rate of 3,24%, stabilized around 3% in the city and 5% in the region.

Chart no. 1

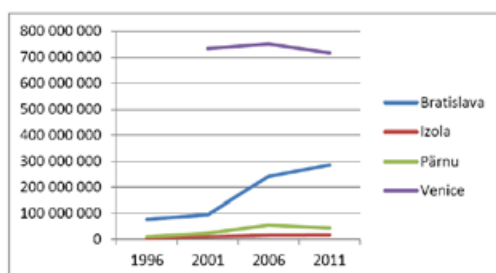
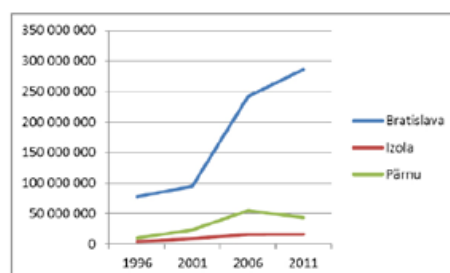


Chart no. 2



Looking closely at chart no. 2, in absolute numbers, Bratislava experienced the fastest rate of growth between 2001 and 2006, though, in relative terms, the revenues between the year 1996 and 2011 grew by 3.68 times, in the case of Izola by 3.95 times, in Pärnu by 4.38 times and in Venice (between 2001 and 2011) by only 0.98 times. The rapid growth of income in Bratislava after 2002 was triggered by significant structural reforms inaugurated by Slovakia (e.g. decentralization, tax reforms, labour market reform).

It is difficult to compare spatial planning instruments in different cities, but every country advances a spatial development strategy at a certain point and at different scales, from national to local master plans. It seems, however, that there are considerable differences in the perception of spatial planning at the municipal level, where in some cases the master plan is replaced by the analysis of the economic and social development and land use plan.

In four of the case studies under examination, there are strategic documents at different levels (although only two at the level of the municipality). Four of the case studies also have local development plans and in three of the cases there is a detailed plan, and a recovery plan (Izola, Venice and Viana). Intra-sectorial planning often relies upon Natura 2000 (perhaps due to the sectorial conflicts that result in the implementation of principles), while coastal areas are not considered as a sector-specific task, but are elaborated within other sectors. Apparently, only Bratislava adopted urban plans in addition to an Economic and Social Development programme with a long term vision for the city (2010-2020), which appears as a more comprehensive instrument for the development of the city under many different aspects. But, as far as waterfront competences are concerned, only Viana do Castelo has a specific body (Detailed Plan for Frente Riberinha e Campo d'Agonia), while the other cities can count on the general Town Planning Department of the City or, in some cases, on the Economic Department.

With reference to accessibility, the capital city of Bratislava, the world tourist destination of Venice and the national tourist centre of Pärnu are all accessible by airplane. In all the case studies, the bus is a common element (even Venice has a system in its mainland section), and the train is present in four out of five cases (except in Izola, which used to be connected to Parenzana, a 123,1 km long narrow-gauge railway line, connecting 33 places in Istria, from Trieste to Poreč and operating between 1902 and 1935); none of them have a metro connection while only Bratislava and Venice – in the mainland part of the city with, in the near future, a connection to the automobile terminal of Piazzale Roma – have a tram system. Bratislava is also accessible by water, and the relevance and importance of water/river transportation is growing, as the European strategy for the Danube region is to support an increasing volume of transportation on the river, which, in comparison to the Rhine river, is underutilized. Water accessibility and sea connections between Izola and other north Adriatic cities used to be much more frequent in the first half of the 20th century; today they have almost disappeared and also revival attempts often fail.

22 Since all the case studies under investigation are waterfront cities, all of them have a port: coastal, river, passenger and cargo port. These ports differ in size, ownership and activities. In some cases their importance for the areas to regenerate is rather significant. Bratislava has a river port with mainly passenger and cargo traffic; because of its size and historical background, Izola has only a passenger and fishing sea port. Pärnu has a sea port with passenger traffic, containers, general cargo and other kind of goods; Venice has a sea port for cargo and oil, but it is also a very important passenger hub. At the same time, Venice is also the only major port in Italy that provides access to an inland waterway system. Cargo can be transferred from ship to barge, and continue its journey up through man-made channels and the Po River, the only navigable Italian river, to reach the cities of Cremona and Mantua in the Po Valley. Like Venice and Viana do Castelo, the port in Bratislava is owned by State. It is expected that the Winter Port in Bratislava will play a key role in the future

because of its location, only a few hundred meters from the new downtown area known as Eurovea. Since the partial privatization in 1989, the infrastructure and super-infrastructure in the port are privately owned, though the land is still owned by state. However, 83% of the land is rented to private companies with 25 – 50 year leases. This complicated legal situation makes future development of the port highly unpredictable. This situation is different in the city of Pärnu where the port has been 100% privatized.

FOCUS AREAS

The selected pilot areas in Bratislava, Pärnu, Venice, Viana do Castelo have a similar coastal length, while the selected coastal area in Izola is eight times smaller. If we look at the waterfront alone, the focus areas under consideration vary from 12 km (the Bratislava and Viana riverfronts and the Venice seafront) to 1,7 km for the Izola waterfront, with Pärnu's riverfront (7 km) and seafront (10 km) in the middle. In all the project areas, the waterfront displays a remarkable functional diversity – residential, commercial, leisure, cultural, educational, sports, production and infrastructural activities can all be found there. All urban services are present in Viana do Castelo and Bratislava. In particular, Bratislava's waterfront boasts a wide range of functions, from productive to leisure, from greenfields to the most popular shopping mall, from the historical district and natural reserves to the new downtown. Three of the most important national cultural centres are located on the waterfront: the Slovak national theatre, the Slovak national museum and the Slovak national gallery. Part of Bratislava's waterfront are covered by riparian woodlands, an environmentally protected area (Pečniansky forest). In the focus area of Izola, there are no residential or cultural uses, while Pärnu's focus area has neither educational functions nor mobility infrastructures. The focus area in Venice has a mix of functions besides being productive in a strict sense. In fact, most of the production is connected to tourism and related to services for its main economy.

All focus areas feature a combination of urban uses and green spaces. While Venice and Viana do Castelo haven't provided specific details in this regard, Izola performs a higher percentage of urban use compared to green spaces (83,50% to 13,50%, only one eighth of the whole area). Pärnu, on the other hand, gives an even value to green spaces and urban areas in land use, showing greater sensibility to the environment or simply less pressure for urbanization.

As for the environment, in all the focus areas there is a mix of cultural heritage - buildings or remains of historical value - and natural reserves with specific characteristics that deserve protection. All the case studies are exposed to the danger of flooding from their rivers (Bratislava, Pärnu and Viana) or waterfronts (Venice, Izola). In fact, for this reason, all of them, except Izola, have a system of flood control. In Bratislava the flood protection barrier was built in 2010 and co-financed by the EU from the Cohesion fund (total costs were 30 million euros) while Pärnu, starting this year, will get the support of the European Space Agency (ESA) through the project "Coastal Flood Warning System for the Baltic Sea" (2012-2013). During the life of the project, a Coastal Flood Warning System Feasibility Study will define ways to alert inhabitants and the rescue team about coastal flooding and storms. Venice on the other hand, since 2003, has been involved in the construction of the MoSe project, a very complex and costly system for defence against high water at the three lagoon inlets, due to be completed in 2016. The system, made of rows of submerged mobile gates, will begin operations, closing off the lagoon from the Adriatic sea only when the forecast predicts an exceptional high tide (110 cm above the sea level). It is interesting to underline that the Ministry

of Public Works, through the Venetian Water Authority, has commissioned the University IUAV (prof. Carlo Magnani) of Venice to study the integration of the hydraulic infrastructure into the landscape of the lagoon, to develop architectural solutions that might mitigate its visual impact. Different solutions have been identified for each lagoon inlet, stressing the specificity of the site and the environment, which by its very nature is changing and unstable.

With reference to the transportation system, only Venice has an airport in the focus area, in Lido, built in the 1920s and still used for leisure and small private planes and helicopters. Only Pärnu and Viana do Castelo have a passenger seaport while the infrastructure in Venice is located inside the lagoon, on the Southern edge. Bratislava is the only city with a fluvial port, while only Viana do Castelo has the railway system reaching the project area. In all cases, access to the focus area is also possible by bus (in Venice it is possible only on the Lido, but not on the island of La Certosa). None of them have a metro system beside Bratislava. Cycling and pedestrian paths are common in all the case studies.

Regarding port activities and data, only Bratislava and Venice have the passenger terminal located in the focus area. Due to its peculiar morphology, in Venice is difficult to separate individual functional areas since they work as a system. Both, the commercial and the passenger port, are located within the lagoon; cruise ships enter through the Lido inlet into the lagoon and their passage has great physical and environmental impact on the focus area as well.

While on the waterfront of Pärnu the port is totally private, in Bratislava it is semi-public and in Venice it is fully State-owned. Most of the economic revenues data coming from port activities are not available.

There are sport and leisure ports in Bratislava and Viana do Castelo, where the port is publicly owned, while Pärnu and Venice are privately managed. Only in Viana, there are small commercial or fishing activities and cargo activities in the focus area, which is publicly managed, as well as in Bratislava, which is semi-publicly managed.

CONCLUSIONS

According to the comparative data above, waterfront regeneration in all selected case studies is still underway and have not totally shown their potentialities in terms of impact in the wider territory. If it is true that spatial planning and the coherence of the planning instruments informing/ supporting the case studies are elements of great importance for determining the development of each case study and their completion, and to produce an articulation between the entire urban area and some of its parts, there is the need for spatial planning instruments that effectively comprise a coherent system of intervention in the development process, and are horizontally shared.

4_CASE STUDIES

BRATISLAVA





*Fig. 01: Bratislava waterfront with the Bratislava castle
(@ Rastislav Polák).*

BRATISLAVA

01

GENERAL FACTS ABOUT THE MUNICIPALITY

28

Bratislava, the Slovak capital, is one of the youngest capital cities in Europe and the only one in Europe which borders with two other independent countries: Austria and Hungary. This fact causes a unique situation in which the capital city is spreading across national borders. However, since Slovakia joined the Schengen zone on December 21 2007 and became a member of Eurozone on January 1 2009, the border has become less significant than any time during the previous century. The city with population of 413.192 (31. 12. 2011, according to the Statistical office of the Slovak republic), has a surface area of 367,9 km², and lies at the foothills of the Little Carpathians. It is the political, economic and scientific leader of the national urban hierarchy. Bratislava is a target of daily mobility to work and schools (about 150 thousand people per day). The Danube is an important natural asset, which crosses the city from the west to the south-east and it is a part of the European multimodal transport system. The city's development has in the new millennium turned towards the river and significant attention has been paid to the development of the city riverfront.



*Fig. 02: The Bratislava castle with the city centre
(@ Rastislav Polák).*

BRATISLAVA

02

GENERAL GEOGRAPHIC FACTS

Despite the rising importance of invisible flows of capital and cyberspace which are continuously opening new dimensions for further growth, the geographical location of Bratislava has not lost its importance. This location on a main European axis in central Europe has increased its importance since the collapse of communism, which allowed a new geopolitical situation within Europe. The excentric position of Bratislava within Slovakia enriches the city with multiculturalism. This location between Vienna and Budapest (only approximately 60 km from Vienna), within the dynamically evolving region CENTROPE can be considered as an important advantage of the city. The city itself lies on the meeting point of the Little Carpathians, the Danube lowland and Zahorska lowland. This gives the city a variety of heights above sea level, which vary from 126 to 514 meters. The slopes of the Little Carpathians have been used for vineyards since the Middle Ages, and wine tradition is part of the cultural heritage of the Bratislava region. The most important river crossing the city is the Danube, complemented by its arm the Little Danube, the Morava river and 18 smaller streams. Bratislava has a continental climate with a mild character and average temperature around 10 degrees. The dominant winds sweep in from the north-west.



*Fig. 03: Central Business District in Bratislava
(@ Róbert Vrlák www.msite.zoznam.sk).*

BRATISLAVA

03

ECONOMY AND FINANCE

- 30 As the home of the Slovakian government, ministries, centres of private companies, Bratislava has a crucial role in the economic and financial importance of the country. The economic vitality of the Bratislava region (NUTS 2) represented by the Regional gross domestic product (PPS per inhabitant), was in 2008: 167% of the EU-27 average, which was the 9th highest among EU regions. The capital city generates about one quarter of the entire Slovak GDP. Bratislava is the seat of wide range of educational institutions and the largest science and research capacities of the Slovak Republic are concentrated here. The rate of unemployment is therefore low (according to Eurostat the unemployment rate by NUTS 2 - Bratislava region, was in 2010: 6,2% and in the larger urban zone 2007-2009: 3,9%). The service sector is dominant, with approximately three quarters of the entire population working in the service sector e.g. telecommunications, IT, tourism, financial industry services. However, Bratislava is the home for several industrial companies of above-national importance, like the car producer Volkswagen, or Slovnaft refinery and others.



