



GDAŃSK
PROJECT
WORKSHOPS



YOUNG CITY

PUBLIC SPACES, DEVELOPMENT,
COOPERATION.

Preliminary strategy for shaping the area, with particular emphasis on the system of public spaces and the distribution of services and other functions in the context of the 15-minute city concept

GDAŃSK 2025



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Photo. 1. Documentation of the workshop. Source: The City Initiative Association.

About the Project

This study is a summary of the project carried out under Contract No. DUT/2022/8/ENACT 15 mC/2024 concerning the implementation by Gdańsk University of Technology of the project "Envisioning Neighborhoods and Co-Creating Thriving Communities in the 15-Minute City: ENACT 15mC," funded by NCBiR. The subject of the agreement was to conduct workshops as part of a participatory process for the post-shipyard area in Gdańsk, aimed at developing a preliminary strategy for shaping this area. The particular emphasis was put on the design of a network of public spaces and the functions and development that influence their form, in accordance with the principles of the 15 -minute city, with an emphasis on the use of digital solutions.

The ENACT 15mC project focuses on creating urban neighborhoods that are accessible to all users of public spaces. Its implementation involves striving to balance the transportation needs of pedestrians, public transit users, cyclists, drivers, and those using other forms of mobility, as well as shaping the city with services, recreational spaces, and opportunities for activity within residential areas. The project engages people representing all perspectives on street design – including those who are often overlooked in participatory processes – so that all needs are understood and taken into account in co-creating change. The city of Gdańsk is one of four cities participating in the project, alongside Oxford, Valencia, and Trondheim.

The activities carried out as part of the ENACT 15mC project were implemented by a team from The City Initiative Association, which was responsible for organizing and conducting the participatory process, including workshops and consultations, as well as compiling and synthesizing the results.



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1

General Issues

1.1. Introduction

The aim of this study is to present **a preliminary concept for the development of the Young City, formulated with reference to the principles of the 15-minute city. This concept assumes that residents should have access to a diverse range of public and commercial services, as well as workplaces and leisure opportunities, within a 15-minute walking or cycling distance.** This approach is oriented toward improving quality of life by providing high-quality public spaces, access to greenery and recreational areas, supporting sustainable mobility, and enhancing functional accessibility. In practice, it sets standards for designing public spaces that are friendly to pedestrians, cyclists, and public transport users, while also structuring infrastructure planning in a way that strengthens social integration and supports sustainable development goals.

The work on the concept focuses primarily on shaping the system of public spaces network, as well as on development and cooperation mechanisms, treated as key components in building a compact, accessible, and functionally cohesive city.

The participatory process was supported by the use of advanced digital tools. Their application made it possible to communicate information in a way that was understandable to all participants. This aimed to unify the knowledge base among stakeholders and enable data-driven dialogue.

The analyses included GIS-based network accessibility analysis, assessment of public space quality using artificial intelligence (DeepLabv3, Faster R-CNN), climate resilience modeling (InVEST UFRM), and walkability analysis (link-node ratio). The results of these analyses were then presented to participants and discussed.

Advanced generative AI tools (DALL-E 3) and Participatory GIS supported the visualization of complex concepts and the collection of community input, transforming field observations into planning data relevant to urban design. The research procedures were developed as part of a project carried out at the Faculty of Architecture of Gdańsk University of Technology, with expert input from universities in Trondheim, Valencia, and Oxford.

The Young City area in Gdańsk represents a site with high transformation potential, located in direct proximity to the historic city centre, yet partially excluded from the full urban structure for decades. As a result, its development creates particularly favorable conditions for implementing the idea of a short-distance city at the district scale – both through the integration of functions

and through the creation of accessible, high-quality public spaces and durable connections with other parts of the city.

“The Young City is a new district in downtown Gdańsk, being developed on former shipyard and industrial sites north of Wałowa Street. Ultimately, it will cover over 150 ha, and the Polish Hook area will serve as its natural extension. The heritage of the former shipyard and industrial sites plays an extremely important role in its development, defining the identity of this unique place. At the same time, its growing popularity in recent years, among both residents and tourists, has made it necessary to rethink its urban character. Although numerous reports and studies have already been produced on the future architecture and urban planning of the Young City, there is a noticeable lack of agreed-upon, binding decisions regarding both the creation of a cohesive character for the entire area and specific investments that are key to its future.”¹

It should be emphasized that the process of shaping the Young City is multifaceted and requires continuous consideration of the area's complex conditions. The Young City remains strongly connected to its historical, industrial, and artistic heritage, serves economic functions across multiple sectors, is a significant tourist destination, and at the same time constitutes a space of everyday life for a growing number of residents.

These coexisting conditions determine the need of conducting a permanent dialogue between stakeholders of this development project and making planning and investment decisions in an integrated manner, based on balancing the interests of various users and functions.

The identified potential of the Young City, along with the ongoing transformation process, creates conditions for the comprehensive implementation of the 15-minute city concept, particularly through the integration of residential, service, and recreational functions within a compact and well-connected neighborhood. This presents a real opportunity for a coherently coordinated development process to shape a district with a high quality of life and a distinctive identity at the national level.

A key condition for the success of this process is ensuring accessibility, understood both as physical accessibility (road networks, public transport, pedestrian and cycling connections) and social accessibility (diversity of functions, openness of public spaces, inclusivity). Both perspectives should be treated as equally important and interdependent elements in shaping a district based on the short-distance city model.

Given the potential, scale, and significance of the area, it should be noted that the transformation of the Young City is a major design challenge requiring coordinated action among stakeholders across multiple domains. At the same time, it represents a significant opportunity to responsibly integrate all aspects of sustainable development of this site: economic, social, and environmental. This requires coordination of multiple projects, their integration with local urban policies, and alignment with best practices.

In response to the above conditions, two key pillars of the process have been identified: the implementation of spatial guidelines for the development of public spaces and their surrounding areas, as well as guidelines for future stakeholder cooperation in the form of a jointly adopted participatory model.

¹ Extract from: <https://www.gdansk.pl/urząd-miejski/biuro-architekta-miasta/mlode-miasto,a,211731>

1.2. Scope of the Project



Fig. 1. Adopted area scope. Source: ENACT 15mC project documentation.

The geographical scope (Fig. 1) adopted for the purposes of developing the strategy is consistent with the assumptions of the ENACT project and covers the central area of the Young City, which includes the oldest part of the former Gdańsk Shipyard. This area constitutes only a part of the Young City – Gdańsk district, which also includes other post-industrial complexes and is connected to the Polish Hook, located on the other side of the Motława River. This is a part of the district undergoing particularly rapid changes, home to a diverse community of stakeholders including residents, private investors (such as operators of cultural and entertainment centres), public institutions, representatives of the academic community, associations, informal support groups, and the arts community. All of these groups participated in the participatory process and actively contributed to shaping the development vision for the area under analysis.

1.3. Process Description

1.3.1. Objectives

Considering the overall goal of the process – developing a preliminary strategy for shaping the Young City in line with the 15-minute city concept – the following specific objectives were adopted:

1. Developing a preliminary spatial strategy for public spaces in post-shipyard areas,
2. Integrating the principles of the 15-minute city with local functional and social conditions,
3. Verifying the assumptions of the 15-minute city concept in relation to specific planning decisions and scenarios,

4. Applying and testing prototype participatory methods based on the use of digital tools.

The material collected during the process was thematically synthesized, in accordance with the project framework, in form of three reports:

- Mobility and Accessibility Report,
- Analysis of Social and Service Needs,
- Conceptual Transformation Model.

1.3.2. Organization of the Process

The participatory process was preceded by an analysis of source materials, including previous studies, local spatial development plans, and municipal policies and programmes related to the Young City area. Digital analyses and studies were also used, along with photographic and video prepared for the process.

Among the key documents used at this stage are the currently binding Local Land-Use Plans, as well as the latest studies and planning documents: *Young City. The Future of the District and New Wałowa. The Future of the Street*², as well as *Gdańsk's Green Policy and Gdańsk's Water Policy*³. Publicly available development plans from investors were also utilized, including reports on the implementation of the ULIM procedure (approvals of residential investment locations) in the area. The area is also subject to heritage protection, and its transformation requires consideration of a number of other formal and legal constraints.

This phase was followed by a series of workshop meetings with stakeholders, including residents. The workshops were complemented by expert meetings aimed at verifying the collected findings and translating them into implementable recommendations (Fig. 2)..

Digital mapping (Fig. 3) was also used as part of the project as a tool to facilitate discussion and foster a shared understanding of spatial issues. Mapping made it possible to present, in a way that was clear to various groups of participants, statistical data, planning constraints, spatial



Fig. 2. Detail of the summary presentation, work organization diagram. Prepared by The City Initiative Association.

2 See: Gdańsk City Architect's Office (link: <https://www.gdansk.pl/urząd-miejski/biuro-architekta-miasta/publikacje,a,211729>)

3 See: Gdańsk Development Office (link: <https://www.brg.gda.pl/blekitno-zielona-infrastruktura-gdanska>)

relationships, and design alternatives, among other things. The collected material was then analyzed, organized, and synthesized, resulting in a preliminary development strategy for the Young City.

The final presentation summarizing the process was delivered to stakeholders, experts, and the general public during a closing meeting attended by the Stakeholder Council of the Young City and the Polish Hook and was subsequently made publicly available by the Gdańsk City Architect. As part of the consultation process, all interested parties were given the opportunity to submit comments, feedback, and proposals for changes.

The Stakeholder Council is a formally established advisory body appointed by the Mayor of Gdańsk, whose primary role is to create a forum for dialogue on shaping the development vision for the Young City and the Polish Hook areas. Discussions within the Council place particular emphasis on the organization of public spaces and the effective support of planned investments and key projects implemented in the area.

Following the presentation and incorporation of submitted comments – including the publication of materials on the website of the Gdańsk City Architect's Office – the report was delivered to the contracting authority. The presented results should be treated as directional guidelines for further shaping the district's spatial policy. Although, they do not constitute binding planning regulations nor a basis for direct implementation decisions.

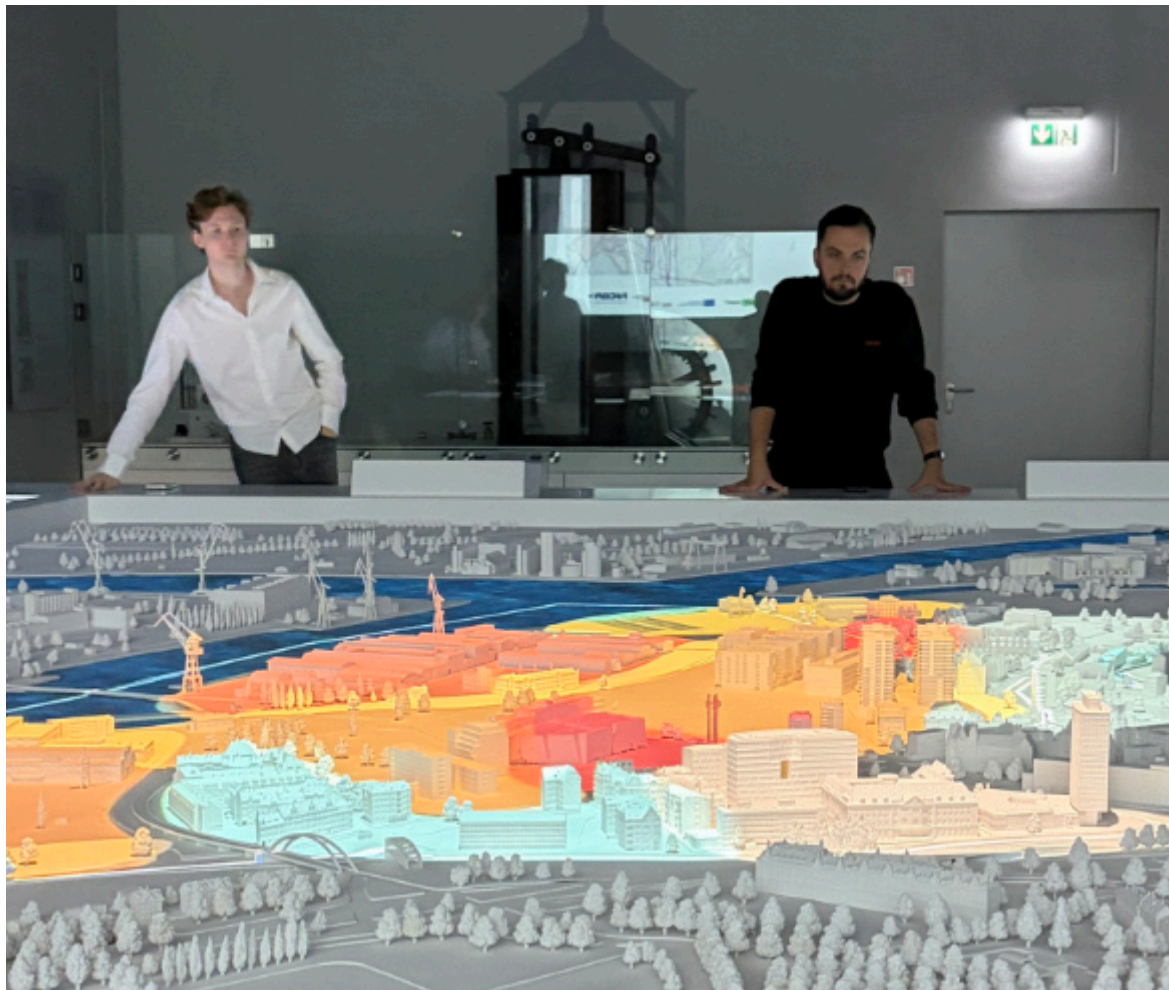


Fig. 3. Data visualization on a digital model during discussions on user profiles of public spaces. Source: The City Initiative Association.

1.3.3. The Use of Digital Research Methods

The process was supported by digital analyses, aimed at leveling participants' knowledge and enabling recommendations based on data. The results were presented as visualizations overlaid on the existing 1:500 scale downtown model, facilitating discussions anchored in the concrete spatial structure (Fig. 4).

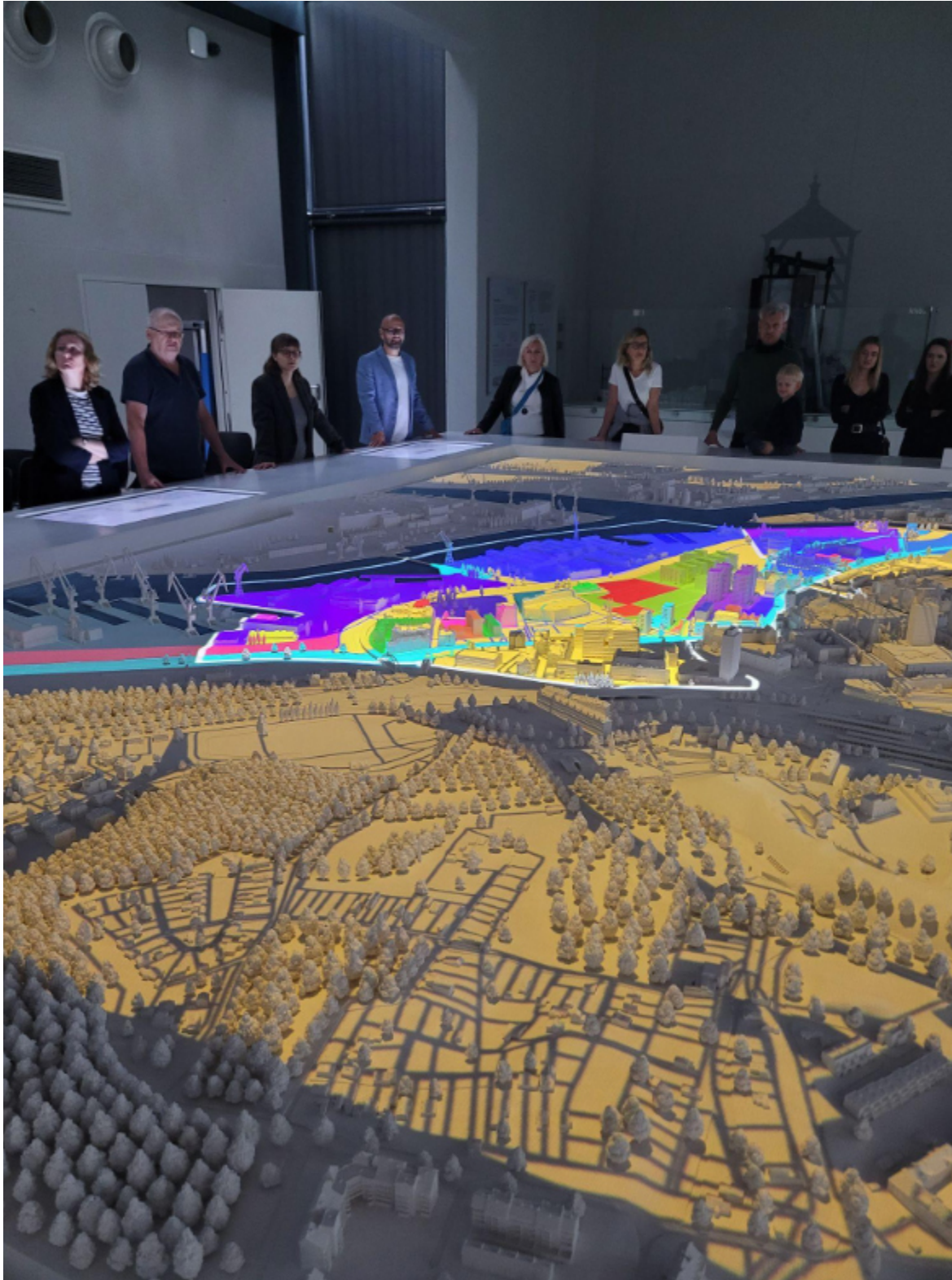


Fig. 4. GIS data mapped onto a 3D model. Source: The City Initiative Association.

Before the process began, a set of analyses was prepared using GIS tools, artificial intelligence methods, and spatial modeling. In relation to the 15-minute city concept, advanced GIS network analysis was applied to assess accessibility to essential services (education, health, culture, recreation, retail), cultural facilities, and public transport stops, along with complementary analyses, including activity mapping based on mobile phone data and noise levels (Fig. 5). These studies identified deficit areas – zones where residents lack access to a full range of services within a 15-minute walking distance (approx. 1,200 m along the actual pedestrian network) – and revealed important patterns in spatial usage changes over time, crucial for subsequent workshop stages.

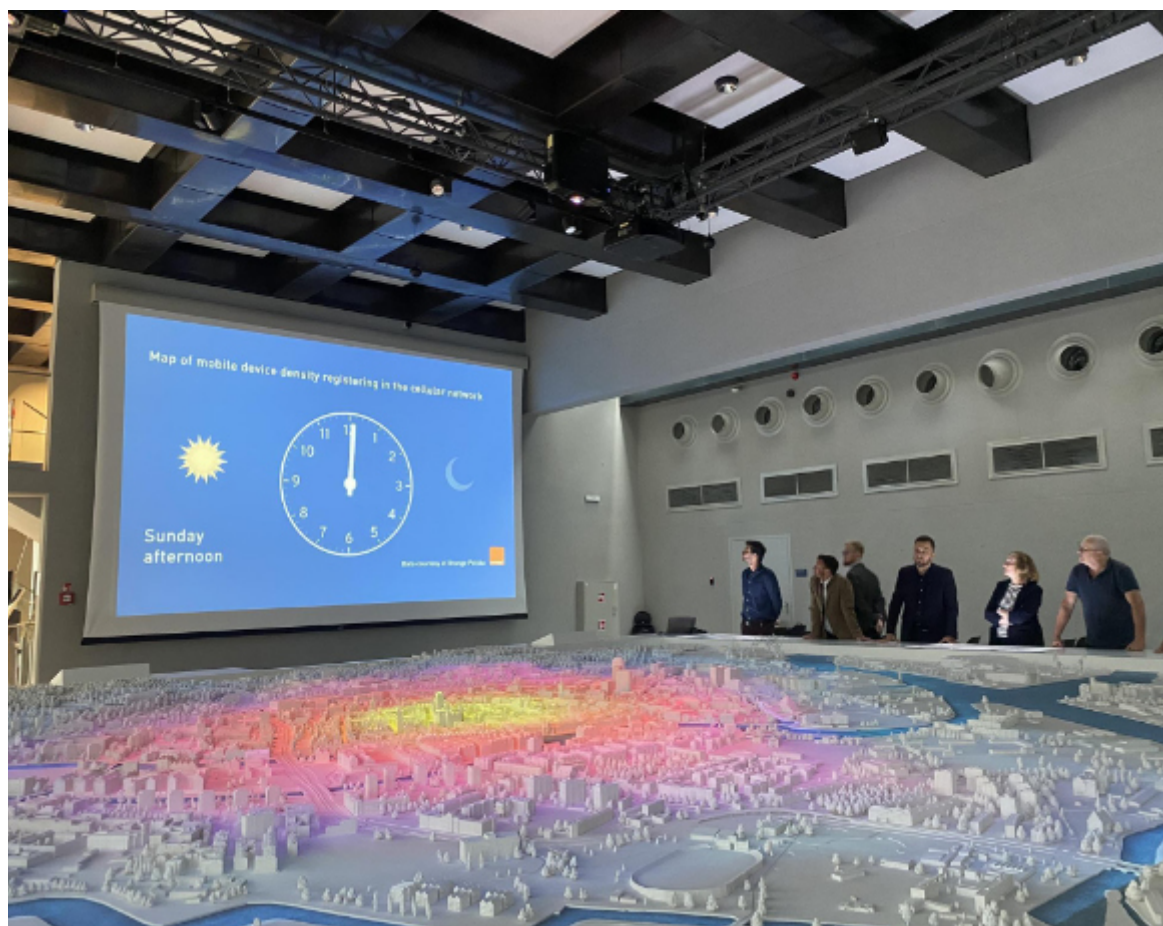


Fig. 5. Digital mapping of mobile phone usage in the area. Source: The City Initiative Association.

To gain deeper insight into climate-related challenges, flood risk modeling was conducted using the InVEST Urban Flood Risk Mitigation environment. The model assessed the retention capacity of urban areas by integrating land cover data (Urban Atlas), soil hydraulic properties (ESDAC 3D Soil Hydraulic Database), and runoff coefficients. The analysis highlighted areas with low retention, particularly prone to localized flooding, providing a key basis for recommendations regarding blue-green infrastructure development.

For mobility analysis, link-node analysis was applied to describe pedestrian network density and flexibility through the ratio of connections to nodes. This indicator allows for evaluating whether users have alternative walking routes, which in turn affects perceived safety and the likelihood of choosing walking as a mode of transport (Fig. 6).



Fig. 6. Data mapping: access to public spaces. Source: The City Initiative Association.

1.4. Process Overview

Meetings organized as part of the process were mostly divided into two parts. The first part took the form of a multimedia presentation (Fig. 7) or data visualizations on a 3D model. Analyses conducted using digital tools were presented, along with a summary of conclusions from previous workshop sessions. Workshop sessions (Fig. 8) constituted the second part of the meetings.

1.4.1. Meeting Schedule

The process included a series of official meetings, expert sessions, and individual consultations with stakeholders. The schedule was as follows:

1. Stage I – Inauguration	29.05.2025
2. Stage II – Mobility / Accessibility	17.06.2025
3. Stage III – History / Culture	25.06.2025
4. Stage IV – Preliminary Design	03.07.2025
5. Stage V – Strategy	18.09 i 25.09.2025
6. Stage VI – Guidelines / Summary	16.10 i 11.12.2025
7. Stages VII-X – Expert Consultations	7.10, 23.10, 4.11.2025



Fig. 7. Initial presentation during a meeting. Source: City Initiative Association.



Fig. 8. Documentation of workshop activities. Source: City Initiative Association.

1.4.2. Working Methods Used

The workshop methods applied in the participatory process consisted of a set of repeatable formats for organizing discussion, analysis, and co-creation of recommendations. Their selection was based on the need to meet three conditions simultaneously:

- Ensuring comparability of results,
- Gathering information from multiple perspectives,
- Basing the dialogue on a shared factual foundation, including the results of digital analyses.

Opisane poniżej metody, od pracy równoległej i rotacyjnej, przez narzędzia priorytetyzacji, po techniki wizualizacji danych w środowisku przestrzennym – pełniły funkcję zarówno moderacyjną i analityczną. Pozwoliło to na przejście od diagnozy do uporządkowanych wniosków i wstępnych rekomendacji strategicznych.

Mapping Data on a 3D Model

In this workshop category, collected data and conclusions from earlier stages were presented as projections on a three-dimensional model of the city located at the Municipal Culture Institute in Gdańsk (Fig. 9). Embedding information in a material-spatial representation enabled participants to simultaneously grasp scale, spatial relationships, and continuity, as well as compare action variants more intuitively than on 2D maps. Visualizing problems and proposals in this format expanded diagnosis and initiated discussions on challenges less visible until then – particularly those arising from spatial configuration, visibility, and interactions between subareas.

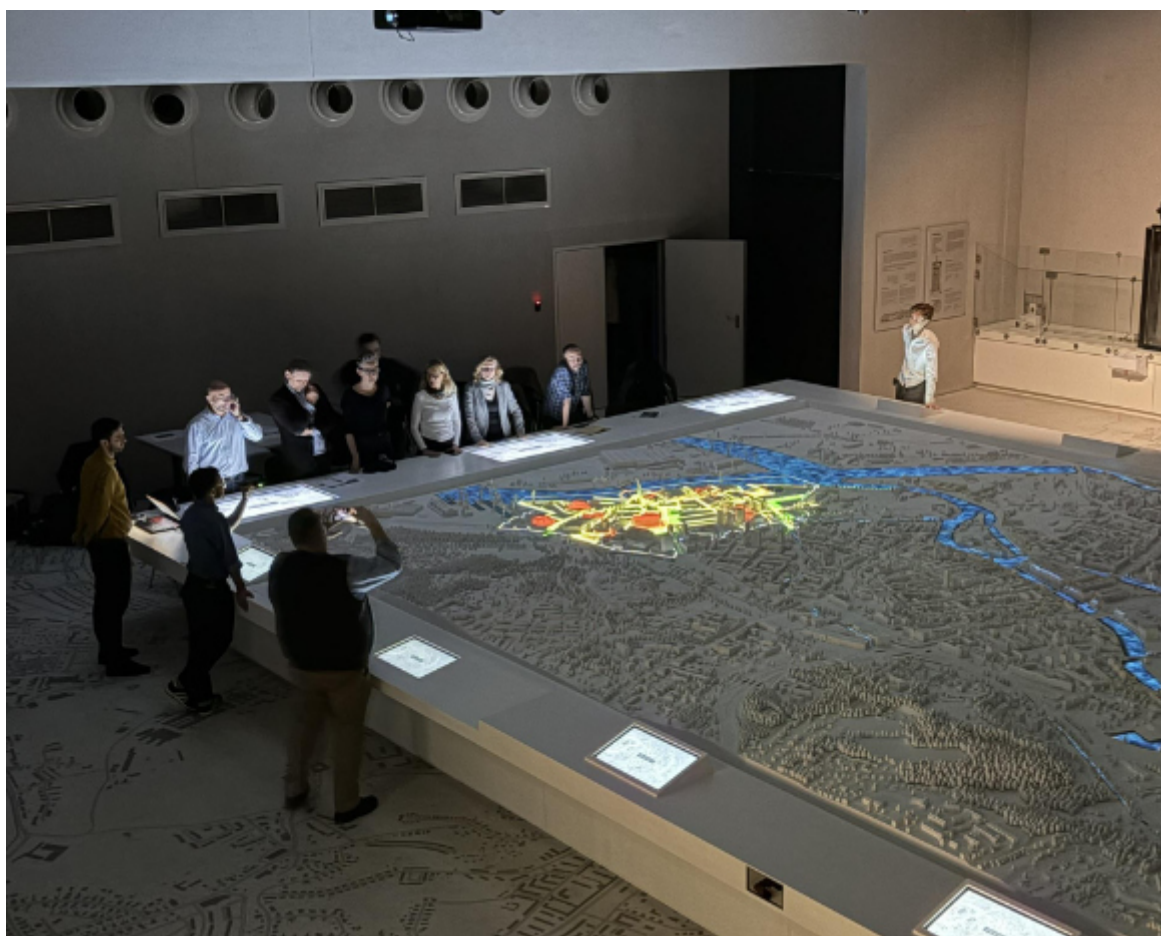


Fig. 9. Discussion on linking public space layout with attractors. Source: The City Initiative Association.

Repeated Discussion

A primary workshop method involved parallel work on the same topic by two or more groups (Fig. 10). This setup enabled confrontation of different perspectives under controlled conditions, reduced the risk of dominance by a single approach, and mitigated the influence of extreme positions by *dispersing* the discourse and comparing independently developed outcomes. The result was a multi-source problem diagnosis and a set of recommendations that could be generalized or refined in later stages. Work was conducted using maps and structured workshop materials prepared by organizers, which guided discussions and facilitated documentation of decisions.



Fig. 10. Documentation of workshops using repeated discussion format. Source: The City Initiative Association.

World Cafe

A rotational method of work, inspired by informal table conversations, allowing simultaneous thematic discussions and systematic rotation of participants between stations (Fig. 11). In successive rounds, groups changed tables and topics, building on conclusions previously developed by others and adding their own experiences, arguments, and adjustments. This structure encouraged knowledge accumulation and gradual refinement of findings while limiting the influence of individual voices on the overall discussion.

The method was primarily used to identify the needs and expectations of diverse user groups, with participants adopting perspectives of children, older adults, tourists, workers, and residents of the Young City.



Significance and Feasibility Axis

A method for organizing, selecting, and prioritizing previously identified ideas and recommendations (Fig. 12). During the workshop, participants evaluated each proposal along two dimensions: significance – understood as the degree to which an action is essential for the functioning and development of the area (ranging from key elements to optional solutions) – and feasibility – defined as the level of difficulty in implementation, taking into account financial, organizational, spatial, and social constraints. Placing the issues on the matrix allowed for the identification of the highest-priority actions (both *easy to implement* and *strategic but demanding*), as well as the identification of proposals with low expected impact and low feasibility, which could be set aside or rejected at this stage of the process.

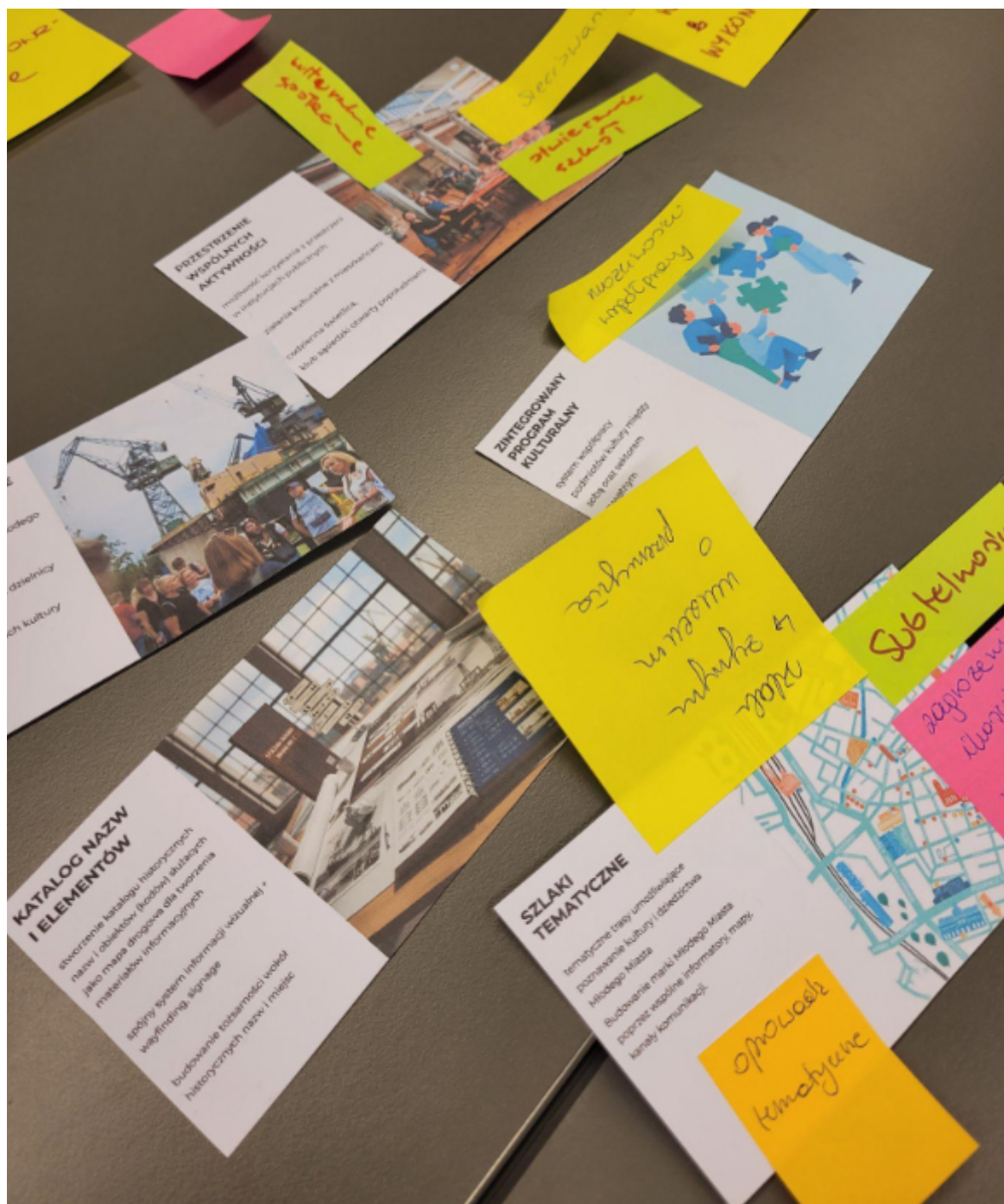


Fig. 12. Details of the meaning and feasibility matrix documentation. Source: City Initiative Association.

Expert Meetings

A specialized category of activities focused on verifying substantive assumptions and interpreting process results (including GIS analyses, predictive models, and environmental studies) in the context of the Young City's local conditions. These meetings were conducted as consultations with participants possessing sectoral and institutional knowledge, including spatial planning, transport, climate and water management, heritage, culture, and public space management (Fig. 13). Outcomes included standardization of terminology and concepts used in the process, identification of risks and contradictions in recommendations (particularly regarding waterfront areas), and preparation of justifications for potential design decisions.



Fig. 13. Documentation of expert discussion on public space specifications. Source: The City Initiative Association.

1.5. Process Results

In this chapter one can find a set of process results, which contribute to achieving the milestones of the ENACT project. These outputs cover three complementary thematic areas: mobility and accessibility, social needs – including service requirements – and a conceptual transformation model: the Young City shaping strategy. This strategy is understood as a synthetic proposal for translating the collected guidelines into a coherent direction of action and possible implementation scenarios.

I. Report on Mobility and Spatial Accessibility

- Accessibility within the administrative-legal structure,
- Road network, external connections, and their limitations,
- Access to alternative modes of transport.

II. Analysis of Social and Service Needs

- Preferences regarding social needs, public space layouts, and services,
- Structure and cultural values of space.

III. Conceptual Transformation Model

- A preliminary concept for the spatial development of the area, with particular emphasis on the system of public spaces and the distribution of services and other functions, within the framework of the 15-minute city concept,
- A preliminary version of the development strategy for the post-shipyard areas,
- Guidelines for spatial planning and design,
- Verification of the assumptions concerning spatial development initially established through the participatory process,
- Formulation of interdisciplinary recommendations for the development of the post-shipyard areas, including provisions for their protection and management,
- Formulation of the final version of the development strategy for the post-shipyard areas.



Photo. 2. Aerial view of the Young City. Photo: BAM.

1.6. Expert Review

The process of verifying the assumptions and recommendations developed was conducted through three expert meetings, which served as a review phase for the entire project. These meetings focused on a critical assessment of the substantive coherence of the material developed during the workshops and on clarifying issues requiring specialized knowledge and implementation experience. The scope of the discussions covered three areas:

1. Approaches to shaping public spaces and their relationship with the planned functional programme,
2. Possible forms of implementing the social programme, including potential operational, institutional, and partnership models,
3. Issues related to the heritage of the post-shipyard areas, considered in material and immaterial, identity-related, and narrative dimensions.

In the following part there is presented a record of these meetings, together with the key conclusions that were incorporated into further work on the outcomes of the process.

First Expert Meeting

The first expert meeting on the community programme took place on October 7, 2025, at the headquarters of the Młyniska District Council (Fig. 14). Participants included representatives of local communities: the Chair of the Aniołki District Council and the Chair of the Młyniska District Council; representatives of landowners and investors; experts from Gdańsk University of Technology; and representatives of the City Architect's Office as well as local cultural institutions.



Fig. 14. Expert meeting at the headquarters of the Młyniska District Council, 7 October 2025. Source: The City Initiative Association.

The meeting aimed to verify and further elaborate proposals developed during the open meetings, particularly those concerning activation, education, and the long-term social functioning of the Young City. The discussion focused not only on the catalogue of proposed activities, but primarily on organisational and institutional aspects, including forms of coordination of initiatives, service management models, mechanisms for promotion and communication, and relationships between existing and potential stakeholders involved in the area's development. Particular attention was also given to the role of District Councils and the Stakeholders' Council of the Young City and the Polish Hook as structures enabling the articulation of local interests and ensuring continuity of dialogue between residents, the city, and other actors in the process.

During the discussions, the need to consolidate dispersed activities and increase their efficiency through the introduction of more formalized management models became clear. Solutions based on the Concept of the Town Centre Management (TCM) method, focusing on integrated management of downtown areas, and Business Improvement District (BID), based on partnerships between the public and private sectors to improve the quality of space and services, were cited as reference points and sources of inspiration. In the local context, the experiences of *the Osów Round Table* and the role of the Gdańsk City Centre Manager were also cited as examples of strengthening coordination and responsibility for area development.

The outcome of the meeting was a working proposal to establish a coordinating entity with real decision-making powers, representing five key stakeholder groups: residents (via the District Council), the city, entrepreneurs and investors, cultural institutions, and non-governmental organisations. This structure was interpreted as a potential local adaptation of the quadruple helix model, which assumes cooperation between the public sector, business, knowledge and innovation communities, and civil society. Within this framework, the Young City is understood not merely as an investment area, but as a socio-economic ecosystem in which spatial development, the social programme, and governance are closely interrelated and mutually reinforcing.

Second Expert Meeting

On October 23, 2025, the European Solidarity Centre hosted the second expert meeting dedicated to heritage and cultural activities at the shipyard (Figs. 15, 16). The meeting was attended by representatives of local communities and District Councils, representatives of local developers, experts from Gdańsk University of Technology, and representatives of the Gdańsk City Architect's Office. Representatives of the European Solidarity Centre played a significant role in the discussion.

The meeting focused on analysing proposals developed at the earlier stages of the process and assessing their potential in the context of shaping the long-term identity of the Young City. Together with the experts, a critical evaluation was carried out regarding the feasibility of the proposed measures, as well as their cultural, social, and symbolic value for the developing area. The discussion had an organising character: initiatives already underway were identified, along with actions that could be implemented in the short term with limited resources, and those requiring significant organisational and financial inputs or coordinated institutional support.



Fig. 15. Expert meeting at the European Solidarity Centre. Source: The City Initiative Association.



Fig. 16. Expert meeting at the European Solidarity Centre. Source: The City Initiative Association.

Among the key directions identified during this meeting was the need to create accessible spaces dedicated to local communities, enabling shared cultural and social activities, as well as integrating dispersed programme initiatives implemented across the post-shipyard areas.

The importance of improving access to information for residents was emphasised, both in relation to current events and to the broader narrative concerning the area's history and ongoing transformations. Educational activities were also highlighted as a crucial tool for building awareness of heritage and strengthening place-based identity. As a complementary measure, the development of a coherent catalogue of names, sites, and meanings was proposed, which - together with a visual identity system – could form the basis for a consistent approach to shaping the district's identity.