Fig. 04: The Baum project – bilateral spatial planning between Bratislava and neighbouring Austrian municipalities (www.projekt-baum.eu/opis-projektu/ds-50/p1=51).

BRATISLAVA

04

SPATIAL PLANNING

The Spatial Development Conception of Slovakia 2001 and the National Strategic Reference Framework document are two crucial documents of national relevance for the spatial development of Bratislava city and its region. As already mentioned, the excentric location of the city on borders with two other sovereign states causes significant challenges in spatial planning when the capital city naturally grows across the national borders. Consequently cross-border cooperation with Austrian (e.g. the Baum project) and later also Hungarian municipalities is absolutely essential. The importance of the waterfront for the city's development is well documented in the Land Use Plan of the city. However, just few parts are regulated on a zonal level (1:500 or 1:1000). The endogenous potential of Bratislava's *bluefield* can be used just through tight multiscalar governance and good interconnections among strategic and land use plan documents of city and regional level. The challenge for spatial planning of the city is to focus primarily on the inner potential of the river as a top element of such a specific location.



*Fig. 05: The bank of the river Danube
(@ Branislav Machala).*

BRATISLAVA

05

ACCESSIBILITY

- 32 Bratislava is an easily accessible city by water, land and air. The gate to the city is created by the highway and railway junction with the M.R. Stefanik International Airport located 15 minutes from the city centre. Recently, more and more tourists have been coming to the city by boat and roughly 1900 ships stop in Bratislava every year. The high speed boat Twin city liner, which connects Bratislava and Vienna, brings yearly more than 100.000 passengers. This journey from city centre to city centre takes just 75 minutes. Bratislava is also connected to the European cyclists' network and cyclist paths connect the city with all neighbouring countries and Europe. On the other hand, the city itself can still not be considered as cyclist friendly. However, conditions are improving steadily. Similar inconvenient conditions have to be accepted by disabled inhabitants and tourists, who have hindered restricted movement within the city. A relatively low standard of public transportation and cancellation of the public transport lines cause a negative attitude among local citizens towards public transportation.



*Fig. 06: Presidential Palace
(@ Rastislav Polák).*

BRATISLAVA

06

FUNCTIONS

Bratislava as a capital city is above all the political, economic, cultural and administrative centre of Slovakia. With its representative function it is a seat of the Slovak president, the national parliament, ministries and other important institutions with their headquarters. As the national economic leader it represents a gateway city for many businesses and financial institutions. The largest Slovak city hosts and organizes large numbers of cultural events, festivals, concerts throughout the year. As a new tourist destination with a relatively small historical core it attracts tourists mostly for one to three days. In recent years an increasing trend of tourists coming to Bratislava by boat is clearly visible, and it is expected that this trend will continue. Moreover, passenger as well as cargo water transportation is supported by the EU strategy for the Danube region.



Fig. 07: Flood protection
(@ Branislav Machala).

BRATISLAVA

07

ENVIROMENTAL ISSUES: FLOODS

- 34 The water level of the Danube has started to be regularly measured since the last decade of 19th century. The whole 19th century was infamous for its ice floods. The first attempts at flood protection were built around 13th century. After the flood in 1965 an important decision was taken – to build the hydro-electric plant Gabčíkovo-Nagymaros, which significantly contributed to flood security. The recent flood in 2002 and later threat of flood in 2009 showed the vulnerability of the city. Consequently, these events and regularly flooded parts of the city (like Devin borough) have speeded up the construction of a new flood prevention barrier within the city along the Danube. The project of flood protection, cofinanced by EU funds, was finished in 2010.



Fig. 08: The Eurovea Project
(@ Rastislav Polák).

BRATISLAVA

08

FOCUS AREA

The regeneration of Bratislava waterfront is driven by private sector. Though the city political and administrative representation is aware of the riverfront potential, so far it has not fully appreciated and stimulated the use of endogenous resources in the systematic and strategic transformation of this locality. The regeneration as a long-term continuous process will fundamentally transform the physical, functional, social and environmental dimension of the locality. The involvement of the city hall in the regeneration process and the ability of multi-level governance among a wider range of public stakeholders will decide on the extent of consignee's. Local citizens represent the domestic demand for an attractive, dynamic, habitable, inclusive, affordable and environmentally-friendly city centre. The EU 2020 strategy reflects such wishes with highlighting the smart, sustainable and inclusive growth, which should be combined in regeneration efforts. The historically rich, highly heterogeneous and varied riverfront in Bratislava is an important part of local identity. Consequently, the public is highly interested in all transformations of the waterfront. The current economic recession provides the necessary time to the city hall to come up with innovative solutions for rebalancing the relations of power on Bratislava's waterfront.



Fig. 09: The Devin castle
(@ Branislav Machala).

BRATISLAVA

09

CULTURAL HERITAGE

36

The area along the whole Danube riverfront has a rich cultural heritage. One of cultural monuments located on the confluence of the Danube with the Morava River is Devín Castle. The present stone castle dates from the 13th century but was destroyed in the 19th. Its ruins were an inspiration for some of Slovakia's most prominent romantic national poets. Nearby, and along the riverside path to Devínska Nová Ves are reminders of Slovakia's more recent past. Barbed wire fencing that once formed part of the Cold-War Iron Curtain, along with concrete defensive bunkers dating from the 1930s, can be seen near the path. Below Devín Castle on the Morava side is a concrete memorial to the dozens who lost their lives trying to cross to Austria during the Cold War. Bratislava – in former times also known as Pressburg – was once one of the most important centres of Jewish learning in Europe. This was mostly down to one man, the city's early nineteenth-century Head Rabbi Moshe Schreiber, also known as the Chatam Sofer. His traditionalist teachings were a response to modernising trends in Judaism at the time, and Jewish pilgrims still visit his grave in Bratislava. It is housed in a unique underground memorial located on the focused area of the waterfront. (resource: www.visit.bratislava.sk)



Fig. 10: The Winter Port
(@ Branislav Machala).

BRATISLAVA

10

OPPORTUNITIES

The geographical location of the city, endogenous economic, social, cultural and environmental assets offer significant opportunities for urban development on the Danube river. The socio-economic potential of the second longest European river in combination with geographic proximity to Vienna and Budapest offer an opportunity to reestablish the image of the city on the river. The unique and varied riverfront offers an opportunity for expanding the city centre functions and formation of a new city zone with a significant natural element in the heart of an urban milieu. The success or failure of this transformation in the city core depends on the understanding of potential and risks related to waterfront regeneration by local stakeholders, on their ability to find a mutually shared vision pursued through multilevel governance capable to utilize the strategic position of Bratislava within enlarged European Union.

IZOLA





Fig. 01: Orthophoto image of the city of Izola
(© Surveying and Mapping Authority of the Republic of Slovenia).

IZOLA

01

GENERAL FACTS ABOUT THE MUNICIPALITY

- 40 The Municipality of Izola is located in southwestern Slovenia, on the Adriatic coast of the Istrian Peninsula. It is a medium-sized municipality with a population of almost 15.900 and is one of the three municipalities on the Slovenian coast. To the east it borders the Municipality of Koper, and to the west and south the Municipality of Piran. Located at a crossroads of cultures, it is officially bilingual, with both Slovenian and Italian as official languages. The municipal seat is the town of Izola, which is known for its fishing heritage. Today it has many hotels near the sea, art galleries, summer concerts, street performances, and a movie festival. The southwest waterfront has been intensively rebuilt over the last twenty years, including construction of a marina. At the same time, the northeast waterfront of Izola and Viližan Bay significantly deteriorated. A proposal to create an island or islands off the coast of Izola was made a number of decades ago, and support for the idea is still popular locally and throughout Slovenia.



Fig. 02: Natural amphitheater embracing the city of Izola and its waterfront
(© Matej Mljač).

IZOLA

02

GENERAL GEOGRAPHIC FACTS

The municipality has a triangular shape, bounded by the Adriatic Sea to the north. Izola's waterfront, which runs from Viližan Bay in the east to Cape Ronek in the west, is 8,5 km long. The highest point in the municipality is Maliča Hill, 278 m above sea level. The town of Izola was originally established on an island, which was connected to the mainland in the nineteenth century. The limestone flatland in Izola is morphologically and geologically different from the Holocene plains of the rivers and streams on the Slovenian coast. In the countryside in the southern part of the municipality, flysch hills with abandoned cultural terraces are characteristic of the landscape. The climate at the Slovenian coast is the warmest in Slovenia. In winter, the sirocco and bora winds are frequent. The morphology of the relief, which resembles an amphitheater in the countryside around Izola, creates considerable climatic differences over short distances.



Fig. 03: Commercial and industrial zone
(© Tomaž Berčič).

IZOLA

03

ECONOMY AND FINANCE

- 42 The development of modern industry in Izola began in 1879, when the first fish-processing factory was established. Fishing not only brought money to the area, but also fed the local population. The postwar economy was based on the toy industry, food processing, shipbuilding, and tourism. Agricultural activity was related to methods for creating cultivated terraces and forms of land use based on manual construction and cultivation techniques. The main crops were grapes, spring vegetables, olives, and fruit. Products were mainly marketed to Trieste. Due to migration and employment in industry, the labor force in agriculture fell below the average in Slovenia. The proportion of the rural population declined to only 3% by 1991. All of this has accelerated the abandonment of cultivated terraces and change in land use, but the crops have remained the same. Seaside resort tourism has been gaining increasing importance since independence in 1991.



*Fig. 04: Brownfield area (abandoned Izola shipyard) due to lack of effective spatial planning
(© Tadej Podakar).*

IZOLA

04

SPATIAL PLANNING

In Slovenia, national responsibilities for spatial planning include defining target settings, references, and guidelines at all levels, spatial arrangements of national importance, and supervision of the local level. The national spatial plan is a basis for spatial arrangements of national importance. Municipality responsibilities include defining references and guidelines for spatial development, and the use of space and spatial arrangements of local importance. Municipal spatial plans take into account guidelines from national spatial planning documents, the development needs of a municipality, and protection requirements in order to determine the objectives and references for the spatial development of a municipality, to plan spatial arrangements of local importance, and to determine the conditions for locating buildings. The municipal spatial plan for Izola is still being developed. A detailed municipal spatial plan includes greater detail for spatial arrangements.



Fig. 05: A cycling path along the coast connects the two important coastal cities of Izola and Koper (© Davy van den Brink).

IZOLA

05

ACCESSIBILITY

- 44 Izola is primarily accessible by car. It is well connected to the road and highway networks leading to Trieste (Italy), Ljubljana, and Pula (Croatia). The highway tunnel under Markovec Hill, which is still under construction, will further strengthen the road connections and fundamentally change the entrance to the city and the main access road. The old road along the coast between Izola and Koper will be freed up for light traffic and tourism development. The city's inner ring is completed by a loop. The railway station is located in Koper, which is accessible with the local bus line. Catamarans operate in the summer, offering connections between Izola and Venice. Bicycle traffic in the city is connected with the countryside surrounding Izola and with the former railway route. The pedestrian path continues along the sea, attached to the system of public open spaces and green areas next to the coast.



*Fig. 06: Moorings for local residents in Izola harbor
(© Davy van den Brink).*

IZOLA

06

FUNCTIONS

The town's old port and the Izola Marina tourist port are located on the western edge of the town. In the newly built marina, a large breakwater provides protection for its moorings, and two basins have been built inside it so far. There are 650 offshore moorings for boats from 8 to 30 meters long with drafts up to 4.5 meters, and fifty spaces are available at the docks. The marina offers vessel repair and maintenance. Safety is the major advantage of the Izola Marina tourist port, which is protected from winds and other troublesome weather. The large distances between piers allow better maneuvering during docking, even in poor weather conditions. The Izola Marina is an eco-friendly marina that draws up a schedule of activities every year for effective and efficient environmental management. In the summer, the Izola Marina hosts numerous sailing regattas. The Diplomatic Regatta, featuring more than one hundred sailboats and 1200 sailors, is one of the best-known events.



Fig. 07: High tide flood on Christmas morning 1979
(© Miško Kranjec).

IZOLA

07

ENVIROMENTAL ISSUES: FLOODS

- 46 Although sea floods are frequent on the Slovenian coast, their extent and the damage they inflict are usually not severe. The main cause of sea floods on Slovenian coast are flood tides; but there are other factors that determine the height of tides such as wind, undulation, air pressure, the Moon's gravity, tide type, weather fronts, and coast shape. Sea floods are most frequent in the fall and are rather rare in spring. The smallest flood area is in the Municipality of Izola, where almost the entire Jadranka campground would be flooded during extreme floods. During annual floods, only its lower coastal part is affected. Most of the Izola shipyard could also be affected by an extreme flood, which would cause extensive damage. The beach west of the shipyard and the small peninsula with a lighthouse would also be flooded, as would large parts of the town of Izola itself (Kolega, 2006).