The implementation of most of the discussed measures requires sustained cooperation among various stakeholders, as well as the existence of a management and coordination mechanism. The experts unanimously pointed to the need to identify or establish an entity capable of initiating joint projects, integrating stakeholders, and ensuring continuity of activities in the field of heritage protection and reinterpretation, extending beyond individual projects or events.

Third Expert Meeting

On November 4, 2025, the Grid Arthub hosted the final expert meeting on the topic of shaping public spaces in the Young City area (Figs. 17, 18, 19). The expert group discussed guidelines for the emerging district. The expert group included representatives of the Gdańsk Development Office, the Office of the Gdańsk City Architect, Solidarity, the Gdańsk Centre Shipyard, the Imperial Shipyard, 100cznia, the European Solidarity Centre, and Gdańsk University of Technology.



Fig. 17. Expert meeting at Grid ArtHub, 4 November 2025. Source: The City Initiative Association.



Fig. 18, 19. Expert meeting, discussion on the specification of public spaces. Source: The City Initiative Association.

During an expert meeting on public spaces, the recommendations and guidelines developed to date regarding the design of key thoroughfares and sites in the Young City were reviewed. The following spaces, identified during the process, were analyzed: Road to Freedom, Shipyard Route (working title for the route connecting the shipyard areas along Narzędziowców Street), and the Waterfront. Representatives of landowners and developers discussed the need for the municipality to take over public spaces that have already been developed.

The objective of the meeting was to refine solutions considered appropriate and to identify elements requiring adjustment or further discussion. The discussions addressed issues related to spatial character, functions, and layout, as well as mobility, legibility of connections, and the form and role of greenery. Particular attention was given to the verification of main circulation routes, priority public spaces, and the integration of the area into the surrounding urban structure through key entrances and connections.

Key Findings and Guidelines for Public Spaces:

- The Road to Freedom: It was recommended that the intended character of the project be shifted from a solemn, ceremonial one to a ceremonial and symbolic one, while maintaining a spirit of freedom and liberty. The road is intended to serve as a memorial space conducive to reflection and to subtly highlight the historical legacy of the area, with a minimal number (or none) of educational points along the route,
- Shipyard Route: The need to extend its course towards Mleczny Piotr was identified, as well as to conceptualise it not merely as a linear corridor, but as a sequence of spaces and buildings that collectively construct the experience of place,
- Clear entrances to the area: the need to create distinct, inviting entrances to the Young City area was emphasized. Priority was assigned to enhancing the legibility of the entrance to the Road to Freedom from Solidarity Square and the entrance to the Shipyard Route from the Gdańsk Stocznia SKM station,
- Node: Intersection of the Road to Freedom and Narzędziowców Street: The need was identified to further specify guidelines for the point of intersection of these two axes and to strengthen its spatial relationship with the Gdańsk Agreement Square and the waterfront,
- Coherence of the Shipyard Route and the Waterfront: It was recommended to maintain a coherent character along the entire length of both routes, while refraining from top-down thematic programming in favour of a bottom-up, organic evolution of space alongside the development of services and activities. It was emphasised that the Young City – both historically and contemporarily – constitutes an area of continuous structural transformation, which should be reflected in the approach to the design and management of public spaces, preserving openness to change and process.

Digital Expert Studies

The assessment of mobility within the Young City was conducted using an advanced, network-based GIS analysis, reflecting real pedestrian movement conditions within both the existing and planned transport system (Fig. 20). The model was based on the following assumptions and datasets:

Transport network – Over 180 km of pedestrian, cycling, and vehicular routes, developed on the basis of OpenStreetMap data, field research, and provisions of local spatial development plans.

Pedestrian movement parameters – A walking speed of 0.82 m/s was adopted, in line with standard assumptions used in pedestrian accessibility analyses.

15-minute isochrones – Accessibility ranges were calculated as 1,200 m buffers traced along the actual transport network, enabling assessment of access to functions within a 15-minute walking distance.

Service categories – The analysis covered access to selected groups of functions, including public transport (tram, SKM, bus), education, healthcare, culture, recreation, and retail.

A model constructed in this manner enabled a quantitative assessment of accessibility to functions essential for the 15-minute city, as well as the identification of under-served areas in terms of both services and transport connectivity.



Fig. 20. Data mapping. Access to green spaces. Source: The City Initiative Association.

The analysis revealed significant variation in accessibility levels across the Young City. While certain parts of the area – particularly around Jana z Kolna Street and Solidarności Square – provide access to all analysed service categories within a 15-minute walking distance, other areas (notably those around ks. Jerzego Popiełuszki Street, Narzędziowców Street, and the waterfronts) remain substantially isolated by infrastructural barriers such as flyovers, railway lines, or restricted-access zones (including private land).

As a complement to the isochrone analysis, the quality of the pedestrian network was assessed using the link-node ratio (the ratio of connections to nodes within the network). A high value of this indicator reflects a dense and flexible structure, in which pedestrians have access to multiple alternative routes, thereby enhancing safety, comfort, and the potential for spontaneous movement. Conversely, a low link-node ratio indicates reliance on a single dominant route, limiting flexibility of pedestrian movement, and reducing perceived comfort.

The results of the analyses were presented during Stage II of the process (Mobility and Accessibility) in the form of an interactive map, enabling participants to independently identify so-called white spots – areas requiring targeted interventions to improve accessibility and the quality of the pedestrian network.

2 Mobility and Spatial Accessibility Report

Mobility, as conceptualized within the framework of the 15-minute city, constitutes a fundamental condition for the everyday functioning of residents at the neighborhood scale. It should be emphasized that it cannot be reduced solely to issues of automobile transport. What is essential is ensuring the possibility of safe and convenient movement on foot, by bicycle, or via public transport, without the need to rely on a car. Such a model of mobility not only contributes to the reduction of emissions and the improvement of air quality, but also strengthens local social ties, supports the local economy, and enhances the sense of belonging to a place. In practice, this implies the need to design spaces in a coherent, legible, and inclusive manner – considering diverse user groups, their daily rhythms, and their varying needs.



Photo. 3. Aerial view of the Young City. Photo: BAM.

However, the implementation of the 15-minute city principles in the Young City faces a number of challenges arising from its specific spatial and historical characteristics. Of particular importance in this context are heritage conservation requirements for the area, which may affect the possibilities for spatial development.

For decades, this area functioned as an industrial zone, closed to residents, with a street layout adapted to the technological processes associated with shipbuilding. Today, despite ongoing transformation processes, numerous spatial barriers remain visible – both physical, such as closed industrial sites, railway infrastructure, or discontinuities in the road network, and social, related to the limited availability of public services and shared spaces. In this context, it becomes crucial to identify existing and potential access points, analyze the accessibility of public transport, and determine locations requiring spatial intervention. Only in this way will it be possible to create a coherent, inclusive, and accessible neighborhood that responds to residents' needs in line with the principles of the short-distance city.

2.1. Accessibility within the Administrative and Legal Structure

A city, understood as a systemic entity, consists of interrelated spatial structures that overlap and mutually influence one another. Among these spatial structures, the following can be distinguished:

- Morphological structure – the physical form and spatial layout of the city,
- Socio-economic structure – the spatial distribution of users of urban space and services,
- Demographic structure – which demographic groups inhabit specific areas, and which are expected to reside there in the future because of demographic and investment-related changes,
- Functional and land-use structure – the current use of space and the planned functions and modes of use,
- Ownership structure.

The administrative and legal structure integrates the existing and target (future) development and use of space by defining the ownership status of land (public or private), regulating permissible uses of space (e.g., outdoor dining areas within the road corridor of a public street), and determining the intended future designation of land for urban functions. This includes, among other elements, the network of public roads and the planned system of pedestrian and cycling connections, as well as permitted functions within other areas of the city.

2.1.1. Local Spatial Development Plans

In the context of the spatial accessibility of the Young City, local land-use plans are key elements of the administrative and legal framework. The current local land-use plans clearly define the hierarchy of individual elements of the public road system based on technical classes as defined by the Public Roads Act (Fig. 21). In terms of spatial accessibility, the distinction between public roads and internal (private) roads is particularly important. However, the current local spatial development plans for the Young City do not clearly indicate the locations of private internal roads.

The intended functions are specified by the floor area ratio, which directly determines the number of users of the space and, consequently, the number of traffic participants. In this context, parking ratios are also extremely important, as they indirectly influence modes of travel and, consequently, the allocation of public space among different forms of transportation. Local zoning plans exhibit the greatest so-called inertia, meaning they change the slowest, and transformations of space based on them occur just as slowly. The rapidly changing modern world causes plans to become outdated just as quickly; an example of this is underdeveloped land zoned for service functions, such as offices, awaiting rezoning for residential development, a sector that is currently expanding at a rapid pace.

The most important urban planning indicator is building density. It directly affects the total floor area and volume of buildings, and indirectly affects the number of building users (employees, residents, customers) as well as the number of parking spaces and cars. The predominant provision regarding building density in the *Local Spatial Development Plan for Gdańsk New City – Shipyard, Solidarity Square* sets a minimum value of 2.0 and maximum values ranging from 3.0 and with no upper limit. This means that the total floor area of the buildings should not be less than twice the area of the development site. To make it simple, a ratio of 2.0 means that, with 50% of the plot covered by buildings, the minimum total floor area of the building will be equivalent to no fewer than four stories above-ground.



Fig. 21. Binding local spatial development plans. Prepared by Piotr Smolnicki based on data from: geogdansk.pl

Tab. 1. Parking ratios for calculating development demand for passenger car parking spaces (own elaboration based on the Local Spatial Development Plan for Gdańsk New City – Shipyard, Solidarity Square).

Function type	Reference unit	Zone B - area of intensive downtown development, restricted parking zone
Multifamily residential buildings	1 apartment	Min 1
Student housing, worker dormitories	10 beds	1,2 +/-10%
Hotels, guesthouses	10 beds	Max 6
Motels	15 beds	1,2
Assisted living and long-term care facilities for older adults	15 beds	Max 1,3
Retail facilities with a sales area up to 2,000 m ²	1,000 m ² of sales area	Max 25
Multi-story retail facilities with a sales area over 2,000 m ²	1,000 m ² of sales area	Max 25
Markets, market halls	1,000 m ² of total floor area	Max 25
Restaurants, cafés, bars	100 seats	Max 24
Offices, public administration, post offices, banks	1,000 m ² of usable floor area	Max 30
Medical clinics, practices, law offices	1,000 m ² of usable floor area	Max 30
Churches, chapels	1,000 m ² of usable floor area	Max 6
Parochial houses, community centres	1,000 m ² of usable floor area	Max 8
Movie theaters, theaters	100 seats	Max 22
Auditoriums, sports and entertainment halls, stadiums	100 seats	Max 16
Museums and exhibition facilities	1,000 m ² of usable floor area	Max 20
Elementary schools	1 classroom	Max 1,5
High schools	1 classroom	Max 1,5
Universities, educational facilities	10 students	Max 1,5
Preschools, daycare centres	1 unit/class	Max 3
Hospitals, clinics	10 beds	Max 6
Service crafts	100 m ² of usable floor area	Max 2
Industrial facilities, crafts	100 employees	Max 20
Swimming pools, gyms, other small sports and recreation facilities	100 m ² of usable floor area	Max 10
Bathing areas	100 m ² of developed site area	Max 2
Tennis courts (without spectator seating)	1 court	Max 2

Higher density allowance indirectly contributes to increased pedestrian accessibility by providing a greater number and area of diverse functions within the same area. Local zoning plans also establish parking ratios to calculate a development's need for passenger vehicle parking spaces. The Local Spatial Development Plan for Gdańsk New City – Shipyard, Solidarity Square defines parking standards based on different reference units, for example: a minimum of one parking space per dwelling unit, or a maximum of 25 parking spaces per 1,000 m² of usable floor area (Table 1). However, it should also be noted that the planning regulations do not set minimum standards in this regard. This means that an increase in the number of parking spaces proportional to the increased building density is not predefined.

2.1.2. Paid Parking Zone

The southern part of the Young City area is located within a blue Paid Parking Zone (PPZ) (Fig. 22). The PPZ is a mobility policy instrument which – when properly designed and priced – increases turnover of parking spaces, discourages long-term parking in central areas, and consequently supports walkable accessibility and the implementation of the 15-minute city concept. The northern part of the Young City is also partially covered by a privately managed PPZ. One of the indirect effects of the PPZ is the increase of the area used as public space through a reduction in the number of permanently parked vehicles, and thus a decrease in demand for parking spaces. In the context of the Young City, it is essential to ensure accessibility through alternative modes of mobility, ranging from active transport (walking and cycling) to public transport (tram and bus). Another positive effect of the PPZ may be the reinvestment of revenues into improving the quality of public space, including enhanced pedestrian accessibility.



Fig. 22. Extent of the Paid Parking Zone (blue) in the Young City area and the Downtown Paid Parking Zone (red) in the downtown area. Prepared by Piotr Smolnicki based on data from: geogdansk.pl

2.1.3. Gdańsk Bicycle Route System (STeR 2.0)

According to Gdańsk's second edition of the Bicycle Route System Study (STeR 2.0), a main bicycle route is to run through the Young City along ks. J. Popiełuszki Street, comprising two bicycle lanes on both sides of the roadway (Fig. 23). This plan takes into account the target street cross-section defined in the current local zoning plan, which consists of two carriageways, each with two lanes in each direction, with tram tracks located between them (2×2). The completed section of ks. Jerzego Popiełuszki Street does not include a bicycle lane or a sidewalk on the new overpass connecting the Young City with Zwycięstwa Avenue over the railroad tracks⁴. In terms of ensuring accessibility for cyclists and pedestrians, this is a significant shortcoming that needs to be addressed. It will also be important to ensure accessibility at the other end of ks. Jerzego Popiełuszki Street, which is to run through a tunnel under the Motława River. A good solution from the perspective of pedestrian and bicycle traffic would be a low drawbridge (e.g., a footbridge), which would ensure unimpeded movement between both banks of the Motława River, from the Young City to the Polish Hook and beyond. It should be noted, however, that this solution would pose a challenge to ensuring the smooth flow of navigation – the issue of potentially constructing a footbridge for pedestrians and cyclists will therefore require compromise solutions and further studies and analyses. .

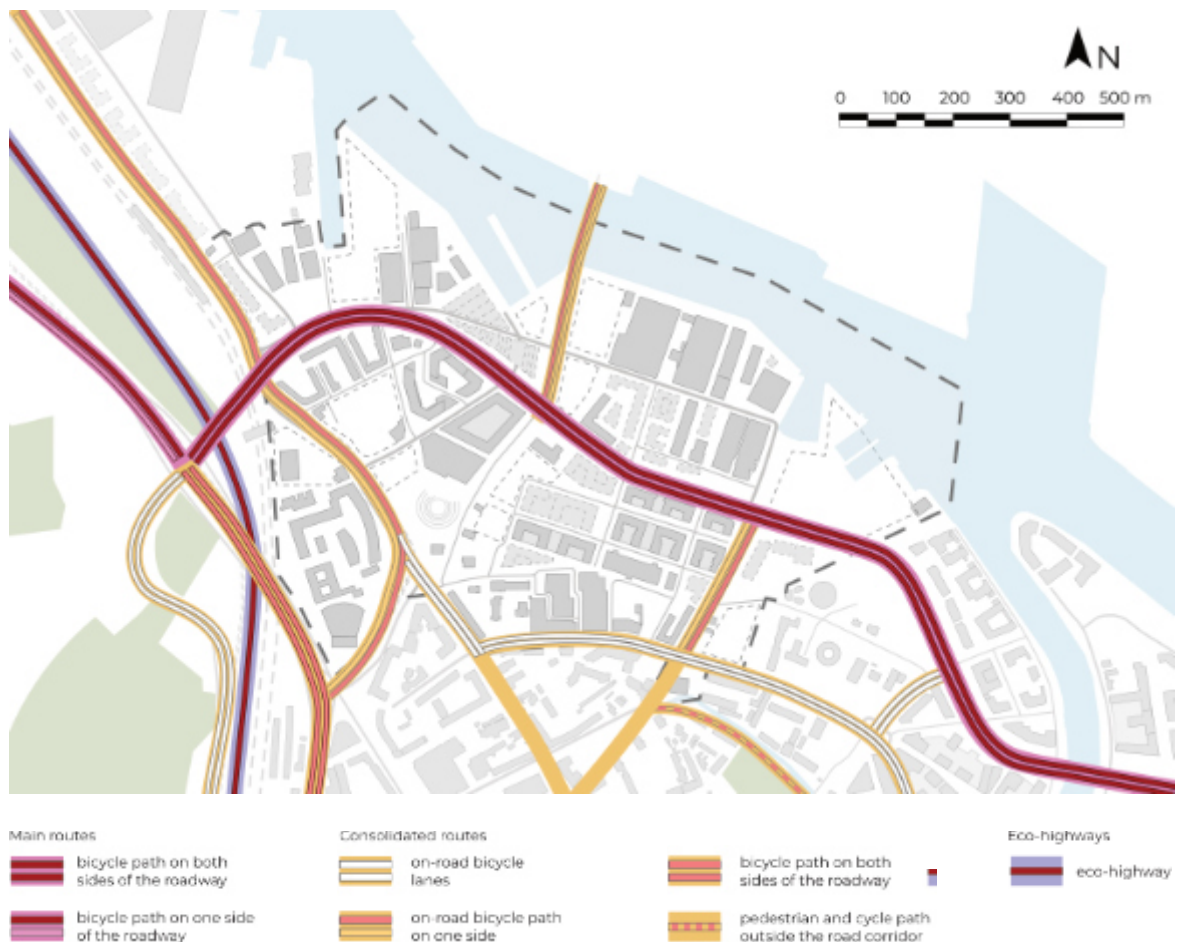


Fig. 23. A section of the STeR bicycle route network. Prepared by Piotr Smolnicki based on geogdansk.pl

⁴ The municipality's policy called for the use of the so-called Yellow Viaduct for pedestrian and bicycle traffic. This does not mean, however, that such an adaptation of the road viaduct will not take place in the future.

2.1.4. Port Boundaries and Shipping

The Regulation of the Minister of Transport, Construction and Maritime Economy of 29 May 2012 on establishing the boundary of the seaport in Gdańsk from the sea, roadstead, and land side (Journal of Laws of 12 June 2012, item 650) defines how far inland the area of the seaport of Gdańsk extends. Within the boundaries of the seaport of Gdańsk (Fig. 24), significantly more stringent navigation rules apply than in waters located outside the port area. These restrictions primarily concern mandatory equipment requirements for vessels, rules of navigation, licensing, and access to water areas. In the context of the Young City, it is important that the port boundary runs along the quays forming the northern and eastern edge of the district. From the perspective of the 15-minute city concept, this boundary is not merely an administrative line. It functions as a functional barrier that materially shapes spatial accessibility, mobility, and the programmatic potential of the developing district. Port areas are subject to security regimes, access control, and movement restrictions, which means that parts of the waterfront and adjacent areas remain inaccessible to residents; pedestrian and bicycle continuity along the waterfront is interrupted (e.g., land areas within the port boundary along Malarzy Street); and potential transport links – from pedestrian and cycling connections to road and rail infrastructure, which are essential within the logic of the 15-minute city – may be constrained or prevented. As a result, the Young City cannot fully capitalize on its waterfront location as a natural corridor for mobility and recreation.

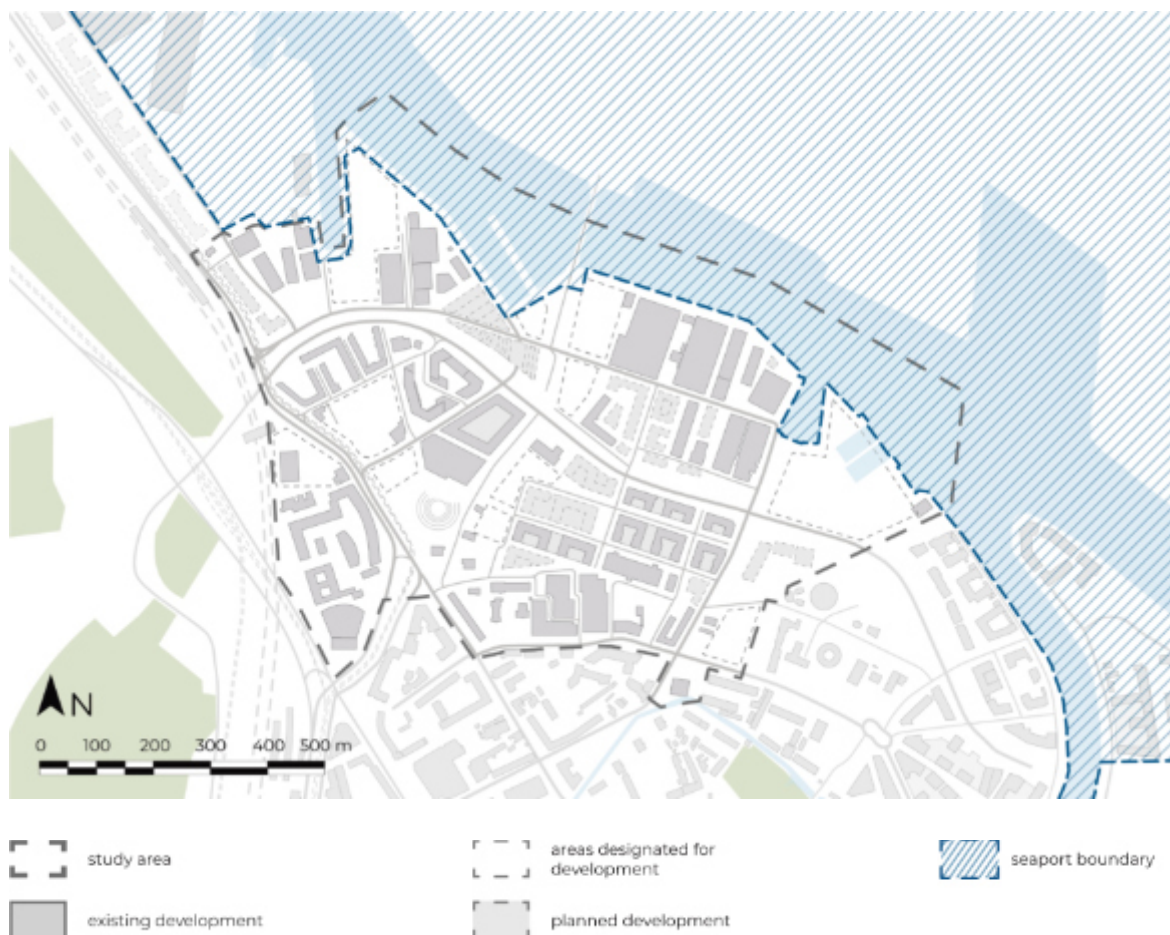


Fig. 24. Port boundary. Prepared by Piotr Smolnicki based on data from: geogdansk.pl

2.2. Road Network, External Connections and their Limitations

Against the background of the planned transport structure of the Young City, a particularly important issue is the ownership structure and legal status of roads. The area is characterised by a limited number of public roads – the vast majority of the road network will consist of internal roads located on private land and managed by individual developers. In this context, ks. Jerzy Popiełuszki Street plays a key role as a public road, forming the main axis for road and tram traffic and providing essential transport connections at the district and city scale. Along this axis, transverse public roads such as Rybaki Górne Street and Nowomiejska Street are planned or already exist. These streets support the accessibility system and enable integration with adjacent urban blocks.



Photo. 4. Aerial view of the Young City. Photo: BAM.

At the same time, it is the internal roads – without a transit function – that should take on the role of high-quality pedestrian and cycling spaces, supporting daily local mobility, social integration, and neighbourhood activity. Such a separation of transport functions can contribute to creating an urban environment that is friendly to all users, in line with the principles of the 15-minute city. The corridor formed by ks. J. Popiełuszki Street and Rybaki Górne Street also plays an important role as public space, but its primary function is to provide functional connections between the Young City area and the wider city centre.

2.2.1. Public Roads

The accompanying illustration (Fig. 25) presents all public roads located within the Young City area, with a distinction made between their function and character. Car roads are marked in dark red and include, among others, ks. Jerzego Popiełuszki Street, Jana z Kolna Street, Wałowa Street, as well as the transverse Rybaki Górne Street and Nowomiejska Street, which form the basic transport framework of the district. It is important to note, however, that some public roads, such as Stefana Jaracza Street, Robotnicza Street, and Gdyńskich Kosynierów Street, are characterised by discontinuity and unclear alignment. Their use as shortcuts or alternative routes is limited, and movement along them often requires frequent changes of direction. Public pedestrian routes are marked in light red and include, among others, the spaces around Solidarity Square and the so-called Road to Freedom, starting near the historic Gate No. 2 of the former Gdańsk Shipyard. An important pedestrian corridor is also the promenade along the Motława waterfront, running from the mouth of the Radunia Canal to the entrance to the Young



Fig. 25. Public roads: dark red – vehicular roads; light red – pedestrian paths. Prepared by Piotr Smolnicki based on the local spatial development plan.

City in the area of the Mleczny Piotr building, opposite the tip of the Polish Hook. Such spaces constitute important elements of pedestrian accessibility and may play a key role in integrating Young City with the surrounding urban fabric.



Possible solutions that could improve users' access to the area include: creating high-quality pedestrian spaces on internal roads as an alternative to public roads used by motor vehicles and trams.

2.2.2. External Connections

The section on external connections presents an identification of existing and potential routes linking the Young City with the surrounding urban fabric (Fig. 26). The accompanying illustration shows these connections with a distinction between their status and quality: existing connections, planned connections, as well as locations where significant gaps occur (marked with a crossed circle) or functional deficiencies (marked with an exclamation mark in a circle). The latter include, among others, underground passages which – although formally ensuring continuity of movement – often do not meet contemporary standards of accessibility, safety, and user comfort, particularly from the perspective of pedestrians and cyclists. This analysis serves as a starting point for assessing the extent to which the Young City is actually integrated with the rest of the city centre, Młynska, and other districts, and whether its residents can in practice benefit from the full potential of the 15-minute city.

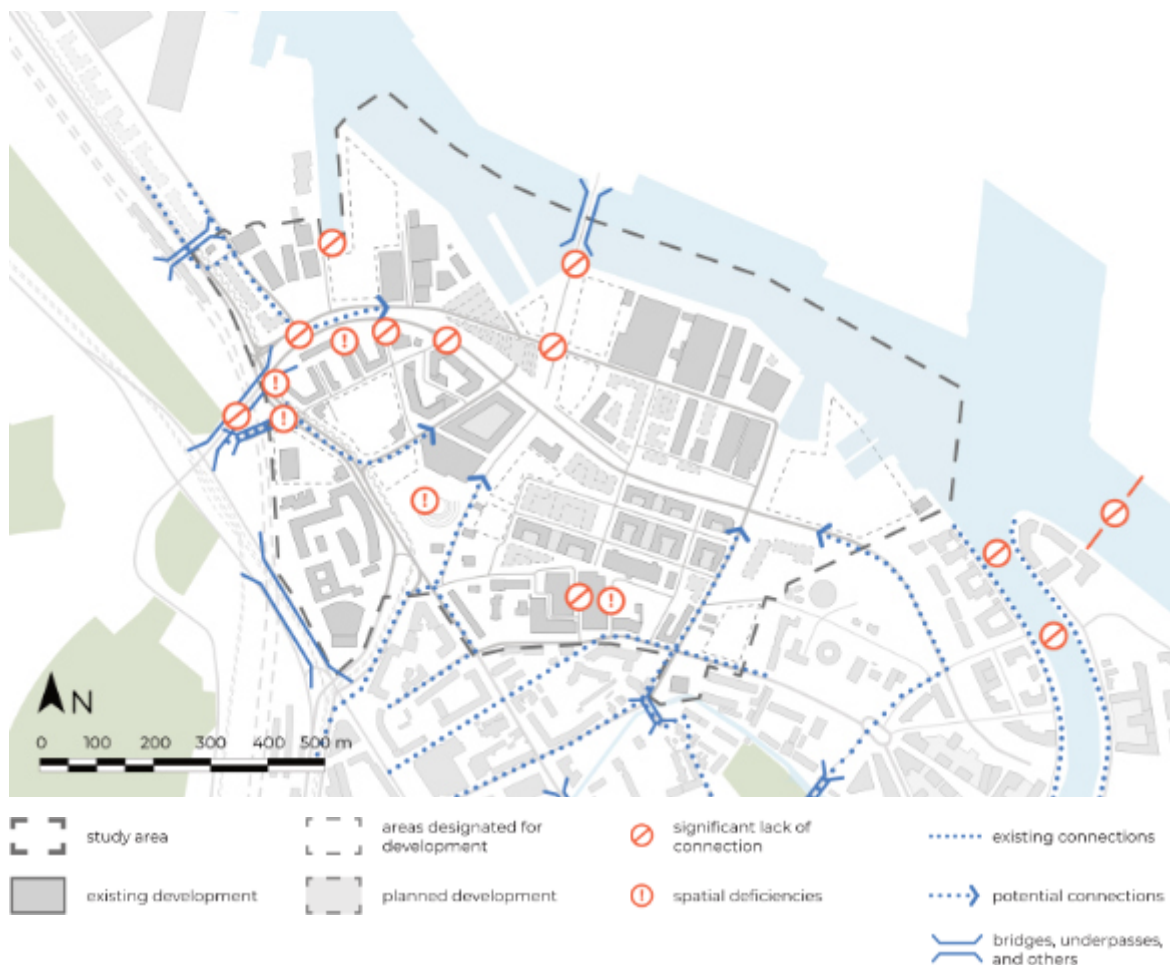


Fig. 26. Analysis of external connections to the Young City. Prepared by Piotr Smolnicki.



Fig. 27 A-C. The main vehicular entrance to the Young City from Zwycięstwa Avenue and the Ofiar Katynia Roundabout, via a viaduct over the main railway line and Jana z Kolna Street, then along a flyover and access ramp all the way to Nowomiejska Street: currently accessible only to vehicular traffic; photos A, B, and C show the absence of sidewalks; in photo C, the shift in the roadway axis is visible along the planned route of the second duplicated overpass and flyover. Source: Piotr Smolnicki, Autumn 2025.



Fig. 27 E-F. The main vehicular entrance to the Young City from Zwycięstwa Avenue and the Ofiar Katynia Roundabout, via a viaduct over the main railway line and Jana z Kolna Street, then along a flyover and access embankment all the way to Nowomiejska Street: currently open only to vehicular traffic; In Photo E, the embankment and the flyover's abutment are visible, blocking the intersection of S. Jaracza and Rurarzy Streets. Source: Piotr Smolnicki, Autumn 2025.



Possible solutions that could improve users' access to these spaces include: a re-evaluation of the barriers that most significantly impede pedestrian access, particularly along the Motława and the Still Vistula riverbanks, in the context of creating a pedestrian and bicycle connection between the Young City, the Polish Hook, and Przeróbka districts (which will also contribute to the transformation of these areas).

The main western entrance to the Young City area is the overpass and flyover along ks. Jerzego Popiełuszki Street (Fig. 27), which connects Zwycięstwa Avenue at the Katyn Victims Roundabout (over the railway line and Jana z Kolna Street) with the intersection with Nowomiejska Street. This connection is intended exclusively for vehicular traffic, as no sidewalks were provided on the bridge structures. Cycling on the aforementioned overpass is dangerous: aggressive overtaking occurs on the overpass and in presence of the double solid line – a road sign preventing overtaking.

It should be noted, however, that the current status represents only half of the originally planned investment project. The provisions of the current local zoning plan call for the construction of a second lane on ks. Jerzego Popiełuszki Street running parallel to the existing overpass, as evidenced by the land reserves along Narzędziowców Street and the roadway set back from the overpass axis that connects to the Ofiar Katynia Roundabout (Fig. 27 C).



Possible solutions that could improve accessibility for users of the space include, among others:

- Installation of a pedestrian and bicycle footbridge connected to the overpass and viaduct, linking the Young City with the bicycle path along Zwycięstwa Avenue,
- Abandonment of the construction of a second viaduct and overpass in order to calm vehicular traffic and to use the freed space for other purposes,
- Analysis of the current functioning of the road connection with Zwycięstwa Avenue (the Katyn Victims Roundabout) and introduction of possible improvements.

Yellow Viaduct

An alternative walking route to the overpass and the elevated highway is the historic riveted Yellow Overpass (Fig. 28), historically known as Oliva Gate Bridge (Olivaer Tor Brücke), which connects the Young City with Zwycięstwa Avenue in a similar way to ks. Jerzego Popiełuszki Street, from the Ofiar Katynia Roundabout, over the railway main line, to Jana z Kolna Street in the area of its intersection with Robotnicza Street.

Despite its width, which once accommodated two lines of vehicular traffic, the so-called Yellow Viaduct is currently used exclusively by pedestrians. However, it excludes people with special mobility needs, as its eastern abutment ends with several dozen steep stairs. A lift is planned to be built at this location, financed as part of the so-called accompanying investments under the ULIM procedure.



Possible solutions that could improve accessibility for users of the space include:

- Construction of a meandering bicycle descent ramp enabling an efficient connection between the bicycle path along Zwycięstwa Avenue and Jana z Kolna Street in the area of Robotnicza Street, Narzędziowców Street, and Nowomiejska Street,
- Installation of lighting to improve visibility and the sense of safety,





Fig. 28 A-D. Connection between the Young City and the Aniołki district from the direction of Zwycięstwa Avenue and the Ofiar Katynia Roundabout via the so-called Yellow Viaduct to Jana z Kolna Street (cross street) and Robotnicza Street (inland): heavily used due to being the shortest route and the nearby Oliwa Gate tram stop; due to the stairs leading to the Yellow Viaduct, it is accessible only to pedestrians, excluding people with special needs. Source: Piotr Smolnicki, Autumn 2025.

Underground Passage near Błędnik

From the west, the area of the Young City can also be accessed via a grade-separated and largely barrier-free underground passage under the Błędnik viaduct (Fig. 29). It is a pedestrian and bicycle route connecting the area of Gdańsk Główny railway station with Dyrekcyjna Street. This route is an attractive alternative to the underground passage opposite the railway station and to the recently built surface-level crossing located south of the station, which has a long waiting time for pedestrians.



Possible solutions that could improve accessibility for users of the space include:

- Addition of lighting to improve visibility and the sense of safety, thereby encouraging use of this only pedestrian and bicycle connection without significant architectural barriers,
- Clear marking of this access route to the Young City within the city's spatial information system.



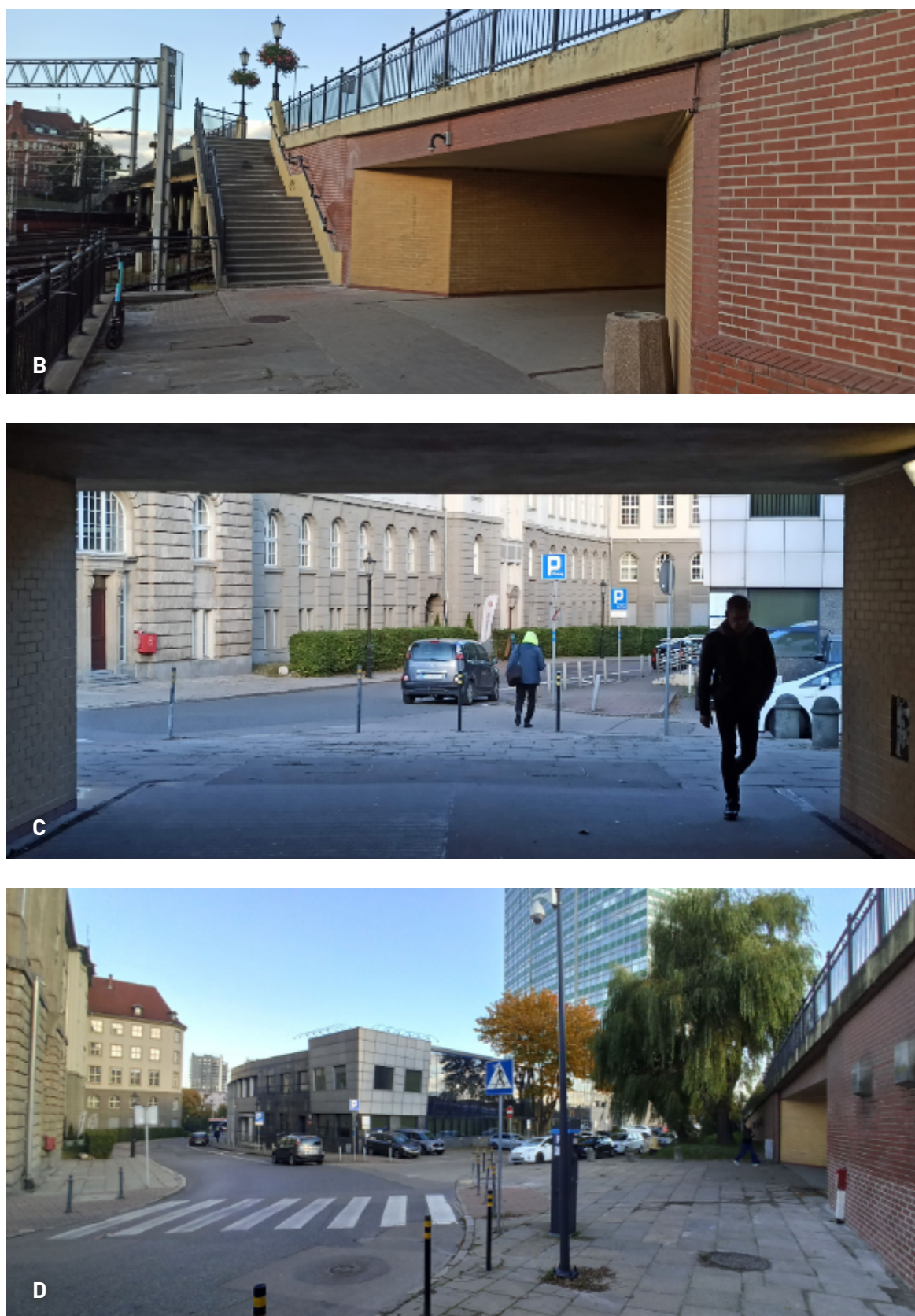


Fig. 29 A-D. Barrier-free access located approximately 350 m from the Gdańsk Główny railway station to the area of the Young City in the vicinity of Dyrekcyjna Street and Kupiecka Street; the entire route runs between two impassable boundaries: the railway main line and Podwale Grodzkie Street; A and B – a pedestrian and bicycle ramp along the western wall of the Błędnik viaduct abutment towards the underground passage; C and D – the eastern exit of the underground passage at Dyrekcyjna Street and Kupiecka Street. Source: Piotr Smolnicki, Autumn 2025.

Gdyńskich Kosynierów Street

Upon entering the Young City area via the underground passage beneath Błędnik, visitors have the option of choosing among three alternative routes to Jana z Kolna Street (Fig. 30): (A and B) Gdyńskich Kosynierów Street towards the crosswalk in the area of the so-called Yellow Viaduct and Robotnicza Street; (C) an informal passage through the Tryton office building, near which there are two crosswalks: in the vicinity of Solidarity Square and Nowomiejska Street; and (D) Kupiecka Street, from which the nearest crosswalk is also the one located at Solidarity Square. There is a clear lack of a crosswalk across Wały Piastowskie Street on the extension of Kupiecka Street as an access route to Łagiewniki and Gazownicza Streets.



Possible solutions that could improve accessibility for users of the space include:

- Prohibiting car parking on sidewalks,
- Improving the quality of pavement surfaces and pedestrian crossings across the roadway,
- Possible creation of a shared single-space layout used jointly by pedestrians, cyclists, and car drivers.





Fig. 30 A-D. Entrance to the area of the Young City from Dyrekcyjna Street towards Jana z Kolna Street: top – entrance from Gdynskich Kosynierów Street along the axis of Nowomiejska Street (in the future extended with a tram line to Jana z Kolna Street); bottom left – informal passage through the Tryton office building; bottom right – access via Kupiecka Street. Source: Piotr Smolnicki, Autumn 2025.

Jana z Kolna Street

From the north, the Young City is connected to other districts by Marynarki Polskiej Street (Fig. 31), which follows the route of national road DK-91, running from Nowy Port district and, at the Kliniczna Interchange (above Kliniczna Street), changing direction along the railway tracks. In the vicinity of Narzędziowców Street, it changes its name to Jana z Kolna Street (due to this non-intuitive name change, the section along the railway tracks is commonly referred to as Jana z Kolna Street).

Marynarki Polskiej Street connects the Young City with the remaining areas of the Młyniska district (within which it is located) and the Wrzeszcz Dolny district. At present, it is equipped with a carriageway of variable cross-sections, gradually narrowing to a 1x1 layout on the section where it changes its name to Jana z Kolna Street. Its cross-section includes a tram track (Fig. 31. A-D), connecting the city centre with Brzeźno (via Wrzeszcz Dolny) and Nowy Port (via Młyniska and Letnica). Along most of its length, starting from the Kliniczna Interchange, it

features a partially segregated bicycle path with at-grade crossings controlled by traffic lights. This path abruptly ends in the vicinity of the Gdańsk Stocznia SKM station (Fig. 31.B), forcing cyclists to perform a hazardous maneuver across the tram tracks. The sidewalk primarily serves the office buildings located along the route and the tram stops.





Fig. 31 A-D. UMarynarki Polskiej Street transitioning into Jana z Kolna Street in the vicinity of the Gdańsk Stocznia SKM station. Source: Piotr Smolnicki, A – August 2024, B, C – May 2024, D – Autumn 2025.

Malarzy Street

An alternative northern access route to Marynarki Polskiej Avenue is Malarzy Street (Fig. 32.A-D), preferred by cyclists seeking to avoid noise and fast-moving traffic. It should be noted that it runs through privately owned land. At its northern end, Malarzy Street presents an impressive appearance, flanked by two office buildings; in this section, it also includes sidewalks and retention greenery within its cross-section (A). Further along, the street abruptly terminates (B), although additional sections are being developed as extensions accompanying new building developments. In the future, it may become an important urban street linking the Young City with the other parts of the Młyniska district.

Proceeding along Malarzy Street toward the Young City, the street's cross-section narrows down to a single asphalt carriageway enclosed by fences: on one side, an unfinished office building development, and on the other, active industrial areas. At the southern end of Malarzy Street, in the area between the Gdańsk Stocznia SKM station and Narzędziowców Street, there is located a cultural hub of Gdańsk, including clubs (100cznia, Crackhouse) and spaces for artists (Grid Arthub).





Fig. 32 A-D. Access via Malarzy Street, serving primarily as an alternative for cyclists seeking to avoid noise and fast-moving traffic along the bicycle route running parallel to Marynarki Polskiej Avenue, as an extension of Jana z Kolna Street. Source: Piotr Smolnicki, Autumn 2025.

Gdańsk Stocznia Footbridge

Historically and at present, one of the key entrances to the Young City is the footbridge over the Gdańsk Stocznia SKM station (Fig. 33). Currently, both the station and the footbridge are undergoing modernization, including the construction of new elevators connecting it with the SKM Gdańsk Stocznia platforms (B). Upon completion of the investment, the footbridge will once again be accessible from the side of Zwycięstwa Avenue and Steffens Park at Kolejowa Street (A). This location generates significant pedestrian traffic, as it serves the northern entrance to the Young City (D), but also because it functions as an interchange node between the SKM and tram services (C), and in the future, it may again accommodate SKM connections to Nowy Port.

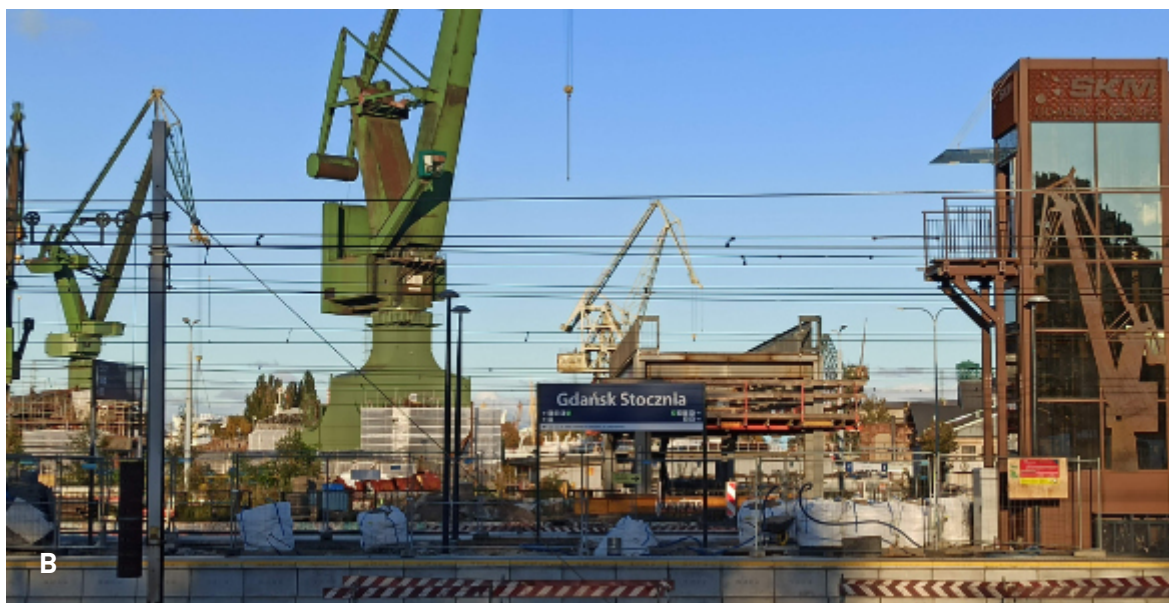




Fig. 33 A-D. Historically and at present, one of the most important entrances to the Young City is the footbridge over the Gdańsk Stocznia SKM station. Source: Piotr Smolnicki, Autumn 2025.

Waterfront

An increasingly popular entrance to the Young City is the waterfront running from the mouth of the Radunia Canal and to the mouth of the Motława River, located opposite to the tip of the Polish Hook (Fig. 34). This entrance is located by the historic building of Mleczny Piotr, which currently houses the WL4 gallery and studios (relocated from the demolished building at 4 Wiosna Ludów Street, which the waterfront passes by).

From the perspective of accessibility, this is the area most distant from Gdańsk Główny railway station, from which walking access may take more than 20 minutes. However, a significant increase in pedestrian traffic along the waterfront can be expected as a result of the new residential developments with services currently being constructed along it.





Fig. 34 A-B. Entrance to the Young City via the Motława waterfront from the side of the Old Town and Brabank. Source: Piotr Smolnicki, Autumn 2025.

Rybaki Górne Street

The connection between the Young City and the Old Town runs mainly along Rybaki Górne Street (Fig. 35). In the future, a school and a linear park are to be built in the block bounded by Rybaki Górne Street and ks. Jerzego Popiełuszki Street. As a result of these investments, the importance of this street will increase, while at the same time requiring improvements to the quality of pedestrian and bicycle traffic and traffic safety. The traffic lights at the intersection with Wałowa Street require pedestrians to cross as many as three crosswalks if they wish to walk on the east side of the street – this significantly limits accessibility and causes pedestrians to cross the roadway in places not designated for that purpose. Furthermore, the roadway width has been increased at the cost of reducing the sidewalk width, which, on such a heavily used route, is exceptionally burdensome given the high volume of pedestrian traffic. A similar problem exists on the bridge over the Radunia Canal, connecting Rybaki Górne and Rybaki Dolne Streets. In the context of the 15-minute city, the entire road network associated with Rybaki Górne Street requires redesign to improve accessibility and comfort for pedestrians – this also applies to the connection with Jana Heweliusza Street and the pedestrian route along Wodopój Street.





Fig. 35 A-B. Rybaki Górne Street constitutes an important connection between the Old and Young City from the direction of Gdańsk Główny railway station: view from the intersection with Wałowa Street toward the (A) south and (B) north. Source: Piotr Smolnicki, autumn 2025.

Sukiennicza Street

Due to the winding street network in the Old Town, a secondary route to the Young City is the Na Dylach Bridge over the Radunia Canal, which connects Sukiennicza Street and the Obrońców Poczty Polskiej Square with the area of the World War II Museum, Wałowa Street, Stępkarska Street, and, in the future, with ks. J. Popiełuszki Street and its tram stop (Fig. 36). The area around the Na Dylach Bridge, however, is characterized by a pedestrian path running parallel to the Radunia Canal, surrounded by greenery and connecting Rybaki Dolne and Górne Streets with Wapiennicza and Wartka Streets. In the context of the 15-minute city, it is essential to ensure access to the urban green space system and recreational areas, and this walking path creates precisely such a system. An additional advantage of this path is the tranquility it offers, stemming from its transverse orientation relative to tourist routes and functional connections. This route should be enhanced with additional ornamental greenery and small-scale architectural elements designed for recreation and to make spending time along the historic Radunia Canal more enjoyable.





Fig. 36 A-D. Access via Sukiennicza Street and the Na Dylach Bridge, from the Defenders of the Obróńców Poczty Polskiej Square, along the Museum of the Second World War to the intersection of Wałowa Street with Stępkarska Street and Stara Stocznia Street. Source: Piotr Smolnicki, Autumn 2025.

Wapienniczy Bridge

A significant limitation for pedestrian accessibility is the extremely inaccessible surface conditions in the area of the Wapienniczy Bridge (Fig. 37), starting with (A, B) stairs and cobblestones leading from Rybackie Promenade, continuing with (C) narrow sidewalks on the Wapienniczy Bridge, and ending with (D) high curbs and a cobblestone roadway without designated pedestrian crossings adapted for people with special needs.





Fig. 37 A-D. Entrance via Wapiennicza Street from the Grodzisko area, across the bridge at the mouth of the Radunia River near Brabank, towards the waterfront of the Young City or the future connection of ks. J. Popiełuszko Street. Source: Piotr Smolnicki, Autumn 2025.

Future Entrance to the Young City via ks. Jerzego Popiełuszki Street from the Brabank area

The existing and emerging development between Stępkarska Street in the Young City and Stary Dwór Street in the area of the Polish Hook is characterized by a wide corridor reserved for ks. Jerzego Popiełuszki Street. According to the provisions of the current local spatial development plan for this section, the road will descend into a tunnel under the Motława River (Fig. 38). In the context of the 15-minute city, the planned road and tram tunnel on the extension of ks. J. Popiełuszko Street is an insufficient solution. From the perspective of pedestrian and bicycle accessibility, it would be optimal to supplement this solution with a movable pedestrian and bicycle bridge, similar to the solution implemented in the area of Wartka Street, which connects the Old Town with Ołowianka. Such a bridge would also ensure pedestrian and bicycle access to the Polish Hook within 15 minutes. The location of a tram stop underground at the tunnel exit on the Polish Hook does not improve the situation; a tram stop should be located within the central urban fabric, surrounded by everyday services, rather than at the periphery and underground. .



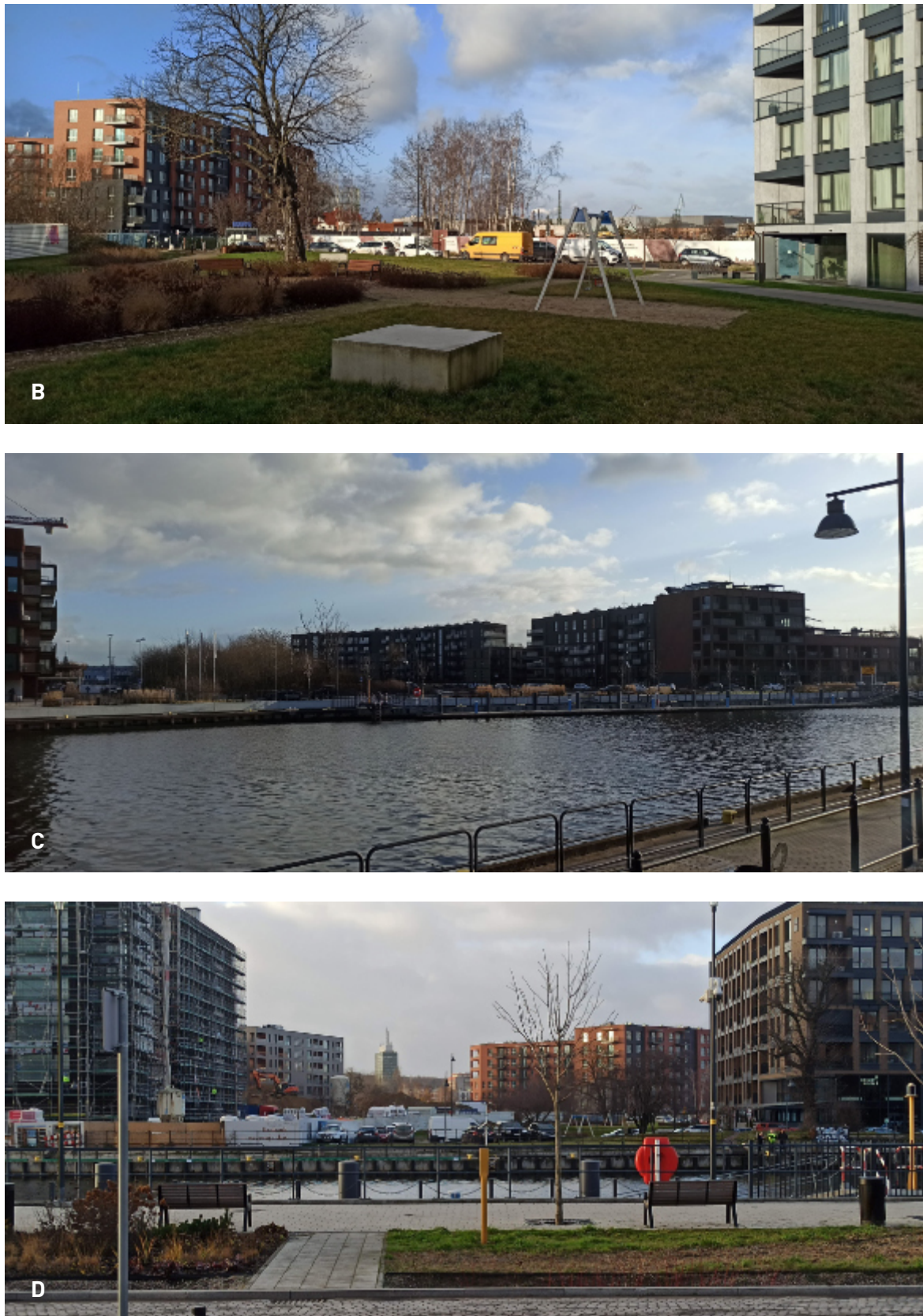


Fig. 38 A-D. Area of future excavation works for the descent into the ks. Jerzego Popiełuszki Street tunnel: A, B – Gdańskich Wolontariuszy Square on the western side of the river in the Young City; C – view from the Young City eastwards towards the land reserve for the tunnel descent on the Polish Hook; D – view from the Polish Hook westwards towards the land reserve for the tunnel descent and Gdańskich Wolontariuszy Square. Source: Piotr Smolnicki, Autumn 2025.

Brabank

An important entrance to the Young City will be the pedestrian route running from Długie and Rybackie Promenades, across the Wapienniczy Bridge, and further through the square within the Brabank development area (Fig. 39). Together with further residential developments with ground-floor services and infrastructure connecting key pedestrian routes and ks. Jerzego Popiełuszki Street, a significant increase in pedestrian traffic in this area is expected.





Fig. 39 A-D. Future entrance from the mouth of the Radunia River, through the Brabank neighborhood. Source: Piotr Smolnicki, Autumn 2025.

Gates of the Gdańsk Shipyard as Landmarks

The gates of the former Gdańsk Shipyard (Fig. 40), both those that have been preserved and those that no longer physically exist, should serve as symbolic and functional entry points to the Young City. As places with a strong historical and identity-related significance, they can form natural orientation nodes within the spatial structure of the district, strengthening its legibility and its connection to local history. Their exposure – through preservation, reconstruction, or clear marking in the pavement and spatial layout – may not only facilitate navigation but also build a place narrative in which the past becomes an integral part of the contemporary urban experience. In the spirit of the 15-minute city, these “gates” can serve not only a symbolic function but also a practical one, as points of intersection for different forms of mobility, meeting places, and local activity centres.





Fig. 40 A-B. Historic shipyard gates as entrances to the Young City and orientation landmarks: left – souvenir kiosk at the historic Gate No. 2 of the Gdańsk Shipyard; right – reconstructed Gate No. 1 of the Gdańsk Shipyard. Source: Piotr Smolnicki, A – June 2025, B – Autumn 2025.

2.2.3. Internal Connections

An interesting urban phenomenon of the Young City is its dense network of internal roads, which also form an expanding system of public spaces together with new investments. One such space is the internal street located between the so-called Montownia, where a popular food hall is situated, and the Doki complex with commercial premises located at the street level (Fig. 41). As shown in the image, vehicular traffic in this section is significantly limited. In addition, the street is equipped with flower planters and, more importantly, rain gardens, which, apart from low vegetation, also include trees. All of this makes this section of the internal road lively during the summer season, similar to the adjacent premises.



Fig. 41. Internal representative and commercial street – Doki development. Source: Piotr Smolnicki, Autumn 2025.





Fig. 42 A-D. Internal service road – the Doki development. Source: Piotr Smolnicki, Autumn 2025.

It should be noted that this section currently has no continuation in either direction; however, in the coming years this space will be extended: to the west, towards Solidarności Square, and to the east, across Rybaki Górne Street. The semi-private space is located within courtyards formed on the roofs of the service podium. This space is additionally visually separated from the street by spatial pergolas, giving the development an industrial character. The fact that these are internal roads means that both the ground surfaces and their surrounding edges create a coherent urban interior, which is difficult to achieve when a public road is surrounded by private developments.

Another example of an internal street within the same development is a parallel service road (Fig. 42 B-D), where vehicular traffic is allowed but clearly calmed. Here as well, there are pergolas above and greenery accompanying the pavement; however, instead of service frontages at ground level, there are blank walls with entrances to underground garages. Characteristic features of this street include:

- Views towards the European Solidarity Centre to the west and gas storage tanks to the east
- one could imagine such strong axial endings on a pedestrian street with services, unfortunately, the adjacent street with the large food hall has taken over this function,
- Pedestrian bridges in the form of spatial trusses suspended above the street, connecting courtyards at the second-floor level.

From the point of view of pedestrian accessibility, sidewalks along blank walls and parking spaces are unnecessary – pedestrians choose the middle of the street, that is, the traffic-calmed roadway. Image A shows the lack of development at the extension towards the historic BHP Hall and the European Solidarity Centre; here as well, in the coming years, the extension of the transport axis and connection with Główna Street, the so-called Road to Freedom, is expected.

2.2.4. Multifunctional Street Greenery

In the Young City, the use of grating pavement (Fig. 43) represents an innovative approach to shaping public space, combining functionality with environmental care. This type of solution enables shared use of space by pedestrians, cyclists, and users of outdoor food service areas, while also increasing the biologically active surface through the use of retention basins and rain gardens placed beneath the grating. An additional, though highly desirable, effect is the improvement of living conditions for urban trees, which gain access to rainwater, supporting their longevity and health. In dense urban areas, where open space is limited and the need for stormwater retention and climate adaptation is increasing, such solutions become particularly valuable. The most comfortable for everyday use are gratings with a mesh size of 11×33 mm, which allow safe movement without the risk of footwear or bicycle wheels getting stuck. However, it should be noted that surfaces of this type are sensitive to loads generated by motor vehicles; therefore, their durability requires the use of physical protection against vehicle access, such as bollards, speed humps, or other traffic-calming devices.





Fig. 43 A-C. Example of the type of bridge truss used in the Young City – corner of ks. Jerzego Popiełuszki and Rybaki Górne streets. Source: Piotr. Smolnicki, A, B – autumn 2025, C – October 2024.

2.2.5. Spatial barriers

The spatial barriers surrounding Young City affect the potential for integrating space and the urban fabric (Fig. 44). From the south and east, the boundaries are defined by the waterfronts of the Still Vistula, the Motława River, and the Radunia Canal. These waterways, while potentially attractive in landscape terms, currently function as physical and functional barriers, especially where pedestrian crossings or continuous riverside routes are missing.

From the west and north, the area is intersected by large-scale transport infrastructure, including the railway corridor, Wały Piastowskie Street, Podwale Grodzkie Street, and the viaduct along ks. Jerzego Popiełuszki Street. These elements form difficult-to-cross boundaries, particularly for pedestrians and cyclists. In addition, height differences in many places are overcome only by stairs, which excludes people with limited mobility⁵. The whole is complemented by inaccessible areas – both undeveloped and those developed in a way that creates barriers and divides the space (see: Bastion Wałowa, Fig. 46) – which fragment the urban layout and hinder the creation of a cohesive, accessible neighborhood. Overcoming these barriers is a prerequisite for transforming the Young City into an integrated, inclusive neighborhood.

⁵ This inconvenience can be mitigated by installing an elevator (see: Drewnica Peninsula Report on the Gdańsk Social Dialogue under the ULIM procedure, link: https://download.cloudgdansk.pl/gdansk-pl/d/202501244986/scg_drewnica_web.pdf)

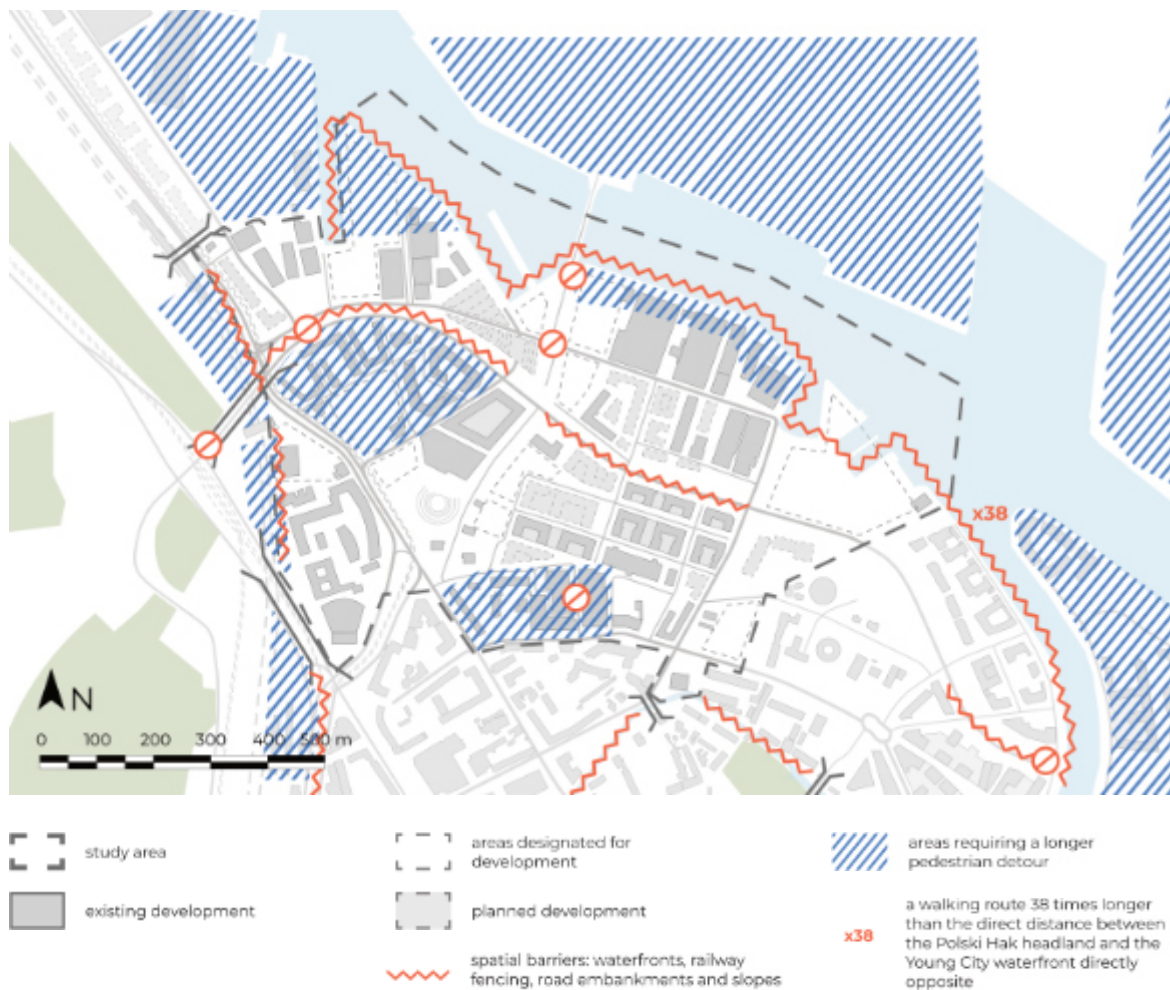


Fig. 44. Map of identified spatial barriers (the line along Popiełuski Street clearly marks a long stretch of the street that lacks crosswalks). Prepared by Piotr Smolnicki.

The block between Gazownicza Street, Łagiewniki Street, and Wałowa Street is an example of a historically determined spatial barrier (Fig. 45). It originally adjoined the boundary of the shipyard area, which is why no transverse connections were created linking Wałowa Street with Gazownicza Street and further into Young City. The block is characterised by preserved historic brick buildings from the late 19th and early 20th century, mature trees, and relics of the foundations of the medieval Dark Star Tower, surrounded by a brick wall with decorative metal fencing. This creates potential for transforming the area into an attractive public space accessible from both the Old Town and Young City sides. Such a solution would be possible after coordination between various landowners, including the municipality, the county, and the State Treasury.

On the side of Łagiewniki Street, the block is enclosed by a five-entrance, five-storey residential building, behind which there is a closed courtyard in municipal ownership with several dozen garages, most of which are privately owned. Municipal ownership makes it possible to create a connection between Wałowa Street and Gazownicza Street; however, this part of the block is less attractive and is already located at the edge near Łagiewniki Street, which today only allows the block to be bypassed. Therefore, it appears that the optimal location for an attractive pedestrian connection between Wałowa Street and Gazownicza Street (and further into the area) is the passage located in the middle of the block, at the interface with the Bastion Wałowa development, visible in image C.





Fig. 45 A-D. The block between Wałowa Street and Gazownicza Street forms a spatial barrier to the entrance of the Young City; however, there is potential for creating connections in the future: A – entrance to the historic plot from Wałowa Street; B – entrance from Gazownicza Street to the courtyard with garages behind the multi-family building on Łagiewniki Street; C – view from Wałowa Street of the passage between the historic plot and the Bastion Wałowa development, which offers the potential for development into an attractive pedestrian connection between Wałowa Street and Gazownicza Street (and further); D – entrance to the historic enclosed courtyard from Gazownicza Street. Source: Piotr Smolnicki, Autumn 2025.

An obstacle to creating an attractive pedestrian connection between Wałowa Street and Gazownicza Street is the presence of parking spaces associated with the historic buildings at the interface with the Bastion Wałowa development from the side of Gazownicza Street (B). Most of the ground-level space around the Bastion Wałowa development is allocated to car traffic, including internal roads, access ramps to underground garages, and surface parking spaces. This situation is not improved by the presence of a playground (A), which is elevated five steps above ground level and surrounded by an approximately 1.8-metre-high wall, with access provided by stairs and a ramp. The playground is located outside the main entrance zone of the residential buildings and is surrounded by an environment dominated by car-related functions. The low level of use of the walkway leading to it is evidenced by moss growing on the surface. As a result, access to the playground is limited, and its low attractiveness creates a psychological barrier to its use despite its basic equipment. A similar situation can be observed on the internal road between the four high-rise buildings of the Bastion Wałowa complex (C, D). Narrow, winding sidewalks squeezed between blank plinth walls of the towers and parked car bumpers result in pedestrians naturally choosing to walk along the middle of the roadway, as they have no alternative (D). This space should be considered a missed opportunity for creating attractive connections between the Old City and Young City through a gateway passage leading towards Wałowa and Aksamitna Streets.





Fig. 46 A-D. Spatial barrier between Wałowa and Gazownicza Streets – the only gate passage dominated by the roadway of an internal road surrounded by parking spaces: A – playground on the Gazownicza Street side, surrounded by the transport functions of the internal road; B – the internal road of the Bastion Wałowa development with parking spaces accompanying the historic buildings, blocking a potentially attractive pedestrian connection between Wałowa and Gazownicza Streets; C and D – another internal road between four high-rise buildings dominated by the transport function, with a gate passage to Wałowa and Aksamitna Streets Source: Piotr Smolnicki, Autumn 2025.

Waterfronts as a barrier





Fig. 47 A-B. Waterfronts serve as a barrier that is both desirable (due to their scenic value and water-based attractions) and, at the same time, represent the most difficult investment hurdle to overcome, particularly with regard to non-motorized road users: Left: the turntable at the mouth of the Motława River into the Still Vistula, view from the Young City near the Mleczny Piotr building toward the industrial areas in the Przeróbka district on Port Island. Right: view from the same location toward the Polish Hook. Source: Piotr Smolnicki, May, August 2024.

The waterfronts of Young City constitute a specific type of spatial barrier – both desirable and problematic (Fig. 47). On the one hand, their presence gives the area a unique landscape character, offering potential for water-based attractions, recreational spaces, and scenic pedestrian routes. On the other hand, direct contact with the water proves to be one of the most difficult investment thresholds to overcome, especially from the perspective of non-motorised users. The lack of continuous waterfront routes, a limited number of crossings, and physical obstacles such as industrial fencing effectively cut off access to the water and prevent it from functioning as a unifying element of urban space. An example is the area at the mouth of the Motława River into the Still Vistula, seen from the vicinity of the Mleczny Piotr building towards the Przeróbka district, where despite the proximity of water, pedestrian access to neighbouring districts remains largely illusory. Overcoming this barrier requires not only infrastructural investment but also a change in the approach to the role of waterfronts as an active component of public urban space.

Transport Infrastructure as a Continuous Barrier

The following illustrations (Fig. 48) present key infrastructural barriers that limit the accessibility of the Young City from surrounding areas. In the upper left section, Podwale Grodzkie Street is shown, where a 325-metre section between underground passages – further extended by the passages themselves – constitutes a significant obstacle to pedestrian movement. On the right side, the railway corridor is presented, whose uninterrupted 735-metre stretch between the underground passage at the main railway station and the viaduct of the so-called Yellow Bridge (accessible only by stairs) effectively cuts off the Young City from the city centre. The lower part of the illustration shows ks. Jerzego Popiełuszki Street together with the railway embankment, which interrupts the continuity of the Rurarzy and S. Jaracz street axes and creates an almost 400-metre pedestrian barrier along Narzędziowców Street – between the crossing at Nowomiejska Street and the passage under the viaduct leading to Robotnicza Street.

The indicated elements of large-scale transport infrastructure are crucial for ensuring the efficient functioning of the city, while at the same time posing a major challenge for ensuring accessibility of the immediate surroundings and maintaining spatial continuity. Shaping space in such a context requires particular attention, cooperation between multiple stakeholders, and the search for compromise solutions.





Fig. 48 A-D. Spatial infrastructural barriers: upper left – Podwale Grodzkie Street, a 325 m section between underground passages (plus the length of these passages); upper right – railway corridor, a 735 m section between the underground passage at the main railway station and the viaduct crossing, the so-called Yellow Viaduct – accessible via stairs; ks. J. Popiełuszki Street together with the railway embankment: blocking the axes of Rurarzy Street and S. Jaracz Street, and forming an impassable pedestrian barrier of almost 400 m along Narzędziowców Street between the pedestrian crossing at Nowomiejska Street and the passage under the ks. J. Popiełuszki Street viaduct leading to Robotnicza Street. Source: Piotr Smolnicki, Autumn 2025.

From a pedestrian's perspective, oversized multi-lane street and intersections with multi-phase traffic lights at crosswalks represent a specific type of infrastructure barrier. At the intersection of Zwycięstwa Avenue and ks. Jerzego Popiełuszki Street is located the Ofiar Katynia Roundabout, where pedestrians must cross four roadways and as many as ten lanes, as well as navigate multi-phase traffic signals (Fig. 49).





Fig. 49 A-B. The Ofiar Katynia Roundabout as an example of oversized road infrastructure designed for vehicular traffic and discriminating against pedestrians through multi-stage crosswalks. Combined with the presence of railroad tracks and the lack of a sidewalk on the overpass on ks. Jerzego Popiełuszki Street, this area will pose a significant challenge to ensuring a natural pedestrian connection for the Young City. This is important in the context of the potential location of the new Baltic Opera building. In the background, Zebrań Ludowych Square is visible, designated as the future site of the new Baltic Opera. Satellite image source: geogdansk.pl; source: Piotr Smolnicki, Autumn 2025.

Insufficient or Lack of Pedestrian Crossings

The lack or insufficient number of pedestrian crossings is a significant inconvenience when moving across the Young City, especially when crossing streets that should be traversed at designated locations. Paradoxically, the absence of a pedestrian crossing allows crossing the street if there is no other crossing within a 100 m radius. Such a situation exists at the intersection of Rybaki Górne Street and ks. Jerzego Popiełuszki Street (Fig. 50). An insufficient number of pedestrian crossings is also present on Rybaki Górne Street at its intersection with Wałowa Street, where walking along the western sidewalk requires crossing three signal-controlled pedestrian crossings.





Fig. 50 A-B. Lack and insufficient number of pedestrian crossings on Rybaki Górne Street. Source: Piotr Smolnicki, Autumn 2025.

Stairs as a Point Barrier excluding Users with Special Needs

Stairs (Fig. 51) are one of the most severe point barriers in urban space, especially for people with limited mobility, including wheelchair users, elderly people, parents with strollers, and people with temporary disabilities. In the case of the Young City, this problem is particularly visible in the area of access routes from the railway corridor side, where access to the district from the south takes place through steep descents from the Błędnik overpass. Both the western descent leading to the underground passage towards Dyrekcyjna Street and Kupiecka Street, and its eastern counterpart, do not have alternative solutions such as ramps, lifts, or platforms. This effectively excludes some users from the possibility of free movement. Such barriers not only limit accessibility but also undermine the basic assumptions of the 15-minute city, in which every person – regardless of ability – should have equal access to services, public spaces, and transport.





Fig. 51 A-D. Spatial barriers in the form of stairs – access routes to the area of the Young City from the railway corridor side: western descent from the Błędnik overpass to the underground passage towards Dyrekcyjna Street and Kupiecka Street, eastern descent from the Błędnik overpass to Dyrekcyjna Street and Kupiecka Street. Source: Piotr Smolnicki, Autumn 2025.

Lack of Pedestrian Connections and Sidewalks

The absence of a sidewalk along the newly completed development between ks. Jerzego Popiełuski Street and the "Żurawie" residential complex represents a particular case of an architectural barrier (Fig. 52) that undermines the basic principles of accessibility and inclusiveness of public space. Although this area is located directly next to the main transport axis of the Young City, pedestrian access to CSW NOMUS and S. Jaracza Street has been completely omitted in the design. Instead of an active ground floor with services or public space, the façade facing ks. Jerzego Popiełuski Street is dominated by technical elements, such as the ventilation system of the underground parking garage. This solution not only excludes pedestrians from everyday use of the space, but also weakens the integrative potential of the district, limiting the possibility of creating continuous, safe, and comfortable pedestrian routes – key elements of the 15-minute city concept.



Fig. 52. A new development that has been widely discussed in public discourse is the development of the area between ks. Jerzego Popiełuski Street (the transportation backbone of the Young City) and the Żurawie residential complex. This is due to the lack of a sidewalk (the path from ks. J. Popiełuski Street to the CSW Nomus and S. Jaracza Street) and the absence of ground-floor retail spaces – replaced instead by ventilation for the parking garage. Source: Piotr Smolnicki, October 2024.

Gazownicza Street, in its current state of development, is characterized by low environmental quality and the absence of a sidewalk on the northern side, as well as a discontinuous sidewalk on the southern side (Fig. 53). It is a service street supporting adjacent properties and the Bastion Wałowa development at its end. To the west, it connects with Łagiewniki Street and Wały Piastowskie Street, where Doki Street also branches off, forming the beginning of the so-called Road to Freedom. This juxtaposition of Gazownicza Street and the Road to Freedom, combined with diverse buildings from different periods and architectural styles, creates a sense of dissonance.

However, it should be emphasized that the calmed character of Gazownicza Street can be strengthened and redesigned into a calm green street in the form of a woonerf – fully accessible to pedestrians across its entire width, with traffic calming achieved through chicanes in the form of small-scale urban furniture and low and high greenery. In terms of accessibility, this solution is important due to the weak connection between the Young City and Wałowa Street and Aksamitna Street caused by the Bastion Wałowa complex. Gazownicza Street could take over part of the pedestrian flow from the Doki development and even from the Imperial Shipyard area. In addition, its location behind the popular *Montownia* food hall naturally supports a pedestrian connection towards Gdańsk Główny railway station.



Fig. 53 A-B. Lack of sidewalk continuity on Gazownicza Street: A – view of Gazownicza Street from Łągiewniki Street; B – view of Gazownicza Street towards the Montownia food hall and the Bastion Wałowa development. Source: Piotr Smolnicki, Autumn 2025.

In the future, an important connection between the Old Town and the Young City will be a currently non-existent diagonal street linking Rybaki Górne Street in the area of Wałowa Street with the waterfront behind Mleczny Piotr at the mouth of the Motława River into the Still Vistula (Fig. 54). This connection is important because it would represent the shortest route to the farthest point from Gdańsk Główny railway station. In addition, a new school is planned along this route, which should be naturally integrated into a safe and attractive pedestrian corridor, both from the side of the Young City and the tram stop on ks. J. Popiełuszki Street, as well as from the Old Town side, including Rybaki Górne and Dolne Streets.



Fig. 54 A-B. No connection from (A) the intersection of Rybaki Górne and Wałowa Streets toward the point (B) furthest from Gdańsk Główny Station, in the Mleczny Piotr area. Source: Piotr Smolnicki, Autumn 2025.



Fig. 55. Lack of continuity of the visual axis towards the Monument to the Fallen Shipyard Workers. Source: Piotr Smolnicki, Autumn 2025.

The southern side of the Montownia food hall functions as an internal service street with the character of a courtyard-parking area, while also serving as access to the main entrance of the hotel lobby for the serviced apartment zone located on the upper floors. This space is used for parking vehicles of apartment guests, and access is partially controlled by a barrier gate. Nevertheless, the street features an interesting arrangement of rain gardens with low and high greenery. A distinctive feature of this space is an axis oriented towards the Monument to the Fallen Shipyard Workers, although it is visually weakened by the dominant high-rise buildings of the Bastion Wałowa development, beneath which there is a narrow passage leading to Wałowa Street.

Unfinished Investments as Mental Barriers

The international crisis in the office real estate market has also affected the Young City, where some planned investments did not start construction (which led to transformation projects toward residential development), some were started and not completed (which resulted in an investment freeze on plots), and some were completed (but not without problems with the commercialization of the project). An example of an unfinished and halted investment is a 10-storey office building at 183 Marynarki Polskiej Street (Fig. 56). At another location on this street, another office building was constructed only in its underground part, which also blocked the development of the plot. In terms of accessibility, such unfinished investments create mental barriers – directions that are not followed, especially when it is clearly visible from a distance that they are not welcoming. This negative phenomenon is particularly important in the context of the future of Malarzy Street, which is a calm connection between the Young City and the rest of the Młyniska district.



Fig. 56. Unfinished office investment at 183 Marynarki Polskiej Street as a mental barrier: visually unattractive, not welcoming due to a lack of services, and creating a sense of insecurity. Source: Piotr Smolnicki, Autumn 2025.