Fig. 08: Izola waterfront focus area
(ULFA.)

IZOLA

08

CASE STUDY

The northeastern part of the old town of Izola in Slovenia, which contains areas protected as natural and cultural heritage, is experiencing significant capital pressure. This location had what were probably the first thermal baths in Slovenian territory, as well as fish canneries established in the nineteenth century. Today the main characteristics of the area are fenced-in industrial activities and a lack of green areas and systems. The degraded urban area, which was partly filled in and where a shipyard was built in the 1970s, was still recently used exclusively by the shipbuilding and fish-processing industries. The Jadranka campground, located on a narrow strip between the sea and the entrance road into Izola, is intended for tourism activities. Investors are seeking permission to build islands in Viližan Bay and start the construction of large-scale tourist resorts. If the investors can realize these plans, this would completely change the image of Izola and turn it into the largest seaside tourist resort in Slovenia.



Fig. 09: Fishing fleet in front of the Ampelea factory
(© Maritime Museum Sergej Mašera Piran).

IZOLA

09

CULTURAL HERITAGE

- 48 Izola is a municipality with an extremely long and turbulent history. Its territory has been inhabited since the Bronze and Iron ages because of its favorable living conditions. After the establishment of the Roman colony of Aquileia (181 BC) and the Histrian wars (178 and 177 BC), a large part of Istria came under Roman control. This caused a significant change in the settlement pattern of the area, and pattern continuity can be seen in some hill forts and coastal sites. However, the settlement system on the coast was spatially modified. The newly created settlement complexes (*vici*, *villae rusticae*, *villae maritimae*, etc.) were located along the coast, where the sea level was 1.6 m lower than today. In Izola and its vicinity several villae complexes are known. The best researched is the villa maritima at Simon's Bay, built in the first century BC, with a port covering an area of over 7000 m². In the area of the northern part of the Izola peninsula, in addition to buildings (the former Ampelea factory) and sites (archaeological object of St. Peter church), which are protected as cultural heritage, also natural heritage areas are located.



Fig. 10: Public beach at San Simon
(© Dušan Grča).

IZOLA

10

OPPORTUNITIES

Urban renewal in the eastern part of the Izola Peninsula involves the relocation of businesses, demolition of structures, and relocation of people. However, true renewal of the area is only possible through the synergy of public and private investment. This requires a well-considered investment approach that questions overly large spatial and programme changes. Public investment can be divided into investment in physical facilities, improving existing infrastructure, road networks, and buildings, and expenditures for education, public services, and development. The first step is to improve the quality of public space, followed by spending on training, education, and research, which are important for social growth. Expenditure in these areas is often (and rightly so) regarded as a valuable investment for both individuals and society as a whole. Therefore opportunities should be created for low-cost industry and entrepreneurs, for young people, and for efforts to launch a new industrial revolution in Europe.

PÄRNU





Fig. 01: Pärnu, The Town Hall. As one of the best dwellings from the classical period, it was built in 1797 (© The Museum of New Arts).

PÄRNU

01

GENERAL FACTS ABOUT THE MUNICIPALITY

The municipality of Pärnu is located in the southwestern part of Estonia, at the mouth of Pärnu River which falls into the Livonian Bay of the Baltic Sea. Pärnu is the fourth town of Estonia with its population of almost 42.500 citizens. Pärnu is the centre for Pärnu county with its 50.000 inhabitants and it is the town where the first Estonian state was born. Here, in February 23rd, 1918, the independence of Estonian Republic was proclaimed from the outside balcony of the Endla theatre. Estonia was occupied by Nazi Germany from 1941 through 1944, the Soviet Union occupied Estonia in 1940–41 and in 1944–1991. Our independence was regained in August 1991. In 1996, Pärnu was entitled as the summer capital of Estonia. The reason for such a decision was caused by history: an outstanding international health resort was established here in the 19th century and developed throughout the 20th century. Today, Pärnu is ruled by 33 democratically elected members of the town council whose duty is to employ a Mayor and three Vice-Mayors. After the local elections in 2009, Mr. Toomas Kivimägi, former head of Pärnu county, was employed as the Mayor of Pärnu. The next elections will take place in October 2013.



Fig. 02: The orthophoto image of the town of Pärnu, located on the banks of Pärnu River and on the seaside of the Pärnu Bay — below (© The Museum of New Arts).

PÄRNU

02

GENERAL GEOGRAPHIC FACTS

The territory of Pärnu is about 32 square kilometers. The municipality has three main territories divided by two rivers and seaside. The oldest part of town (Vana Pärnu) is located between Pärnu Bay and Sauga River. Here, reconstruction of the town was started in 13th century. The largest part is today's downtown (Uus Pärnu) which is located between Pärnu river and Pärnu Bay. Here, on the left bank and quite close to the mouth of Pärnu River, a fortress was risen in the 16th century. The third and youngest part of the town is located on the right bank of Pärnu river and partly, on the left bank of Sauga river. This region was built up in 19th-20th centuries. In our town, three bridges for vehicles and two for pedestrians are connecting different parts of the town. Due to the quite specific geographical location, Pärnu has been an important trading centre for centuries. In medieval times, Pärnu belonged to the Hanseatic League. Today, the harbour of Pärnu is an important gateway for export of Estonian natural resources like wood and peat. The climate is quite mild as the Baltic Sea is in the tail of Golf Stream and balances differences between summer and winter temperatures (from average + 20° C in summer through – 10° C in winter). The town is lying on lowlands which highest points are about 4-5 meters above sea level. This keeps citizens in permanent danger of floods which appear every decade.



Fig. 03: The former harbour in the downtown is used as an amusement park in summertime and as the ice festival area in winter (© The Museum of New Arts).

PÄRNU

03

ECONOMY AND FINANCE

- 54 The development of modern industry in Pärnu began in 1896 when the first train arrived from Tartu, the second largest city of Estonia. Some years later railway connection was established with Tallinn and Riga, too. Textile and metal factories were built up and several fisheries were established in Pärnu. Pärnu was the first town in Estonia with its public power station (1907) and the first town in the Russian Empire with electric lamps on the streets (1911). In the beginning of the 20th century, the population of the town was about 10 000 people, due to industrialisation it started to grow and in 1960 it reached the number of 55 000. During the Soviet regime in Pärnu a huge military air base was established and had to leave the country with all other divisions of the Red Army in 1994. Today, the economy of Pärnu is based on light industry and spa services. Hotels and different spas could accommodate about 4000-4500 persons. Fishing industry is disappearing as the natural resources of the Baltic Sea have reduced drastically. Estonia joined Eurozone in January 2011. This act was opening new perspectives for the Country's economy and finances.

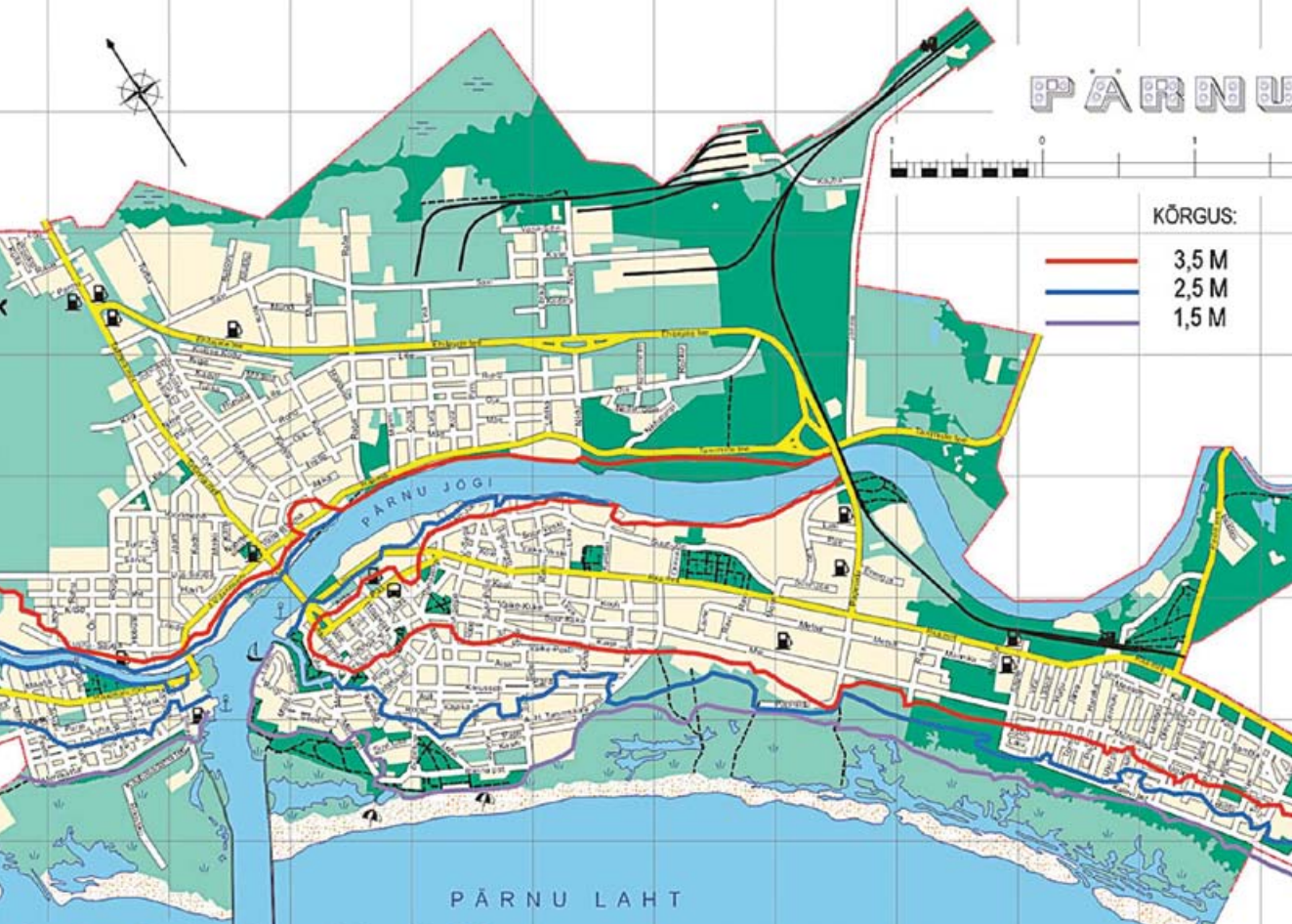


Fig. 04: Pärnu, flood level: in January 9th, 2005, an unseen storm attacked the coastline of the Pärnu Bay. The blue line marks flood up to 2,5m, the red line marks rise of sea level up to 3 metres (© The Museum of New Arts).

PÄRNU

04

SPATIAL PLANNING

According to the law, there are four levels of spatial planning in Estonia. These levels are as follows: 55 the general plan of the whole country, the spatial planning of a county, the master plan of the territory of a municipality, the detailed plan of a certain block or plot or part of street etc. After Estonia regained independence, the first master plan of Pärnu was adopted by the town council in September 20th, 2001. The new master plan for Pärnu is due to be adopted in late 2013 or early 2014. The main problems concern locations of new bridges across Pärnu River and the regeneration of former industrial and harbour areas. To attract more tourists and to upgrade cultural life in the town, the Museum of New Art has initiated the idea of establishing the Baltic Sea Art Park containing 9 pavilions of 9 Baltic Sea countries, floating on Pärnu River.



Fig. 05: Pärnu, the main street under the moonlight
(© The Museum of New Arts).

PÄRNU

05

ACCESSIBILITY

- 56 Pärnu is primarily accessible by Via Baltica highway from Tallinn and Riga. The reconstruction of Rail Baltica makes possible travelling by train from Pärnu to Tallinn in 45 minutes, to Riga in 1 hour, to Warsaw in 4 hours and to Berlin in 7 hours. It is three times faster than by car today. Pärnu could be accessed also by boat and by air as there are airport and seaport in the town limits. Unfortunately there are no regular flights from Pärnu to other cities, the airport is used only for flights to small islands Kihnu and Ruhnu. Same situation is in the port of Pärnu from where only passenger line departures to Kihnu Island. The bicycle roads in the town are ending at the town limits due to poor co-operation with neighboring municipalities.



Fig. 06: Pärnu, the mouth of Pärnu River has become a port for export of wood and saw dust. The port is confronting the development of the spa resort (© The Museum of New Arts).