Lack of continuity of waterfronts

An increasingly important connection between the Young City and the Old Town is the western waterfront of the Motława River. However, this connection is characterized by a lack of spatial continuity (Fig. 57), starting from (A) fragmented short stepped elevations with ramps, and ending with breaks in the surface near (B) Wiosna Ludów Street and Stępkarska Street, as well as (C) at the entrance to the Imperial Shipyard area near Mleczny Piotr and the mouth of the Motława River. These deficiencies make this attractive pedestrian route, despite the efforts of the property owner to invite people into the area (by marking a historical trail), inaccessible, difficult to access, or even unsafe for users of the space, especially for people with special needs.

Soon, this space will gain new users due to ongoing development investments along the waterfront.



Fig. 57 A-C. Interrupted continuity of the Motława waterfront: A – view of one of the short stepped elevations with a ramp near Stępkarska Street; B – view of a break in the waterfront surface and muddy informal paths near Wiosna Ludów Street; C – view of the entrance from the concrete waterfront into the Imperial Shipyard area – in the background, the brick building of Mleczny Piotr is visible. Source: Piotr Smolnicki, Autumn 2025.

Remnants of Pavement as a Barrier and a Challenge for Heritage Protection

The following figure illustrates the tension between the need to ensure accessibility of public spaces and the protection of material heritage in the form of historical pavements and remnants of industrial infrastructure. On the one hand, preserved fragments of old track beds – such as railway and crane tracks – constitute valuable evidence of the industrial past of the Young City and can serve as carriers of local identity. On the other hand, their presence is often difficult to reconcile with universal design principles, especially where they hinder movement for people with reduced mobility. An example is Narzędziowców Street, where remnants of the pavement are designated for removal, in contrast to the solution at the Montownia food hall, where the reconstructed route of the former track of line 105 of the Gdańsk Shipyard has been integrated into a new spatial arrangement. Future interventions should aim to balance these two values – accessibility and memory of place – through selective preservation, clear marking, and creative integration of historical elements into a modern, inclusive urban environment.



Fig. 58 A-B. challenge for the area is to reconcile universal design with heritage protection in the form of remnants of historical pavements, including railway and crane tracks (old track beds); on the left, pavement remnants and old track bed in Narzędziowców Street designated for removal; on the right, the reconstructed route of the old track bed of branch line 105 of the Gdańsk Shipyard around the Montownia food hall. Source: Piotr Smolnicki, April 2024, Autumn 2025.

Area Barriers

The Bastion Wałowa residential complex is an example of an area barrier that limits the free flow of pedestrians between the Young City and the adjacent quarters of the city centre (Fig. 59). Although there is formally a passage connecting the area around the Montownia food hall with Wałowa Street and Aksamitna Street, its narrow and unclear character, as well as the lack of a clear invitation to enter, make it function more as a gap than as a real spatial connector. This type of development, which is inward-looking and lacks active ground-floor uses, not only makes orientation and accessibility more difficult, but also weakens the integrative potential of the entire area. In the context of the 15-minute city, which is based on a dense network of connections and the accessibility of functions within walking distance, such area barriers represent a significant challenge for the coherence and inclusiveness of urban space.



Fig. 59 A-D. The Bastion Wałowa residential complex as an area barrier – the image shows a narrow passage connecting the area around the *Montownia* food hall with Wałowa Street and Aksamitna Street. Source: Piotr Smolnicki, Summer–Autumn 2025, May 2023, December 2020.

Bus Depot

The next figures, 60A and 60B, show the existing development in the area of the bus depot at Jana z Kolna Street, a key interface zone between the Young City and the city centre. The existing multi-storey parking structure with the bus depot located in front of it, together with the blind walls of historic tenement houses, creates an area barrier characterized by low spatial quality and limited permeability. This type of development not only does not support spatial integration, but in fact reinforces the isolation of the Young City from the adjacent quarters.



Fig. 60 A-B. Area barriers in the form of development unsuitable for a central urban function: a multi-storey parking structure with a bus depot and blind walls of historic tenement houses. Source: Piotr Smolnicki, Autumn 2025.

Traserów Street and Niterów Street (Fig. 61), located along the waterfront of the Still Vistula, remain inaccessible to the public due to the industrial facilities operating there, including Remontowa Shipbuilding S.A. and Aluship International. The lack of public access in this area results in a break in the continuity of potential pedestrian and cycling routes along the waterfront, significantly limiting access to the riverside space from the side of the Young City. Such functional barriers, although resulting from economic activity, pose an important challenge to the integration of the district with its surroundings and hinder the implementation of the 15-minute city concept, in which access to public spaces – including riverside areas – should be equal and universal.

The Young City area is characterized by a multi-layered system of barriers that, to varying degrees, limit the accessibility, cohesion, and inclusivity of this area. Among these are linear barriers – such as waterfronts, large-scale road and rail infrastructure – that cut through the district and hinder its integration with the surrounding area. It should be noted, however, that their presence is necessary to ensure efficient transportation within the city, and their existence should not be dismissed. They should be treated as a starting point for seeking solutions to mitigate their negative effects on the immediate surroundings.

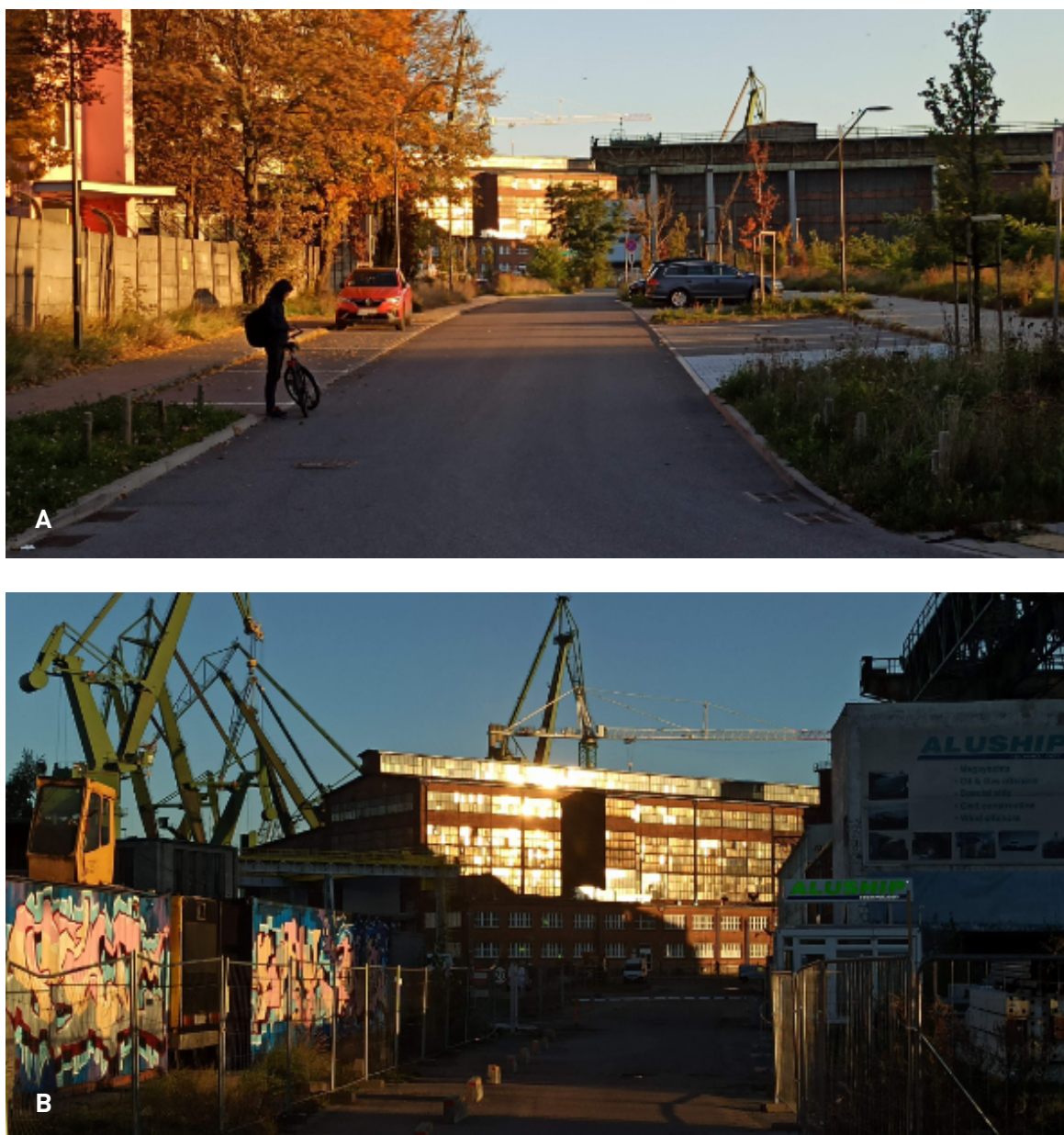


Fig. 61 A-B. Lack of access from Traserów Street along the Still Vistula waterfront due to an active industrial area, including Remontowa Shipbuilding S.A. and Aluship International. Source: Piotr Smolnicki, Autumn 2025.

Point barriers are also important, such as stairs or the absence of sidewalks, which exclude people with special needs and undermine the principle of universal design. In addition, area barriers – in the form of gated residential complexes, impermeable urban blocks, or industrial sites – fragment the space and restrict free pedestrian movement. A particular case involves tensions between heritage protection and the need to ensure accessibility, visible, among others, in the context of historical surfaces and remnants of shipyard infrastructure.

The identified obstacles not only hinder the implementation of the 15-minute city concept but also affect the everyday spatial experience of users. Overcoming them requires an integrated design approach that combines care for heritage with the principles of accessibility, legibility, and spatial coherence. Only then will the Young City be able to become a truly open, inclusive, and functional part of Gdańsk.

Drawbridge Pedestrian and Bicycle Footbridge as a temporal Spatial Barrier

Currently, the closest route from the Young City to the Polish Hook, located across the Motława River, is via the footbridge to Ołowianka (Fig. 62). The distance from the analyzed area to the footbridge is not the only barrier, as one must also consider the fact that from April 1 to October 30, between 7:30 a.m. and 7:30 p.m., the footbridge is open to pedestrians for approximately 25 minutes every hour – the rest of the time, the footbridge is open to navigation or is being raised and lowered; however, from midnight to 7:00 a.m. and from November 1 to March 31, the footbridge is accessible to pedestrians, except when it is raised at the request of navigation, but no more than once per hour (drmg.gdansk.pl).

Since both boat traffic and pedestrians must adapt to the opening schedule of the footbridge, which is located one kilometer from the mouth of the Motława River, the proposed solution would be to build a second footbridge closer to the mouth of the Motława River, where it meets the Still Vistula, with a schedule synchronized with the first footbridge so as not to hinder boat traffic, while also allowing pedestrians to calmly reach the alternative footbridge instead of waiting 35 minutes for a chance to cross while standing at the only crossing.



Fig. 62 A-C. The drawbridge footbridge to Ołowianka constitutes a temporary barrier – particularly during the high season, when increased water traffic means that the bridge is accessible to pedestrians for only 25 minutes per hour. Source: Piotr Smolnicki, Autumn 2025.

2.2.6. Potential New Connections

It should be also noted that any potential pedestrian crossing over the Motława River between the bascule footbridge to Ołowianka and the river mouth into the Still Vistula would need to accommodate navigation along this extensively used waterway. The primary solution would be the construction of a bascule pedestrian bridge, while an alternative could be a ferry crossing, which would also partially interfere with longitudinal river traffic.

The Polish Hook is located between the mouth of the Motława River and the Still Vistula, opposite the ship turning basin, which serves as a large navigational and visual forecourt (Fig. 63). In the context of the 15-minute city, the Polish Hook peninsula is entirely inaccessible, as illustrated in Fig. 44, which shows a 38-fold increase in walking distance (2,100 m, approximately 28 minutes) compared to the theoretical straight-line distance across the river to the Young City (55 m). Locating a crossing in this area would enable the creation of a loop with a 15-minute walking catchment between this crossing and the bascule footbridge to Ołowianka.





Fig. 63 A-D. Potential location of a pedestrian bridge connecting the Young City with the Polish Hook peninsula. Source: Piotr Smolnicki, Autumn 2025.

Stępkarska Street is a short street connecting the end of Wałowa Street with the Motława waterfront at Wiosny Ludów Street (Fig. 64). From the perspective of accessibility and urban composition, it represents an optimal location for a crossing over the river to Sienna Grobla Street on the Polish Hook peninsula.

- From the east, on the Polish Hook side, Stępkarska Street terminates approximately in the middle of the peninsula, and as shown in photos C and D, gateway access is also provided into the developing residential area,
- From the west, Stępkarska Street is fed by pedestrian flows from Wałowa Street and Stara Stocznia Street, as well as from the bridge over the Radunia Canal leading from Sukiennicza Street and Obrońców Poczty Polskiej Square,
- Midway along the street, ks. Jerzego Popiełuszki Street will run with a tram line and a tram stop.





Fig. 64 A-D. Potential connection along the axis of Stępkarska Street at its intersection with Wiosny Ludów Street: (A and B) views of Stępkarska Street facing east and west, respectively. Source: Piotr Smolnicki, Autumn 2025.

The implementation of this crossing over the Motława River would not only improve accessibility within the Young City but would, in particular, enable any meaningful pedestrian connectivity to the Polish Hook within a 15-minute walking range.

The traces of the former ring of Renaissance fortifications (including partially preserved redoubts) left in its street layout should be regarded as a historical phenomenon of Gdańsk. Examples include the successive streets of Wałowa, Długa Grobla, and the Żbik, Dzik, Miś, Wyskok, and Wilk Redoubts, as well as Grodza Kamienna Street and Wałowy Square, which together form a fragment of an ellipse that historically encircled the city to the east and south. Beyond this ellipse were located the city's ramparts, bastions, and moats.

A contemporary reconstruction of the missing section of this arc, extending Wałowa Street, is the pedestrian route within the Brabank development (Fig. 65). This route terminates at the Motława River with a distinctive waterfront indentation, which invites consideration of its potential use, for example as a ferry crossing connecting the Young City with Long Gardens and the Polish Hook districts. This could provide an attractive alternative for pedestrians and cyclists in comparison with the planned nearby tunnel under the river and its long access ramps on both banks. One might anticipate the argument of opponents that a bascule bridge is located 320 m away; however, the actual walking distance to cross the river is 850 m (approximately 13 minutes on foot, assuming the bridge is open to pedestrians rather than navigation, which may require an additional 35 minutes). This is nearly ten times the width of the river at this location. In the context of the Young City as a 15-minute city, such a connection could therefore represent an attractive option.





Fig. 65 A-D. Pedestrian route following the historical inner ring of Renaissance fortifications along the extension of Wałowa Street: (A) view from the Polish Hook; (B and C) views of the promenade facing west and east, with accompanying greenery and ground-floor services; (D) view westward along the internal roadway extending the promenade, showing a drastic change in spatial character. Source: Piotr Smolnicki, Autumn 2025.

2.3. Accessibility of Alternative Transport Modes

Availability of alternative transport modes constitutes a key pillar of the 15-minute city, enabling residents to carry out their daily activities. In the case of the Young City, this potential remains largely underutilized (Fig. 66). Although tram and bus stops are located in close proximity, their integration with the internal structure of the district is limited by spatial barriers and a lack of clearly defined pedestrian routes. Cycling infrastructure is fragmented, while public bicycle stations and micro-mobility rental points are scarce or absent. The potential of water transport – despite the proximity of the Dead Vistula and the Motława rivers – has also not yet been fully developed. This section examines existing and potential forms of alternative mobility in the Young City, identifying both their limitations and development opportunities toward a more sustainable and accessible transport system.



Fig. 66. Most of the Young City area is within a 15-minute (1,200 m) radius of the railway: the yellow area – accessibility to the Gdańsk Główny railway station, bounded by ks. Jerzego Popiełuszki Street; the yellow hatched area –accessibility to the Gdańsk Stocznia SKM station. Prepared by Piotr Smolnicki.

Rail Accessibility – PKP/SKM



Fig. 67. Main entrance to Gdańsk Główny railway station – approximately a 10-minute walk from the Young City, view toward the Young City. Source: Piotr Smolnicki, Autumn 2025.



Fig. 68. Gdańsk Stocznia SKM station – view from the direction of Steffens Park. Source: Piotr Smolnicki, Autumn 2025.

Rail accessibility represents a significant asset of the Young City in the context of metropolitan and regional mobility. Most of the area is located within a 15-minute walking distance (approximately 1,200 m) of two key transport hubs: Gdańsk Główny railway station (Fig. 67) and Gdańsk Stocznia SKM station (Fig. 68). The walking catchment area of the main station extends approximately to the axis of ks. Jerzego Popiełuszki Street. Gdańsk Stocznia SKM station, marked with yellow hatching, is located closer to the northern part of the area; however, its connectivity with the Young City is limited by the lack of direct, high-quality pedestrian routes.

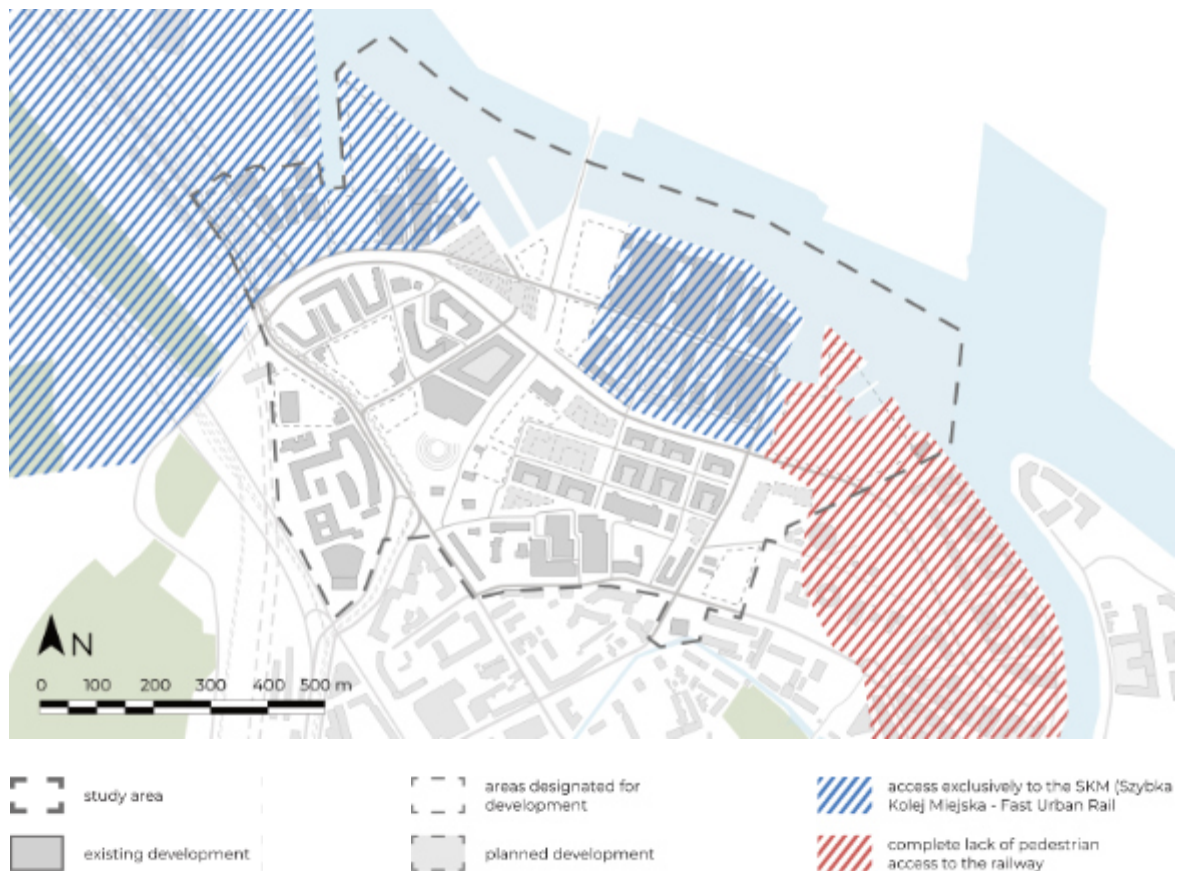


Fig. 69. Areas with limited access to rail service. Prepared by Piotr Smolnicki.

The following map (Fig. 69) presents variations in rail accessibility within the Young City area. Areas marked with sparse hatching indicate zones, within which SKM Stocznia station is reachable within a 15-minute walking distance. Areas with dense hatching indicate a lack of realistic pedestrian access to any railway station. This condition effectively challenges the assumptions of the 15-minute city concept and requires intervention. Improving rail accessibility requires not only reducing physical distances but also removing spatial barriers and enhancing the quality of pedestrian routes.

Despite formal proximity, actual rail accessibility requires improvements in pedestrian infrastructure quality, wayfinding clarity, and the elimination of spatial barriers in order to fully utilize the potential of rail transport as an alternative to car-based mobility.

Tram Accessibility

Tram accessibility in the Young City is possible through the line located within the axis of Jana z Kolna Street and, in the future, ks. Jerzego Popiełuszki Street, which will constitute the main transport corridor of the district and will connect with the tram line along Siennicka Street. The tram line along ks. Jerzego Popiełuszki Street will be linked with Jana z Kolna Street via Nowomiejska Street (Fig. 71). The next map (Fig. 70) presents a 5-minute walking catchment area (approximately 400 m) to tram stops - both existing and potential - located along this route. The proposed locations of new stops have been selected to maximise accessibility coverage, ensuring an even distribution of access to public transport across the entire area. This makes it possible to bring the locations of the tram stops in a way that aligns with the standards of a 15-minute city, in which fast and convenient access to public transport forms the basis of everyday mobility. A key challenge, however, remains the provision of safe and comfortable walking routes to stops in the context of existing spatial barriers and the lack of pedestrian infrastructure in some areas. The implementation of the tram route will necessarily be complemented by essential access infrastructure. Ensuring continuity of these connections will require particular attention.

It should be noted that on Marynarki Polskiej Street, which is an extension of Jana z Kolna Street, the vehicle lanes have been narrowed, and the reclaimed space on the asphalted roadway has been designated as a bike lane, which is located between the roadway and the tram tracks. This solution constitutes an important cycling connection between the Young City and the Młyniska and Wrzeszcz districts, as well as further areas of the city. However, it should be emphasised that the location of the bicycle path alongside the tram tracks may create a sense of insecurity among users due to the need to cross the tracks towards the Young City (Fig. 72). The photograph shows an atypical situation of a cycling crossing, in which the roadway was closed to car traffic – under these conditions, cyclists have greater freedom to perform turning manoeuvres, observe their surroundings, and cross the tram tracks. In typical conditions, however, the cyclist is located only one to two metres from the tram tracks, which limits the ability to safely and comfortably execute a turn before entering the rails. This results in several risks:

- Reduced ability to observe whether a tram is approaching (noise from cars, rail traffic, and industrial activity may mask the sound of an approaching tram),
- Increased likelihood of entering the tracks at an angle other than perpendicular, which in the case of cyclists may, under adverse weather conditions, lead to loss of balance and a fall,
- The cyclist must cross both the tracks and the roadway (in this case, Malarzy Street), where there is vehicle traffic.

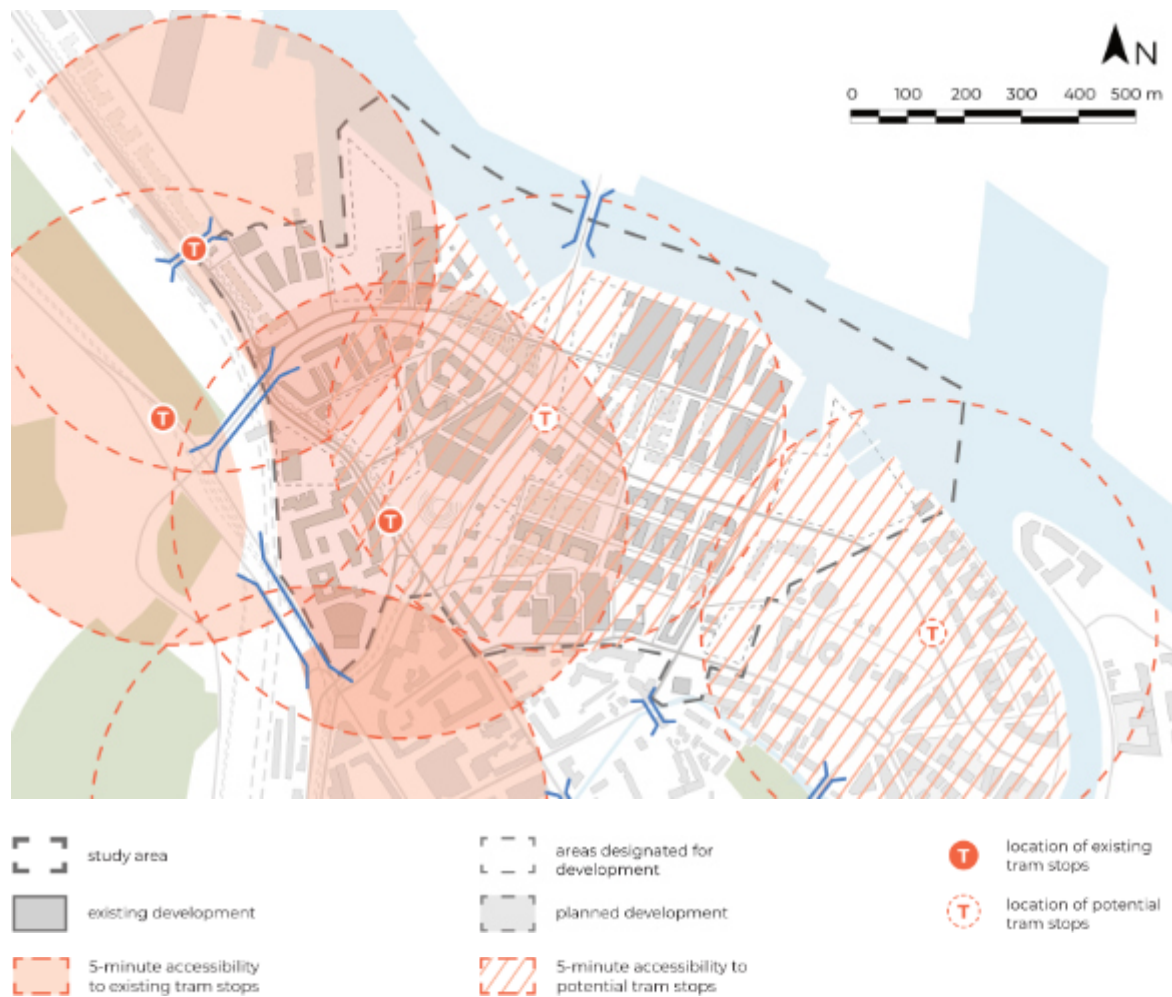


Fig. 70. Five-minute accessibility to tram stops: existing and potential along ks. Jerzego Popiełuszki Street – potential stop locations selected to ensure maximum accessibility within a 400 m radius. Prepared by Piotr Smolnicki.



Fig. 71. On Nowomiejska Street, a tram line is planned in the future, connecting the existing tram line on Jana z Kolna Street with the planned tram line on ks. Jerzego Popiełuszki Street. Source: Piotr Smolnicki.

Cyclists, as vulnerable road users, are exposed to the highest level of risk in such conditions. In the case of inexperienced cyclists, particularly children, crossings of tram tracks within intersections may generate significant safety hazards.

A similar situation occurs at the end of the bicycle path, where cyclists must cross the tram tracks almost perpendicularly in order to continue their movement parallel on the other side. The *S-shaped* manoeuvre is dangerous both due to limited visibility and the need to cross the tracks at a non-perpendicular angle.



Fig. 72. Potentially hazardous locations include bicycle crossings over tram tracks – the image shows a cyclist crossing the tram tracks from Marynarki Polskiej Avenue (on the axis of Jana z Kolna Street) into Malarzy Street. Source: Piotr Smolnicki, June 2025.

Pedestrian Movement

Pedestrian movement constitutes the foundation of the 15-minute city and is the primary mode of mobility in urban space. In the case of the Young City, its importance is particularly significant – both due to the scale of the district and its potential role as an open, inclusive part of Gdańsk's city centre.

At present, however, conditions for pedestrian movement are uneven and often unsatisfactory. In many locations, continuous, safe, and comfortable pedestrian routes are lacking, mainly due to the early stage of spatial transformation processes. Public spaces network is fragmented, and access to key destinations – such as public transport stops, cultural institutions, or waterfront areas – is hindered by infrastructural barriers, the absence of sidewalks, stairways without alternative accessible solutions, or unclear crossings through closed urban blocks. Additionally, many pedestrian routes do not meet accessible design standards, thereby excluding people with reduced mobility.

Strengthening the role of pedestrian movement in the Young City requires:

- Ensuring continuity and coherence of the pedestrian network, prioritising the shortest and most convenient connections,
- Removing spatial barriers, including stairs, fences, and impermeable infrastructure corridors,
- Applying universal design principles that address the needs of all users,

- Enhancing spatial attractiveness through greenery, street furniture, shading, and resting places,
- Improving spatial legibility through clear signage and a logical spatial layout.

Walking is not only a means of getting around, but also a way of experiencing the city. Its quality has a direct impact on quality of life, social integration and the attractiveness of public spaces. In the Young City, it should be treated as the primary form of mobility, around which other functions and modes of transport are organised.

Sidewalks

Sidewalks constitute the basic element of pedestrian infrastructure and are essential for the functioning of the 15-minute city. In the context of the Young City, their role becomes particularly significant, as it is the sidewalk network that determines the real accessibility of public spaces, services, public transport, and recreational areas.

In many parts of the area, however, significant gaps and deficiencies in sidewalk infrastructure can be observed. These include both the complete absence of sidewalks (e.g. in the area of developments along ks. Jerzego Popiełuszki Street and the Żurawie complex), as well as their fragmentation, discontinuity, or unclear alignment. In some cases, sidewalks are narrowed by technical elements (e.g. garage ventilation shafts), are not adapted to the needs of people with reduced mobility, or lack adequate lighting and street furniture.

High-quality sidewalks should be:

- Continuous and legible, without unnecessary breaks or barriers,
- Wide and safe, allowing pedestrians to pass each other comfortably,
- Accessible to all users, including people with disabilities, parents with prams, and older adults,
- Integrated with greenery and water retention systems, e.g. through permeable surfaces or adjacent rain gardens,
- Attractive and welcoming, with places for rest, shade, and social interaction.

In the Young City, sidewalks should be treated not only as technical infrastructure, but as a fundamental carrier of quality of life and social integration. Their development and modernisation should go hand in hand with urban transformation processes, creating a coherent, inclusive, and sustainable urban environment.

Overhead Walkways as Viewpoints related to Landscape Protection

Overhead pedestrian crossings in the area of the Young City serve not only a transport function, but also a landscape and symbolic one. The footbridge leading from the Gdańsk Stocznia SKM station offers a unique view of still-operating shipyard industrial areas (Fig. 73), thereby functioning as an observation point documenting the spatial and cultural transformation of this area. Similarly, the so-called Yellow Viaduct enables views of both the working cranes (Fig. 74) and the historic area of Solidarity Square, combining industrial and social heritage of Gdańsk within a single visual frame. Such viewpoints, integrated into everyday pedestrian infrastructure, may function as tools for cultural landscape protection – not through isolation, but through accessibility and reinterpretation from the user's perspective. Their potential should be enhanced through appropriate signage, historical narration, and design that encourages pausing and contemplation.



Fig. 73. Overhead walkways as viewpoints – the footbridge from Gdańsk Stocznia SKM station constitutes an important observation point overlooking still-operational shipyard areas, representing a unique landscape element. Source: Piotr Smolnicki, May 2024.



Fig. 74. Overhead walkways as viewpoints – the so-called Yellow Viaduct, from which the photograph was taken, provides a view both of working cranes and the Solidarity Square area. Source: Piotr Smolnicki, Autumn 2025.

Urban Squares as Spaces of Integration

Urban squares within the structure of the Young City play a key role as spaces that integrate the community and provide relief from the dense, intensively built-up inner-city fabric. The following illustrations (Fig. 75) present two examples of such spaces: (A, B) the Porozumienia Gdańskiego Square, located in front of the former Shipyard Directorate building, which in the future will be enclosed on three sides by building frontages, while maintaining a visual and symbolic opening towards the historic BHP Hall across ks. J. Popiełuszko Street; and (C, D) the newly forming square in the former dock basin area, which, due to its location and spatial form, has the potential to become a contemporary civic forum. Such spaces function as breathing buffers, places for meetings, events, and everyday leisure, and their proper design – incorporating greenery, shade, accessibility, and active ground-floor uses – is crucial for quality of life in a dense urban environment. In the context of the Young City, these squares may also serve as carriers of memory and identity, linking the shipyard past with the future of an open and inclusive district.





Fig. 75 A-D. Squares will constitute an important open public space within the dense inner-city fabric: A and B – view of the Porozumienia Gdańskiego Square in front of the former Shipyard Directorate building; in the future, the square will be enclosed on three sides by building frontages with an opening towards the historic BHP Hall across ks. Jerzego Popiełuszki Street; C and D – view of the emerging new square in the former dock basin. Source: Piotr Smolnicki, A – June 2023, B – May 2024, C – July 2019.

Bicycle Traffic

Bicycle Traffic in the Young City is planned primarily in the form of dedicated bicycle paths, which results both from local spatial development plans (e.g. separation of bicycle paths from pedestrian routes through greenery) and from assumptions embedded in the STeR document, which provide for a main cycling route along both sides of ks. Jerzego Popiełuszki Street and a system of transversal connections. At the same time, it should be assumed that in everyday use a significant portion of cycling traffic will take place on internal streets, which – if traffic is appropriately calmed – may function as shared zones.

In this context, it is crucial to ensure an adequate number of bicycle parking facilities both in front of commercial premises and within semi-public spaces and residential complexes. It can be expected that greater availability of such infrastructure will encourage more frequent use of bicycles as a mode of transport, strengthening mobility in line with the principles of the 15-minute city.

It should also be noted that the Young City requires the creation of new cycling connections, both from the side of Zwycięstwa Avenue and from the planned river crossing over the Motława. However, the access route along Jana z Kolna Street from Marynarki Polskiej Avenue requires improvement within the Young City itself – today, this convenient cycling route lacks continuity and proper integration with the internal street network of the Young City.

2.4. Mobility. Summary

In summary, the implementation of the 15-minute city principles in the Young City in the context of mobility requires addressing conditions arising from its industrial past, heterogeneous spatial structure, legal and regulatory constraints, and ongoing urban transformation. The key objective is to create an environment that enables everyday functioning based on short distances – so that residents can easily access services, public spaces, and public transport. Achieving this goal supports not only sustainable mobility, but also the development of local identity and a sense of place attachment.

The analysis of accessibility and mobility shows that the Young City is in a transitional phase: part of its urban structure is still in formation, while existing elements require better integration and coordination. The challenges concern both the street network structure and the quality of public spaces, the organisation of traffic, and the relationship with surrounding districts. In many areas, it is necessary to strengthen spatial continuity, improve legibility of the urban layout, and ensure more comfortable and safe conditions for walking and cycling. In addition, it should be noted that the broader project has already been planned as an accompanying project under the ULIM procedure.

In response to these needs, desired directions of action have been identified that can gradually increase the accessibility and coherence of the district. These include both strengthening the main transport axes and transforming internal streets into comfortable everyday public spaces. Existing pedestrian routes and waterfront areas may play an important role, as they have the potential – once appropriately reorganised – to become natural corridors of mobility and integration. Such an approach allows the foundations of a neighbourhood functioning in line with the principles of the compact, short-distance city to be established.

2.5. List of Recommended Interventions

Based on the analysis of the existing conditions, the following list identifies elements requiring improvement in the Young City:

1. Main External Connections and Infrastructural Barriers

- Lack of sidewalks and cycling infrastructure on the viaduct and overpass of ks. Jerzego Popiełuszki Street, unsafe conditions for cyclists; obstruction of transverse street axes by embankments and the abutment of the elevated structure,

- Low quality and limited accessibility of the pedestrian underpass from the railway station beneath Błędnik, insufficient lighting and signage for alternative access routes,
- Currently limited accessibility of the so-called Yellow Viaduct due to presence of stairs, absence of ramps, and lack of lighting (prior to the planned installation of a lift),
- The inland port boundary and impermeable waterfronts as barriers to pedestrian and cycling continuity along the Motława River and the Still Vistula, lack of the possibility to establish waterfront connections through port areas along Malarzy Street,
- Lack of direct, grade-separated pedestrian, cycling, tram, and vehicular connections to the Polish Hook and Przeróbka districts.

2. Street Network and Public Space

- The railway corridor acts as a barrier to pedestrian and cycling movement in several locations,
- Fragmentation and discontinuity of public streets (Jaracza, Robotnicza, Gdyńskich Kosynierów), meandering alignments that hinder orientation.
- Presence of internal streets with unclear legal status and lack of design and maintenance standards, insufficient quality of pedestrian and cycling space on internal streets functioning as service, access, or parking areas,
- Incomplete office developments and closed private areas acting as spatial and psychological barriers,
- Remnants of pavement and tracks, as well as variations in material standards, lack of protection for pedestrian grid structures over retention areas against vehicle intrusion.

3. Pedestrian Accessibility

- Lack of sidewalks in key locations (including ks. J. Popiełuszko Street and the Żurawie development area), numerous discontinuities in pedestrian walkway system,
- Sidewalks running along blind façades and technical elements such as garage ventilation shafts or entrances; insufficient lighting, greenery, and street furniture, as well as the absence of comfortable, direct, and continuous pedestrian routes,
- Deficiencies in universal design: stairs without alternatives, lack of ramps, lifts, and accessible crossings for people with special needs,
- Insufficient number of safe, designated pedestrian crossing points; lack of pedestrian priority at intersections, including cases where crossings are missing on both sides of the carriageway,
- Lack of a legible pedestrian information system and unclear access to the Road to Freedom area from Łagiewniki Street and Gazownicza Street.

4. Bicycle Traffic

- Lack of a bicycle path on the Popiełuszko viaduct and absence of key sections of routes planned in SteR,
- Dangerous bicycle crossings over tram tracks on Marynarki Polskiej Avenue (insufficient distance from tracks, poor crossing angle, need to cross both roadway and tram tracks simultaneously, particularly affecting inexperienced cyclists and children),
- Insufficient number of bicycle parking stands near services and residential developments,

- Lack of coherent transversal connections across ks. Jerzego Popiełuszki Street,
- Absence of a bicycle ramp providing connection to the so-called Yellow Viaduct.

5. Public Transport

- Difficult pedestrian access to SKM Gdańsk Stocznia and Gdańsk Główny railway station; lack of clear and comfortable pedestrian routes,
- Absence of the planned tram line along Nowomiejska Street and ks. Jerzego Popiełuszki Street.

6. Waterfronts and Access to Water

- Lack of continuous pedestrian and cycling routes along the Motława River and the Still Vistula,
- Restrictions in waterfront development resulting from port operational requirements,
- Absence of piers, access points, and recreational spaces along the water,
- Lack of a pedestrian-cycling crossing (footbridge/bridge/ferry) connecting the Young City with the Polish Hook.

7. Squares, Shared Spaces, and Viewpoints

- Incomplete development of Porozumienia Gdańskiego Square and the former dock basin square; insufficient greenery, shading, and active ground-floor uses,
- Lack of integration of squares with the pedestrian and cycling network,
- Footbridges as fully-fledged viewpoints (absence of narrative, signage, and lighting).

8. Mobility Policy and Parking

- Need to communicate the development of Paid Parking Zones (PPZ) as a benefit for residents and users through the mechanism of reinvesting revenues into improving pedestrian and cycling infrastructure quality,
- Lack of integration between SPP and policies aimed at reducing car traffic and promoting active mobility.

The list above needs to be reviewed in terms of priorities and feasibility over the next five years.



Photo. 5. Aerial view of the Young City. Photo: BAM.

3 Social Needs and Availability of Services Analysis

The analysis of social needs and availability of services needs was developed based on material collected through the participatory process and in-depth expert studies (Fig. 76). It represents an attempt to integrate the perspective of the Young City users – both present and future – with specialist knowledge in the fields of urban planning, urban policy, and heritage studies. The reference framework is provided by the concept of the 15-minute city, supplemented by the site-specific conditions of the area, including its post-shipyard history, tangible and intangible heritage, and associated cultural values.



Fig. 76. Workshops on user expectations – detail. Source: The City Initiative Association.

As a result of the analysis, a range of key themes relevant to shaping the Young City as a district of everyday life was synthesized. The structure of spatial users was described, along with anticipated directions of its change. Needs related to the area's heritage and history were identified, as well as a set of desired places and the spatial configuration preferred by users.

3.1. Preferences regarding Social Needs, Public Space Layout, and Availability of Services

The conducted analyses made it possible to define the main user groups of the Young City and identify their most important concerns and needs. A clear dynamic of change in the current user structure was observed, which also enabled the formulation of a scenario for its possible future evolution (Fig. 77).

As new housing developments are completed, the number of residents in the area steadily increases – both long-term inhabitants and those staying for shorter periods, including short-term rental tourists. The changing profile of cultural and social services is attracting an increasingly broad group of visitors from across the Tricity area as well as neighbouring municipalities.

The collected material was compiled into diagrams presenting individual subareas with their associated dominant user groups. These diagrams constitute a deliberately simplified representation of a far more complex and nuanced social reality; however, they allow the main directions of ongoing change to be captured and highlight key needs in shaping connections and relationships at the interfaces between different parts of the area (Figs. 78, 79, 80).



Fig. 77. Workshop documentation on users. Source: The City Initiative Association.

3.1.1. Structure of Space Users

Current User Structure



Fig. 78. Current spatial structure. Source: The City Initiative Association.

1. **Area of the historic Imperial Shipyard.** The dominant users are industrial workers and the artistic community, which makes use of the existing buildings and infrastructure for production, creative activities, and the organisation of cultural events.
2. **Area of the 100cznia / Elektryków Street cultural centres.** A space primarily of an entertainment and cultural nature, intensively used by visitors, with a strong presence of the artistic community.
3. **Area of the Schichau Shipyard.** An area with a clearly industrial user profile, dominated by workers of factories and enterprises operating within the site.
4. **Gdyńskich Kosynierów and Robotnicza Streets.** An area inhabited mainly by long-term (native) residents, strongly connected to the site over time and characterised by a well-established local neighbourhood identity.
5. **Main gateway to the Young City, the European Solidarity Centre, the Solidarności Square.** A zone of strong symbolic and public significance, primarily used by visitors (including tourists) as well as employees of nearby institutions and organisations.
6. **Jana z Kolna and Dyrekcyjna Streets area.** An area dominated by office and service functions, where the primary users are employees and visitors.

7. **Development along Wałowa Street.** A mixed residential and service area, used both by long-term and new residents, as well as visitors benefiting from local services and amenities.
8. **Former gasworks area.** A site of industrial-service character, used mainly by employees and visitors in connection with ongoing activities.
9. **The area of the Doki estate and other modern residential and commercial developments.** New residential development, whose main users are new residents as well as visitors using the area's service and recreational offer.

Zachodzące zmiany w strukturze

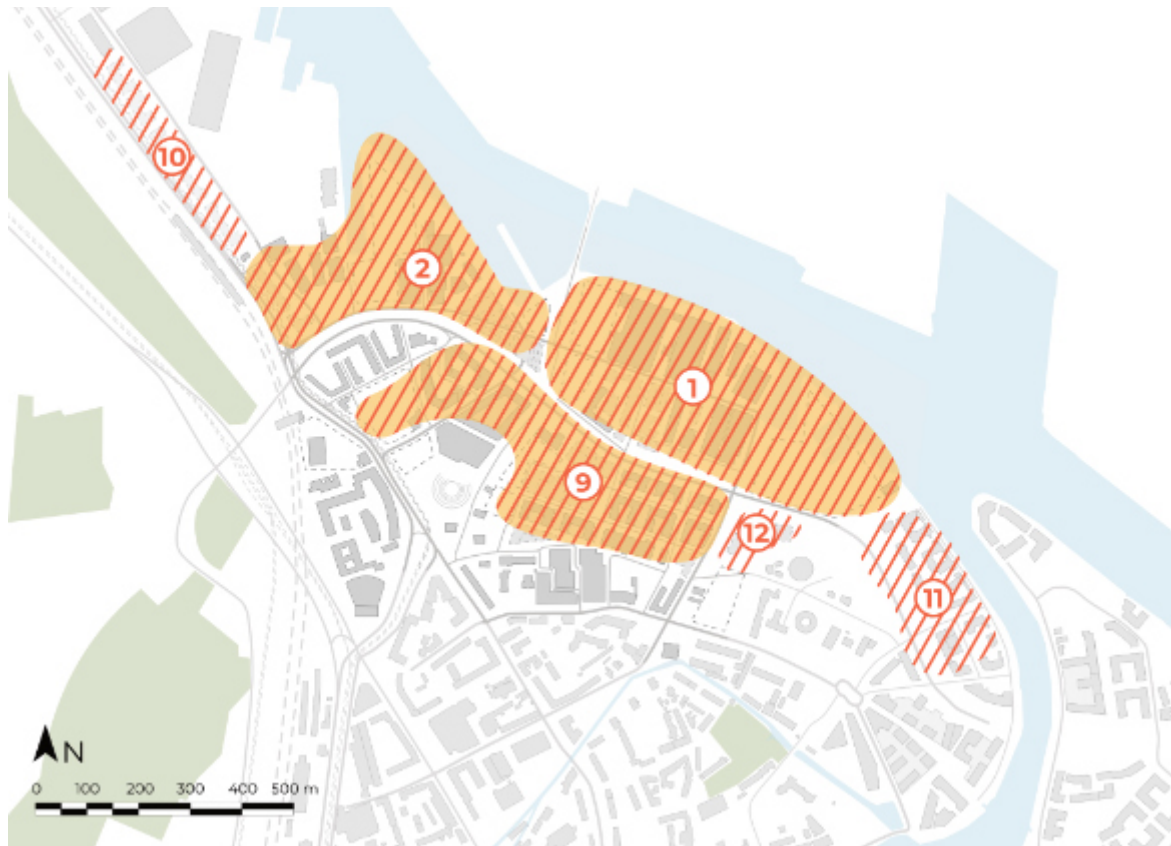


Fig. 79. Ongoing changes in the social structure. Source: The City Initiative Association.

Changes in the Current Structure

1 and 2 – areas of the historic Imperial Shipyard and the Drewnica Peninsula. This area is undergoing significant functional and social transformation. A gradual replacement of some existing users is taking place, with the emergence of new groups: new visitors, new residents, new employees, and new services, including social ones.

Newly Emerging Areas

Area 9 – emerging core of the 15-minute city. A new residential and mixed-use development all key functions. The expected user groups include new residents, tenants (both long-term and short-term), and visitors.

Area 10 – commercial development connecting the Young City with Wrzeszcz. A zone of new service-oriented development generating an influx of employees and users, as well as increased movement related to office and service functions.

Area 11 – residential and service development. A new mixed-use residential and service complex, where the dominant users will be new residents and visitors.

Area 12 – planned primary school. A site designated for a primary school, which will bring new pupils and support the development of new social services in the immediate surroundings.

Connections between Sub-areas and Resident Groups

The proper functioning of the Young City depends not only on external links and the continuity of public spaces with adjacent districts, but also on coherent functional and cognitive relationships between the identified sub-areas. The previous diagrams presented both the current and the planned spatial structure of these sub-areas, as well as the resulting changes in the user structure.

In this context, it is particularly important to design key connections that will link the diverse parts of the Young City while preserving their individual character. This concerns both spatial integration (functional layout, pedestrian and cycling network, access to services) and the process of shaping of coherent cognitive relationships – so that individual sub-areas are perceived as elements of a single, complementary whole.



Fig. 80. Currently functioning and planned sub-areas, as well as changes in the structure of their users. Source: The City Initiative Association.

3.1.2. Catalogue of Places and Services

Based on six categories⁶ forming the concept of the 15-minute city⁷, a broad set of ideas and needs concerning the functioning of the district was collected through work with stakeholders associated with the Young City. The contributions included both specific services and destination places (e.g. workplaces, education, culture, recreation, and everyday services), as well as more general visions of the area's future, relating to quality of life, accessibility of public spaces, and ways of using the waterfront (Fig. 81). The collected material serves as a starting point for determining which functions and types of spaces should be located within everyday walking or cycling distance for residents and visitors of the Young City.



Fig. 81. Catalogue of places and services. Source: The City Initiative Association.

The postulates collected in the participatory process were organised in a two-stage approach. First, issues of a general nature were identified, relating to the participatory process itself, the agency of planning processes, and broader questions concerning the shaping of the entire Young City. These issues go beyond the framework of the six 15-minute neighbourhood categories, in line with the adopted methodology⁸. These remarks were documented in a separate category, referred to in the

⁶ 1. accessibility and communication; 2. development of local economies; 3. services and destinations; 4. climate resilience; 5. high-quality public space; 6. realistic building densities.

⁷ Developed on the basis of the development plan for the State of Victoria in Australia, prepared by the Department of Transport and Planning. The necessary solutions and elements of the 15-minute city were mapped. Reference was also made to the Melbourne 2030 strategy, Direction 5. All materials on this subject are available at: <https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/20-minute-neighbourhoods>

⁸ See: Melbourne 2030 Strategy, Direction 5. All materials on this subject are available at: <https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/20-minute-neighbourhoods>

document as core issues. Only afterwards were the remains comments assigned to the six categories of 15-minute neighbourhood development⁹, which include:

1. Safe, accessible, and well-connected spaces for pedestrians and cyclists, supporting active modes of transport,
1. Support for the development of the local economy (shops, services, workplaces, and education),
2. Provision of services and everyday destinations that support local life,
3. Support for communities resilient to climate change,
4. High-quality public and recreational spaces,
5. Ensuring a level of population density that enables the viability of local services and public transport.

3.1.3. Basic Issues – Expectations and Concerns

The postulates that did not fit into the above categories were compiled into a broad set of core issues. They relate to the overall vision for the development of the Young City, encompassing both the expectations and concerns of stakeholders. Although these are often formulated at a high level of generality, they remain essential for thinking about the area's future. In the following part of the report, they are presented in five thematic groups:



Accessibility

Accessibility is closely related to issues of safety and concerns about transport exclusion. The vision of an accessible district assumes the existence of a safe and legible spatial system that can be freely used by everyone - regardless of age, mode of movement, or social status. Stakeholders repeatedly emphasised that accessibility cannot be limited solely to its physical dimension (the absence of architectural barriers), but must also include financial accessibility (of spaces, housing, and services) as well as mental accessibility, understood as the subjective sense of being welcome and entitled to be present in a given place.

Expectations

- Possibility of living without a car with children,
- Need for free spaces where time can be spent without costs,
- Affordable access to public space,

Concerns

- Summer heat leading to thermal inaccessibility of public space,
- Cultural / age segregation leading to inaccessibility,
- Spatial isolation,

9 ibidem

- Inclusivity,
- Absence of fences and other architectural barriers,
- Need for spaces with people where everyone can feel safe,
- Traffic safety and calmness of movement,
- Accessible public space for everyone (especially for persons with disabilities).

- Lack of accessibility of space,
- Lack of connection with the surrounding area,
- Transport exclusion (especially for people without cars or with children).

Social and Organisational Issues

In newly developing areas, the challenge is not only to provide basic services, but also a well-developed social infrastructure, including kindergartens, nurseries, neighbourhood clubs, community centres, senior clubs, and care homes. Stakeholders described the provision of such functions as *support for life* within the district. At the same time, there was a clearly articulated concern about the emergence of so-called *no-man's places* – spaces that, due to fragmented responsibility, remain unattended, become degraded, and fail to perform any meaningful social function.

Expectations

- Location of social services,
- Shared use,
- Support for life.

Concerns

- Lack of agency in the process,
- No-man's places,
- Fragmented responsibility for the maintenance of public areas.

City for Residents

Stakeholders expressed concerns related to the widespread presence of short-term rentals in new developments, which directly affects the functioning of the district and the quality of public spaces. A reduced number of permanent residents contributes to spatial anonymity, a weaker sense of belonging, and makes it more difficult to build stable, integrated local communities.

Concerns were also raised about the risks of *Disneylandization* and theming of space, which may lead to a loss of authenticity and reduce the area to a tourist backdrop. One of the key challenges for the Young City will therefore be to find a balance between tourist and local functions, ensuring that the development of visitor-oriented services does not come at the expense of the quality of life of permanent users of the district.

Expectations

- A lively district with people in the streets,
- Balance between public and enclosed developments,
- Semi-private spaces, free from tourists, especially at night.

Concerns

- Cappuccino city,
- Disneyfication,
- Short-term rentals,
- Fear of artificial space,
- Car dominance.

Multifunctionality and Diversity

During the preparation of the catalogue of necessary services and places, attention was drawn to the fact that for the proper functioning of a 15-minute city, diversity of functions and their even distribution within the urban fabric are of key importance. Particular emphasis was placed on multifunctional spaces whose use changes depending on the time of day, day of the week, or season, which directly translates into the intensity of urban life and better utilisation of available infrastructure.

Expectations

- Diverse service profile,
- Cultural diversity,
- High urban density of events - availability of public squares for urban sports activities,
- Spatial integration,
- Repetition of events (communication, education),
- Multifunctionality.

Concerns

- Lack of services or shops for permanent residents,
- Dominance of premium services in the area.

Greenery and Water

In discussions on the future of the district, one of the most frequently recurring topics was access to water and greenery for recreational purposes. However, as shown in the table below, stakeholders equally emphasised blue and green infrastructure and nature-based solutions (NBS – Nature Based Solutions), seen as a response to growing concerns related to flooding risk, waterlogging, and periods of drought.

Expectations

- Access to water and greenery,
- Large recreational green area just around the corner,
- Implementation of the sponge city concept,
- Water access inspired by Copenhagen solutions – urban bathing areas and waterfront meeting spaces,
- Flood prevention through terrain shaping and the creation of embankments that also serve a functional role (inspiration: THE BIG "U", New York).

Concerns

- Flood and inundation risk,
- Lack of resilience to heavy rainfall and extreme weather events,
- Lack of resilience of greenery to climate change.
-

3.1.4. Catalogue of Demands and Services aligned with the 15-minute City Categories¹⁰

The primary premise of the proposed actions is the implementation of the 15-minute city concept. In this framework, the 15-minute city is understood as a set of clearly defined requirements concerning the spatial organisation of urban functions, accessibility, and environmental quality, enabling a precise definition of what constitutes a good neighbourhood to live in in the context of the Young City (Fig. 82). The applied model has been developed based on planning instruments used, inter alia, by the Government of the State of Victoria (Australia) and the Melbourne 2030 strategy (Direction 5), in which the key components of the 15-minute city were identified and linked to transport, environmental, and social policy frameworks.



Fig. 82. Diagram of the six categories of the 15-minute city. Prepared by The City Initiative Association based on the development plan for the State of Victoria, Australia¹¹⁾

Six Categories of the 15-minute City Concept, along with the Proposals put forward by Participants in the Participatory Process

The table below presents the proposals formulated by the participants in the participatory process, broken down into six thematic categories of the 15-minute city. They have been recorded as faithfully as possible to the original wording, often preserving the colloquial nature of the statements and the simplifications found in them. This is a deliberate choice – participants have every right to articulate their needs and concerns in their own words, without having to use the conceptual framework specific to urban planning or urban policy.

¹⁰ Based on the development plan for the state of Victoria, Australia, and the Melbourne 2030 strategy, Direction 5. All materials on this topic are available on the website: <https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/20-minute-neighbourhoods>

¹¹ All materials on this topic are available on the website: <https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/20-minute-neighbourhoods>

The role of the team leading the process is to translate these statements into operational terms – organizing, interpreting, and translating them into project guidelines and strategic recommendations. The table should therefore be treated as a starting point: source material that, in subsequent stages of the work, was translated into specific directions for shaping the space, social services, and the functional programme of the Young City.

1. Safe, accessible, and well-connected spaces for pedestrians and cyclists

This means creating a cohesive network of pedestrian and bicycle routes, free of architectural barriers, with clearly marked intersections and a priority given to active mobility. In the context of the Young City, this category includes, among other things, the design of the Road to Freedom, the Shipyard Route, connections to the waterfront, and crossings over the railroad tracks.

- Barrier-free edges, level surfaces,
- Calm and safe traffic conditions,
- High quality and snow-cleared pavements,
- Absence of architectural barriers,
- Absence of social barriers,
- Low-noise surfacing,
- Smooth surfaces enabling skating/boarding,
- Blue and green cycling routes,
- New cycling paths,
- Public transport,
- Water tram,
- Cycling network system,
- Access to Mevo,
- Bicycle parking in public space,
- Tram stop and night bus stop.

2. Supporting the development of the local economy (stores, services, jobs, and educational opportunities)

A 15-minute neighborhood should offer a variety of workplaces and a network of services (both everyday and specialized) within a short walking distance. In the Young City, this means integrating new workplaces with residential and cultural functions, rather than isolating them in single-use office complexes.

- Diverse job opportunities,
- Proximity of small grocery stores.
- Supermarket,
- Grocery store,
- Pharmacy,
- Bakery,
- Veterinary clinic / pet shop,
- Local convenience store,
- Greengrocer,
- Language courses.

3. Providing services and places of everyday interest that support local life

This involves planning the locations and types of services in such a way that the neighborhood is vibrant throughout the day and all year round – from education and neighborhood services to places for socializing, recreation, and culture. This category is directly linked to the list of destination spots identified during the participatory process.

- Healthcare centre
- Marketplace,
- Concert hall,
- Need for small-scale everyday culture,
- Community centre,
- Library,

- Art in public space (image kiosk, small exhibitions),
- Proximity of schools and kindergartens,
- Gym,
- Swimming pool,
- Publicly accessible multifunctional meeting spaces,
- Workshop spaces,
- Places for families to spend afternoons together.

4. Supporting climate-resilient communities

This means providing both spatial solutions (blue-green infrastructure, NBS, water retention, microclimate management) and social initiatives (education, awareness-raising, local support networks) that increase the Young City's resilience to the effects of climate change.

- Greening of transport corridors,
- Flood and inundation concerns,
- Sponge city approach,
- Green infrastructure as a system,
- Forest,
- Zero-emission buildings.

5. High-quality public and recreational spaces

The plan calls for the creation of a hierarchical system of public spaces – ranging from grand squares to intimate neighborhood streets – designed as places for actual use, rather than merely as backdrops for traffic. In the Young City, this involves a clear differentiation in the character of symbolic axes, waterfronts, squares, and sports and recreational spaces.

- Recreational spaces,
- Publicly accessible green areas,
- Urban market square,
- Access to water,
- Sports areas,
- Sports fields,
- Safe running routes,
- Greenery for physical activity,
- Large recreational area just around the corner,
- Abundant trees,
- Green areas for lying on the grass,
- Sponge city approach,
- Water-based recreation,
- Green plaza,
- Green square with loungers,
- Safety concerns regarding recreational infrastructure for elderly users,
- Lack of trees,
- Lack of access to waterfront spaces.

6. Ensuring population density enabling the viability of local services and public transport

A 15-minute city requires an appropriate level of development density: too low density makes it impossible to sustain services and transportation, while too high density leads to congestion and conflicts. In the context of the Young City, this parameter is key to balancing residential, service, and tourism functions and to counteracting the *short-term rental island* scenario.

- Municipally managed residential buildings,
- Safe and long-term rental housing,
- Mixed housing types with varying standards,
- Student housing,

- Apartments of different sizes adapted to diverse needs,
- Balance between short-term rental, long-term rental, and owner-occupied housing,
- Inclusion of groups with special needs, such as people with disabilities, students, elderly residents, and migrants,
- Worker housing.

3.1.5. Diagnosis of Expectations, Needs, and Concerns

The participatory process carried out to identify users' needs in the areas of public space, social services, and standard services revealed a range of expectations as well as concerns that go beyond a simple catalogue of functions. Stakeholders repeatedly raised the issue of the agency of the participatory process itself – whether the submitted proposals can realistically be translated into spatial, functional, and programmatic decisions. During the discussions, structural problems also emerged that lie beyond the direct scope of design, such as the lack of legal regulations concerning short-term rentals, perceived as a significant barrier to shaping a socially stable district inhabited by permanent residents.

At the same time, social concerns were articulated: the risk of mental exclusion of certain groups (including seniors and parents with children), fears of spatial isolation of the Young City, and insufficient transport connections with the rest of Gdańsk. There was a strong concern that the emerging district could be perceived as a space *for the chosen few* – primarily young, affluent people – which would directly undermine the idea of an inclusive 15-minute city. In response, the need to ensure accessibility for diverse age and social groups was emphasised, understood both in physical and transport terms, in economic terms (affordability of housing, services, and recreational offer), and in symbolic terms (a sense of being invited to use the space).

In the context of services and standard facilities, particularly important were the demands to shape the Young City as an egalitarian space – through the design of welcoming, open public spaces, as well as the deliberate location of free or low-cost functions within them (culture, recreation, social infrastructure). The collected and grouped inputs show that, from the users' perspective, shaping the service and spatial programme cannot be treated merely as a matter of *filling gaps*, but as a tool for building an inclusive district in which everyday functioning, social relations, and the symbolic image of the place remain coherent.

3.1.6. Preferences regarding the Structure of Public Spaces

Principles for linking the Young City Public Space System with its Surroundings

The development of the Young City public space system is based on its opening and the strengthening of connections with the surrounding areas, which have been weakened by the former closed-off nature of the shipyard site (Fig. 83). Key importance in the process of shaping urban structure is assigned to development of clear and accessible pedestrian and cycling connections, public transport accessibility, and the integration of the area into the city's wider landscape structure. The main spatial barriers remain the Still Vistula river and railway infrastructure, whose crossings – particularly in the area of the SKM Stocznia stop and the so-called Yellow Viaduct – should be fully accessible and integrated into the public space network. Priority should be given to strengthening relations with the city centre, the Old Town, and districts located on the other side of the railway tracks, as well as to building multidirectional waterfront connections with the surrounding areas. This system of links serves not only a transport function but also a social one, supporting the integration of the Young City with the rest of Gdańsk and contributing to a shift in its perception as a fully-fledged urban district.

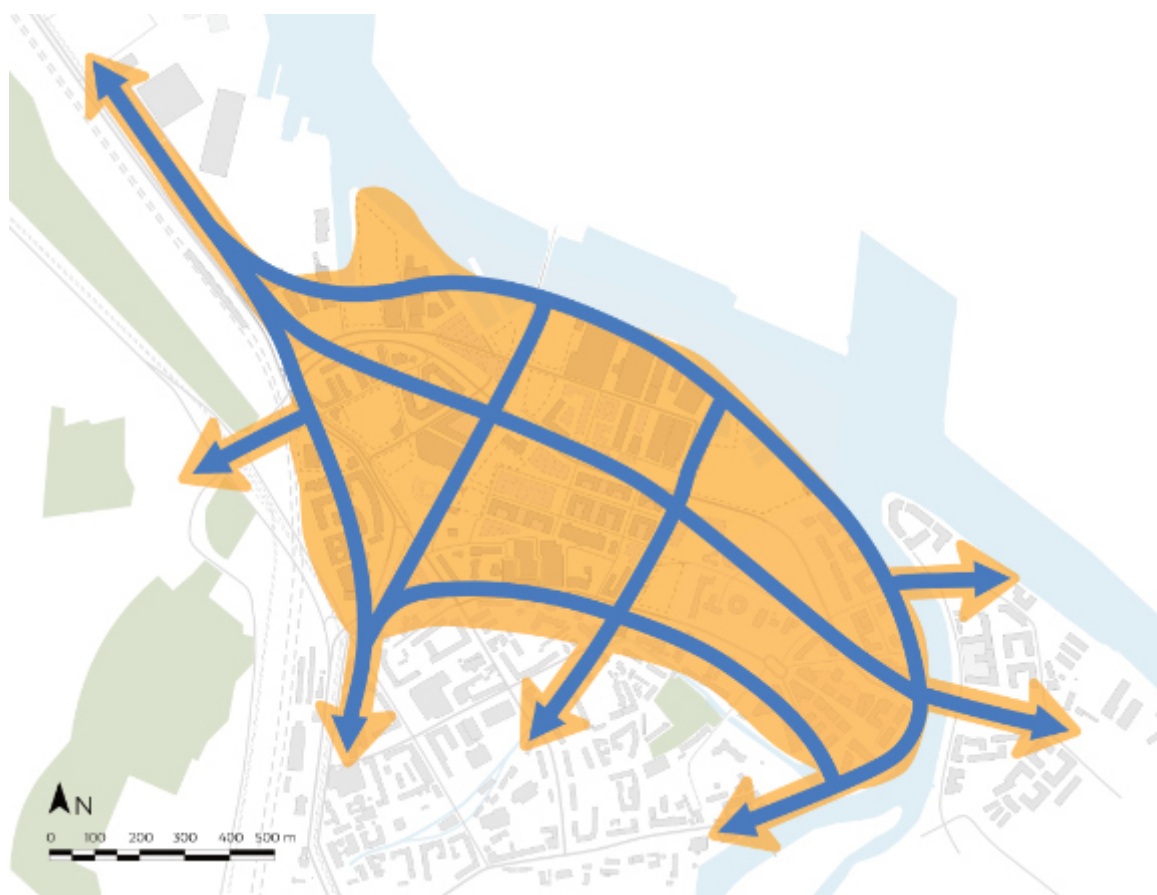


Fig. 83. Analysis of the connections between the Young City and adjacent areas. Prepared by The City Initiative Association.

Main Spatial Concept

As a result of analyses and discussions on the target layout and character of the public space system in the Young City, a compositional principle based on two main spatial axes was identified: Narzędziowców Street and the Road to Freedom, which function as the primary public corridors of the district (Fig. 84). At the intersections of these axes, as well as in other key

locations, squares were identified – nodes of the main public spaces – as well as attractors, meaning places distinguished within the existing urban fabric and serving as destination points in the spatial structure. Particular emphasis was also placed on the deliberate shaping of waterfront areas, ensuring clear access to the water, as well as connections with the most important cultural institutions and sites. The resulting concept assumes the development of a continuous, legible network of public spaces that integrates key places, buildings, and pedestrian routes of the Young City, so that this system forms a coherent framework for the district's future development.

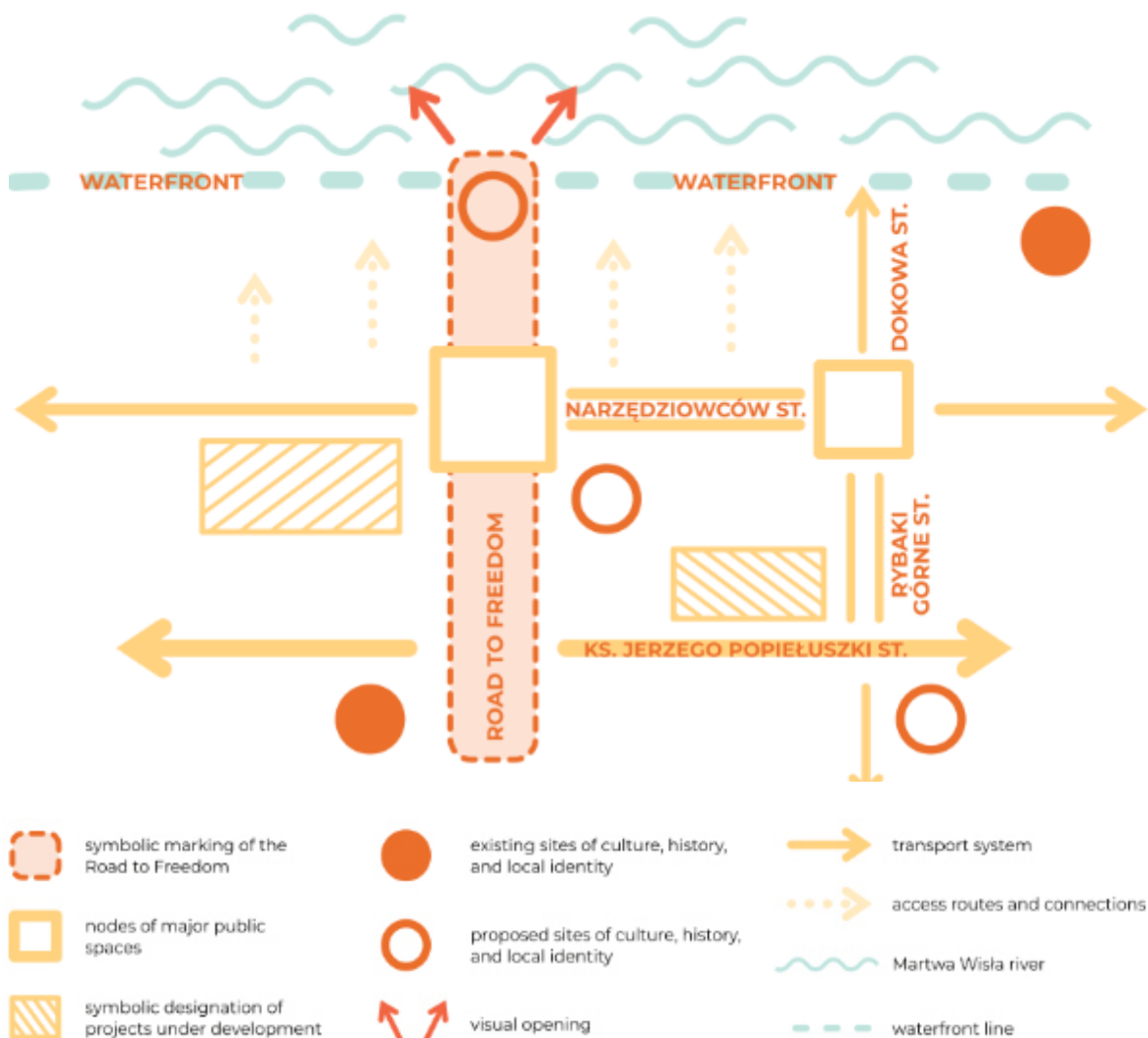


Fig. 84. Conceptual diagram of the spatial layout. Prepared by The City Initiative Association.

Building Layout and Active Ground Floors

The subsequent figure (Fig. 85) presents the arrangement of existing and potential buildings with active ground-floor uses. When combined with the planned system of primary public spaces, it illustrates the intended functional logic of the district: a clear correlation can be observed between the location of service-oriented ground floors and the course of key public space corridors. Services are concentrated along the main axes and at key nodes, which supports the activation of these spaces and strengthens their role as places of everyday services, social interaction, and exchange.



Fig. 85. Target layout of buildings and active ground floors. Prepared by The City Initiative Association.

3.2. Heritage and Cultural Values of the Young City

In previous analyses concerning the Young City – including the study *Young City. The Future of the District* – the discussion on heritage has been progressively structured, leading to an approach based on three parallel axes. It has become increasingly evident that the area does not possess a single dominant type of heritage, but rather represents an overlap of at least three coexisting dimensions: **the heritage associated with the Solidarity movement and systemic transformation, the industrial heritage of the former Gdańsk Shipyard, and the more recent artistic heritage shaped by cultural institutions and creative communities active since 1999.** Each of these axes contributes a distinct yet equally important dimension to the identity of the Young City, and each requires sustained attention and long-term commitment from stakeholders – including the city, investors, institutions, community organisations, and residents.

Solidarity Heritage (Fig. 86), as understood in the context of the workshops and research conducted, was primarily interpreted as a network of memory sites connected with the formation of independent trade unions, the so-called August Agreements of 1980, and the subsequent collapse of communism. The need to preserve the memory of the events of August 1980, the strikes and negotiations, as well as the later processes of democratisation, was strongly emphasised. Participants in the participatory process underlined that the values stemming from

this period – social solidarity, civic agency, and the right to the city – remain relevant today and should be clearly reflected in the spatial structure: in the composition of commemorative sites, in the design of the Road to Freedom axis, and in the programming of institutions such as the European Solidarity Centre or Solidarity Square. In this perspective, historical heritage is not limited to commemoration alone, but also functions as a framework for contemporary civic practices and a culture of public debate.



Fig. 86. Lech Wałęsa during the strike at the Gdańsk Shipyard, August 1980. Source: photograph by Stanisław Składanowski / from the collections of the European Solidarity Centre.

Industrial Heritage (Fig. 87) refers to the material and spatial history of the Gdańsk Shipyard as one of the key shipbuilding centres in Europe. The analyses emphasised the need to “make visible” and protect surviving remnants – historic halls, machinery, cranes, transport layouts, and characteristic naming systems – even though a significant portion of the former infrastructure has not survived to the present day. The transformation of the industrial structure of the Young City is seen as a unique illustration of the evolution of shipbuilding production processes, while the preserved fragments of the Imperial Shipyard and other facilities constitute the primary carriers of this memory. This requires an approach that combines conservation protection with the thoughtful integration of industrial structures into new functions – so that they do not become merely a backdrop for new developments, but actively co-create the district’s fabric as elements of a *living museum* of labour, technology, and urban history.

Artistic Heritage (Fig. 88) refers to intensive, often grassroots cultural activity developing in post-shipyard areas after 1999. During workshops, it was understood in a broad sense: as institutional practices (NOMUS, ECS, Montownia as a venue for new formats of meetings), activities of independent artistic spaces (WL4, Mleczny Piotr, and other initiatives), as well as the club, music, and cultural-entertainment scene (100cznia, Elektryków Street).



Fig. 87. Gdańsk Shipyard, 1960s. Source: gedanopedia.pl



Fig. 88. Gates – an installation by Grzegorz Klaman created in 2000. Photo by Karol Makurat | Zawsze Pomorze.

This axis of heritage demonstrates that the Young City is not only a place of memory of the past, but also a laboratory of contemporary urban culture in which new forms of expression, cooperation, and social activation are tested. Participants in the process pointed to the need to clearly emphasize this most recent layer of heritage as complementary to historical and industrial heritage – non-competing with it, but rather completing the narrative of the area's transformation.

A three-axis approach to heritage has direct implications for how the development of the Young City is understood. First, it requires **avoiding hierarchisation**, in which one type of heritage (e.g., historical-political) completely dominates the others. Instead, it proposes a perspective of coexistence: each axis must be consciously included in protection policies, architectural and urban planning projects, functional programming, and the broader narrative of the district. Second, such an approach **shifts the focus from heritage understood as a set of monuments to heritage as a dynamic development resource** – this requires continuous work, negotiation, and shared responsibility among multiple stakeholders. Third, it indicates that **spatial decisions** (e.g., regarding the form of the waterfront, the adaptation of industrial halls, or the location of cultural institutions) are **simultaneously decisions about which narrative of the Young City is being sustained and reinforced**.

In this sense, the three axes of the Young City's heritage can be treated as a framework that obliges stakeholders to continuous effort: the protection and reinterpretation of sites of Solidarity memory, the responsible treatment of industrial fabric, and the consistent support of artistic communities and cultural initiatives. Only parallel work across these three dimensions will ensure that the Young City remains an authentic district – rooted in its past while simultaneously open to contemporary forms of urban life and future development scenarios.

Cultural Values – Analysis using Digital Tools

Digital methods proved to be a significant complement to the heritage analyses carried out in the Young City area, being used both to identify elements of cultural value and to examine how they are actually perceived within the built environment. The inventory process was supported by advanced digital image analysis tools, enabling the automatic detection of architectural indicators of historical heritage – such as shipyard gates, walls, elements of port infrastructure and distinctive building forms. These solutions also made it possible to capture numerous small-scale relics which are easily overlooked in traditional field surveys, yet are crucial for building a nuanced picture of industrial heritage.

At the same time, a viewshed analysis was carried out to investigate from which specific points on the site's individual landmarks – such as Gate No. 2 of the Gdańsk Shipyard – are actually visible to users of the space. The analysis showed that although Gate No. 2 has high identification potential, its visibility is currently severely limited: it remains visible only from a small number of points, whilst being invisible from the main access routes (including Dyrekcyjna Street and Marynarki Polskiej Street). These findings lead to the recommendation that traditional spatial solutions be supplemented with digital wayfinding tools (Digital Wayfinding) – such as interactive displays, applications utilising augmented reality (AR) or GPS-based systems, which would allow users to 'see' and understand key heritage sites (along with their historical narrative) even from locations where the physical view is restricted or completely obstructed. This would enable the heritage layer to be more closely integrated into the everyday experience of walking through the Young City, without the perception of that heritage being entirely dependent on specific sightlines.

3.2.1. Identified Heritage Elements

Below is a compilation of the most significant cultural heritage elements identified by stakeholders (Fig. 89). It should be emphasised, however, that this list does not fulfill the scope of the heritage present within the Young City area. The district contains a vast number of small-scale components of the cultural landscape: fragments of historic street paving, remnants of industrial and port infrastructure, elements of the former visual identity of the Gdańsk Shipyard, and many other, often seemingly modest, relics¹².



Fig. 89. The most significant cultural heritage sites and spaces identified by stakeholders. Prepared by The City Initiative Association.

- | | |
|--|--------------------------------------|
| 1. Solidarity Square | 7. Montownia |
| 2. Gate No. 2 of the Gdańsk Shipyard | 8. Gate No. 1 of the Gdańsk Shipyard |
| 3. Road to Freedom | 9. Dock Basin |
| 4. BHP Hall | 10. Mleczny Piotr – WL4 Gallery |
| 5. Porozumienia Gdańskiego Square | 11. Elektryków Street |
| 6. Narzędziowców Street and the buildings of the so-called Imperial Shipyard | 12. Shipyard cranes |

¹² A detailed analysis of these heritage elements is the subject of separate studies.

The results of the participatory process clearly confirm an awareness of the existence of these elements and their significance for the genius loci of the Young City. Stakeholders consistently emphasised the need for particular care for these traces of the past, as well as the necessity of revealing, exposing, and meaningfully integrating them into the designed public spaces and new developments.

3.2.2. Spatial Determinants of Heritage Elements

During the process, a range of heritage and cultural assets was identified which, in the view of stakeholders, should function as key nodes within the public space system. These elements form a potential network of points of interest for users of the area, and their presence significantly shapes the configuration of public spaces within the district.

Figure No. 89 presents the spatial attractors relevant to the structuring of the public space system. The size of the symbols indicates their relative importance and spatial significance. Solid circles represent existing, already active attractors within the area. Hollow circles indicate places with underutilised potential or insufficient integration into the public space system. Together, these elements form an essential map of nodal points upon which the structure of the proposed spatial system should be based.

3.2.3. Spatial Attractors – Characteristics

Existing attractors



Fig. 90. Sites and spaces of cultural value identified by stakeholders. Prepared by The City Initiative Association.

1. 100cznia / GRId_ART_Hub

A metropolitan-scale cultural and entertainment complex, functioning as one of the main venues for social gatherings, cultural events, and nightlife in the post-shipyard area. It represents an important reference point for contemporary urban culture in the Tricity area.

2. Elektryków Street

A highly active metropolitan cultural and entertainment space, known for music events, open-air gatherings, and artistic initiatives. The street functions as a symbolic gateway to the post-industrial cultural scene of the Young City.

3. NOMUS – New Museum of Art

A branch of the National Museum in Gdańsk dedicated to modern and contemporary art. It is an important site of exhibition and educational activity with both metropolitan and local significance, building a bridge between the institutional art field and the post-shipyard context of the Young City.

4. The European Solidarity Centre (ECS)

A cultural institution and public debate space of national and international importance, combining museum, educational, and civic functions. The ECS is one of the key reference points for narratives on the heritage of Solidarity and contemporary social movements.

5. Montownia

A revitalised building functioning as a metropolitan-scale food hall. It represents an important complement to the service and leisure offer of the Young City, attracting both residents and visitors.

6. WL4 Mleczny Piotr Art Space

An art centre of primarily local significance, strongly rooted in the community of artists who have been active in the Gdańsk Shipyard area for years. It functions as a space for creative work, art presentation, and the integration of the artistic community with the wider society of the Young City.

7. Solidarności Square

A key public space in Gdańsk of national significance, which already serves as a memorial site. It connects the historical heritage of the New Town associated with Poland's political transformation with the industrial heritage of the Gdańsk Shipyard. In the context of the Young City, it requires better integration into the district's network of connections and programme.