PÄRNU

06

FUNCTIONS

The cargo port of Pärnu is located on the right bank of Pärnu River, on the riverside from the Great Bridge (Suursild) through the mouth of the river. On the left bank, on opposite side of cargo port, Pärnu Marina is located with its beautiful and cosy yacht club which grows quite fast as Pärnu hosts a lot of wealthy people. The mouth of river is protected by two quite long breakwaters (about 3km each) providing protection for the moorings. There are about 700 offshore moorings for cargo boats which export wood and peat to different countries of Europe. As Pärnu Bay gets frozen from December through late March, transportation of goods is quite expensive. The ice-breakers have been rented from Finland and from Russia. In the old part of the port, which is located in the downtown of Pärnu, the moorings have been stopped at the very beginning of the 21st century. A private owner of the territory of the old port expects to raise a housing project here and close it as a private zone. In February 2013, the International Ice Festival was held here with a great success, citizens are interested to keep the area open for public.



Fig. 07: Pärnu, Sunday morning, January 9th, 2005. The Ammende Villa was close to float away ... (© The Museum of New Arts).

PÄRNU

07

ENVIROMENTAL ISSUES: FLOODS

58 Although sea floods take place on the eastern coastline of the Baltic Sea two-three times in a decade, their extent and the damage they inflict are sometimes quite large. The main cause of sea floods on the coast of Pärnu Bay are heavy rainfalls, which rise the level of water in rivers, and westbound winds, which bring huge mass of seawater to the town and villages on the coast. The biggest storm of the last hundred years in Estonia, took place by night between January 8th and 9th, 2005. The level of sea and river waters rised about three meters and in Pärnu around 700 buildings were affected by flood. The cost of damages of houses, cars, roads, communications etc was counted approximately 60—100 million euros. After the flood in winter 2005, the Museum of New Art organised an international conference for sharing knowledge and experience about how to avoid damages of floods. The museum invited lecturers from Venice (professor R. Bruttomesso and M. Moretti), from Amsterdam (professor D. Schuiling). The main advise of these experts was to create a special chapter for master plan of Pärnu where the location of grounds for construction of a polder system will be marked out.



Fig. 08: Pärnu, the neo-classicist building of the Mud Baths (1929) is one of the most important symbols of the Pärnu resort. Now, a new ownership has started to rebuild a new SPA here (© The Museum of New Arts).

PÄRNU

08

FOCUS AREA

The beach and green zone of Pärnu which contains areas protected as natural and cultural heritage, are experiencing significant capital pressure. These locations were the first mud baths in Estonia, established in the middle of 19th century (1838). Hard capital pressure is also in the harbour. Today the main characteristics of the port are fenced-in export business activities and there is lack of greenery and public access to the waterfront. Investors are seeking permission to build new hotels, apartment, houses directly on the Beach Park which is an historical nature protection area. There is also some pressure to build high-rise apartment projects in the area of villas. Fortunately the region of old town, the region of villas and the zone of health resort on the beach are protected by state as a national heritage area. To avoid mistakes and to protect the above mentioned area from capital pressure, quite strict regulations for building new dwellings were adopted by the Estonian government in 2006.



Fig. 09: Pärnu, The Beach Hotel (Rannahotell) by city architect Olev Siinmaa, opened in 1937. It is one of the most beautiful samples of Nordic functionalism, included into the DoCoMoMo list (© The Museum of New Arts).

PÄRNU

09

CULTURAL HERITAGE

- 60 Pärnu has a long and colourful history. Not far away from the town centre, on the right bank of Pärnu River, the oldest Estonian village was discovered by archeologists. The Pulli village was settled about 9000 BC. In 1154 the Arabian traveller and geographer Abu Abdallah Muhammed Al-Idrisi mentioned a river named Bernu. The town of Pärnu was first time mentioned in 1251. Today, the oldest buildings in town are inherited from the Swedish period (1600-1721). At the end of the 19th and beginning of the 20th century many wooden villas were built. Most of them are included into the list of national heritage. The same concerns beautiful functionalist hotels, schools, private villas by glorious architect Olev Siinmaa, the city architect of Pärnu between the two world wars. Concerning intangible heritage, Pärnu is proud that here were born scientist G.W. Richmann (1711-1752), poet Lydia Koidula (1843-1886), the first president of Estonia Konstantin Päts (1874-1956).



Fig. 10: Pärnu, the Beach Park, a State natural protection area as well as a State heritage area, located between the seaside and the riverside, could host the Baltic Sea Art Park (© The Museum of New Arts).

PÄRNU

10

OPPORTUNITIES

Renewal of waterfront areas in Pärnu is in progress. The vast territories of reeds on the seaside will be regenerated into a public beach. The first step was done in 2010 when a cattle of cows was brought to the town and the animals started to eat the very sweet reeds. Citizens of Pärnu dream about the day when a huge port for exporting saw dust will be moved out of town limits or closed down. Hopefully, this area on the right bank of Pärnu River will be designed for greenery. However, true renewal of the area is possible through the synergy of public and private investments. To stop negative migration of young people and their families from Pärnu to Tallinn or abroad, the development of light industry is necessary, it will provide all-year-round employment and will balance seasonal employment in the spa's. For this purpose, the new industrial zone must be developed as fast as possible. Pärnu is rich due to its location between rivers and seaside. This richness could be multiplied with very wise spatial planning and taking public opinion into consideration. For better results, the citizens of Pärnu must be involved in the regeneration of their home town.

VENICE





Fig. 01: Satellite Image of the Lagoon of Venice
(@ Cities on Water Archive).

VENICE

01

GENERAL FACTS ABOUT THE MUNICIPALITY

- 64 Situated in the heart of its lagoon along the Adriatic Sea in Northern Italy, and capital of the Veneto Region, Venice is known worldwide as the *city on water*. The City of Venice extends over an area of 413 sq km, of which 253 sq km are covered by water. It is a complex city, with different *souls*: the historical *city on water* (58.606 inhabitants); the *city on land* (181.691 residents), and the estuary (29 513 inhabitants: a total population of 269.810 (June, 30th, 2012). Today, Venice is an international capital of culture and art, a world heritage destination, and the seat for various levels of government and services. It is renowned for the beauty of its setting, its architecture and its artworks, and it is entirely listed as a World Heritage Site, complete with its lagoon. Nevertheless, some parts of the urban system in both, the archipelago of islands and the mainland, are under-utilized or abandoned, as the result of a loss of functions or physical marginalisation. New interventions are underway with the aim of reconnecting urban areas along the water and revitalizing the economy of its waterfront.



Fig. 02: Aerial view of the historical centre of Venice
(@ Cities on Water Archive).

VENICE

02

GENERAL GEOGRAPHIC FACTS

Three inlets currently separate the Lagoon from the Adriatic Sea – Bocca di Lido, Malamocco and Chioggia – and guarantee the natural tide flow, twice a day. Its natural environment is the result of a number of important operations completed by the Venetians over centuries. Of particular concern to the Republic of the Serenissima in the past, it is still a critical issue today. In recent decades, Venice has been flooded more frequently and with greater intensity. Due to its position near the sea, it has a humid subtropical climate, with cool winters and very warm summers. Located in the marshy Venetian Lagoon, Venice is built on an archipelago of 117 islands connected by 409 bridges and divided by the Grand Canal. The city is composed of six areas called *sestieri*. With the construction of a railway bridge (19th century), and a road connection (20th century), Venice became accessible from the mainland; but mobility within the historical city remains entirely on water or on foot, and Venice is Europe's largest urban car-free area.



Fig. 03: Aerial view of the industrial area of Porto Marghera with Venice in the foreground (@ Cities on Water Archive).

VENICE

03

ECONOMY AND FINANCE

- 66 In addition to being a centre of administration, Venice is predominantly an international cultural and tourist capital as shown by the number of tourists it attracts every year (9.417.872 in 2011). But more than a century ago, a vast industrial area was built on the water's edge, on the adjacent mainland, turning Venice into one of Europe's major chemical and oil centres, now in the process of closure. Besides its relevance in shipbuilding, Venice also has an important port, one of the largest in Italy, and employs approximately eighteen thousand workers. Located at the upper end of the Adriatic Sea, it also lies at the intersection of the main European transport corridors and of the Motorways of the Seas. Trade and industrial exports connected to glass production on the island of Murano and to lace production in Burano are also relevant. Thanks to a Special Law for Venice, which has provided national funding since the early 1970s, Venice's city budget is significant if related to its size and population.

Venice - Arsenale. Ecosystem management and maintenance of Mose



Fig. 04: Location of the Arsenale area within the urban texture of Venice
(@ Cities on Water Archive).

VENICE

04

SPATIAL PLANNING

A number of measures have been adopted in Venice with the purpose of limiting the consumption of natural resources and, at the same time, protecting the historical and natural environments. In 1996, the City Administration (Planning Department) drew up a plan that considered the city as a whole and attempted to reconnect the constituencies. The Master Plan – revised in 2001 – considered the *city on water* and the *city on land* as two elements of the same urban body, each with its own functions and objectives: a *possible Venice*, combining the conservation of cultural and artistic values along with the development of available resources, by means of urban regeneration, industrial reconversion, and environmental requalification. Following EU indications, in 2006 Venice approved a Strategic Plan to define its development strategies to promote structural and functional transformations of the urban system. Furthermore, the approval process is currently underway for the PAT – *Piano di Assetto del Territorio*, evaluating the sustainability of transformations in order to preserve valuable areas within the municipal territory.



*Fig. 05: Venice waterbuses, vaporetti
(@ Cities on Water Archive).*

VENICE

05

ACCESSIBILITY

68 As an international tourist destination, Venice is very well connected and is accessible by plane, through the Marco Polo airport (3rd largest airport in Italy), by train with two stations, in the mainland and in the historic city centre – Mestre and Santa Lucia, and by car or bus (private coaches and public services) to the automobile terminal of Piazzale Roma, located at the end of the long bridge connecting the island with the mainland. There is no subway, even though an underground system has recently been under discussion; whereas a tram service has been built in Mestre and an extension to reach the terminal of Piazzale Roma is currently under construction. As the historic city centre was initially only insular, the main entrance to the city was from the sea. Nowadays, Venice is still accessible from the Adriatic Sea by ferry, coming from the Mediterranean, by cruise ships, which represent an increasing economic resource for the city, and by commercial vessels docking at the port.



Fig. 06: Aerial view of the Arsenal, corresponding to almost 1/5 of the entire city centre (@ Cities on Water Archive).

VENICE

06

FUNCTIONS

With fewer than sixty thousand permanent residents on the historical island, Venice is visited every year by more than twenty million tourists, accounting for 20% of the city's income. In parallel, there is a decrease in the population, due to high costs of living and to a more general low birth rate in Italy. This causes a heavy impact on the city in terms of services and quality of life, and services for both residents and visitors. Venice has undergone an extensive process of transformation over a long period, even if its historic city centre is probably the one that has changed less in Europe over the centuries in terms of space, layout, and way of living. But, to accommodate local needs and metropolitan responses, a number of interventions have been completed to meet criteria of accessibility, internal mobility, functionality, suitability for reconversion, capability to attract investors, etc. All interventions seek permanently to find a balance between conservation and innovation. In this effort, mobility remains a crucial issue in Venice, in an attempt to reconcile traffic on the water in the historical city with the traffic towards Venice from the mainland (road, train, buses), and to balance the presence of cruise ship and commercial traffic in the lagoon.



Fig. 07: Flood in St. Mark's Square and the functioning
(@ Cities on Water Archive).

VENICE

07

ENVIROMENTAL ISSUES: FLOODS

- 70 The city of Venice has always been threatened by flood tides. In fact, the Venetians constantly interacted with the environment to protect the city, building reinforcements along the coastline and diverting rivers outside the lagoon. After the terrible flood of November 4, 1966, the preservation of Venice and its lagoon has become a problem of *primary national interest*, and has been provided with specific funding, through the Special Law for Venice. A special body, the Consorzio Venezia Nuova, was set up in 1984 on behalf of the Italian Ministry of Infrastructure and Transport–Venice Water Authority, with the aim of safeguarding the physical infrastructure of the city, with the MoSE project. Besides reinforcing and raising the embankments and street levels in the lowest areas, the project focuses on the construction of mobile barriers to be raised as required across the three inlets of the lagoon (higher than 110 cm above sea level). Initiated in May 2003, the project is now 75% complete (February 2013) and it is scheduled to be finished in 2016. At the same time, the morphological restoration of mudflats and salt marshes in the most eroded areas is underway.



Fig. 08: Aerial view of the island of Certosa with Venice in the foreground (@ Vento di Venezia).

VENICE

08

FOCUS AREA

The Lido of Venice is a thin island stretching across 11 km in the Venetian Lagoon. It is accessible by water only, with waterbuses (vaporetti) and ferries, because this is one of the few islands in the lagoon with roads and cars. It also has a small airport for tourism, built in 1927 and recently renovated. The Lido – together with the system of smaller islands including La Certosa and Pellestrina – act as a physical barrier protecting the Venetian Lagoon from the tides of the Adriatic Sea. La Certosa is one of the largest islands in the Lagoon, close to the city centre. Used in the past as a military firing range, by virtue of an agreement with the Municipality of Venice, in 2005, it became a centre for boating – construction and maintenance of traditional Venetian boats and mooring facilities – developed by Vento di Venezia (VDV). By promoting activities on the water, VDV is engaged in the physical and socio-economic rehabilitation of a degraded area of the lagoon, while preserving its natural environment, which is of rare and exceptional quality.



*Fig. 09: The Lido beach with the Hotel Excelsior
(@ Cities on Water Archive).*

VENICE

09

CULTURAL HERITAGE

72

In the second half of the 19th century, the Lido – known as the Golden Island – became a glamorous seaside resort, thanks to the construction of the Excelsior and Des Bains hotels, the Casino, an 18-hole golf course and a Film Festival. It also developed an architecture of great quality in the Art Nouveau style. Today, the Lido is a large residential suburb of Venice as well as its urban beach, but it is poorly integrated into the urban system and unable to find a new role and means of valorization. Therefore, it needs a regeneration plan based on territorial integration and socio-economic development with the aim of improving the quality of life of its citizens, restoring its identity and increasing its attractiveness. With the goal of reclaiming the entire island of La Certosa, VDV Srl has worked on a feasibility study for the redevelopment of 46 buildings (readapted to house sports facilities, educational activities, accommodation, events) and the open spaces on the island (the creation of an Urban Park) as well as the development of vineyards and orchards, through a public-private partnership. Divided into functional areas and involving physical defence, urban regeneration, functional recovery and economic development, the intervention will last through 2015.



Fig. 10: Ortophoto image of the Certosa Island
(@ Vento di Venezia).

VENICE

10

OPPORTUNITIES

The Lido is undergoing major redevelopment work carried out by a private developer, EstCapital. The work includes the conversion of the Hotel Des Bains into a luxury residential resort (58 residences and 4 villas), the restoration of the Hotel Excelsior, the creation of a residential and tourist resort at the former Hospital and of a dock at the Lido inlet, with about 1000 berths and equipped with modern port and non-port services. Nevertheless, a number of procedural difficulties as well as the economic crisis have slowed the process down to the point of stagnation. On the other hand, the project for the Urban Park aims to upgrade La Certosa as a symbol of the lagoon landscape, integrated into the urban fabric of Venice. It is characterized by the presence of water activities, nature and human activities, and freely accessible by public transport or privately-owned boat, having more than 50 berths. Plans also include the installation of a floating pool, and the realization of a hot air balloon from which to admire the lagoon and the city from a height of 150 meters.

VIANA DO CASTELO





Fig. 01: View over the city and the river mouth
(© Ana Félix, Fernando Flores, Alberto Monteiro).

VIANA DO CASTELO

01

GENERAL FACTS ABOUT THE MUNICIPALITY

- 76 Viana do Castelo is the most Northern Atlantic city in Portugal. It is a medium sized city in the Portuguese urban system. The municipality occupies a 314 km² surface area, with a riverfront coastline of approximately 19 km, a seafront coastline of approximately 24 km and presents a significant relation with its regional rural hinterland, with a rather sprawled settlement occupation. It has around 89.000 inhabitants and the urban development of the city grows from its core, the historical centre, along the river Lima and in parallel to the Atlantic coast, following the main roads connecting to the North and South of the country. The settlement has grown mainly on the North side of the river and along the coastline. Currently its development is guided by a set of local spatial plans aimed to solve the connection between the four ecosystems: mountain, sea, river and city.



Fig. 02: Plan of the city of Viana do Castelo, in 1758.

VIANA DO CASTELO

02

GENERAL GEOGRAPHIC FACTS

Viana do Castelo has its origin in an ancient settlement in Monte Santa Luzia, inhabited since 2000 BC. During the Roman invasions part of the population moved to the valley. Viana was founded in 1258 by King D. Afonso III and in the 19th century Queen D. Maria granted it the title of City. Currently it is the most important centre of population and employment in the Alto Minho region. With a city population of around 46.000 inhabitants (including the urban parishes in the North and South banks: Areosa, Darque, Meadela, Monserrate e Santa Maria Maior), it has a young population with intermediate or higher education. The resident population has been increasing gradually in the last three decades, although it has been revealing an ageing process.



Fig. 03: Fishing activity in Viana
(© Ana Félix, Fernando Flores, Alberto Monteiro).

VIANA DO CASTELO

03

ECONOMY AND FINANCE

78 In Viana do Castelo we can find residential, commercial, cultural and educational functions, as well as sports and leisure activities. Its main economic activities are shipbuilding, fishing, pulp industries, food products and tourism, some of which have been around for a few centuries. The tertiary sector represents 44,5% in the municipality, followed by the secondary sector with 43,7% and the primary sector with 11,8%. The secondary sector has a diversified structure, and construction (19,4%) and textiles and garments (8,78%) are the most predominant. In the tertiary sector, excluding administrative activities, health and education, retail is the dominant with 9,41%, followed by lodging and restaurants with 5,08%. Unemployment is increasing from 2011, with 4746 cases compared to the 3053 in 1997.



Fig. 04: Leisure areas on the seafront
(© Ana Félix, Fernando Flores, Alberto Monteiro).

VIANA DO CASTELO

04

SPATIAL PLANNING

The National Land Management Policy sets the standards for land development plans. There are also Regional Plans, covering areas from more than one municipality and that require integrated consideration, the Special Plans for Land Management, the National Agricultural Reserve and the National Ecological Reserve. The structural plan is the Municipal Master Plan, coordinating the interventions in the territory plus other plans including the Urbanization Plan, the Detailed Plans, the Natura 2000 Network and the Spatial Plan for the Coastline from Caminha to Espinho that promote actions developed on it on various levels. These Plans show a major concern in connecting the different spaces of the city centre, taking into consideration the different functions and land usage. The Urbanization Plan aims to support a development policy that allows the use of natural and human resources, defines principles for occupation, use and processing of land, preserving the natural, urban, landscape and heritage values.



Fig. 05: Railway accessibility
(© Ana Félix, Fernando Flores, Alberto Monteiro).

VIANA DO CASTELO

05

ACCESSIBILITY

- 80 The road network structure in this region is composed of a number of motorways and roads - the A28 (Porto/Viana do Castelo and Viana do Castelo/Vila Nova de Cerveira), the EN13 Vila Nova de Cerveira/Valença, the IP9/A27 Viana do Castelo/Ponte de Lima and the IP1/A3 Ponte de Lima/Valença and Ponte de Lima/Braga - that guarantee a good accessibility both within Portugal and Spain. At the regional level, the connection with the municipality is provided by a network of public transport operators with reasonable coverage levels. There is good accessibility to the city and downtown, which is the centre of a mixed system, urban and extra municipal, marked by a railway station and a rail network with a set of regional and national regular links (the branch line that connects to the port on the south bank issue was left out of this study).



Fig. 06: View over the port
(© José Figueiredo).

VIANA DO CASTELO

06

FUNCTIONS

Viana do Castelo's port is located at furthest north of the Portuguese coast, in the mouth of the Lima river. Divided into four ports (industrial, fishing, recreational and commercial), it is one of the main ports in the country. It receives ships up to 180 meters long and 8 meters draft. Access is made through a channel with a maximum width of 150 meters at an elevation of -8,5 meters. The protection ensured by the jetties allows its almost permanent use. It is an interface for merchandise export, though it shows difficulties in its connection with the hinterland due to the lack of a railway line and to the poor road structure, a vital problem for its future development. It is one of the most important elements of the municipality activities – as a port infrastructure supporting industry and in the shipbuilding industry.



*Fig. 07: Recent urban and environmental interventions
(© Ana Félix, Fernando Flores, Alberto Monteiro).*

VIANA DO CASTELO

07

ENVIROMENTAL ISSUES: FLOODS

- 82 The administrative district of Viana do Castelo has been developing programmes and actions for its qualification and environmental rehabilitation. The recovery actions and the resources present on the coast, within the implementation of the Spatial Plan of the Coastal Zone (between Caminha and Espinho) are good examples, though this plan interferes with the riverfront due to the proximity of the beach to the city centre. Also, the Natura 2000 Sectorial Plan has been implemented to support a development policy that allows the use of natural and human resources, defining principles for the land occupation, usage and transformation and preserving their natural, urban, landscape and heritage values. In 2000 the Polis programme (Programme for Urban Revitalization and Environmental Improvement of the Cities) was created, with the main objective to improve the quality of life in the cities through a set of urban and environmental interventions, generating a Strategic Plan and several Detailed Plans for Viana do Castelo.



*Fig. 08: New strategic equipments on the river bank
(© Ana Félix, Fernando Flores, Alberto Monteiro).*

VIANA DO CASTELO

08

FOCUS AREA

The regeneration of the waterfront was discussed in a set of comprehensive plans. The Detailed Plan of the River Front and Campo da Agonia, covering an area that resulted from the transfer of the port for the south bank, aims to create an attractive and dynamic river front, a leisure and welfare space, offering various strategic facilities, many already built (library, multipurpose pavilion), others yet to begin (Marina Atlântica and support facilities). The Detailed Plan of the City Park seeks to promote the rehabilitation of the area, making the establishment of facilities and housing compatible with environmental preservation. The Detailed Plan regarding the Rio Lima riverfront, between the Eiffel bridge and the IC1 bridge, on the south bank, aims to create a structural axis to connect it directly to the city, exploring the landscape and the urban environment and defining criteria for urban occupation taking into account the road access to the seaport.



Fig. 09: Commercial streets in the historical centre
(© Ana Félix, Fernando Flores, Alberto Monteiro).

VIANA DO CASTELO

09

CULTURAL HERITAGE

- 84 Viana do Castelo is a city with significant sea and river fronts, which are linked directly to its Historical Centre, which has benefited from specific programmes (e.g. POLIS, RECRUA, PUC, amongst others) that have contributed to the urban regeneration of the public space. An important fact is the age of Viana's buildings, which is a significant indicator of rehabilitation needs (about 32% of the buildings are more than 40 years old and about 11,5% are more than 66 years old). With this in mind, the Detailed Plan of the Historic Centre aims to fight the problems associated with traffic congestion in the city centre by improving the road network and strengthening the public transport network. It also intends to renovate the buildings and to create public spaces, maintaining the heritage elements that individually or in group constitute important signs of human intervention.



Fig. 10: View of the shipyard
(© Ana Félix, Fernando Flores, Alberto Monteiro).

VIANA DO CASTELO

10

OPPORTUNITIES

The proposal of the different detailed plans aims to join the sea and the river front, a space of growing social, cultural and economic importance. The environment and landscape recovery has had a particular impact on young people, but also the Praça da Liberdade, scene of festivals and shows, that attract hundreds of people. The remaining proposal for the entire river bank that has not yet been carried out, will transform this area into a place of leisure and relaxation for residents and tourists. Regarding the port infrastructure, Viana do Castelo can achieve some projection in using mid-range ships despite the limitations of the mooring of large ships. The know-how in terms of shipbuilding may allow the development of a cluster around this activity, evolving into the production of other types of vessels, including pleasure crafts. New companies may emerge around this type of construction, bridging over to the dynamics of the water sports.



5_KEY ISSUES AND CONCLUSIONS

KEY ISSUES

Introduction

As a result of almost two years of exchanges, meetings, and reciprocal understanding on local waterfront challenges, the Partnership has identified a number of key issues that have been discussed and shared as absolutely essential when approaching waterfront redevelopment. Through the analysis of the selected case studies, these key issues emerged as focal questions to be addressed by both, public administrators and private investors.

The key issues represent a necessary pre-condition in a process of waterfront transformation and offer a normative approach in achieving an appropriate *environment* for social-economic and infrastructural development. If the process of waterfront transformation is not in line with suggested components, the regeneration potential of waterfront can turn into a risk for the future city development. Therefore suggested key issues should be in the core of waterfront transformation process. These are related to understanding waterfronts as bluefield sites; they rise the importance of the waterfront as frontier and gateway to the city and its region; they emphasize the strategic approach of the development process, with a special focus on governance, management of the process, its inclusiveness and transparency. Furthermore, the key issues focus on search of new identities while respecting the specific heritage of the site and choosing an appropriate scale of interventions.

IDENTIFIED KEY ISSUES:

**Bluefield Development
Management & Governance
Regeneration & Sustainability**

KEY ISSUE | Bluefield Development

- Waterfront as a **land-water interface**;
- Potential of waterfronts to be a principle **gateway** to the city and its **region**;
- It is a **frontier** of natural environment, lasting human nature relations and a contested social space of struggles for economic benefits and enhancing quality of life.