Potential Attractors

The places listed below currently operate at varying levels – some already exist, but their spatial and programmatic potential is not yet fully realised. They are treated as key potential attractors that may, in the future, become primary reference points within the public space system of the Young City.

8. Forecourt

A working name for a public space located in front of the historic shipyard halls. This area currently serves (and could further strengthen its role) as an entry space to the Young City from the western side, forming the first encounter with the post-shipyard district and a potential site for expressing its identity.

9. Neighbourhood centre at Gdynskich Kosynierów Street

A potential neighbourhood space of high importance for the local community, particularly for long-term residents, who are currently clearly separated from the Young City and affected by a deficit of high-quality public and recreational spaces. Strengthening this place could support social integration and the linking of the old and new parts of the district.

10. Porozumienia Gdańskiego Square

Formally established by the City Council, this square commemorates the signing of the Gdańsk Agreement. It serves as an important space at the intersection of the main pedestrian routes in the Young City and as a viewing area in front of the former Shipyard Administration building. Its role as a hub of public spaces and a place of remembrance could be significantly strengthened.

11. *Window to the Shipyard*

The working title for the open space at the end of the Road to Freedom, which serves as its culmination. This location offers direct access to the water and a view of the surrounding industrial landscape, as well as a vantage point from which to observe the evolving landscape of the Young City, including new developments, such as the industrial buildings on Ostrów Island. It has the potential to become one of the district's most important scenic and symbolic landmarks.

12. Historic Built Fabric of the so-called Imperial Shipyard complex

One of the main carriers of the industrial heritage of the Gdańsk Shipyard, comprising dense historic structures with a strong architectural character: brick façades, remnants of technical installations, and industrial backstreets. With appropriate design of the interstitial spaces between buildings, it can function as a living museum and a backdrop for new cultural, service, and social functions.

13. Dock Basin Area

A highly visible and landscape-defining focal point. This space has a strongly articulated character, reflecting the scale of the historic Gdańsk Shipyard and offering attractive views towards post-shipyard development and waterfront areas. It has the potential to become one of the main waterfront destinations for recreation, social interaction, and events.

14. Planned Primary School

A site designated for a future primary school, which will serve as a key social infrastructure node within the area. Beyond its educational function, it may also provide important recreational facilities (sports fields, green areas) and act as a hub for local community integration, including outside school hours.

Needs of Different User Groups of Public Space

As part of the process, an analysis of the functional and social needs of the Young City users was conducted in close relation to the cultural values of the area. The material was collected during world café workshops, in which participants assumed the roles of users with different profiles – often also representing their own ways of experiencing the district. This made it possible to capture both diverse scenarios of everyday use of space and expectations regarding the cultural offer, heritage, and the symbolic dimension of the Young City.

The collected information was then structured according to two criteria:

- Age criterion – distinguishing between children and young people, and adults,

- User-based criterion – including residents, people working in the area, and visitors.

This analytical structure made it possible to link cultural needs with specific user groups and to better understand how different modes of presence in the Young City translate into expectations towards space and cultural programming.

Children and Youth



In the case of children and young people, the identified needs focused primarily on new educational and recreational spaces, understood both as formal infrastructure and as environments that encourage experiencing the district. A central topic of discussion was the proposal to create a *Living Museum*, understood as an extension of the traditional, stationary museum exhibition into the shipyard area, through direct contact with history, technology, and the post-industrial landscape. Attention was drawn to a particularly important user group - school excursions. At the same time, emphasis was placed on sensory and emotional experiences, such as feeling strong wind (*wind in the hair*) or the possibility of close contact with water, which build a personal and memorable relationship between the youngest users and the Young City. This offer may take the following forms:

- Distributed educational points explaining the district's heritage,
- A themed playground for children and young people,
- A Maritime Engineering Museum for children,
- A *Living Museum* in public spaces,
- Reconstruction of the historical moat as a recreational area, attractive also to children and young people,
- Playgrounds and recreational spaces with an industrial character,
- Shipyard playgrounds making use of existing shipyard remnants,
- Water as a play and recreation space for children.

Adults



For adults, the key priority identified was the preservation of the authenticity of the space, free from artificial theming and excessive aestheticisation driven by image-building or tourism-oriented objectives. Emphasis was placed on the importance of diverse cultural venues – both institutional and grassroots – which would offer a varied programme tailored to the needs of different user groups.

An interesting strand of discussion concerned proposals for the creation of open creative workspaces combining functions of work, creativity, and social interaction. These spaces would enable both bottom-up artistic initiatives and organization of other activities focused on individual development of users (e.g. workshops, studios, shared workspaces), thereby strengthening the role of the Young City as an environment conducive to cultural and creative activity. This offer may take the following forms:

- Small-scale urban furniture referencing historical / industrial forms,
- Water-based structures,
- Cultural routes,

- Preservation of historical names (streets, buildings, spaces) and building local identity around them,
- Incorporation of post-industrial artefacts into public spaces,
- Reuse of remaining shipyard halls for creative spaces and services,
- Exhibitions and public art in urban space,
- Creative workspaces,
- Opera,
- Temporary exhibitions in public space,
- Sports hall within a historic setting.

Residents



For residents of the Young City, the needs formulated in the participatory process proved particularly significant in the context of the steadily increasing tourist flow year by year. Inhabitants emphasised the importance of the district's industrial character and uniqueness, seeing them as a key element of local identity. At the same time, they highlighted the need to maintain

a balance between spaces strongly associated with heritage, history, and educational functions, and those of a neighbourhood character – primarily oriented towards the everyday needs of the resident community rather than exclusively serving visitors. This set of expectations may take the following forms:

- Street naming referencing the shipyard heritage,
- Balance between neighbourhood services and tourism-oriented services,
- Coherent visual information system and wayfinding / signage,
- Catalogue of street names and shipyard spatial elements (coding system) – developed framework for spatial identification,
- Models of ships built at the shipyard distributed throughout the area, or representations of significant buildings, including information on demolished structures (miniatures),
- Information points / panels on shipyard heritage.

People working in the Young City



In the analysis of the Young City users, the group of people working in the area plays a particularly important role, although it is often marginalised in debates on urban space. It includes both individuals living in other parts of Gdańsk (or the wider metropolitan area) who commute to work at specific hours, and those who both live and work within the Young City.

This category also includes the growing group of remote and hybrid workers, representatives of creative industries (IT, design, culture, media), as well as industrial workers, including shipyard workers. The diversity of this group implies different daily rhythms and different needs in relation to public space, services, and cultural offer, which requires its conscious inclusion in further stages of the district's development.

This offer may take the following forms:

- Emphasis on currently operating shipyard facilities,
- Spatial integration between the active shipyard and the residential and service areas,
- Meeting places with an industrial character,
- Cultural events, e.g. *Shipyard Workers' Day*,
- Local coworking spaces,
- Friendly and cohesive street furniture made from materials reminiscent of the shipbuilding industry,
- A multi-purpose vessel – restaurant / museum.

Visitors



In case of visitors, both local flows – related to residents of Gdańsk and the metropolitan area – and supra-local flows are present, primarily generated by museums and cultural institutions located within the area. Visitors make use of the cultural and educational offer, but equally engage with public spaces, treating them as places for walking, recreation, and experiencing

the post-industrial landscape.

The key needs of this group have been identified as: a clear information system (including coherent signage and spatial narrative), tourist routes covering the most important sites and places within the Young City, and an adequate number of coach parking spaces enabling the servicing of organised groups without excessive pressure on the local transport system. This offer may take the following forms:

- Tourist and cultural information point – a curated set of key places to remember,
- Monuments, ship models – self-educational elements,
- Waterfront spaces,
- Visible street signage – identity-building based on place names,
- Street furniture made from shipyard materials, historic lighting – culture of reuse,
- Light design – highlighting and exposition of buildings,
- *Beautiful decay* / authentic patina,
- Coach parking for tourist facilities – kiss and go,
- Distributed heritage elements.

3.3. Conclusions

3.3.1. Authenticity of the Young City as a Guiding Value

One of the most strongly articulated conclusions of the process – present both in stakeholder statements and expert analyses – is the recognition of the authenticity of the Young City as a fundamental value. This implies that all investment, programmatic, and design interventions should consider, alongside functionality and economic efficiency, their impact on preserving the genuine and non-staged character of the post-shipyard area. An important formal role in this

respect played by the Pomeranian Voivodeship Monument Conservator, alongside which the role of the City Architect's Office and ongoing participatory processes should be emphasised, enabling mutual information exchange, consultation, and cooperation among stakeholders.

Throughout the project, concerns repeatedly arose about the *Disneylandization* and theming of the space – the creation of an aestheticized, simplified setting that loosely references the shipyard's heritage but is not genuinely connected to it, either materially, historically, or socially. An example of this approach is the completed first phase of the so-called Road to Freedom. Solutions of this kind, though often visually appealing and potentially *intuitive* for tourists, lead in the long run to a loss of the site's authenticity, reducing it to the role of a decoration devoid of any roots in the actual processes that shaped the Young City.

The outcomes of the participatory process indicate that authenticity is understood by stakeholders in a multidimensional way. Firstly, it refers to the material layer – the preservation, reinterpretation, and legible exposure of historical shipyard substance (buildings, equipment, street layouts, and infrastructural traces). Secondly, it relates to the historical and symbolic layer – a rigorous and non-simplified narration of the “Solidarity” heritage, labour, and social conflict, as well as systemic transformation, rather than their purely iconic representation. Thirdly, it encompasses contemporary social and artistic practices: the presence of creative communities, cultural institutions, and grassroots initiatives that have co-shaped the identity of post-shipyard Gdańsk for over two decades.

In this understanding, authenticity does not imply *freezing* the district in a historical state; on the contrary, it requires a careful transformation that preserves continuity of meaning. The desired direction is such redevelopment of the post-shipyard area in which new functions (residential, service, cultural) are embedded within the spatial and aesthetic context of the surroundings. This applies to building scale and form, the design of public spaces, as well as the selection of functional programmes (e.g. types of services, cultural offer, or gastronomy).

A consequence of recognising authenticity as a primary value is also the need for a cautious approach to tourism. Stakeholders emphasised that the development of visitor-oriented functions is desirable, provided it does not displace everyday practices of residents and workers or reduce the Young City to a *theme park* based on easily consumable shipyard motifs.

From a strategic perspective, this means that maintaining the authenticity and identity of the Young City must become the overriding criterion for evaluating planning, investment, programmatic, and cultural decisions. This applies both to the definition of the spatial framework (Road to Freedom, Shipyard Route), the approach to industrial, historical, and artistic heritage, and the shaping of service and social offerings. Only under these conditions can the Young City function as a district that not only tells the story of its past, but also develops credibly in the present – remaining legible and meaningful for both local communities and visitors.

At the same time, alongside authenticity, a second key theme emerged very clearly – the demand for the Young City to function primarily as a place to live. In the statements of residents and social stakeholders, it was consistently emphasised that the ultimate goal of transformation should not be the creation of an attractive urban *stage*, but a fully functioning neighbourhood where people genuinely live, work, drink coffee, shop, take their children to school, and carry out everyday activities. This implies the need to build a stable resident base – socially and demographically diverse – and to develop a programme of services and public spaces that supports daily life rather than occasional use.

In this context, a particularly strong concern was raised regarding the risk of the Young City becoming an *island of short-term rentals* – an area visually and touristically attractive, yet lacking a sufficient number of permanent residents and thus a local community capable of co-responsibility for the district. From the participants' perspective, such a scenario would contradict both the idea of authenticity and the 15-minute city model. Therefore, this study assumes that preserving the authentic post-shipyard character and shaping the Young City as a lived-in, everyday, and accessible district are two equally important overarching criteria that should guide all further spatial and programmatic decisions. This will require all stakeholders to take action to develop a service program that promotes permanent residency.

3.3.2. Proposal to establish the Shipyard Route

An important conclusion regarding spatial and programmatic aspects that emerged during the process is the proposal to designate and deliberately shape the *Shipyard Route* as the compositional and functional backbone of the Young City, serving as a complementary element to the Road to Freedom. During the work, it was noted that previous studies had not sufficiently emphasised the significance of the axis connecting a series of key industrial buildings and spaces – both those associated with the former Gdańsk Shipyard and earlier shipbuilding heritage. Analysis of the existing urban fabric and workshop outcomes indicated that this axis runs along Narzędziowców Street, passing through the entrance zone of the historic Schichau Shipyard, the Drewnica Peninsula, and the central part of the so-called Imperial Shipyard. In the course of discussions, the name Shipyard Route emerged spontaneously, was very well received by participants, and naturally came into use as a designation for this spatial sequence.

The Shipyard Route should be understood not only as a pedestrian route, but as a structural framework for industrial heritage, organising key relationships between the most important points of the post-shipyard landscape. In contrast to the axis of political and civic memory represented by the Road to Freedom, the Shipyard Route focuses on the material and spatial layer of the former shipyard: halls, waterfronts, dry docks, street layouts, and smaller remnants of infrastructure. It is proposed that this axis become the main spine for the interpretation and presentation of industrial heritage, along which new cultural, service, and social functions would be located.

It is also important that the concept of the Shipyard Route responds to concerns raised by stakeholders regarding the alignment of the Road to Freedom and its role within the system of public spaces. Throughout the process, it was repeatedly indicated that the intersection of the Road to Freedom with Narzędziowców Street represents a natural nodal and focal point within the public space network. From this location – as highlighted both in pedestrian flow analyses and in statements from participatory workshops – user movements would naturally disperse along Narzędziowców Street towards other shipyard areas. This implies a shift in emphasis compared

to earlier planning assumptions: from a linear interpretation of the Road to Freedom as the dominant axis towards a cross-axial structure, in which the Shipyard Route becomes an equally important compositional and functional backbone of the district.

During the course of the work, a conceptual design was developed for the Shipyard Route as a corridor that begins in the area along Jana z Kolna Street near the Gdańsk Stocznia SKM stop and ends at the square by the Dock Basin, near the intersection with Rybaki Górne Street. Along this section, the trail *touches upon* a number of smaller structures, urban spaces, and nooks and

crannies that collectively shape the character of the neighborhood (Fig. 91). It is precisely these micro-spaces – nooks and crannies, small plazas of varying scales and proportions, technical passageways, and fragments of former thoroughfares – that were identified during the workshop process as key to the unique character of the Young City. The Shipyard Trail organizes them into a clear sequence, enabling their gradual organization, accessibility, and programming.

For the purposes of further conceptual work, a series of working diagrams were developed illustrating the course and logic of the Shipyard Route. Based on these, maps were produced presenting the route as a continuous corridor linking existing attractors (such as 100cznia, the historic buildings of the Imperial Shipyard, and the Dock Basin area) with potential new nodes of urban activity. Particular emphasis was placed on the development of a system of smaller urban interiors – alleys, small squares, and *pocket spaces* – which, by referencing the industrial character of the site, enable gradual and phased development without losing its authenticity.

The proposal for the formal recognition and further development of the Shipyard Route should be treated as one of the key conclusions of the entire process. The route integrates several dimensions: it functions as a physical compositional axis, organises pedestrian movement and access to key public spaces, and simultaneously serves as a carrier of the narrative of the Young City's industrial heritage. Incorporating the Shipyard Route into strategic and planning documents – as a structuring framework for subsequent development phases – is a prerequisite for building a coherent, legible, and heritage-rooted identity for the district.

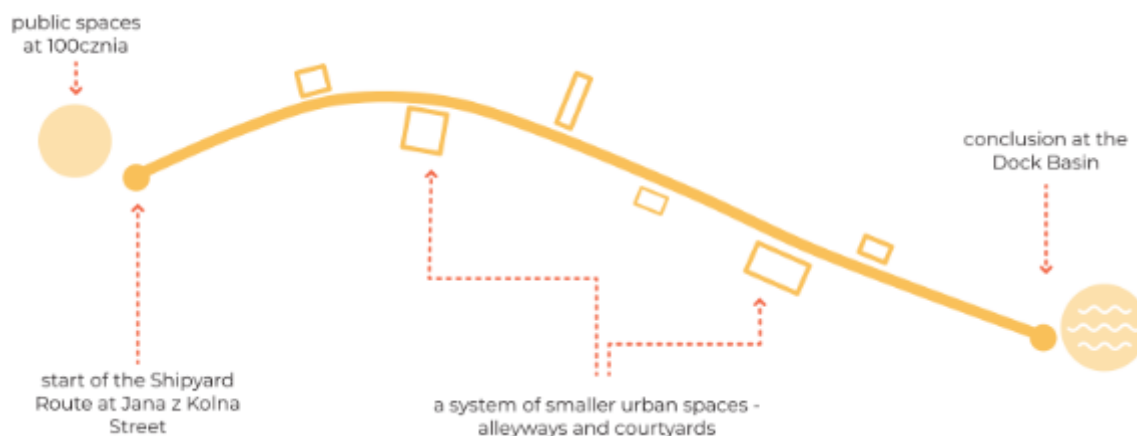


Fig. 91. Diagram illustrating the concept of the Shipyard Route. Prepared by The City Initiative Association.

3.3.3. Integration of Cultural Institutions with the Local Community and the Shaping of Their Immediate Surroundings

During workshop meetings, the significant potential of cultural institutions was identified as key actors co-creating the Young City – both in its symbolic dimension and in the everyday functioning of the district. Public and private entities operating in the cultural sector that are already present in the area make a meaningful contribution to shaping its identity, cooperate with one another, and are well recognised by users of the Young City. At the same time, in the context of further transformation, the possibility of strengthening their role in two complementary dimensions was identified:

- Building lasting relationships with the local community,
- Actively shaping their immediate spatial surroundings.

Examples of such practices are already present in the Young City. The establishment of Grid Art Hub – a new creative space in the heart of the district, initiated and developed through cooperation between social, commercial, and public actors – demonstrates how a cultural institution can function as an open hub of collaboration and a place of regular encounters between different user groups. Similarly, the HUBA initiative, described as *a space where ecology meets practice*, illustrates the potential for combining cultural, educational, and environmental activities in a way that strengthens the everyday presence of institutions in the life of the district.

Against this background, the European Solidarity Centre and NOMUS are regarded as institutions with particularly strong potential for impact – both due to their programme significance and their location. Discussions emphasised that many of their activities already go beyond the traditionally understood museum and exhibition offer and may serve as a starting point for further development of permanent, low-threshold forms of cooperation with residents. It was indicated that these aspects could be further strengthened by:

- Consistently communicating initiatives aimed at the local community,
- Designing programmes that can be implemented both inside buildings and in their immediate surroundings,
- Treating entrance zones, terraces, squares, and threshold areas as everyday public spaces rather than merely extensions of ticketed events.

In the proposed transformation model, cultural institutions may increasingly function as first contact points – places that can be entered without prior preparation, where time can be spent regardless of participation in a specific event, where information about the district can be obtained, and where one can engage in neighbourhood, educational, or consultative activities. This opens up the possibility of a gradual expansion of their role: from operators of cultural programmes towards partners co-responsible for the quality and character of surrounding public spaces.

From the perspective of the strategy for shaping the Young City, it is therefore proposed to:

- Strengthen existing examples of cooperation between cultural institutions and their surroundings (such as Grid Art Hub and HUBA),
- Encourage major institutions to develop long-term, place-based neighbourhood programmes,
- Treat the immediate surroundings of cultural buildings as a fully integrated part of the district's public space system.

Understood in this way, the integration of cultural institutions with the local community and the surrounding neighbourhood space may become one of the key drivers of the authentic, everyday life of the Young City – strengthening its identity while simultaneously increasing access to culture at the district scale.

3.3.4. Additional Recommendations

Below there is listed a summary of additional recommendations identified during the participatory process.

Social Infrastructure Provision

Stakeholders' expectations go beyond the provision of a standard range of commercial services and include a well-developed network of social services: preschools, daycare centres, neighborhood clubs, after-school centres, senior centres, nursing homes, and community centres. Meeting these expectations remains a challenge due to the provisions of the Local Spatial Development Plan and the ownership structure, which certainly prevent the fulfillment of all these demands. In this regard, it is necessary to seek non-standard solutions.

Measures Ensuring a Diverse Residential Structure

These measures relate in particular to the expansion of short-term rental, which leads to a decline in the number of permanent residents, weakening of neighbourhood ties, anonymity of space, and difficulties in building integrated local communities. At the same time, concerns are raised about the *Disneyfication* and excessive thematisation of space, which may reduce the district to the role of a tourist set design, deprived of authenticity.

Functional Mix and Diversity

Stakeholders emphasise both the need for a diversified service profile (from everyday local shops to cultural and recreational services) and their even distribution within the district's fabric. Particular importance is attached to spaces with variable patterns of use – those that, depending on the time of day, day of the week, or season, serve different functions (e.g. market square, urban sports area, cultural event venue).

Shipyard Heritage in Public Space

The intention is to expose shipyard heritage through the reuse of materials, structural elements, and post-industrial relics (machinery, fragments of hulls, elements of technical infrastructure). The district space should function as an open, *living museum*. This is complemented by ship models and reconstructions of non-existent buildings, as well as industrial-style street furniture integrated into the structure of greenery.

Water as an Element of Structure and Identity

It is proposed to strengthen connections with the waterfront and introduce water deeper into the urban fabric, including through appropriately designed waterfronts, recreational facilities on water, the use of relics of slipways and early modern moats, viewing points, and – where feasible – the reconstruction of the historical course of the moat.

Historic Route System

The creation of a system of main pedestrian routes is proposed, linking key spaces and sites associated with the history of the shipyard and the *Solidarity* movement. These routes should be supplemented with orientation and informational elements, enabling both independent exploration and everyday use by residents.

Art and Temporary Interventions

In the process of shaping public spaces, the role of contemporary art and temporary interventions has been emphasised – in the form of sculptures, installations, and exhibitions addressing historical, cultural, and social themes. These elements increase the variability and flexibility of space, enable the participation of various institutions and collectives, and allow responses to current social and cultural issues.

Tourism Management Infrastructure

To ensure the efficient functioning of the Young City as an area visited by tourists, the development of tourism management infrastructure is foreseen – particularly coach parking facilities, park-and-ride and kiss-and-ride zones, as well as information points and souvenir sales locations. These solutions aim to organise traffic and reduce transport pressure.

Naming Identity and Visual Identification

The preservation and development of a naming identity based on street, space, and object names linked to the history of the shipyard and the Solidarity movement is considered essential. It is recommended to develop a catalogue of names and cultural codes as a basis for further shaping the district, as well as to implement a coherent visual identification system covering street furniture, signage, and the urban information system. This system should enhance spatial legibility and strengthen the recognition of the Young City as a district with a clearly defined and deeply rooted identity.

4 Conceptual Transformation Model

4.1. Assumptions

The Conceptual Transformation Model of the Young City constitutes a synthesis of the preceding stages of work on the future of the Young City – spatial, environmental, and social analyses, outcomes of participatory processes, and expert assessments – translated into a coherent action strategy. It is not merely a *model* in a theoretical sense, but rather a **framework transformation strategy**, developed in accordance with the principles of strategic development planning: from diagnosis and the identification of conditions, through the formulation of a vision and objectives, to a set of concrete spatial and programmatic directions and actions.

The purpose of this document is to indicate how the Young City may develop as **a district shaped according to the principles of the 15-minute city**, taking into account local conditions – shipyard heritage, ownership structure, existing and future functions, user needs, and investment pressures. The model includes in particular: the layout of residential zones, the system and typology of public and semi-public spaces, the location of workplaces and services, the distribution and role of cultural institutions within the system, as well as solutions supporting sustainable development and accessibility (including active mobility and public transport).

The model described in this chapter does not present only a desired final state, but also the pathway towards achieving it. The Conceptual Transformation Model functions as **a framework strategy**: it clearly defines the goals and vision for the development of the Young City, explicitly formulates the adopted assumptions, and then structures the catalogue of spatial and programmatic actions that are intended to consistently implement this vision and these objectives.

4.1.1. Vision

Below is the draft vision for the Young City developed during the process:

” *The Young City is recognised as an area of unique value on a national scale, which is reflected both in its history and its contemporary development potential. Stakeholders of the area share a common set of values and objectives, including in particular:*

- *Cooperation between public, private, and civic actors,*
- *Openness of the district's spaces to all users,*
- *Protection and development of its distinctive spirit, which constitutes a cultural, social, and economic asset.*

The Young City is defined as a district in which cultural, environmental, social, and economic values are permanently integrated both in the process of spatial development and in its everyday functioning. It is a space of co-presence of different types of actors: residents, visitors, formal and informal associations, cultural institutions, public entities, economic actors, as well as fauna and flora – treated as equal users of the urban environment.

The Young City is co-created in a coordinated and partnership-based manner: local actors communicate, negotiate, and coordinate their activities, shaping the district according to the principles of the 15-minute city and in response to the needs of users – both long-term and new residents, workers, and visitors. It is a district for everyday living as well as for leisure, offering a diverse range of activities and forms of recreation.

The governance of the area is based on a general, integrated, and adaptable plan and programme, which serve as a shared reference point for stakeholders. These documents are used to reconcile diverse interests, structure development directions, and foster cooperation towards a coherent, long-term transformation of the Young City.

4.1.2. Values

The transformation strategy for the Young City is based on a clearly defined set of values and operational objectives. These include both guidelines developed through the participatory process and overarching frameworks derived from contemporary approaches to urban development, such as the United Nations Sustainable Development Goals, the concept of the 15-minute city, and the Smart City paradigm.

Identified Values and Objectives

During the participatory process, a range of values was identified that should form the foundation for thinking about the future of the Young City. These values relate not only to spatial design and heritage preservation, but also to development governance, the programming of social activities, and the role of culture and the arts. Strong emphasis was placed on issues of accessibility, agency, and participation in district governance, as well as the need for reliable information sharing and cooperation between different stakeholders.

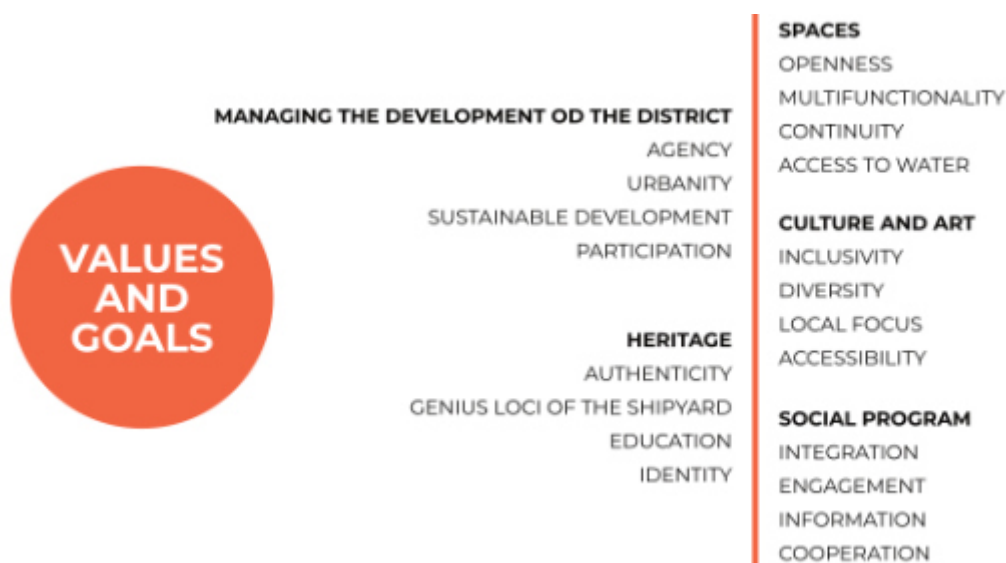


Fig. 92. Compiled catalogue of values and objectives. Prepared by The City Initiative Association.

The collected value-based postulates were organised into five thematic groups: heritage, spaces, social programme, culture and the arts, and district development governance. Together, they form a catalogue of guiding values adopted as the initial assumptions for the strategy for shaping the Young City (Fig. 92).

These values are treated as a framework providing normative grounding for further spatial, programmatic, and organisational decisions. They define the qualitative outcomes expected from the transformation processes of the Young City and the criteria that should guide the assessment of planned interventions.

Sustainable Development Goals

One of the overarching sets of values and guidelines for the proposed strategy is the set of 17 United Nations Sustainable Development Goals (SDGs) (Fig. 93), which constitute an officially adopted framework for action at the global level (United Nations), the European level (EU policies), as well as the local level – in the policies of the City of Gdańsk. These goals encompass issues related to climate protection, biodiversity, and sustainable resource management, as well as the social dimension (reducing inequalities, quality education, health and well-being, poverty reduction) and the urban dimension (sustainable cities and communities, responsible consumption and production). Consequently, they cannot be treated as an *add-on*, but rather as a set of key parameters that must be taken into account when making decisions regarding the future of the Young City.

In the context of shaping the strategy for the Young City, the SDGs perform a dual function. First, they constitute an operational set of objectives that allows key values (heritage preservation, accessibility, inclusivity, sustainable development) to be translated into measurable directions for action: from the protection of blue and green infrastructure, through the support of local economy and social services, to the reduction of emissions and the promotion of active mobility.

Second, explicitly embedding the transformation processes of the Young City within the logic of the Sustainable Development Goals facilitates their alignment with European urban and climate policies, thereby creating a real opportunity for future cooperation – both within funding programmes (national and EU) and within networks of cities addressing similar challenges. This ensures external compatibility of the strategy with development directions adopted at the European and global levels.



Fig. 93. The 17 United Nations Sustainable Development Goals. Source: <https://www.un.org/pl/>

Smart City Concept

In the process of preparing the strategy for the Young City, digital methods played a key role, both at the diagnostic stage and in translating complex spatial data into a language understandable to stakeholders. In the preliminary analyses, GIS tools, satellite analyses, and other spatial data processing methods were used extensively, enabling, among other things, the identification of land-use structure, transport connections, environmental potentials and constraints, as well as the distribution of existing and planned functions. These data were then presented and discussed with stakeholders in the form of digital maps and 3D models, which facilitated a shared understanding of the scale of phenomena, spatial relationships, and the consequences of proposed solutions.

An important aspect of this approach was treating digital tools not as an autonomous expert layer, but as a means of translating knowledge – a bridge between specialist analysis and user experience. Working with a digital model of space (including a 3D physical model) made it possible to continuously confront analytical results with local knowledge, participants' feedback, and their visions of the district's future. As a result, digital methods became an integral element of participatory design: they enhanced process transparency, facilitated discussion of alternative scenarios, and enabled visualization of the potential impacts of decisions.



Fig. 94. Conceptual diagram of the Smart City concept. The graphic presents the idea of a smart city as a network of interconnected technologies – from monitoring systems, through renewable energy, to data management systems. Elements such as sensors, servers, and mobile devices symbolize the flow of information that enables more efficient and safer urban functioning. It is a vision of urban space in which technological innovations support residents' quality of life and sustainable development. Source: <https://pl.freepik.com/>

From the perspective of further stages of transformation, it is justified to continue and develop this approach by introducing a SMART CITY component for the Young City. This may include:

- Systems for monitoring selected transformation indicators (e.g., environmental quality, intensity of pedestrian and bicycle traffic, use of public spaces),
- Open data repositories and interactive maps accessible to residents and stakeholders,
- Digital wayfinding and spatial storytelling tools (including AR solutions) supporting education on heritage, climate change, and district functions,
- Platforms enabling continuous collection of user feedback (e.g., reporting issues, needs, and proposals for change).

4.1.3. Objectives

The Conceptual Model for the Transformation of the Young City sets out a framework of objectives designed to guide the transformation process toward a 15-minute city neighborhood and to realize the adopted vision for the area's future. These objectives encompass shaping the spatial structure, planning functions and services, as well as building sustainable mechanisms for collaboration, participation, and digital support for the transformation.

The Objectives of the Young City Transformation Model and How to Achieve Them:

1. Developing the 15-Minute City Structure

Ensuring that residential, service, community, educational, and recreational facilities are distributed in such a way that residents' basic needs can be met within a 15-minute walk or bike ride from their homes.

2. Developing a Coherent system of Public Spaces

The creation of a clear, uninterrupted network of public spaces based on two main axes (The Road to Freedom and the Shipyard Route) and linked to the waterfront and local hubs (squares, public spaces and waterfront promenades), so as to ensure the continuity of pedestrian flow and a high quality of communal spaces.

3. Preservation and Creative Interpretation of the Three Pillars of Heritage

Ensuring that the district's historical (Solidarity), industrial (Gdańsk Shipyard), and artistic (activities after 1999) heritage is consistently highlighted in the district's physical space, programme, and narrative – through the preservation and adaptation of the built environment, a network of historical trails, and support for cultural institutions and initiatives.

4. Creating an Authentic and Vibrant Neighborhood

Supporting a stable resident base and local communities by shaping the housing, service, and neighborhood space offerings in such a way that the district is, above all, a place for everyday life – thereby limiting the risk of short-term rentals and purely tourist-oriented functions becoming dominant.

5. Ensuring Inclusivity and Accessibility and Combating Exclusion

Ensuring the physical, economic, and mental accessibility of spaces and services for various user groups (including people with disabilities, seniors, children, and people of varying economic status), as measured, among other things, by the continuity of barrier-free pathways, the affordability of parts of the offering, and the availability of programmes targeting vulnerable groups.

6. Development of Environmental Resilience and Blue and Green Infrastructure

The development of blue-green infrastructure (NBS, rain gardens, retention green spaces, connections to the Still Vistula and dock basins) as a tool for adapting to climate change, improving the microclimate and quality of life, in conjunction with biodiversity conservation and the SDGs related to climate and ecosystems. This objective is consistent with the city's adopted policy: Gdańsk Green Policy – Phase 2: regarding the Young City and the Polish Hook.

7. Strengthening the Local Economy and Job Diversity

Supporting a diversified economic structure – from the creative industries, through local services, to manufacturing and technical activities – so that the Young City serves as a workplace for various professional groups (including shipyard workers, creative professionals, and those engaged in remote or hybrid work), rather than merely a single-purpose office or entertainment district.

8. Support for Systemic Management and Stakeholder Collaboration

Develop and implement an integrated, adaptable neighborhood management model that includes a clear division of roles, coordination mechanisms, participatory tools, and a permanent forum for cooperation among public, private, and civic entities in the planning and implementation of activities.

9. Development of a Digital Transformation Support System (SMART Young City)

The use of digital tools (GIS, 3D models, indicator monitoring systems, digital wayfinding, AR tools, and consultation platforms) to monitor the progress of the transformation, share data, educate residents, and enhance the transparency of decision-making processes.

10. Ensuring compliance with the Sustainable Development Goals and the policies of the EU and the City of Gdańsk

Ensuring that the direction of the Young City's transformation is consistent with the 17 UN Sustainable Development Goals and the relevant strategies of the EU and the City of Gdańsk, which makes it possible to measure progress using recognized indicators and facilitates the district's inclusion in European cooperation and funding programmes.

4.1.4. Implementation Pillars of the Strategy

The strategy for shaping the the Young City is based on three interrelated pillars: space, programme, and cooperation (Fig. 95). Together, they form a structure that translates values, vision, and strategic objectives into a coherent set of actions – both in physical, social, and organisational dimensions. Each pillar covers a distinct group of issues, but the actual effect of the transformation depends on their parallel and coordinated implementation.

The **Space** pillar concerns the ways in which the physical structure of the Young City is shaped. It includes, in particular, the system of public spaces (their hierarchy and character), assumptions related to transport and mobility (pedestrian routes, cycling infrastructure, public transport, accessibility), solutions in the field of greenery and blue and green infrastructure, as well as relations with water and the waterfront. This pillar also encompasses decisions regarding the scale and form of development, view corridors, and the integration of shipyard heritage with the new urban fabric. It constitutes the structuring element of the district's material *framework*, in line with the principles of the 15-minute city.

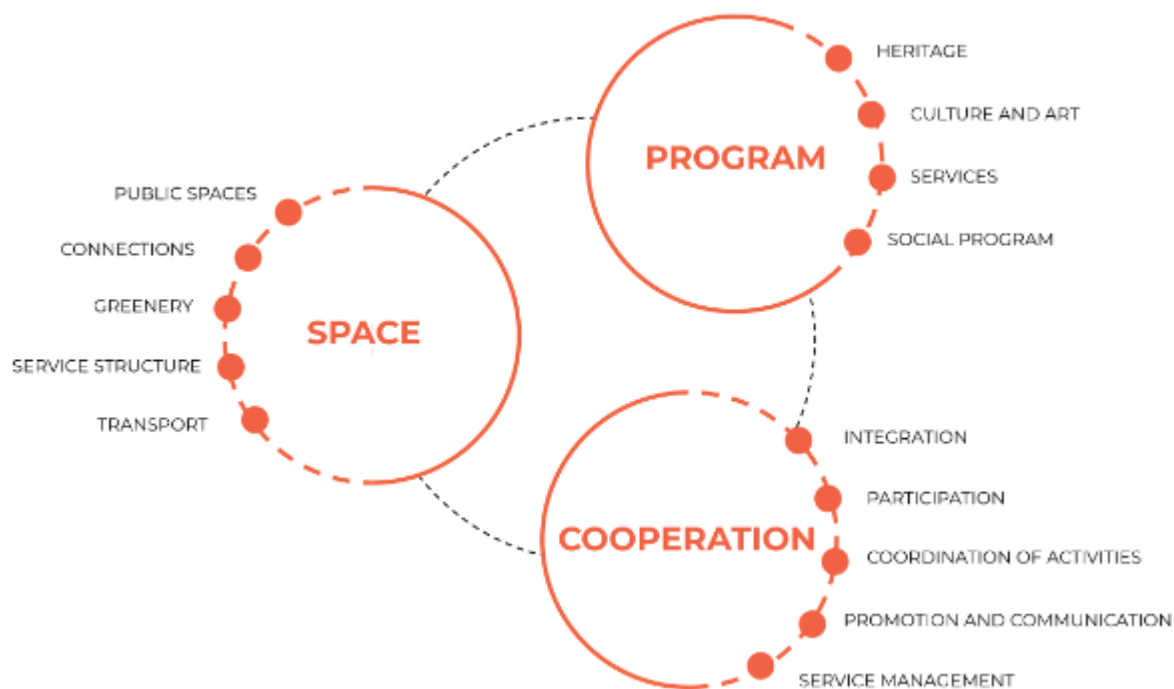


Fig. 95. Pillars of the Young City Transformation Model. Prepared by The City Initiative Association.

The **Programme** pillar concerns broadly understood forms of local activity and the catalogue of services that give meaning and content to the functioning of space. It includes activities related to education, heritage, culture, and the arts, as well as social services (nurseries, schools, neighbourhood clubs, care infrastructure) and standard everyday services (retail, gastronomy, and basic services). This pillar also encompasses cultural institutions' programmes, grassroots residents' initiatives, animation activities, temporary events, and ways of using space at different times of day and year. The Programme pillar ensures that the Young City is not merely a properly designed structure, but above all a living district that is functionally and socially diverse.

The **Cooperation** pillar concerns mechanisms for managing and coordinating activities in the Young City. It includes the principles of collaboration between public, private, and civic stakeholders, the potential for joint action, and models for managing public services and public spaces. This pillar also addresses the allocation of roles and responsibilities, the sharing of duties, as well as tools for participation, communication, and involving users in decision-making processes. The *Cooperation* pillar constitutes a prerequisite for the durability and effectiveness of the other two pillars – without stable governance frameworks, even the best-designed space and programme may not be sustained over time.

In the subsequent part of the report, the three pillars serve as an organising structure for the strategy: each of them has been developed into a set of directions, guidelines, and actions which – when implemented together – are intended to enable the consistent transformation of the Young City into a district shaped in accordance with the principles of the 15-minute city.

4.2. Description of the Transformation Model

4.2.1. Space

As a result of workshop work and expert analyses, a target layout of public spaces in the Young City has been developed: a system of main pedestrian routes, streets, squares, small parks, waterfronts, and green areas, linked with key attractors of culture, heritage, and social life. A set of guidelines has been created concerning the character of individual spaces, the hierarchy of streets, and relations with water and built form, intended to enable the district to function in accordance with the principles of the 15-minute city.