Pinch (2002) emphasized that there are clear interconnections and interdependencies between land and waterspaces. He proposed that: "Infrastructure, such as piers, wharfs, jetties, slipways and boatyards, need to be acknowledged as inextricably related to the use and *development* of waterspaces" and could be reclassified as *bluefield* sites. Consequently, development which relates and enhances river-dependent and river-enhancing uses can be considered as a *bluefield development*. Pinch (2002) suggested planning of waterfronts from water based perspective in contrast to prevalent land based perspective.

A more detailed look at **Bratislava's** riverfront identifies specific locations where mutual and direct interactions between land and river occur. Waterfront in Bratislava consists of several specific sites (e.g. city port, Karloveska cove) where land and water functionally exceeds its natural borders. Although, the ongoing waterfront regeneration in Bratislava is in initial phase, it raises worries over its future character. Water-dependent activities historically located in some parts of the riverfront e.g. Karloveska cove, are now experiencing a significant pressure from insufficiently regulated investments which significantly transform its character and atmosphere. Displacement of water-related activities with residential functions or their significant curtailment on this bluefield site, leads to unwilling homogeneity of the waterfront. Understanding of waterfronts in their complexity and variety leads to prioritization of river-dependent activities over the others. Such functions and activities have primary right to exist and be related to the bluefield sites. Especially, because water-related activities and functions make current mainstream waterfront redevelopment a heterogenic and attractive place for other social and interest groups. Only this approach can guarantee protection of waterfront heterogeneity within powerful capital forces. Waterfronts are spaces of flows – flows of tourists, information, capital and goods. Consequently, they have potential to be a principal gateway to the city and its hinterland. Bratislava's waterfront is a heterogenic frontier where central urban milieu meets riparian woodlands, where sport and recreation activities meet productive sites and where still middle-class live side by side with expatriates and affluent classes. Nevertheless, ongoing regeneration started dynamically and it has the potential to transform this blue frontier from a place of cohabitation to a place which could be functionally and socially homogenic.

The coastal belt is an exceptional location, where two spatial elements come together: the mainland and the waters of the sea, rivers, or lakes. The contact between the urban structure and the water is an edge ("the basic element that defines the shape of the whole"; Košir 2006, 246) and a dividing line ("that defines a space as a binomial: outside and inside"; Košir 2006:246). The coastal promenade between Koper and **Izola** is a border — a dividing line and a contact line — between urban structure and the sea in the northeast part of Izola. The promenade is interrupted by inaccessible and fenced-in parts of various industrial programmes. The most exposed node of the eastern part of Izola, which may become the gateway to the city in the future, is the northeast corner of the peninsula. This is the key coastal node where paths, zones, transport routes, and urban programmes intertwine. This point is related to the orthogonal grid of industrial units and also to the grid of the old town of Izola. The second exposed node is located between the archaeological monument in Viližan Bay and the Ruda area. The old town of Izola has an exceptional location on the peninsula, which is surrounded by a unique terraced landscape in the adjacent countryside. A clear line between the urbanized settlement and agricultural landscape is represented by the southern highway bypass in Izola. The change in the structure of the old town plan in the south-

west part of the island and of the focus area northeast of the island clearly shows that the focus area had a predominantly agricultural use until the end of the nineteenth century. The waterfront is only connected with the countryside through bike routes.

In **Pärnu**, the fourth largest town in Estonia, the waterfront covers an urbanised mainland territory between Pärnu River and the Pärnu Bay as well as whole waters of the seaside and the riverside. The waterfront has been a principle gateway and overwhelming link to the town and its hinterland in medieval period. Today the main gateways to Pärnu are highways and railway. Only export of timber is distributed via Port of Pärnu. Waterways could act more effectively if the passenger transport would be developed in the harbour of Pärnu. The waterfront works as a frontier area for the best relationships between Man and Nature, for social and public space, for economic benefits and enhancing quality of life.

In the **Venice** focus area, the Lido and La Certosa islands, due to their position at the entrance of the Lido inlet, mainly act as physical interfaces between land and water. Located closer to the Adriatic Sea rather than to the mainland, these islands can be considered as a *door* toward the Venice lagoon but, since they are not easily accessible from the mainland and they are kind of *marginalised* from the general context, they don't currently have the potential to become a gateway to the city in terms of functionality and economic regeneration. Furthermore, due to their location, the two islands have a poor relationship with the hinterland where most of the residents and economic activities are settled (Mestre and Porto Marghera) but they mostly interact — in particular, La Certosa for leisure and sailing facilities and the Lido as beach resort — with the archipelago of the Venice lagoon and the peninsula of Punta Sabbioni-Cavallino, a beach resort and camping's area, located opposite to the Lido.

The land-water interface of **Viana do Castelo** discloses two different approaches: on the South bank, the most recent port infrastructure is operating in its commercial functions, facing the city, but physically less related with it defining a frontier between the city and the seafront; on the North bank, the preservation of the industrial port (shipyard), fishing port, as well as the creation of the Atlantic marina (after the conversion of the former commercial dock) and the recreation port, both on the East and West side of the Eiffel bridge, connected more closely the city and the infrastructure. The convenient location of Viana do Castelo makes it a gateway not only to the city, but also to the surrounding region. The fact that the city is settled in the Porto-Vigo-La Coruña axis makes this area attractive for industrial activities in conjunction with the Portuguese northern region and Galicia's clusters, as well as for the implementation of trade and tourism activities. Nevertheless, some constraints restrict the use of good port conditions and denote difficulties mooring to the hinterland: the lack of a railway connection, the precariousness of road connections and also the close dependence of the evolution of that hinterland's economic activity.

KEY ISSUE | Management & Governance

- Urban waterfront redevelopment requires joint management and collaboration between different actors and levels of public institutions;
- The interests of citizens towards waterfront are kept at the forefront of redevelopment efforts through public participation and transparency in decision-making;
- Private capital is an essential driving force in reclaiming economic and employment potential of bluefield zones.

The focus area in **Bratislava** represents a classic example of multilevel governance on waterfront. A wide range of actors directly, but also indirectly involved in decision-making within the regeneration process include all hierarchical levels of public sector. Waterfront regeneration as one of the most complex type of regeneration necessarily requires joint management and collaboration among public, private sphere and citizens. Moreover, intensive and transparent cooperation among these three sectors helps to long-term sustainability of the result. As multiple public bodies on Bratislava's waterfront overlap themselves with their jurisdiction, new methods of governance are therefore needed. Although non-hierarchical cooperation among involved actors could be preferred, the dominant role and leadership of the municipality within the process is critical. Reality however shows a different picture. Lack of political and strategic will to consider waterfront as an area with more than regional importance leads to spontaneous regeneration driven by private sector. Of course, in such kind of regeneration private interests benefits the most. In addition to understanding of riverfront potentials in the Land Use Plan of the city, is not reflected in strategic cooperation between municipality and regional level. Consequently, benefits of spontaneous regeneration will have narrower implications than a coordinated process it would have had. Another important aspect when it comes to regeneration strategies is continuous professionalization of municipality and limited financial capabilities caused by unfinished process of decentralisation, which has lead into situation without clear leadership and conflicting attitudes among actors. Active citizens defending conservation are in conflict with private developers proposing new development. Misrepresentation of general public opinion has become a tool for advocating particular proposals. Therefore clear methods of general public involvement but also citizens from transforming locations have to be set up.

Following the comprehensive concept for the coastal area the plan needs to comply with the rules and procedures that should protect the investment in the course of their execution. In this process or working method that works well in complex urban situations, it is possible to develop a strategic control tool that focuses on the control of dynamic urban components. These are the relationship between plot (its shape and size), construction typology, a network of public spaces, transport facilities and other factors. Such instrument allows the municipality to enter into a dynamic, active negotiations with private investors, but the aim is that such negotiations do not take place forcibly. If the negotiations do not take place, private investors will lose their lucrative bonus and will be forced to build within the rigid basic standards. The aim of this procedure is to create a planning document through which the municipality will receive a tool for negotiating with investors that would eventually be adopted by quality planning document based on pre-designed integrated spatial solutions. Representatives of the public interest act in this case as active actors in the negotiation process, thus it is they encourage public participation (and are not its quiet opponents).

The planned construction of islands in Viližan Bay — with the largest tourism resort on the Slovenian coast, promoted by Slovenian and international investors — would completely change **Izola's** coastal belt. The plan envisages relocating business activities, razing buildings, and moving people. Extensive public participation in the waterfront transformation process has not been foreseen because the land next to the waterfront is mainly privately owned. However, true transformation of the degraded urban area in the eastern part of Izola will only be possible through cooperation

between public and private investors, which also calls into question the overly extensive changes to the area in terms of space and the activities there. Improved quality of public space and activities important for social growth such as research and education will create opportunities for low-cost industry, small business owners, and young people, and the year-round residents will become the generators of the area's development.

Urban waterfront redevelopment requires joint management and collaboration between democratically elected local administration, entrepreneurs and citizens of **Pärnu**. Completely privatized Port of Pärnu is not enough integrated in development of the town. The interests of citizens towards waterfront must be kept at the forefront of redevelopment efforts through public participation and transparency in decision-making. In Pärnu co-operation between local authorities and entrepreneurs must be developed towards better understanding of each other as well as wider citizens' participation in planning process and active citizens must be better stimulated by the town administration.

In the **Venice** focus area, there is a very diverse situation in terms of management and collaboration among the two analysed areas. For the Lido Island most of the projects have been presented and supported by a group of private investors, filling in a lack of strategic vision on the municipal level for this urban area. In fact, thanks to the presence of a special commissioner to speed up the procedure, a plan for regenerating part of the Lido island – developing abandoned buildings into residential and tourism resorts, restoring artifacts of historical value and developing a big marina – was approved but mostly with a top-down approach. Local people were not involved and there has been many controversy on the use of the area, too oriented toward higher-class facilities. Nowadays, the development of the Lido project has been stopped by the real estate crisis and by a number of formal procedures. To a certain extent, a higher developed connection with the island is seen by local people as a threat to their identity and the regeneration that doesn't take into account local needs but is devoted to a real estate market of vacation homes and tourism. On the other side, the Certosa Island's plan is an example of good practice in terms of public and private partnership, between the City of Venice and the private company Vento di Venezia. There is a coincidence of goals and aims in the regeneration process of a derelict island into a public park realised accordingly, step by step, also thanks to European funding. In this case, the development process followed shared objectives and a mix of functions was set with the final aim to open up the island to a wider category of citizens and visitors, for leisure activities with a marina, a traditional boat yard, an hotel and a restaurant, a sailing school and an urban park a few minutes far from the city centre.

In recent years, the relations between port and city authorities of **Viana do Castelo** have evolved a lot. The port is managed by central government and the city has local authorities. Both are making an effort to combine their actions in order to achieve a more sustainable development process. Despite being managed by the central government, the port is a financial agent and an economic value to the town. This aspect has contributed to the subsequent negotiations between the port, the city and private agents in the process of the space transformation. This is proven by the fact that several local detail plans have been developed in areas that used to be old port infrastructures and resulted in a conciliated decision of the new uses. The result was that parts of this infrastructure located on the North part of the riverbank still operate combined with urban functions and, thus, are more open to the city. This linkage and the occupation of new spaces, freed by the relocation of the commercial port for the enjoyment of citizens, were the objective of the Plans, although Portuguese citizens are not very active in expressing themselves against these instruments and the urban interventions, and, in the focus area, the public participation only happened in the framework of the process of urban planning which includes a public survey as an essential step, as well as several mechanisms that aim to ensure transparency and conformity to legal regulation.

KEY ISSUE | Regeneration & Sustainability

- While reflecting global demand, urban waterfront redevelopment reformulates identities while respecting historic and local values;
- The right scale of interventions is essential for economic efficiency and environmental sustainability;
- Socially inclusive waterfronts maintain physical accessibility and right balance of functional and social mix.

Bratislava's riverfront is an example of globalizing spatial pattern of postsocialist city. Continuous adaptation and spatial reconfiguration of postsocialist Bratislava in a global age is clearly visible on its waterfront. Rising urban dynamics on the riverfront reflected growth of the national economy during the first decade of the new millennium. Regeneration as a process includes economic, social and environmental issues. Its relevance is rising in a moment when it is considered as a sustainable alternative to unsustainable sprawl. Until now, there was no complex attempt to come up with a vision of sustainable development of compact Bratislava. Green belt policy and regeneration of urban core are not a clear vision of the municipality authorities. Therefore, several spatial processes are happening at the same time and regeneration is not treated in its complex way including all dimensions of change. Social issues have still not been tackled and prevalent social mix in some parts of the city e.g. housing estates is challenged by new intraurban social flows caused by adaptation to capitalist conditions. From this perspective, spontaneous waterfront regeneration in Bratislava can turn into creation of new socio-spatial formation characteristic for its luxury housing, five stars hotels and offices, which will be more exclusive than inclusive.

The consequences of intensive degradation of the coastal zone in Viližan Bay are the loss of the natural coastal belt and poor environmental conditions on the seabed. The situation is slightly better at the Jadranka campsite, which improves towards Koper. Awareness of the need to preserve the integrity of the marine and coastal ecosystems, biodiversity, and ecological processes will encourage parallel processes of nature conservation measures and development projects. In the waterfront area in the eastern part of Izola, two types of measures can be foreseen. The first is preservation of the natural environment at the Jadranka campsite and east of it, and the other is rehabilitating or reconstructing the degraded coastal strip in the former shipyard and factory area. Taking into account natural and cultural heritage contributes to innovative spatial solutions. Through nature-conservation measures, the integrity of the marine and coastal ecosystems and biodiversity are preserved in parallel and balance with development projects. Dream plans by private ambitious investors should be limited because there is a possibility to create more degraded areas. The priority is to restore the existing buildings, to perform only the necessary space interventions and to introduce innovative programs.

In **Pärnu**, urban waterfront redevelopment must be realised in a sustainable way and at human scale: supporting cultural identity, preserving rich historical heritage and nature, etc. The right scale of interventions is essential for economic efficiency and environmental sustainability. Socially planned public waterfronts, developed in an harmonic bluefield, maintain physical accessibility and right balance of functional and social mix.

In the **Venice** focus area, the Lido Island is accessible by the lagoon even though it is wanting in adequate infrastructures (still too slow). A ferry connection links Lido with the mainland and the littoral for the transportation of goods and cars, a special semi-private water service connects the Marco Polo airport and Lido while la Certosa island is now connected by regular public transport (vaporetto) under request. The Lido, beside its beach vocation, is also an important residential area so accessibility and mix functions are guaranteed like in the city centre and there are even services for both flow of users. Located very close to the city centre, la Certosa is a good destination for

sailing and spending leisure time in the park even with private boats, in a regenerated and sustainable natural environment where also plants and trees are protected as local heritage.

The social mix of users in this area is guaranteed by the presence of a free urban park, while the functions provided are more limited to sport, education, accommodation and boat yard. Both areas are protected by the Superintendence of Fine Arts, so all intervention should be respectful of the historical heritage and will be done according to the scale of the existing remains, in order to strengthen and affirm the identity of the sites.

Viana do Castelo is very committed to the preservation of its identity, being characterized in terms of landscape by the presence of the sea, river and mountain and in functional terms by the presence of the port infrastructure, as well as by a social and functional mixture. This area has always been distinguished either by the proximity between the city and the harbour, mixing inhabitants and workers, either by the traditional model of development of the city itself (historic centre), where it is normal for housing, trade and services to share the same building. The urban regeneration process involves these engines, reinterpreting them in the current context. In this process, the scale of regeneration interventions seems to be adequately combining different public facilities and open spaces, as well as the *human* proportion within the design. The plans that fit in these interventions affect relatively small areas and are spread throughout the city, aiming at environmental protection and regeneration integrating the urban and economic development of the area, trying to achieve a sustainable status through the combination of different dimensions. Complementing between themselves in their objectives and proposals, these plans act on different scales focusing on the replacement of the commercial port to the South bank and in the city centre, where time was wearing down the buildings and public space. Seeking for a balanced preservation between natural, urban, landscape and heritage values, these plans explore in particular recreational uses and the organization of the public space, but also cover the buildings, proposing their general rehabilitation and, occasionally, their expansion. Recent interventions, both held in the old port's abandoned sites and in the historical centre, exemplify those aims through a functional mixture by strengthening and encouraging the presence of street shopping and housing, as well as the cultural function, based on recent equipments (library, multi-purpose pavilion, etc.). In this mixture, leisure is also present throughout the improvement and creation of new public spaces and the new usage they provide, granting wide accessibility to the waterfront, i.e. a non-exclusive space for everyone.

CONCLUSIONS

In the context of globalization processes and their uneven impact on urban and regional restructuring, cities have promoted various strategies to enhance their competitiveness. Specific cases are cities and towns located on sea and river waterfronts. The decline of port related economies, on the one hand, and attempts to use waterfront potential for the enhancement of new economic functions and quality of life, on the other hand, led to the development of various urban waterfronts regeneration projects. The WaRe Partnership created a platform for sharing different perspectives, experience and knowledge with waterfront regeneration in five cities: Bratislava (SK), Izola (SLO), Pärnu (EST), Venice (I) and Viana do Castelo (P). The WaRe partnership identified a number of key issues from the experience in case study cities and towns developed under three main headings: Bluefield Development, Management & Governance and Regeneration & Sustainability. They offer both the overview of experience as well as suggestions for approaching waterfront redevelopment.

The project understood waterfront regeneration as a highly complex process that requires the mobilization of endogenous potentials capable of reaction to the ever-changing context of international competition for scarce resources. Specific attention was given to the assessment of potential and risks of regeneration policies and to the discussion of the roles of key actors in the regeneration process. Based on the experience from the case study places, we confirm that the key actor responsible for sustainable and balanced urban development is the public sector, especially on the local city level. Its main role is to reconcile the need for attracting businesses that goes in hand with the local adjustment to their requirements with the protection, support and enhancement of local values and citizens. For instance the case of Izola is an excellent example of vulnerable position of small municipality when it comes to global investments which propose large-scale projects. However, successful regeneration requires involvement of a wide spectrum of actors from business and citizens sectors. The case of Certosa Island in Venice represents a positive example of Public Private Partnership project. Lessons taken from almost all case studies put into forefront improvement of active citizens participation in decision making and inclusiveness of general public into the process of redevelopment. The needs of clear participatory models for public participation are especially needed in Bratislava, Izola as well as in Pärnu. Even in cases, where public participation is a mandatory step within the municipal planning process, the real involvement is still lagging behind. Beside the accomplishment of economic goals the regeneration outcomes need to be positively accepted by local citizens. Bratislava, in particular, is struggling with the reconciling business and citizens priorities.

Waterfront regeneration projects shall start from the understanding of complexity and variety of situations in waterfront sites reflecting mutual relations between water and land related activities. They shall be developed in favor of bluefield sites (Pinch 2002), taking water based perspective on the (re)development of existing and new activities and functions as the point of departure for any active involvement. Waterfront redevelopment can play a significant role in the overall development strategy for city and its region reflecting gateway functions of waterfronts. The regeneration process is a multifaceted process, which includes spatial, social, environmental, physical, functional and economic aspects. The imperative of sustainable development requires mutually interconnected and synchronized actions of the development in the all above mentioned spheres and reflect thus the key principles defined in the strategy of EU 2020, that emphasize the mutual interrelationships of smart, sustainable and inclusive growth. The WaRe project has shown similarities and differences among investigated case studies and has helped to identify key issues of waterfront redevelopment at the beginning of the 21st century. We hope that WaRe experience can provide inspiring lessons for other waterfront cities and towns.



6_ APPENDIX

1. PROGRAMMES OF PROJECT MEETINGS AND PHOTO GALLERY

First WaRe meeting Grundtvig 2007-2013

WaRe – Waterfront Regeneration

Learning from European best practices for a sustainable urban life

The Lido island and the lagoon system

Venice, January 11th – 14th 2012

DRAFT PROGRAMME

Wednesday, January 11th

Individual arrival of participants in Venice - Lido

Hotel reserved

Hotel Panorama

Piazzale S.M. Elisabetta, 1

30126 Lido, Venezia

Phone +39 041 2760486

Fax +39 041 2769805

E-mail: info@hpanorama.com – Web site www.hpanorama.com

Check-in

According to your arrival, you can have dinner individually at the restaurant next door – **Al Giardinetto Grill**

(P.le Santa Maria Elisabetta, phone +39 041 3095753) - at your charge.

Dinner would be served until 10.30 pm approximately.

Thursday, January 12th

10.00h – 11.30h

*Morning session I: **WARE meeting** – only among partners*

Venue: Hotel Panorama

Session discussion on:

- Getting to know each other – **short power point presentation of each partner**
- introduction on the meeting program
- methodology of work
- Web site presentation and approval
- discussion on projects aims
- Communications strategy
- Next meetings definition

12.00h-13.00h

*Morning session II: **The city of Venice: policies and strategies***

Transfer by walk at the seat of the City of Venice – Municipalità del Lido (Via Sandro Gallo, 32/a).

Introduction to the urban planning strategies of the City of Venice. Meeting with:

- **Ezio Micelli**, Councillor for Urban Planning, City of Venice

13.30h- 14.30h Lunch at Al Giardinetto Grill restaurant

(P.le Santa Maria Elisabetta, phone +39 041 3095753) offered by the Lead Partner

14.45 Transfer by walk at the seat of the City of Venice – Municipalità del Lido, for the afternoon session.



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First WaRe meeting

Grundtvig 2007-2013

15h – 18,00 h

Afternoon session

Case study: The Lido island and the lagoon system

Tourism and Real Estate projects

- Welcome by the Municipality of Venice (**Paola Ravenna**, Director)
- brief introduction of each partner
- Presentation of the projects promoted by **EstCapital** (former Hospital, Hotel Des Bains, Hotel Excelsior, dockyard):
 - **Giovanni Lazzerini**, Ho10
 - **Silvia Rebeschini**, architetto, Studio Rebeschini
 - **Silvia Pasut**, EstCapital
 - **Antonio Miani**, EstCapital
- Presentation of the development project involving the Nicelli airport
 - **Maurizio Milan**, Favero&Milan ingegneria
- Question time

19,00h Back to the Hotel and transfer to Venice by public water bus line

Dinner at: **Pizzeria Ae Oche**

Zattere, Dorsoduro 1414

30123 Venezia

Phone +39 041.52.06.601

Friday, January 13th

08.45 Meeting in the Hotel hall and transfer by public water bus to the Island of Certosa.

Linea 5.1 Lido Santa Maria Elisabetta – San Pietro di Castello 9h00 – 9h10

Linea 4.1 San Pietro di Castello – Certosa 9h15 – 9h18

9,30h – 12,30h

Morning session

Case study: The Lido island and the lagoon system

Public-private partnership projects

Visit of Isola della Certosa and its facilities.

Meeting with the association **Vento di Venezia** for discussion on the following topics:

- illustration of their case study
- public-private partnership
- recovery and restoration of natural and architectonical structures along the water for different uses (culture, sport, leisure)
- conservation of historical activities connected to boats, etc.

Participants:

- **Alberto Sonino**, CEO
- **Elena Colonnello** and **Martina Giovannini**, planners

12,38 Transfer by vaporetto from Isola della Certosa to San Marco

Linea 4.2 Certosa – San Zaccaria 12h38 – 12h53

Transfer by walk to campo Santo Stefano



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First WaRe meeting Grundtvig 2007-2013

13,15 – 14,30 Lunch at **Osteria Doge Morosini**
(campo Santo Stefano, 2958)

14.30h – 17.30h

Afternoon session

Case study: The Lido island and the lagoon system

Physical safeguard of the lagoon

Presentation at Punto Laguna (campo Santo Stefano) of the MOSE project (defence system from high tide). According to weather conditions, a visit by boat either to the yard at the lagoon inlet, or to the Arsenale, seat of the operational centre for the **MOSE** System, will take place.

Topics:

- innovative use of a XVIII – XIX century site and buildings for different purposes and uses: culture (exhibition area), research and laboratories, yards and boat/ship repair
- water defence technologies and infrastructures.