The central element of this layout is a system of symbolic spaces based on two main axes: the Road to Freedom and Narzędziowców Street, complemented by the waterfront and key connections to the surrounding area. The Road to Freedom, retaining its current name and route, remains the primary vehicle for the heritage associated with the “Solidarity” movement and its nationwide significance. Narzędziowców Street serves as the main compositional axis of the built environment and the backbone of industrial heritage; in the proposed concept, it is developed as the Shipyard Route. To ensure it functions as a continuous, safe public space, it is recommended to significantly restrict and, ultimately, eliminate vehicular traffic, while prioritizing pedestrian and bicycle traffic. Popiełuszki Street also plays a significant compositional role in the overall spatial layout of the Young City. Rybaki Górne Street has also been identified as one of the most important links between the Young City and the Old Town and the Main Town. A linear park will run along the street, and at its end there will be another public space by the Dock Basin.

An important component of the spatial vision is the location and character of services. It has been emphasised that the district must ensure the availability of everyday services even within areas of strong tourist or representative character. The interweaving of different type and importance of services, with varied profiles and price accessibility, is crucial for all-day and year-round activity, safety (the presence of users at different times of day), and the coexistence of residents, workers, and visitors. The structure of active ground floors, linked to main pedestrian routes and public space nodes, creates a legible, multifunctional framework in which spaces are genuine settings for everyday practices rather than merely a backdrop for movement.

Another equally important component of the spatial vision is the conscious process of shaping the relations with water and the system of water-based connections. The Still Vistula, dock basins, and historic waterfront formations have been identified as key elements of the area's identity. The model assumes not only the development of waterfronts as pedestrian and recreational corridors, but also the expansion of water transport as a tool for integrating currently isolated fragments (e.g. the Polish Hook area) and increasing the district's accessibility for visitors. The integration of water tram stops into the public transport system and the clear representation of these connections within the city's spatial information system create a real alternative to car-based transport.

Connections

The analysis of spatial and transport connections constitutes one of the key elements in understanding the functioning of the Young City at both local and supra-local scales. The system of connections presented below (Fig. 96) determines both the accessibility of the area and its integration with neighbouring districts, the city structure, and the system of public spaces. Particular attention has been paid to linear barriers, the continuity of pedestrian and cycling routes, and relations with water, which are an essential component of the site's identity. As a result of the analysis, three basic types of connections have been identified (internal connections, external connections, and water-related connections), which allow for the structuring of identified problems and potentials and serve as a starting point for further strategic recommendations.

This analysis allowed indicating three types of connections:

- Key internal spatial connections,
- Main external connections of the Young City¹³
- Water-related connections.



Fig. 96. External and internal connections. Prepared by The City Initiative Association.

¹³ The assumptions for these connections are discussed in the first section of this report.

Main External Connections

From the north-western side, Jana z Kolna Street constitutes a very important connection between the area and the district of Wrzeszcz; however, it does not function as a good pedestrian link. The analysis indicates the potential for creating a pedestrian connection along Malarzy Street, running parallel to Jana z Kolna Street, which would become a key route towards Dolny Wrzeszcz and Letnica.

On the western side, the main challenge is crossing the spatial barrier – the set of railway tracks. The so-called *Yellow Viaduct* serves as a pedestrian crossing over the tracks towards Zebrań Ludowych Square and the Aniołki district, while the currently being reconstructed crossing in the vicinity of the SKM Stocznia stop provides access to the further parts of Steffens Park and the Chodowieckiego tram stop. However, there is currently a lack of clear connections between public spaces and these viaducts. An important issue is also ensuring convenient access for cyclists. A frequently overlooked connection, yet one that plays an important role as a shortcut, is the underpass beneath Zwycięstwa Avenue at Dyrekcyjna Street.

Another key connection is Wały Piastowskie Street, which leads towards the Main Railway Station. From the south, an important boundary line is Wałowa Street and the key connections passing through it towards both the Main Town and the Old Town districts: Rajska Street and Łagiewniki Street, leading to the centre of the Old Town, as well as Rybaki Górne Street, which connects to Jana Heweliusza Street and the Radunia River.

From the east, it is particularly important to extend Księdza Jerzego Popiełuszki Street and Podstoczna Street in order to integrate the area with its surroundings. Attention was also drawn to the waterfront connection provided by a linear promenade running across the Wapienniczy Bridge towards Rybackie and Długie Promenades. Last but not least, an important aspect of the area's functionality in a broader context is its connection to the Polish Hook via the Motława River, which flows into the Still Vistula.

Internal Spatial Connections

When analysing internal connections within the area, attention was drawn to the problem of maintaining the continuity of main public spaces at points where they intersect with major linear barriers, including ks. Jerzego Popiełuszki Street, Jana z Kolna Street, and Rybaki Górne Street. These are connections that often involve crossing very wide transport arteries, which leads to the disruption of continuity, for example of the Road to Freedom. Another important aspect is the creation of clear linkages in already problematic locations, such as the passage to Montownia at Bastion Wałowa or the entrance to the Road to Freedom through former Shipyard Gate No. 2.

Water-related Connections

The Young City has an exceptionally rich history based on shipbuilding industry and has been connected to water from its very beginning. However, access to the water is currently limited, and its presence is not strongly felt in the urban space. During the participatory process, it was repeatedly emphasised that water is an inseparable element of the identity of this place and that greater attention should be paid to its role in the spatial structure by ensuring continuous access to the waterfront line. A very important issue is the consideration of the Still Vistula as a potential transport corridor. The potential for reintroducing a water tram service and creating a connection between the Young City and the Polish Hook was also highlighted.

Connections – Public Transport

A necessary complement to the analysis for further strategic work is the mapping of public transport flows as well as traffic generators at stops (Fig. 97). Public transport plays an important role in connecting residential areas, districts, and - in the case of the Tricity metropolitan area - cities. Within the Young City, an analysis was carried out of the existing public transport network (bus, tram, and SKM rail services) as well as planned new investments. Figure 97 presents the routes of these transport modes as well as the location of stops.

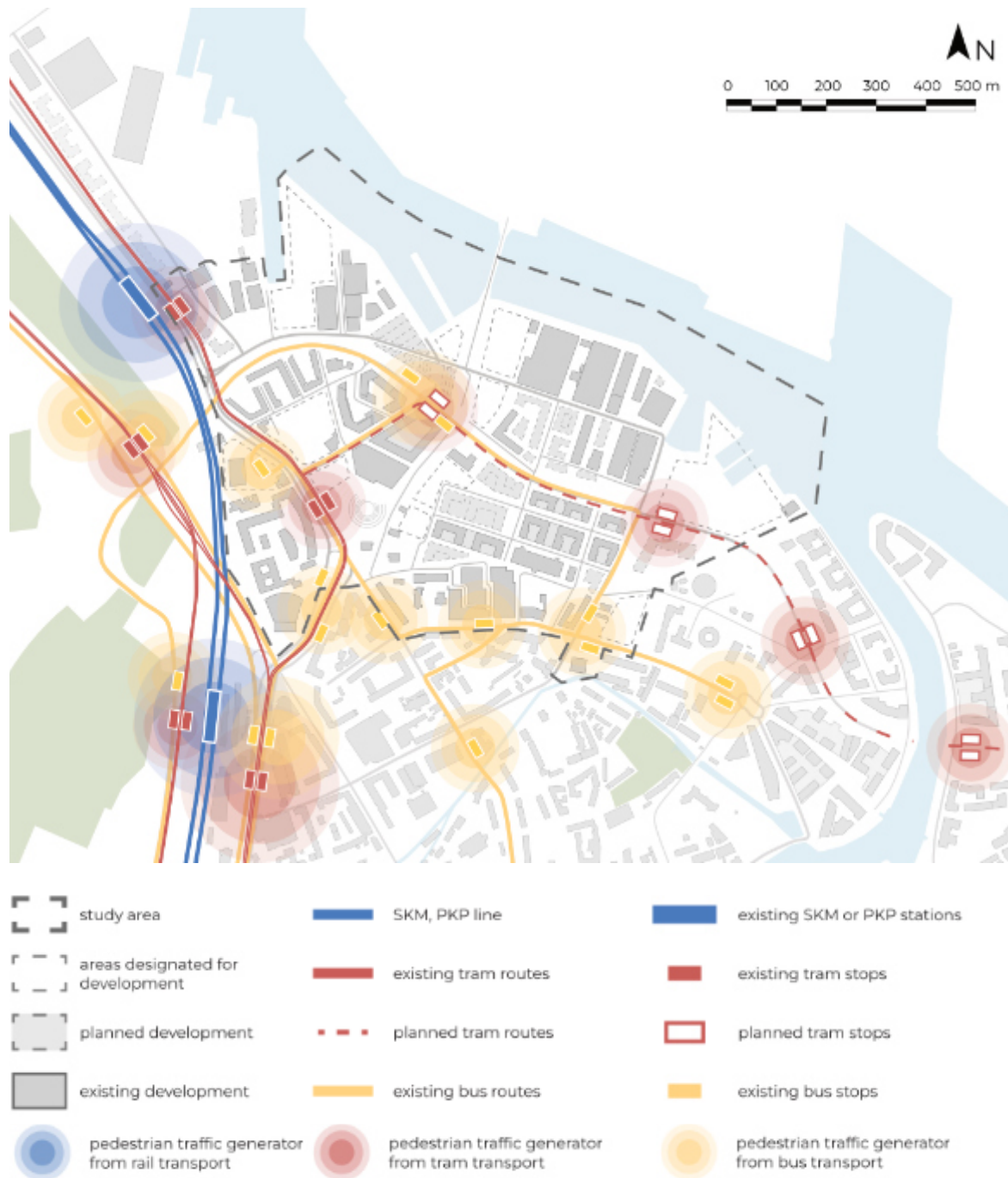


Fig. 97. Public transport and stop locations¹⁴. Prepared by The City Initiative Association.

¹⁴ A detailed design of the location of the stops will be the subject of a separate sector-specific project.

It can also be observed that it is important to complement the existing network with a new tram line. Currently, there is only one bus stop in the centre of the Young City, while the remaining stops are located along Wałowa Street and Jana z Kolna Street. An analysis of stop locations also allows for consideration of the pedestrian flows they generate. The SKM Stocznia and SKM/ PKP Gdańsk Główny stations have a significant impact on movement within this area and define key directions of travel.

Diagrams of the Structure of Public Spaces

Figure 98 presents a synthesis of urban attractors with the system of public spaces. This makes it possible to identify spatial relationships between existing and potential attractors and individual public spaces. The Road to Freedom is closely linked with the European Solidarity Centre, as well as with nearby locations such as the Monument to the Fallen Shipyard Workers, the Porozumienia Gdańskiego Square, and the point where the Road to Freedom meets the water. Other examples of such relationships include the NOMUS New Museum of Art and the square in front of it; the 100cznia area, Hall 31B and its surrounding space; as well as the planned primary school and the adjacent green linear park.

In Figures 98-106, areas designated for future development, whose detailed layout is not yet defined, are marked with a grey dashed line. As a result of the process, it was concluded that building lines and building heights should be shaped based on the provisions of the local spatial development plan, taking into account the existing context, historic buildings, and the scale of public spaces.



Fig. 98. Target layout of public spaces. Prepared by The City Initiative Association.

Layout of Green Areas

Figure 99 indicates the most important elements of blue and green infrastructure. The presented layout is not only a collection of locations, but a planned system that takes into account key elements of the surrounding context. The proposed green corridors extend beyond the boundaries of the study area in order to create continuous green corridors running in various directions across the city. An important contextual factor directly influencing the shaping of greenery is proximity to water – the Still Vistula as well as surrounding green areas such as Steffens Park, the greenery of Gradowa Hill and nearby former fortifications, and the green areas around the Monument to the Defenders of the Polish Post Office.



Fig. 99. Target layout of blue-green infrastructure. Prepared by The City Initiative Association.

It is worth noting that the study area is characterised by a diverse urban fabric and varied spatial character. An important issue is the appropriate design of greenery in the vicinity of historic buildings in the Young City. It has been concluded that greenery in these locations should not dominate the historic fabric, but rather complement it. In contrast, around new developments it may take on more open and naturalistic forms, at times even dominating the surrounding built environment with its character.¹⁵ It is also essential to ensure coordination between individual

¹⁵ The point of reference for the discussion on the directions of shaping blue and green infrastructure became the studies prepared by the Gdańsk Development Office: *the Gdańsk Water Policy and the Gdańsk Greenery Policy* (link: <https://www.brg.gda.pl/blekitno-zielona-infrastruktura-gdanska>). Work on this issue also drew on the study by dr. hab. inż. arch. Bogna Lipińska entitled: *The Young City and Polish Hook. Forms and arrangements of greenery. Historical overview* (link: <https://download.cloudgdansk.pl/gdansk-pl/d/202412242225/mlode-miasto-i-polski-hak-formy-ukladu-zieleni-web.pdf>)

projects in order to achieve maximum biodiversity and provide spaces of varied character while maintaining overall coherence. A key principle in planning any form of urban greenery is the application of Nature-Based Solutions (NBS) – including retention greenery, rain gardens, and elements improving microclimate and water management. It is also necessary to include areas of natural, unmanaged greenery allowing for natural ecological succession, and not only designed and functional green spaces. A crucial aspect of planning such an extensive green system and its interdependencies is cooperation within an interdisciplinary expert team consisting of designers, urban planners, and landscape architects, but also, importantly, biologists, ecologists, entomologists, ornithologists, climatologists, and many other specialists.

Characteristics of Individual Green Areas

1. Linear Park along Popiełuszki Street

In the *Nowa Wałowa – The Future of the Street* study concerning the Nowa Wałowa Street project, a concept was developed for a linear park extending along almost the entire length of the street. This park would be located within a land reserve in a way that allows for the potential future expansion of Nowa Wałowa Street in response to growing transport needs. The greenery would function as a form of separation between the main transport artery and residential and service development. It is important to introduce various forms of green development depending on the character of the surrounding space and the intensity of movement, as well as to complement it with elements of small-scale architecture.

2. Green public space at the waterside-end of the Road to Freedom

In accordance with the local spatial development plan, the Road to Freedom is designated for the creation of a green boulevard with a separated pedestrian and cycling route. As a result of expert discussions with stakeholders, a section of the Road to Freedom located between ks. Jerzego Popiełuszki Street and the Still Vistula has been designated as a green, open public space leading to the water, rather than merely an extension of the boulevard. The development of greenery in this area should take the form of a plaza-park hybrid, creating spaces for meetings and leisure. As the Road to Freedom approaches the Still Vistula waterfront, the greenery should become less dense and gradually integrate with the waterfront design. In order to ensure visual openness towards the water, tall vegetation should give way to low and medium-height greenery¹⁶.

3. Green area at the beginning of Popiełuszki Street

It is proposed to design the beginning of Księdza Jerzego Popiełuszki Street as a green gateway to the district from the direction of the so-called Yellow Viaduct and the SKM Stocznia stop. A lift together with the necessary infrastructure will be implemented in this location as part of accompanying investments under the Housing Development Location Procedure (ULIM) *Drewnica*. This area would be integrated with the proposed linear park along Księdza Jerzego Popiełuszki Street. Important pedestrian connections would pass through this area, linking Malarzy Street, Niterów Street, and Rurarzy Street with the area around Robotnicza Street and Stefana Jaracza Street. Creating clear, green, and attractive passages is crucial for breaking the barrier currently formed by ks. Jerzego Popiełuszki Street and Narzędziowców Street. Greenery should act as an element softening the current character of the space, while also improving air quality along the road and supporting water retention.

¹⁶ A point of reference for the future form of Road to Freedom may be the results of the 2013 competition for its design, organised by the City of Gdańsk.

4. Greening of Solidarności Square

In reference to the competition studies concerning Solidarności Square¹⁷, the development of the existing low greenery around the square is proposed, including the introduction of trees and shrubs. However, it should be emphasised that the introduced greenery should not disrupt the legibility of the space or significantly alter its character. The perception of the square as a place of remembrance must be preserved. The forms and colour palette of the plantings should remain in a classical style.

5. Green area near the BHP Hall Building

The area located near the BHP Hall, parallel to the Road to Freedom, is unquestionably an integral part of it and should be designed in a comprehensive manner. Taking into account the representative character of the greenery along the boulevard of the Road to Freedom, it is proposed to partially replicate the forms used there and introduce elements with a more park-like character. It is essential to preserve the existing mature greenery and to emphasise the entrance zone to the BHP Hall. The area would also function as a green buffer between the Road to Freedom and the Doki residential development.

6. Waterfront public space at the Dock Basin

The green public space around the Dock Basin serves as a connecting element between the linear park along Rybaki Górne Street and the waterfront corridor running from the Main Town toward the Drenica Peninsula. It is proposed to develop this area as a green plaza with landscaped greenery. It is suggested that trees be planted away from the water and that only flower beds be introduced near the shoreline.

7. Park linearny przy ulicy Rybaki Górne

The design of the linear park should be based on the principles developed during discussions conducted as part of the ULIM15 procedure¹⁸. The park forms a green separation between the school area and transport corridors, providing a safe space for pupils. The park's greenery is designed as a linear, continuous recreational strip, integrated with the pedestrian and cycling network as well as the surrounding built environment. The existing trees and groups of mature greenery are to be preserved, complemented by new plantings of shrubs and medium-height vegetation, improving the microclimate and user comfort. The greenery should be supplemented with places for meetings, recreation, and rest, as well as recreational facilities for different age groups. It is also recommended that the green corridor be extended southwest along Heweliusza Street.

8. Greenery around WL4 Mleczny Piotr Art Space

It is proposed to create a public green space with a naturalistic character, based on the existing ruderal vegetation. The space should be complemented with areas for rest and works of art.

¹⁷ Solidarności Square – Study Competition (more information available at: <https://download.cloudgdansk.pl/gdansk-pl/d/202407234185/2023-plac-solidarnosci-3-web.pdf>)

¹⁸ Information regarding the aforementioned assumptions can be found in the reports on the course of the Gdańsk Social Dialogue within the ULIM procedures: Żurawie (available at: https://download.cloudgdansk.pl/gdansk-pl/d/202506256448/gds_zurawie-online.pdf) and DOKI V (available at: https://download.cloudgdansk.pl/gdansk-pl/d/202506255577/gds_doki-druk-bez-spadu.pdf)

9. Greenery on the waterfront

It is proposed that the waterfront public space be supplemented with point-based interventions of accompanying greenery in the form of low and medium-height vegetation, as well as locations for the display of shipyard technical heritage and artworks. It is essential that the greenery does not create a spatial or visual barrier between users and the water or historic buildings. It should function as a complementary, rather than dominant, element. A light form and arrangement is recommended. Greenery and small-scale architecture should be consistent with the guidelines for shaping urban waterfronts set out in the Gdańsk Water Policy.

10. Greenery along the Road to Freedom

The main space of the Road to Freedom should be complemented by accompanying greenery that emphasizes the character and identity of the space. In accordance with the local zoning plan, the space should take the form of a boulevard with a separate pedestrian and bicycle path. This path should be complemented by small-scale architecture, post-shipyard elements, and works of art. It is crucial to emphasize its linear layout, its direction toward the water, and its representational character through the appropriate selection of plant species and forms of greenery.

11. Accompanying greenery on Wałowa Street

In line with the Gdańsk Green Policy, it is recommended that Wałowa Street be supplemented with designed low greenery as well as plantings of tall greenery, so that it functions as an element connecting into a broader network of blue-green infrastructure. It is proposed to locate the main clusters of small-scale architectural elements in proximity to green areas.

Typology of Public Spaces

The public space and green space systems described above served as a starting point for formulating detailed spatial guidelines for individual parts of the area. In order to structure them, it is proposed to introduce a typology of streets and public spaces:

1. Neighbourhood Spaces,
2. Semi-public Spaces,
3. Road to Freedom,
4. Shipyard Route,
5. Waterfront,
6. Popiełuszki Street,
7. Rybaki Górne Street.

It should be emphasised that the proposed classification refers to the spatial layout, the character of place, transport solutions, forms of greenery, and programmatic elements, rather than to the distribution of functions, including services. Everyday, social, cultural, and gastronomic services should naturally interweave, creating a multifunctional and diverse environment. Attention has also been drawn to the need to include service and back-of-house spaces, which are essential for the day-to-day functioning of the entire area.

Figures 100-106 and the descriptions below present the specification of the individual identified space types, including their character and identity:

Neighbourhood Circulation Network



Fig. 100. Recommended layout of the neighbourhood network. Prepared by The City Initiative Association.

The neighbourhood network is a system of pedestrian routes with an urban and open character (Fig. 100). The indicated streets form the main structural framework of the area's public spaces and define the directions of their connections with the surrounding context. They are characterised by accessibility and multifunctionality, as well as broad access to social and commercial services. Within this network, five special spaces are identified¹⁹, which have a distinctive character or identity.

¹⁹ Road to Freedom, Narzędziowców Street – Shipyard Route, Waterfront, Rybaki Górne Street, Księdza Jerzego Popiełuszki Street – Nowa Wałowa

Tab. 2. Characteristics of Neighborhood Networks. Prepared by: The City Initiative Association.

Characteristics of the Neighbourhood Space Network	
 Character and Significance	– Urban, open, concentrating services and social functions for both residents and visitors.
 Spatial layout	– A network organising pedestrian movement within the district and connections with the surrounding neighbourhood.
 Transport and pedestrian movement	– Urban streets accommodating various forms of mobility in a complementary manner - pedestrian movement, cycling, micromobility, public transport, and car traffic designed in an integrated way.
 Greenery	– Urban greenery along streets - trees and plantings enhancing user comfort, – Local squares and Nature-Based Solutions (NBS), including retention greenery, rain gardens, and elements improving microclimate and water management.
 Programmatic elements	– Local places for meeting and spending time - corner plazas, widened pavements, spaces in front of commercial premises and building entrances, – Diverse forms of small-scale architecture – benches, bicycle racks, shelters, lighting elements – supporting everyday street use and strengthening their urban character.
 Design challenges	– Maintaining a coherent and authentic character of streets in the context of adjacent new development of varying typologies and identities, so that the district remains legible as a unified whole.

Semi-public Spaces



Fig. 101. Recommended layout of neighbourhood spaces. Prepared by The City Initiative Association.

Figure 101 below presents the areas in which semi-public spaces should be introduced. These spaces complement the neighbourhood network, while having a more local and community-oriented character. They are indicated within residential developments, as well as within the internal areas of service and office buildings, where semi-public spaces are also necessary. These areas are not service or back-of-house spaces, the location of which must also be taken into account. Semi-public space is a place for meeting neighbours or colleagues, spending time, and children's play.

Tab. 3. Characteristics of the Network of Semi-Public Spaces. Prepared by: The City Initiative Association.

Characteristics of Semi-public Spaces	
 Character and significance	– Intimate, neighbourhood-oriented, fostering a sense of <i>being at home</i>, – A semi-public, intermediate space between the urban street and private space.
 Spatial layout	– Neighbourhood streets with a traditional layout, serving adjacent development. – The need for psychological separation of these streets from intensively used public spaces – through building scale, greenery, small-scale architecture, and the design of ground floors.
 Transport and pedestrian movement	– Calmed traffic routes, subordinated to the everyday needs of residents, with limited transit function.
 Greenery	– Small-scale architecture of a local character, adapted in scale and form to the neighbourhood context, – Complementary street greenery.
 Programmatic elements	– Small-scale architecture of a local character, adapted in scale and form to the neighbourhood context, – Use of small-scale architecture to visually define space – clearly marking the transition from public to semi-public space (e.g., changes in paving, lighting, detailing).
 Design challenges	– Differentiation from the more intensively used streets and squares of the Young City, – Effective diversion of tourist movement away from neighbourhood streets, – Preservation of the authentic character of streets and internal courtyards shaped by private investors, while ensuring coherence with the overall vision of the district.

Main Public Spaces

Road to Freedom

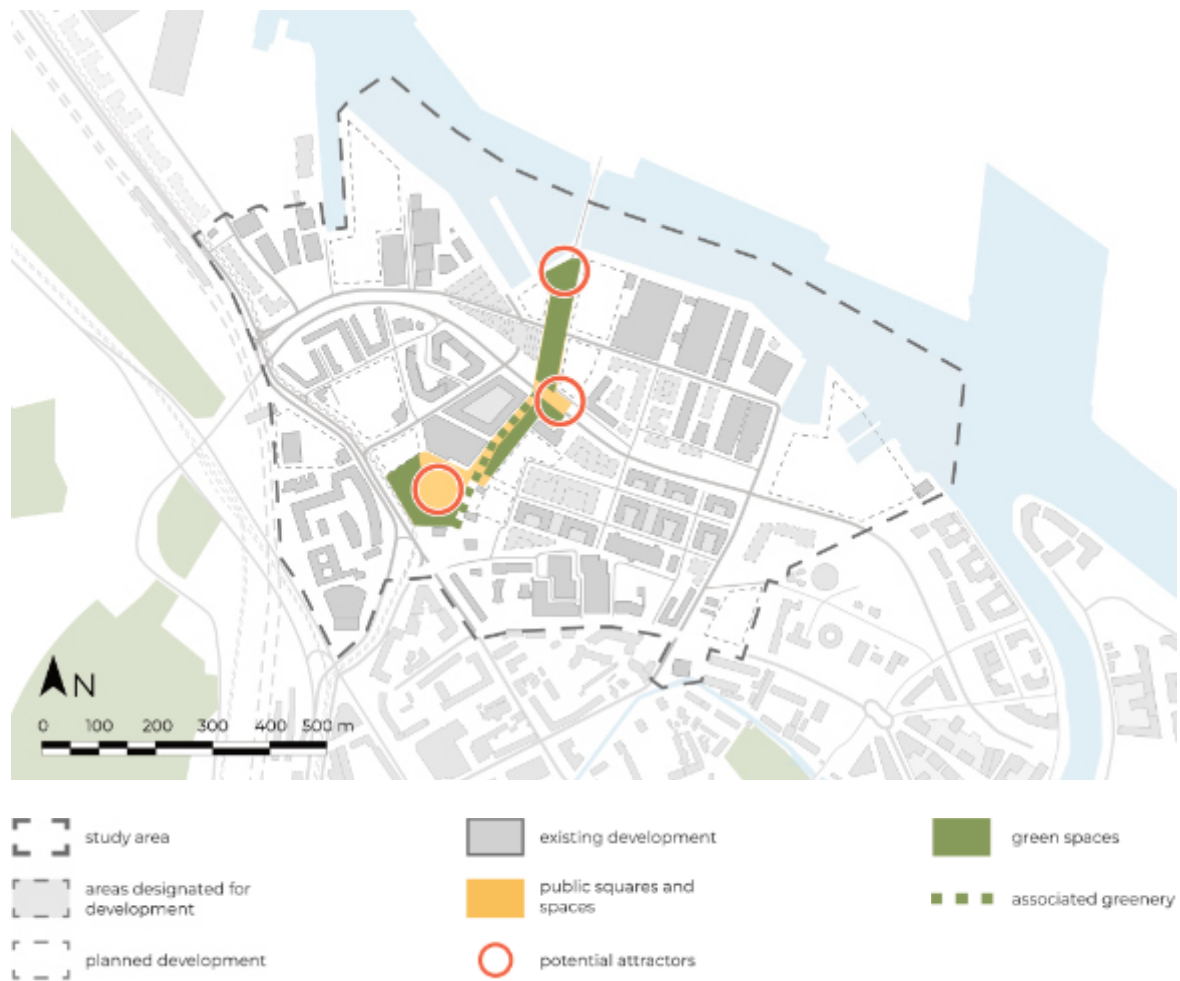


Fig. 102. DRecommended layout of the Road to Freedom. Prepared by The City Initiative Association.

This is a public space of symbolic significance, running from Gate No. 2 of the former shipyard towards the bank of the Still Vistula. As a place of commemoration of the Solidarity movement events, the Road to Freedom is an important carrier of shipyard heritage for the residents of Gdańsk. At present, this space lacks a clear sense of continuity, particularly after crossing ks. Jerzego Popiełuszki Street. It is proposed to create a broad public space in the form of a pedestrian promenade, integrated with clearly emphasised entrances to cultural and service buildings.

Tab. 4. Characteristics of the Road to Freedom. Prepared by: The City Initiative Association.

Characteristics of The Road to Freedom	
 Character and significance	– Symbolic, a place of national remembrance, a carrier of shipyard and Solidarity heritage, – An area emphasising historical, intangible heritage.
 Spatial layout	– A main axis connecting key squares: Solidarności Square, the Porozumienia Gdańskiego Square, and the waterside-end of the Road to Freedom, – Clear, inviting entrances to cultural buildings, – Emphasis on visual and functional connections with the surroundings, – The beginning and end of the Road are treated as interchangeable, as its contact with the water forms a spatial end, but can equally be understood as the starting point of a route leading towards Solidarity Square and, more broadly, Gdańsk.
 Transport and pedestrian movement	– A wide pedestrian route forming the main compositional axis of the Young City, – Preservation of spatial continuity and orientation of pedestrian movement towards the water and key places of remembrance.
 Greenery	– Representative, orderly, emphasising the significance of the place, – Marking the waterside-end of the Road to Freedom at the water through a distinct green composition (e.g. a green square or waterfront park), strengthening the perception of the space as the destination point of the Road.
 Programmatic elements	– Elements narrating historical heritage – installations, details, and small-scale architecture referring to the shipyard and Solidarity movement. – Creation of a symbolic window onto the shipyard at the point where the route meets the water, offering a view of the authentic, contemporary shipyard industry.
 Design challenges	– The need to clearly emphasise the waterside-end of the Road to Freedom so that it is spatially and symbolically attractive. Emphasis on entrances to cultural and public-use buildings, – Clear articulation of the entrance from Solidarności Square and Doki Street, ensuring intuitive orientation, – Preservation of the legible course of the Road to Freedom within a changing and progressively developed urban context, so that the route remains recognisable as a memory axis and a key compositional element.

Main Public Spaces

Shipyard Route



Fig. 103. Recommended layout of the Shipyard Route. Prepared by The City Initiative Association.

Narzędziowców Street, renamed as the Shipyard Route as a result of the participatory process, should become a carrier of the industrial heritage of the Young City (Fig. 103). Running between historic shipyard buildings, it is a space of exceptional industrial character and sense of place. The concept is based on highlighting existing and creating new, shipyard-specific alleys and smaller-scale urban interiors clustered around the trail.

Tab. 5. Characteristics of the Shipyard Route. Prepared by: The City Initiative Association.

Characteristics of the Shipyard Route	
 Character and significance	– Industrial, preserving the authenticity of the site (materials, connections to historic buildings), – Highlighting the cultural heritage of the Young City: art, narratives, and contemporary urban culture, – Showcasing industrial heritage: the history of the shipyard, labor, and local identity.
 Spatial layout	– A main pedestrian route connecting Jana z Kolna Street and Narzędziowców Street, – A route terminating at the Dock Basin as a public space forming the culmination point of the layout, – Along the route, a system of smaller urban interiors develops: alleys, small squares, and pocket parks, creating intimate places for staying and gathering, – Clear definition of entrance zones to cultural and public-use buildings.
 Transport and pedestrian movement	– A shared space with pedestrian priority and calmed vehicular traffic.
 Greenery	– Accompanying greenery complementing the space around historic buildings, emphasising their scale and detail, – Introduction of trees, plantings, and small-scale greenery improving user comfort (shade, microclimate), while preserving the industrial character of the place.
 Programmatic elements	– Elements of a <i>living museum</i> of industrial heritage, e.g. preserved equipment, fragments of infrastructure, installations interpreting the history of work and technology, – Self-education spaces: information points, narrative trails, analogue and digital solutions enabling independent exploration of the history and significance of the space.
 Design challenges	– Maintaining spatial continuity in a diverse and evolving context of buildings and functions, – Designing alleys and small urban interiors so that they do not become unsafe spaces, – Creating authentic smaller urban interiors (alleys, pocket parks) that function as a natural extension of the industrial character of the place, rather than decorative elements detached from context.

Main Public Spaces

Waterfront



Fig. 104. Recommended layout of the waterfront. Prepared by The City Initiative Association.

A unique space of the Young City is its waterfront, running from Rybackie Promenade along the Motława River, the Still Vistula, and further to the Drenica Peninsula (Fig. 104). This area was widely discussed during workshop meetings, particularly in relation to visual and landscape considerations, limited sunlight exposure, and potential strong winds. Nevertheless, it is undoubtedly a valuable space due to its proximity to water, its setting within a historic urban fabric, and the presence of post-industrial elements.

Tab. 6. Characteristics of the Waterfront. Prepared by: The City Initiative Association.

Characteristics of the Waterfront	
 Character and significance	– Post-industrial, based on the existing waterfront landscape, – Linear layout, legible to users as a promenade.
 Spatial layout	– Linear with point-based interventions - rather than large squares, terraces, or water access points, – Preservation of the original waterfront line, without excessive distortion of the shoreline geometry, as an expression of the authentic port character of the place, and exposure of post-shipyard areas from the water side.
 Transport and pedestrian movement	– A continuous, legible pedestrian route along the waterfront, perceived as a promenade, – Preservation of connections and visual openings towards the interior of the post-shipyard area.
 Greenery	– Low, accompanying greenery improving comfort of use but not obstructing views, – Plantings located in a point-based manner, mainly in resting areas.
 Programmatic elements	– Preservation and exposure of existing post-shipyard elements and industrial heritage, – Recreational elements and unconventional sports features, maintained in the stylistic character of the place, – Point-based attractors: water access points, piers, barges as extensions of public space.
 Design challenges	– The need to account for strong winds, – Debatable visual qualities of the opposite waterfront, requiring the attractiveness of the space to be built primarily through its relationship with water and the waterfront, – Utilisation of the potential of water as an attractor while maintaining the authentic, working character of the waterfront.

Main Public Spaces

Ks. Jerzego Popiełuszki Street - Nowa Wałowa Street



Fig. 105. Recommended layout of ks. Jerzego Popiełuszki Street. Prepared by The City Initiative Association.

The indicated section is part of the planned road connection between Zwycięstwa Avenue and Elbląska Street (Fig. 105). Following a review of the assumptions²⁰ developed during the participatory process in 2022, and taking into account the changes that have occurred in the neighborhood's fabric since then, a new characteristics of this space has been developed. The key change compared to the 2022 study is the shift away from viewing ks. Jerzego Popiełuszki Street as the main axis of the Young City's public spaces, in favor of treating it primarily as a transportation corridor.

²⁰ The guidelines are described in the report Nowa Wałowa: The Future of the Street (link: <https://download.cloudgdansk.pl/gdansk-pl/d/202309216220/nowa-walowa-przyszlosc-ulicy-web.pdf>).

Tab.7. Characteristics of ks. Jerzego Popiełuszki Street - Nowa Wałowa Street. Prepared by: The City Initiative Association.

Characteristics of ks. Jerzego Popiełuszki Street – Nowa Wałowa Street	
 Character and significance	– The main transport axis for the district, – Supra-local importance for the functioning of the area.
 Spatial layout	– A transport corridor perpendicular to most streets running through the Young City area, – A system of spaces and routes enabling the dispersal of movement from public transport stops – point-based traffic generators – deep into the district, – No pedestrian underpasses or overpasses are planned.
 Transport and pedestrian movement	– A main transportation spine for the Young City area, – A tram line located between traffic lanes, – A two-way cycling path, – A dual-carriageway layout with a centrally placed tram route, – A symmetrical arrangement of tram stops.
 Greenery	– Greenery functions as a transitional zone between the main transport artery and residential and service development, – A linear park is planned along the entire length of the street, – A gradation of green forms is proposed - from structured greenery at intersections to more natural and informal forms in less frequented areas, – Nature-Based Solutions (NBS) – including retention greenery and elements improving microclimate and water management.
 Programmatic elements	– Small-scale architectural elements related to the pedestrian network, – Tram stops, – The section opposite the Doki housing estate should take the form of a central square or green market, becoming a space of particular significance, – A linear park.
 Design challenges	– The main challenge is the scale and width of the corridor, which may make it difficult to cross, – Key locations requiring particular attention include the intersection with the Road to Freedom (ensuring the continuity of the Road despite crossing the street) and the intersection with Rybaki Górne Street, – To prevent the corridor from becoming a spatial barrier, an adequate number of pedestrian crossings must be ensured, maintaining the continuity of public spaces in the area (the crossing at Nowomiejska Street, the extension of Robotnicza Street, and Stefana Jaracza Street).

Main Public Spaces

Rybaki Górne Street

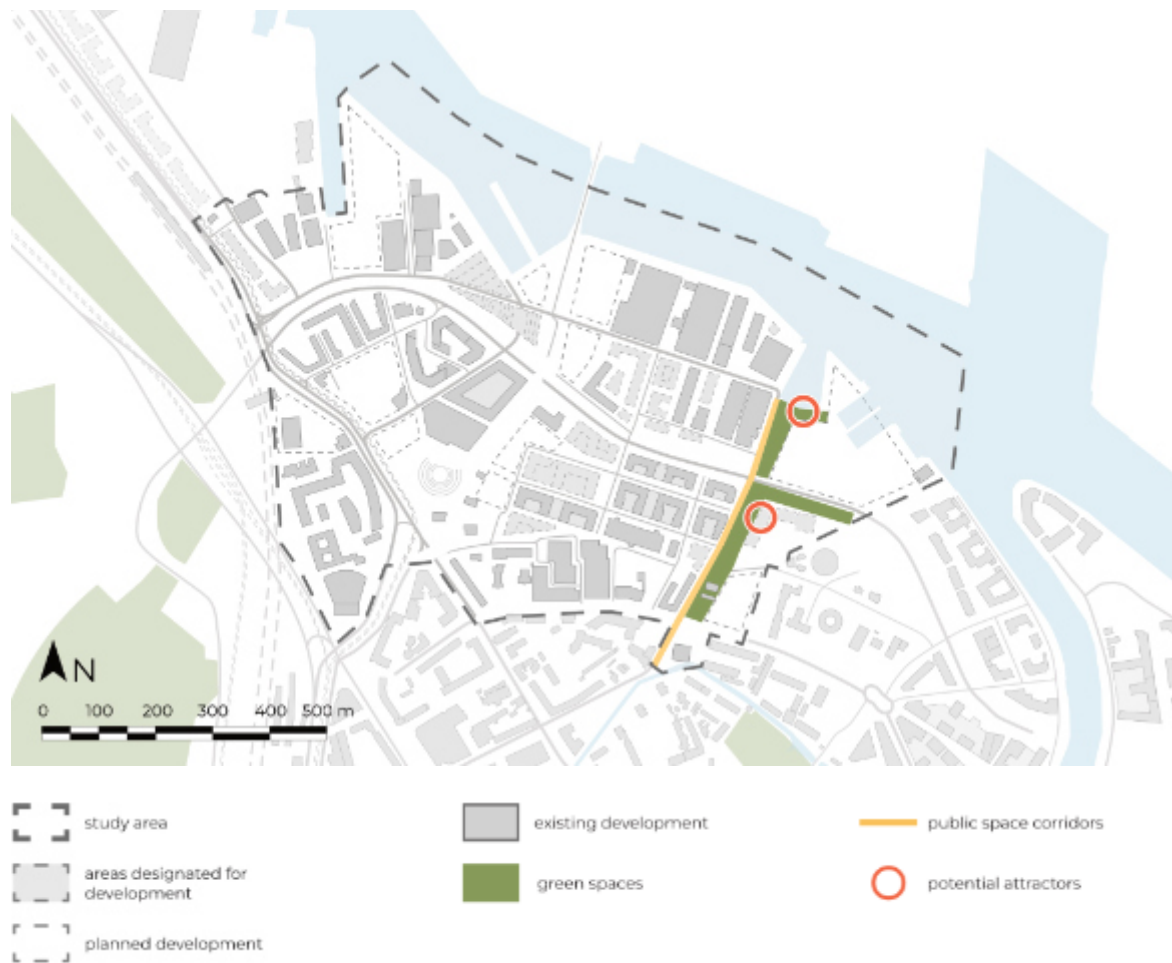


Fig. 106. Recommended layout of Rybaki Górne Street. Prepared by The City Initiative Association.