Participant:

• **Luca Marziali**

17.30 – 19.30 *Walking around Venice city centre*

19.30h

Dinner at: **Ristorante Al Colombo**

Calle del Teatro, 4619

30121 Venezia

Phone +39 041 5222627

Saturday, January 14th

9.30 -11.30

Line n. 1 from Santa Maria Elisabetta to Arsenal 9h16

Visit to the

Museo Storico Navale di Venezia (Naval Museum)

Riva S. Biasio, Castello, 2148 - 30122 Venezia

Phone +39 041.2441.399

12.00

Lunch with sum up of the meeting at

Circolo Ufficiali Marina Militare

30122 Venezia

Phone +39 0415239739

Afternoon

Free time and departures

Sunday, February 17th

Free time and departures



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WARE Venezia

The International Conference

NEW BREATH OF WATERFRONT CITIES

Friday, March 30th, 2012, in the Museum of New Art,
10, Esplanaadi St 10, tel +372 4430772



11.00 – 13.00 The morning session

Welcome address. Toomas Kivimägi, Mayor of Pärnu

About Life in Floodable Towns and Settlements of Estonia

Agne Aruväli, specialist of the water department of the Ministry of Environment of Estonian Republic

The presentation is aimed to introduce and learn the directive 2007/60/EC of the European Parliament and Council of 23 October 2007 on the assessment and management of flood risks:

<http://www.envir.ee/orb.aw/class=file/action=preview/id=1178924/Flood+directive.pdf>

Presentations from the partner countries of the WaRe program:

Waterfront Redevelopment as Strategic Factor of Urban Regeneration in Venice

Marta Moretti, Director for International Centre of Cities on Water, Venice, Italy

Rebirth of Certosa Island from naval base to the green island for culture, sports, leisure

Diederik Bangert, project leader of Vento di Venezia, Italy

Waterfront Regeneration in Bratislava

Branislav Machala, PhD researcher of the Charles University, Prague, Czech Republic

Problems of Waterfront Cities on the Coast of the Adriatic Sea

Lucija Ažman Momirski, Tomaž Berčič, Gašper Kociper, the University of Ljubljana, Slovenia

New Masterplans of the Harbour Cities of Portugal

Filipa Malafaya and José Manuel Pagés Madrigal, PhD. Arch., Associate professors of the University of Fernando Pessoa, Portugal

13.00 - 13.30 Lunch

13.30 – 18.00 The afternoon session

Haapsalu, Troubles and Joys of the waterfront city

Anu Joost ja Tõnis Padu, city architects of Haapsalu, Estonia

New breath of former harbour, industrial and pasture areas in Pärnu

Karri Tiigisoos, city architect of Pärnu, Estonia

Image of a Modern City: Plans by Olev Siinmaa, the City Architect of Pärnu in 1930-ies

Triin Ojari, art historian, editor in-chief for the monthly magazin Maja, Tallinn



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WaRe conference

Grundtvig 2007 – 2013

The Museum of New Art in Pärnu, Estonia | March 30, 2012

Future of Waterfront Settlements of Pärnu County

Urmas Kase, head of the department of development of the Pärnu County

Challenges for Estonian Architects

Peeter Pere, Chairman of the Association of Estonian Architects

16.00 - 16.30 Coffee-Break

16.30 - 18.00 **Round-table: Visions for Co-operation with the Other States of the Baltic Sea**

Moderators:

Vahur Mäe, Chairman of the City Council of Pärnu

Mark Soosaar, Head of the Museum of New Art, Pärnu

The conference is open for public. The special guests are leaders of municipalities of Pärnu, Lääne, Saare and Hiiu Counties, urban planners, architects, environmentalists.

The conference is organised by the Museum of New Art in co-operation with the Municipality of Pärnu and the County of Pärnu.

For more information on the conference as well as on the museum, please, visit the website www.chaplin.ee or call to the executive director of the museum Mrs. Kadi Orav: +372 53 329 665.



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WARE Pärnu



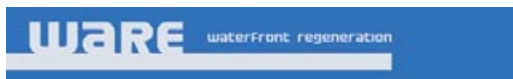


PROVISIONAL PROGRAM. Seminar in LIMA VALLEY

Day	Time	Place	Issue	Participants
8	9.00	Viana do Castelo. Couto Viana Hall Municipal Library	Registration of the participants	
	9.30		Welcome session	Local authorities and UFP-GRI
	9.45		The harbor: Concept and roles over the territory in Northern Portugal	Paulo Pinho / Filipa Malafaya FEP / UFP
	10.15		Medium sized Waterfront regeneration	Rinio Bruttomesso- Centro Internazionale Città d'Acqua.Venice
	10.45		Break	
	11.15		The City and the Port. Local visions	Arch. Luis Nobre
	11.45		The Port and the City. Local visions	Arch. Vasco Cameira
	12.15		Discussion	José Madrigal
	12.45	Going up the Lima River	Guided visit by bus	UFP-OPPTerr
	13.30	Ponte de Lima	Meal	CM Ponte de Lima
	15.00	Walking to Ponte de Lima	Visit to Ponte de Lima: Riverfront regeneration and urban landscapes	OPPTerr
	16.00	UFP Ponte de Lima. Casa da Garrida	Regional experiences. The river as the engine	Eng. Francisco Calheiros-ADRL
	16.30		Water, memory and place	UFP+
	17.00		Water, ports and heritage	Vision from Parnu Partner perspective
	17.30		Discussion	Manuela Coutinho- UFP
	18.00	Going down the Lima River	End of the working sessions	
	18.30		Returning to the hotel, while we visit some places	UFP-OPPTerr
	20.00	Viana do Castelo	Free Dinner	



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OPPTerr - Observatório de Políticas Públicas e Territórios



Day	Time	Place	Issue	Participants
9	9.00	Viana do Castelo.	Visit to Viana	UFP-OPPTerr
	9.30		Santa Luzia - Elevator	
	10.00		Down-town	
	10.45		River front	
	12.30		Free meal	
	14.00	Viana do Castelo. Couto Viana Hall Municipal Library	Water, memory and place	Dr. Luis Martins
	14.30		Water front and urban regeneration: Quality of life and territories	Branislav Machala
	15.00		Discussion	Álvaro Campelo - UFP
	15.30		Coffee break	
	16.00	Viana do Castelo. Couto Viana Hall Municipal Library	Sensitive territories: Port ,city and landscapes	José Manuel Pagés Madrigal
	16.45		Water front and urban regeneration: Territorial Adriatic Concept	Vision from Ljubljana Partner perspective
	17.30		Discussion	Filipa Malafaya - UFP
	18.00		End of the working sessions	
	20.00		Free dinner	
Day	Time	Place	Issue	Participants
10	9.00	Viana do Castelo	Conclusions of the seminar	José Madrigal
	10,00		General conclusions and guidelines for next steps	Marta Moretti
	12.00		End of the seminar	



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WARE *Viana do Castelo*



WARE Project Meeting

WATERFRONT REDEVELOPMENT: IZOLA EAST

24 -25 September 2012, Izola, Slovenia

MEETING SCHEDULE

Sunday, 23 September 2012

- 14:00 **Participants arrive**
Hotel Marina Izola, Veliki trg 11, Izola
- 20:00 **Dinner**
Hotel Marina Izola

Monday, 24 September 2012

Workshop introduction:

- 9:30 **Welcome speech**
Prof. Dr. Lučka Ažman Momirski (University of Ljubljana, Faculty of Architecture):
Contents, purpose and course of the workshop

Paper presentations:

- 9:50 *Prof. Dr. Irena Lazar* (University of Primorska, Faculty of Humanities, Institute for Mediterranean Heritage):
The History of the Izola coast
- 10:05 Questions
- 10:10 *Mag. Robert Turk* (The Institute of the Republic of Slovenia for Nature Conservation):
Izola East Waterfront – conservation & reconstruction
- 10:25 Questions
- 10:30 *Mag. Lilian Battelino* (OPI INTER d.o.o.):
Constructions and civil engineering works in coastal area
- 10:45 Questions
- 10:50 *Prof. Dr. Franci Steinman, Dr. Leon Gosar* (University of Ljubljana, Faculty of Civil and Geodetic Engr. and Institute for Water of the Republic of Slovenia):
Legal regimes, technical and operational boundary conditions for the islands construction in Slovenian sea
- 11:05 Questions
- 11:15 Break
- 11:30 *Maarten Struijs* (Public works Rotterdam, Rotterdam Academy of Architecture):
The Space That Remains
- 12:00 *Rita Justesen* (Head of Planning, CPH City & Port Development, Copenhagen)
From harbour activities to urban districts on water - the regeneration of an urban-port waterfront
- 12:20 *Prof. Dr. Dirk Schubert* (HafenCity Universität Hamburg)
Port and City - Divergence and Reconvergence - From Sameness to Authentic Waterfronts



- 12:40 *Marta Moretti* (Deputy Director of the International Centre of Cities on Water, Venice):
Valorisation of waterfronts for sustainable development in cities on water
- 13:00 *Prof. Dr. Jose Madrigal* (Beirut Arab University, Faculty of Architectural Engineering)
Waterfronts vs. cities: Some urban and territorial considerations
- 13:20 *Agnieszka Wlazel* (The River//Cities Platform Foundation)
The River//Cities Platform
- 13:40 *Emiel Lamers* (Emiel Lamers Architectures, Rotterdam):
Contemporary architecture along the Danube
Questions on the boat
- 14:00 **Site visit with lunch on a boat**
- 17:00 *Branislav Machala*, (Charles University, Prague)
The current situation on Bratislava's waterfront
- 17:20 *Prof. Dr. Filipa Malafaya*, *Prof. Luís Pinto Faria*; *Prof. Sara Sucena* (University of Fernando Pessoa, Portugal):
Spatial Planning Instruments in Portugal: Plan as Regeneration Tools
- 17:40 *Boštjan Cotič* (The Urban Planning Institute of the Republic of Slovenia):
Brownfield regeneration (in practice)
- 18:00 *Toomas Kivimägi* (Mayor of Pärnu, Estonia)
Romek Kosenkranius (Vice Mayor of Pärnu, Estonia)
Mark Soosaar (Head of the Museum of New Art, Pärnu, Estonia)
City, Port and Citizens
- 18:30 *Nicoline Loeper* (Saxion University of Applied Sciences, School of Urban Design, The Netherlands):
»The water's warning...« or The Dutch and their waterfront
- 18:50 Questions
- 20:00 **Dinner**

Tuesday, 25 September 2012

- 9:00 **Field excursion**
Portorož - Sečovlje Salt flats - Sečovlje Salina Nature Park - Sečovlje Airport
- 13:30 **Lunch**
Gostilna Ribič, Seča 143, Portorož
- 15:30 **Ware partners meeting**
Piran
- 20:00 **Dinner**
Piran

Wednesday, 26 September 2012

- 10:00 **Participants depart**





WaRe International Workshop

TURN TOWARDS THE RIVER

01. – 03. March 2013, Bratislava, Slovakia & Prague, Czech Republic



WORKSHOP SCHEDULE

Thursday, 28th February 2013

Arrival

19:00 SUPPER Leberfinger Restaurant - www.leberfinger.sk

Meeting point – Hotel Devin, main lobby

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Friday, 1st March 2013 - SEMINAR (DEVIN HOTEL)

WELCOME

09:00 BRANISLAV MACHALA
09:10 LUDEK SYKORA

1st SECTION: Local Perspective

09:15 BRANISLAV MACHALA – Introduction
Charles University Prague
09:30 LUDEK SYKORA – “The Postsocialist City”
Charles University Prague
09:45 EVA BALASOVA
Bratislava City Hall – Department of City Planning
10:00 PETER DUPEJ – City Port
Ministry of Transport, Construction and Regional Development of the Slovak Republic
10:15 OLGA HAMMER – EUROVEA
Eurovea International Trade Centre, Ballymore Properties

10:30 COFFEE BREAK

DISCUSSION

11:45 COFFEE BREAK

12:00 3rd SECTION: International Perspective

12:00 MARTA MORETTI
International Centre of Cities on Water, Venice, Italy
Waterfront Re-development: a Strategic factor of Urban Regeneration in Venice
12:15 LUCIJA AZMAN
University of Ljubljana, Slovenia
Izola east: from creative industries to cultural tourism
12:30 SARA SOCENA
University of Fernando Pessoa, Portugal
Porto's Requalification Waterfront - Supra-local events, Opportunity and Public Space transformation
12:45 MARK SOOSAAR
Museum of New Art, Pärnu Estonia

13:00 CONCLUSIONS AND END OF SEMINAR

13:30 LUNCH – www.carnevalle.sk

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15:30 Excursion – Water Research Institute

17:00 Excursion by bus – Karloveská zátoka – cove of the Danube river

19:00 SUPPER – The blue house - www.modrydom.sk

Saturday, 2nd March 2013

EXCURSION

8:45 THE WINTER PORT – Meeting point in front of the Devin hotel

10:30 EUROVEA PROJECT

12:30 LUNCH – Rybarsky Cech Restaurant

14:00 RIVER PARK + PKO

15:00 DANUBIANA Museum of Contemporary Art – INTERNAL MEETING

18:00 SUPPER – Tarpan Restaurant www.tarpan.sk

Sunday, 3rd March 2013

06:00 DEPARTURE TO PRAGUE

09:30 CLOSING REMARK & ATTENDANCE CERTIFICATION DISTRIBUTED

END OF WORKSHOP

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PROJECT PARTNERS

The International Centre Cities on Water
Venice, Italy



Charles University, Prague, Czech Republic



The Ljubljana School of Architecture
Ljubljana, Slovenia

University of Ljubljana
Faculty of Architecture



Fernando Pessoa University, Porto, Portugal



The Foundation for the Museum of New Art
Pärnu, Estonia



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2. LIST OF LEARNERS - PARTICIPANTS

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 Elena Colonnello
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 Carlo Magnani
 Luca Marziali
 Antonio Miani
 Maurizio Milan
 Silvia Pasut
 Paola Ravenna
 Claudio Rebeschini
 Alberto Sonino
 Agnieszka Wlazel

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Pärnu, Estonia

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 Triin Ojari
 Karri Tiigisoone

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