Rybaki Górne Street is one of the key connections between the Old Town and the waterfront of the Still Vistula, distinguished by abundant urban greenery in the form of a linear park and green public space along the Dock Basin (Fig. 106).

Tab. 8. Characteristics of Rybaki Górne Street. Prepared by The City Initiative Association.

Characteristics of Rybaki Górne Street	
 Character and significance	– A key functional street connecting the Young City with the Old Town and further on with the Main Town, – It serves as an access route to the Dock Basin and the slipway above the Dead Vistula.
 Spatial layout	– A linear street structure accompanied by a parallel linear park, – Important nodes are the intersections with other public spaces: Narzędziowców Street and Księdza Jerzego Popiełuszki Street.
 Transport and pedestrian movement	– An urban street designed to accommodate various forms of mobility: pedestrian movement, cycling, micromobility, public transport, and car traffic, – Single-carriageway layout, – A traffic-calmed street, – Dedicated bicycle lane.
 Greenery	– A key feature of the street is the linear park extending from Wałowa Street to the intersection with Księdza Jerzego Popiełuszki Street, – The street terminates in a green public space at the Dock Basin, – Local pocket parks and Nature-Based Solutions (NBS), including retention greenery, rain gardens, and elements improving microclimate and water management.
 Programmatic elements	– Local meeting and leisure spaces, including corner plazas, widened pavements, and areas in front of commercial premises and building entrances, – Diverse forms of small-scale architecture – benches, bicycle stands, shelters, and lighting elements that support everyday use of the street and strengthen its urban character.
 Design challenges	– Ensuring continuity of pedestrian movement towards the waterfront, – Organising the transport and public space layout around the planned school facility.

Summary of Possible Interventions

The characteristics presented above propose potential interventions to be implemented within the described spaces. Complementing this is a catalogue of spatial interventions identified through the process, which should be introduced across the entire area of the Young City. This constitutes an open set of locations and solutions aligned with the concept of 15-minute cities and supporting the development of an active, local community. A summary of these solutions is presented below:



One particularly noteworthy solution with significant potential is the concept of establishing an urban **marketplace** or **local market**, where both residents and visitors could purchase fresh food. Marketplaces serve as city-forming tools; they can function as meeting places and foster the development of social relationships. A portion of open space may serve as a multifunctional area, offering a variety of activities depending on the day of the week or the season. Other important proposals include spaces enabling a wide range of sports and activities, from running routes and commuting paths for bicycles, roller skates, and skateboards to sports fields and outdoor gyms.

Summary of Spatial Solutions

The spatial development strategy for the Young City assumes the creation of a coherent, accessible, and multifunctional system of public spaces, grounded in the identity of the place, its shipyard heritage, and its relationship with water. The developed framework includes a hierarchy of streets, squares, waterfronts, and green areas, interconnected with key cultural, service, and social activity attractors, in accordance with the concept of the 15-minute city.

Two symbolic axes play a central role: the Road to Freedom – serving as a carrier of the Solidarity heritage – and the Shipyard Route (Narzędziowców Street), which constitutes the backbone of the industrial heritage. These spaces are to be transformed into high-quality,

pedestrian-priority corridors. Significant importance is also assigned to strengthening the connections between the Young City and its surroundings: the Main Town and the Old Town, Wrzeszcz, green areas, and the Polish Hook, with particular attention given to overcoming transport barriers and improving the continuity of pedestrian and cycling routes (Fig. 107).

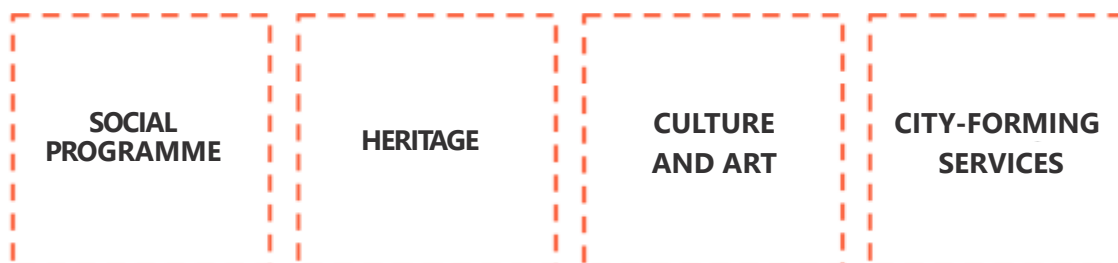
A key element of the proposed changes is the deliberate character of the process of shaping the relationships with water - through the development of waterfronts as accessible public spaces and the expansion of water-based transport. At the same time, the implementation of a coherent green and blue infrastructure system is proposed, including linear parks, boulevards, green squares, and naturalistic areas, which design is based on nature-based solutions (NBS) and with respect for the historical context. The strategy emphasizes the importance of everyday services, semi-public and neighbourhood spaces, and proposes additional complementary interventions – such as marketplaces, recreational areas, and sports facilities – supporting year-round activity, safety, and the integration of the local community. The overall framework provides a basis for further planning and design activities, enabling the phased implementation of the vision of the Young City as an open, vibrant, and well-connected district. A synthesis of these recommendations is presented in Figure 107.



Fig. 107. Summary of proposed spatial solutions. Prepared by The City Initiative Association.

4.2.2. Programme

The programme for the Young City constitutes the second pillar of the strategy, complementing the assumptions related to spatial solutions. The catalogue presented below reflects both the needs identified through the participatory process and the concerns raised during workshop meetings. The issues addressed fall into four categories related to soft measures within the area of the Young City:



Social Programme

The objective of the social programme is to support the local community and to create a welcoming environment for everyday life. Its principles have been developed on the basis of collected opinions, concerns, and needs expressed by residents. In particular, attention was drawn to the need of easy access to information for the Young City community, as well as opportunities to engage in neighbourhood activities. At the same time, concerns were raised during the meetings regarding a lack of agency, anonymity, and weakened interpersonal relationships.

Throughout the discussions, the need to create publicly accessible spaces for meetings and activities was repeatedly emphasized, such as a local community centre, a neighbourhood club, or a youth centre. Attention was drawn to the lack of spaces where time can be spent without incurring costs, as well as to the need to expand the range of events addressed to residents – such as neighbourhood gatherings, fairs, picnics, or film screenings. An important issue was also the availability of childcare and educational facilities for children of working individuals, including schools, kindergartens, and institutions operating in the model of a youth centre, as well as the possibility of schools functioning after hours as spaces for local activity.

The developed programme also responds to the need of creation of public spaces conducive to work, meetings, and community integration. Its key components include maintaining continuous contact with the local community, creating accessible spaces for neighbourhood initiatives, developing a programme of local events, providing social services that strengthen local identity, and organising activities and meetings of an educational nature.

Proposed Actions within the Social Programme

Spaces for Shared Activities

It is proposed to establish a network of places with a local, neighbourhood-oriented character, serving as hubs for community information, common rooms, workshops, or local clubs. It is important that these spaces remain accessible to different age groups and adaptable to changing forms of activity. Their strong embedding in the local context is of key importance, as is their connection to a programme of neighbourhood events and their functioning as natural meeting points that strengthen social relationships and a sense of belonging to the place (Fig. 108).



Fig. 108. Event at the Gridarthub centre. Source: Gridarthub.

Circular Economy

The introduction of systemic solutions facilitating practices aligned with the circular economy is proposed. This includes promoting good practices in sustainable waste management and supporting the development of places such as giveboxes, food-sharing points, and vintage shops (Fig. 109).

Local Marketplaces

Marketplaces, markets, and flea markets constitute an important component of the district's programme, supporting the integration of residents and everyday neighbourhood interactions. They serve not only a commercial function but also a social one – as places for meetings, exchange, and local activity. Their presence strengthens the district's identity, fosters local entrepreneurship, and revitalises public space (Fig. 110).



Fig. 109. Illustration of clothing upcycling. Source: csriesg.pl



Fig. 110. Photograph of a marketplace. Source: The City Initiative Association.

Integrative and Educational Activities

The programme of integrative and educational activities focuses on creating opportunities for residents to actively participate in the life of the district. It includes, among others, thematic meetings, intergenerational activities, open lectures, artistic initiatives, and local community projects carried out in public spaces. The programme is complemented by exploratory and educational walks, which support relationship-building, expand knowledge about the history and heritage of the place, and encourage a more conscious connection with one's place of residence (Fig. 111).



Fig. 111. Photograph of a walk as part of the Metropolitanka project. Source: City Culture Institute.

Heritage

The objective of the heritage programme is to strengthen the identity of the district through the conscious highlighting of its history and the preservation of the authentic character of its spaces. The programme's principles were developed in response to the needs and concerns expressed by residents and users of the area. The proposals include the creation of informational points enabling self-guided learning, the emphasis of the industrial character of the space, the incorporation of new elements referencing historical forms, and the use of existing post-shipyard structures.

At the same time, discussions during the workshops raised concerns regarding the dispersion of heritage elements throughout the space, the potential loss of the site's original character, and the risk of creating an artificial, overly symbolic setting. Particular attention was given to the threats associated with the so-called *Disneylandization* of space, the overloading of the environment with symbolic content, and an excess of informational signage, which could disrupt the clarity and atmosphere of the area. The importance of preserving the character of the Young City – both in its material and immaterial dimensions – was emphasized, along with the need to apply street furniture that reflects the identity of the place.

A key conclusion drawn from the analyses is the necessity of a coherent, restrained, and authentic approach to the presentation of heritage in public space. The heritage programme assumes the development of guidelines for the district's visual identity system, the integration of post-shipyard elements as an inherent part of spatial development, and the use of historical names in new spaces and buildings. Heritage should be treated not as decoration, but as a living resource that builds the identity of the place.

Proposed Actions Related to Heritage

Catalogue of Names and Elements

In order to emphasise the historical and industrial heritage of the area and to build local identity upon it, it is proposed to develop a catalogue of historical names, places, and objects. This catalogue would serve as a guideline for emerging projects and for the implementation of a coherent visual information system (Fig. 112).

Shipyards Genius Loci

The concept of strengthening the Genius Loci of the Young City is based on actions that support the existing, unique industrial character of the area, through the arrangement of spaces and street furniture using authentic artefacts and post-shipyards elements. It is important to preserve and highlight industrial remnants (for example, fragments of railway tracks), to incorporate movable elements, and to use appropriate materials (Fig. 113).



Fig. 112. Illustration of the catalogue. Source: Google Gemini.



Fig. 113. Street furniture inspiration. Source: pinterest.com

Visual Information System

A key measure integrating the spaces of the Young City and shaping their perception by users is the creation of a coherent visual information system. Developing a unified system of signage, wayfinding elements, and educational information specific to the Young City will enhance the area's recognisability within the urban fabric, as well as improve the legibility and intuitiveness of navigating public spaces. It is essential that the system reflects the dialogue between the past and the present that characterises the Young City (Fig. 114).



Fig. 114. Example of a coherent and integrated Visual Information System. Source: lg2.com

Routes of the Living Museum

The concept of the living museum is a route running along Narzędziowców Street, complemented by informational elements. The idea is based on the concept of symbolically guiding users through the history of the industrial shipyard. Through the use of existing spaces, preserved buildings, maps, shipyard artefacts, models, and information boards, users move through an urban museum located within public spaces. By incorporating digital technologies, users can independently explore the history and heritage of the site, while content can be easily updated and modified without altering physical infrastructure elements. The introduced museum components should complement the space rather than dominate it or create visual clutter. Signage should remain subtle and consistent with the Visual Information System (Fig. 115).



Fig. 115. Photograph of a ship model. Source: gdynia.naszemiasto.pl

Additional Spaces

The industrial character may also be emphasised through the introduction of additional spaces referencing the shipyard function of the area. Recreational spaces, rest areas, and meeting places that draw on the site's heritage enrich and reinforce its identity. However, it is important to ensure that the introduced elements do not become artificial theming of the space, but rather remain subtle references. This applies both to offerings for children and for adults (Fig. 116).

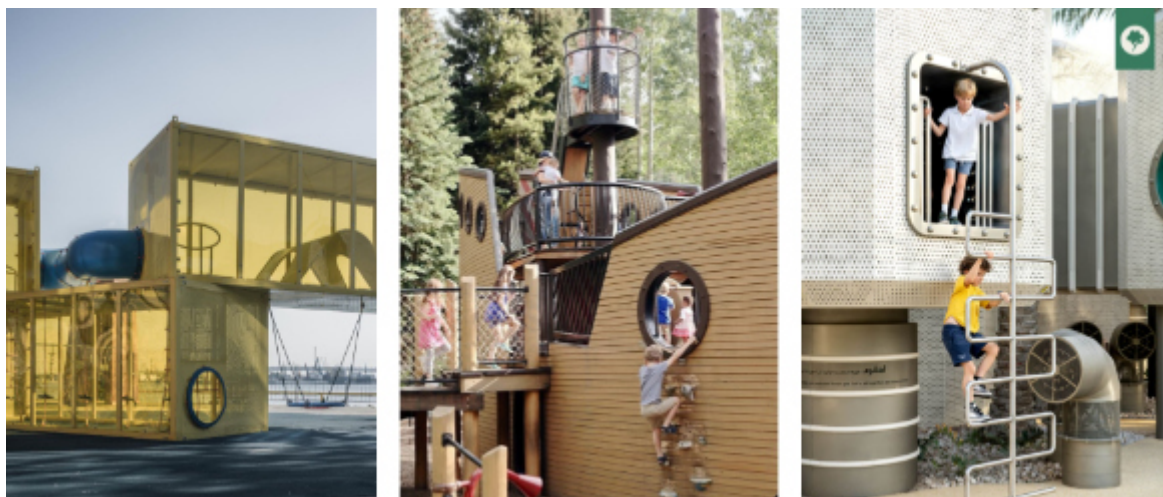


Fig. 116. Examples of special spaces. Source: archdaily.com; pinterest.com

Culture and Art

The culture and art programme assumes the integration of art into the everyday life of the district through sculptures, installations, urban exhibitions, and temporary artistic interventions. These activities are intended to enhance the attractiveness of the space, create landmarks, and ensure broad access to art, while avoiding an excess of objects and artificial scenography. A key objective is to maintain a balance between the aesthetic and social functions of space, so that residents can use it in a natural and engaging way.

The programme includes the organisation of cultural and educational events, both recurring and one-off, distributed across time and space within the district. Particular emphasis is placed on activating spaces around cultural institutions and overcoming their closed character by bringing their offer directly to residents. In this way, art becomes part of everyday district life, and events foster integration and shared participation in culture.

The programme supports local studios, workshops, and grassroots artistic initiatives by showcasing their activities within the district and networking them with the creative community. Mechanisms that enable residents to independently organise artistic activities, as well as to seek funding sources for local projects, are introduced. This model fosters the building of place identity, social activation, and the conscious use of public space as an area of living culture.

Proposed Actions Related to Culture and Art

Art in the Public Space of the Young City

The primary action aimed at supporting art and culture is the implementation of artworks within the public space of the Young City. Spaces enriched with sculptures, artistic installations, art applied to façades and pavements, as well as functional art in the form of street furniture and playground or recreational elements, contribute to the quality of the environment, its identity, and the way it is perceived by users.

Artworks may also serve as landmarks within the urban space and constitute important elements of users' mental maps. Art in the city also plays an educational role, fostering curiosity and sensitivity towards culture in a broad sense among different age groups (Fig. 117).



Fig. 117. The *Shipwrecks* and *Bodybuilders* series presented in the vicinity of Mleczny Piotr. Photo by Jerzy Pinkas, source: gdansk.pl

Activation of the Interior and Exterior Spaces of Cultural Institutions

Cultural institutions are places of exceptional potential, fulfilling important social and educational functions. They also serve as spaces for public debate, reflection, and everyday meetings and activities. Their functioning depends significantly on their location, openness, and relationship with the surrounding environment (Fig. 118).



Fig. 118. Example of space activation in front of a building – Tottenham Court Road, London. Source: www.landezine-award.com

It is proposed to introduce activation measures and spatial changes around cultural institutions in order to emphasise their presence in the urban fabric and strengthen their relationality with the surroundings of the Young City. To better integrate these buildings with their context, it is suggested to clarify and enhance entrance zones and to create transitional spaces between interior and exterior. Extending institutions into public space influences how they are perceived by passers-by.

In addition to external interventions, it is proposed to create new or promote existing multifunctional open spaces where people can spend time, work, have coffee, or study without incurring costs. This proposal responds directly to feedback expressed during the participatory process.

Public Space Exhibitions

An interesting form of activating urban spaces is exhibitions - both permanent, relating to the history of the place or its heritage, and temporary, presenting the outcomes of workshops held at local neighbourhood centres, serving as an extension of exhibitions from nearby museums, or showcasing works by local artists. They allow passers-by to pause for a moment, contemplate art, or gain knowledge. Such exhibitions may be the result of collaboration between cultural institutions, residents, and local artists (Fig. 119).

In order to increase the accessibility of such initiatives and to support coordination, it is proposed to create a mechanism enabling bottom-up implementation of art-related interventions and elements within the public space of the Young City.



Fig. 119. Example of a public space exhibition. Source: pinterest.com

Collaboration with the Artistic Community

Collaboration with the artistic community stems from the need to firmly embed cultural activities within the local context and to make use of the district's existing creative potential. This action may take the form of a continuous dialogue with artists, cultural animators, and institutions, conducted through meetings, consultations, and open calls for ideas and projects. An important component is networking - creating platforms of cooperation between artists, institutions, social organizations, and residents, which fosters the exchange of resources and competences (Fig. 120). In parallel, joint efforts to secure funding sources are assumed, including grants, public-private partnerships, and external programmes enabling the implementation of artistic projects within the district. Understood in this way, collaboration strengthens the continuity of cultural activities and allows them to be flexibly adapted to social and spatial needs.



Fig. 120. Networking meetings for the artistic community at Grid Arthub. Source: instagram.com

City-Forming Services

An element of the Young City programme also includes various services that support urbanity and activity within the district. These include everyday shopping facilities, social services, workplaces, co-working spaces, and education and care centres, which should be interwoven with local activity hubs such as neighbourhood centres, libraries, gyms, and sports clubs. Locating a diversity of services operating at different times of the day contributes to the vitality and safety of the district.

The following set combines the identified services into three categories:



Services

- Greengrocer's,
- Bakery,
- Marketplace,
- Local grocery store,
- Supermarket,
- Swimming pool,
- Gym,
- Veterinary clinic,
- Pharmacy.



Social Services

- Healthcare clinic,
- School,
- Nursery, kindergarten,
- Language schools,
- Community centre, neighbourhood club,
- Co-working space,
- Multifunctional meeting spaces,
- Local workshop,
- Library,
- Spaces for parents with children.



Culture and the Arts

- Everyday cultural spaces,
- Local gallery,
- Concert hall,
- Exhibitions,
- Museum.

4.3. Collaboration

By analysing the scope of possible interactions between stakeholders, key areas of collaboration have been identified, on which the operational model should be built (Fig. 121). They provide a framework structuring the relationships between entities involved in the development of the Young City and define the main directions of organisational, social, and spatial interventions. The identified areas respond to the complexity of processes taking place in this part of the city, taking into account both the need to integrate diverse interests and the necessity of ensuring coherence of actions, a participatory approach to governance, and the efficient use of resources. Their combined implementation enables the creation of a durable model of cooperation that supports the long-term, sustainable, and inclusive development of the Young City.



Fig. 121. Five areas of collaboration derived from the analysis of activities. Prepared by The City Initiative Association; source: freepik.com

The collaboration areas identified above also function as operational tools that allow strategic objectives to be translated into real-life actions and management processes. They encompass both formal relationships, resulting from institutional and planning frameworks, and informal forms of cooperation based on networks of contacts, trust, and knowledge exchange. This approach enables flexible responses to changing development conditions while strengthening stakeholders' capacity for joint problem-solving and the initiation of innovative projects. As a result, the areas of collaboration become not only a catalogue of actions but also a foundation for a systemic approach to managing the development of the Young City, integrating social, economic, and spatial perspectives.

Integration

Stakeholder integration constitutes the foundation for the effective implementation of the Young City development strategy. In a context characterised by a multiplicity of actors, diverse objectives, and differing operational logics, it is crucial to establish a durable platform of cooperation that enables relationship-building, knowledge exchange, and the identification of shared interests. The integration process should encompass both formal structures of collaboration and informal mechanisms of networking and dialogue.

Integration enables the reduction of conflicts of interest, the exchange of best practices, and the improvement of resource efficiency, while also strengthening synergies between the actions of various stakeholders operating within the space of the Young City. Jointly defining priorities and co-deciding on directions of action increases the sense of shared responsibility for the development of the district and supports its long-term and stable evolution.



Key issues:

- Networking of entrepreneurs,
- Consultation on joint tasks,
- Identification of possible actions,
- Co-decision-making on activities
- Mediation,
- Identification of areas of cooperation,
- Exchange of best practices,
- Co-financing of activities,
- Optimisation of expenditures.

Participation

Participation is a key element of the cooperation model, ensuring the inclusion of residents and local actors in the processes of planning and implementing development activities. In the context of the Young City, participation should not be treated as a one-off consultation process, but rather as a continuous process of monitoring and co-creating policies, spatial projects, and socio-cultural programmes.

The involvement of residents, non-governmental organizations, and creative communities in development management, spatial design, and service planning contributes to a better alignment of interventions with the actual needs of users and strengthens the sense of identification with the place. Participation also enables the testing of innovative solutions and models of shared urban space management, as well as the building of local social capital, which is a key resource for the long-term development of the district.



Key issues:

- Diagnosing residents' needs,
- Organizing participatory processes,
- Implementing innovative solutions,
- Cooperation with NGOs in projects,
- Cooperation with artists in projects,
- Co-creation of special spaces (pocket parks, playgrounds, the Road to Freedom).

Coordination of Activities

The coordination of stakeholders' activities is essential to ensure the coherence of projects implemented in the Young City and to maximize the synergistic effects between stakeholders' initiatives. In the context of multiple projects carried out by different entities, there is a risk of fragmentation of activities, duplication of interventions, and inefficient use of resources.

The cooperation model should provide mechanisms of ongoing project coordination, information exchange, and monitoring of interdependencies between initiatives. Coordination also includes dialogue with municipal units as well as the search for external partnerships, including funding sources. Coherent management of the project portfolio will enable the implementation of the district's strategic development objectives in an orderly and efficient manner.



Key issues:

- Coordination of joint projects,
- Dialogue with municipal units,
- Monitoring of interconnections between projects,
- Identifying opportunities for event-based cooperation,
- Coordination of events,
- Searching for partners and collaborations,
- Securing external funding.

Promotion and Communication

Effective promotion and communication constitute a key element in building the image of the Young City, as well as in engaging stakeholders and potential partners in the area's development process. Communication should encompass both internal dialogue between stakeholders and external promotional activities directed at city residents, investors, tourists, and creative communities.

The cooperation model should provide for the creation of shared communication channels, a contact point, and systematic information activities. The narrative of the Young City should be coherent and based on storytelling that translates the values, objectives, and potential of the district into an accessible language for different target groups. Effective communication contributes to increasing the recognisability of the district, building its image as a place for living, working, and spending time, as well as attracting partners for new initiatives.



Key issues:

- Creation of a shared communication channel,
- Internal communication,
- Establishment of a contact point,
- Ongoing communication with the community,
- Promotion of the district,
- Informing about promotional opportunities and funding opportunities,
- Storytelling,
- Translation.

Service Management

Service management in the Young City encompasses the coordination and development of service, social, and cultural offerings that respond to the needs of the district's users and are aligned with the adopted development strategy. Cooperation with local entrepreneurs, cultural institutions, and social organizations enables the creation of a diversified offer that strengthens the attractiveness of the area as well as its functional performance.

The cooperation model should take into account mechanisms for monitoring service quality, identifying needs, and initiating new functions and service spaces. The use of digital tools may support data collection, stakeholder relationship management, and the development of smart urban services. Effective service management is crucial for ensuring a high quality of life for residents and the competitiveness of the district as a place for living, working, and activity.



Key issues:

- Communication with local entrepreneurs,
- Monitoring of needs,
- Monitoring of services,
- Monitoring of quality,
- Initiating innovative places and services,
- Attracting tenants,
- Initiating social services,
- Use of digital management tools.



Photo. 6. Aerial view of the Young City. Photo: BAM.

5

Implementation Plan

This section of the report is of an executive nature and is intended to operationalize the developed strategy. It sets out, in sequence, the actions necessary to transform a research and development document into an operational framework serving as a point of reference in stakeholders' decision-making processes. These actions relate to:

- Process stakeholders,
- Coordination,
- Initiation of activities,
- Work organization,
- Principles of cooperation,
- Key implementation recommendations.

5.1. Process stakeholders

The foundation of the proposed cooperation model is a continuous, structured dialogue with relevant stakeholders, conducted in a manner that ensures the real presence and voice of all key groups. Till now, stakeholders of the Young City were mapped, identifying five main groups (Fig. 122):

- Municipality – municipal authorities, organizational units, public institutions,
- Business – investors, land owners, entrepreneurs, and economic entities,
- Residents – both native and new, including tenants,
- Non-governmental organizations (NGOs) – associations, foundations, informal groups,
- Culture – cultural institutions, artistic collectives, and creative actors.

These groups should be provided with conditions enabling regular cooperation, exchange of experience, and joint definition of the district's development directions – both in spatial and programmatic terms. The cooperation model assumes operation based on cross-sector partnerships, in which representatives of the public, private, social, and cultural sectors jointly participate in defining priorities, providing opinions on key undertakings, and developing solutions complementary to infrastructural investments.

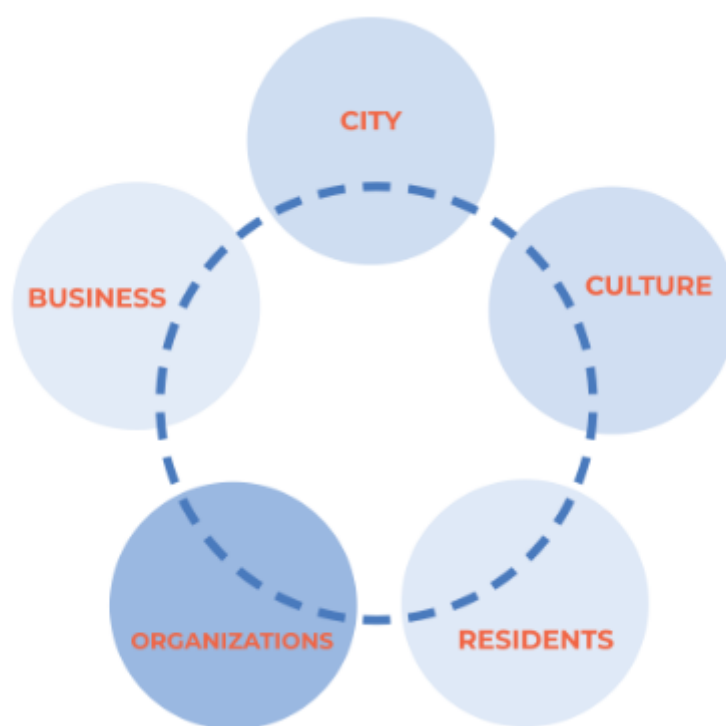


Fig. 122. Stakeholders of the Young City. Prepared by The City Initiative Association.

It should be kept in mind that the stakeholders involved in the process operate within different operational realities and legal frameworks, possess different competencies and scopes of responsibility, pursue different objectives, and use different languages. This condition is significant and must not be overlooked. Therefore, a model of cooperation should be adopted that ensures the translation of issues within the process of dialogue, thereby enabling long-term cooperation among the stakeholders.

5.2. Coordination

The proposed cooperation model assumes strengthening the participation of residents, increasing the transparency of decision-making processes, jointly promoting activities, and establishing a clear system for communicating planned initiatives. For this reason, it is crucial to designate a coordinating entity – a person or team responsible for organizing dialogue, integrating educational, cultural, and social activities, and coordinating events and temporary interventions in the district's public space (Fig. 123). This is intended to counteract the frequently expressed sense of a lack of real agency and the information deficit experienced by the local community and other actors. An important element is also the development of stable partnerships based on clearly defined, jointly agreed objectives, as well as the provision of adequate spatial infrastructure – in the form of multifunctional premises, co-working spaces, community centres, or neighborhood clubs, which may serve as permanent infrastructure for co-decision-making and cooperation.

The coordinating entity does not replace sectoral decision-makers or administrative bodies; rather, it performs the function of a permanent process moderator, who:

- Ensures the flow of information between stakeholder groups,
- Initiates and organises meetings, forums, and working groups,

- Monitors the implementation of agreed actions and signals the need for adjustments,
- Supports the inclusion of new entities in ongoing processes.

An important element of the development coordinator's activity is counteracting the risk of fragmentation of actions and enabling the gradual development of a shared vision of the Young City, while respecting the distinct perspectives and interests of individual actors. The coordinator operates between existing administrative structures and does not act as a decision-making authority; instead, it is responsible for improving their coordination, ensuring efficient information flow, and creating conditions for effective synergy between municipal resources and the potential of external partners.



Fig. 123. Intersectoral partnership with the development coordinator. Prepared by The City Initiative Association.

5.3. Tasks of the Development Coordinator of the Young City

Below is presented a proposal of set of tasks for the development coordinator. The scope of responsibilities may serve as a starting point for stakeholder discussions on the implementation of real actions in the area, in accordance with the assumptions of this study:

1. Maintaining continuous dialogue with stakeholders,
2. Ensuring information flow and process transparency,
3. Coordinating consultation processes and the work of working groups,
4. Supporting investors in their collaboration with other stakeholders in the transformation process,
5. Monitoring the implementation of activities,
6. Periodic evaluation and updating of the Strategy for shaping the Young City,
7. Expanding the network of partners,
8. Obtaining external funding sources (grants, EU programmes, national funds, sponsorship),

9. Supporting the development of public spaces and places of cooperation (multi-functional premises, co-working spaces, community centres, neighbourhood clubs),
10. Promoting the Young City.

5.4. Initiation of Activities

The Conceptual Model of Transformation of the Young City presented in this document, developed through a participatory process, is research and development in nature: it systematizes knowledge, analytical findings, and conclusions from this process, creating a coherent strategic framework for further action. In order for this model to become a practical tool for transforming the district, it must be translated into an officially adopted strategy agreed upon by stakeholders – a document coordinating activities in three interrelated domains: spatial, programmatic, and cooperation-based. The first step is therefore the formal verification of the model's assumptions, including agreement on the development direction, clarification of the roles of individual entities, and the expression of a clear commitment to shared responsibility for its implementation. Only a strategy adopted and formally endorsed in this way can serve as a reference point for further decisions by stakeholders.

The following sequence of actions is proposed:

1. Conducting consultations to verify the assumptions of the Strategy,
2. Approval of the Strategy by the interested parties,
3. The development of a Coordination Plan for the transformations (a framework for spatial planning) prepared in accordance with the recommendations presented in this document,
4. Refinement of the Social Programme (framework for social and cultural actions),
5. Refinement of the governance and co-decision-making model,
6. Signing of a cooperation agreement on the implementation of the Strategy by key stakeholders,
7. Implementation phase: initiation of priority tasks.

The officially adopted Strategy should include:

1. Vision and objective of the initiative,
2. Scope of the Coordination Plan and the Social Programme,
3. Implementation governance model,
4. Roles and responsibilities of key stakeholders,
5. Implementation schedule (work cycle as well as short- and long-term objectives),
6. Resources and budget (including potential funding sources) related to implementation activities,
7. Success indicators (monitoring and reporting framework),
8. Risk description and mitigation measures,
9. Communication and change management model (information dissemination and stakeholder engagement).

5.5. Work Organization

During the participatory process that was carried out, it was proposed that the work on the implementation of the Strategy be organized in a mode inspired by Business Improvement District (BID)-type solutions, in which activities are conducted within pre-defined, renewable programme cycles (Fig. 124). In this approach, the Strategy for Shaping the Young City would be adopted for a period of five years as a framework defining the validity of objectives, priorities, and agreed mechanisms of cooperation. After this period has elapsed, stakeholders – based on the results of monitoring and an assessment of the degree of achievement of the objectives – consult again in order to decide whether to continue the Strategy, update it, or bring it to an end. The five-year horizon ensures a balance between the stability of development directions and the ability to respond to changes in social, economic, and spatial conditions.

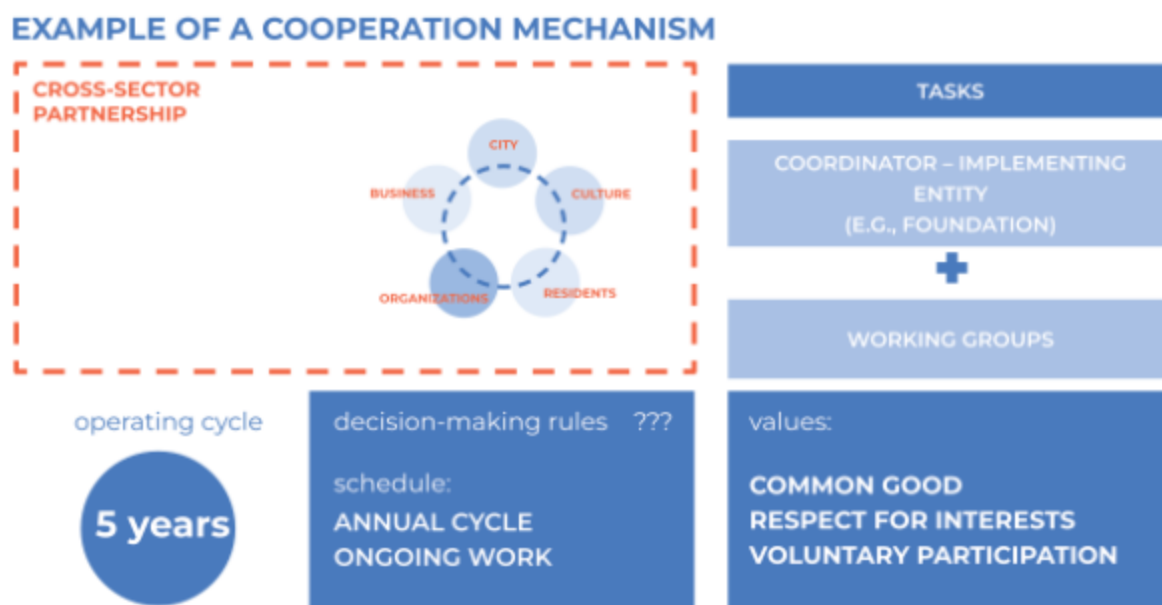


Fig. 124. Diagram of the cooperation mechanism. Prepared by The City Initiative Association.

In parallel, it is proposed that the ongoing implementation of the Strategy be carried out in annual cycles (Fig. 125), enabling medium-term objectives to be translated into measurable operational actions.

Each annual work cycle of the coordinating team should include:

1. Identification of key challenges and needs for the given year,
2. Agreement on priorities with stakeholders,
3. Formulation of realistic and measurable tasks, together with an implementation plan,
4. Implementation of actions and continuous monitoring of progress,
5. Summary and evaluation of outcomes.

The culmination of the cycle is an annual review conducted with the participation of stakeholders, serving to assess the effectiveness of the actions taken, adjust priorities, and define challenges for the following year. Such an organization of work structures the Strategy implementation process, increases the predictability of actions, and strengthens transparency and accountability in the delivery of agreed objectives.



Fig. 125. Annual work cycle. Prepared by The City Initiative Association.

5.6. Principles of Cooperation

A strategy, understood as a document coordinating the actions of multiple entities, is not a local law and cannot derive its effectiveness from a command-and-control approach. Its legitimacy stems from the agreement and consistent upholding of common rules of conduct by stakeholders, who are treated as full partners in the process. This approach is consistent with the concept of a community of free participation, in which the fundamental normative safeguard is the freedom to participate in the process: participation occurs because an entity wishes to take part and sees benefits in doing so.

In this model, solutions are proposed to stakeholders rather than imposed on them; the success of initiatives is not contingent on the participation of specific entities, as the transformation programme is structured in such a way that it does not require the mandatory participation of all potential beneficiaries. As a result, the risk of conflicts typical of situations where participants are *forced to cooperate* is reduced – here, voluntariness serves as a mechanism that stabilizes relationships and maintains a focus on consensus.

With regard to the Young City, this means establishing a normative framework for the strategy in the form of three principles that organize the relationships between the public, private, and social spheres, while also enabling the operational implementation of the provisions set forth in the Coordination Plan, the Social Programme, and the Cooperation Model:

Respect for the Common Good

An emphasis on the primacy of ensuring the quality and accessibility of public spaces, the preservation and clear presentation of heritage, and the conditions of daily life in the neighborhood. This principle safeguards the common interest from being diverted toward particular interests and serves as a point of reference in contentious situations, when it is necessary to weigh the arguments and consequences of decisions for the entire community of users.

Respect for Individual Interests

Recognizing that stakeholders enter the process with different rationalities, constraints, and goals, which should not be morally disparaged or reduced to obstacles to development. In the spirit of a community of free participation, participants' private intentions are not a prerequisite for participation; what is crucial is that, within the framework of agreed-upon rules, they can

take actions compatible with shared arrangements, without being compelled to make commitments that exceed their capabilities. .

Voluntary Participation

Voluntariness means that participation in agreements and implementation of initiatives is offered rather than imposed. Such a normative safeguard encourages sincerity in argumentation, strengthens trust, and engages those actors who choose to act in practice. The transformation programme should therefore be designed as a set of optional, partially independent actions rather than a single, fragile plan dependent on the full mobilisation of all parties.

The adoption of the above principles completes the logic of the strategy as a partnership-based endeavour: the municipal authority remains one of the key participants in the process, but not the *owner* of the strategy. Its effectiveness is built through a sustained community of agreement and voluntarily undertaken actions, which may complement formal planning instruments, not replacing them but enhancing them with a dimension of social consent and practical implementation.

5.7. Key Implementation Recommendations

In this chapter a compilation of the key recommendations identified based on participatory materials, expert analyses, and assessments of their feasibility in the context of the Young City is presented.

The selected actions are those that most effectively support the implementation of the 15-minute city principles: ensuring access to daily services, organizing and strengthening the network of public spaces, creating conditions for stable residency, and enhancing spatial and social cohesion within the district.

An important context for the proposed actions is the current stage of the Young City's development. The district is entering a phase of intensive transformation. At this stage, it is possible to guide development by incorporating changes with long-term benefits into projects, as well as to prevent potential oversights.

Currently, not only the functional layout of the district is being shaped, but also its character in collective consciousness – including patterns of space usage and dominant residential models. Young City should be a real place for everyday life – for families with children, older adults, students, representatives of creative industries, remote workers, and artists – while also remaining attractive to visitors. For this reason, one of the key recommended actions is to foster this character through inclusive public spaces, the presence of daily functions, and communication of the district's identity as a place to live and spend time, rather than as a tourist attraction.

At present, so-called accompanying investments are being implemented in Young City under the procedure for the Adoption of Residential Investment Locations (ULIM), which allows residential developments to be realized alongside accompanying investments agreed with both the community and public administration, covering areas such as education, green spaces, recreation, and improvements to public spaces. In the future, Integrated Investment Plans (ZPI) could also be used to implement additional tasks identified in this study. This presents an opportunity for collaborative action among stakeholders. .

In addition to instruments supporting private entities in city-building activities, the municipality can undertake direct actions. These may include support programmes and rent subsidies for urban services such as hairdressers, bakeries, greengrocers, and other essential neighborhood services. There is also the possibility of locating desired services on municipal land or within properties owned by the municipality, including cultural facilities. By leveraging its own resources, the municipality gains a tool to consciously shape the district's service structure.

Among the priority recommendations, which concern specific actions that will strengthen the cohesion of the division and counteract selected sub-areas, one can find two new pedestrian routes: one in the area of Jana z Kolna Street, where traffic conditions are accessible and strengthen the barriers between the Young City and the existing structures (including the native community), and the other within the residential connection of Bastion Wałowa with the Young City, which currently operates as improvised pedestrian walkways. These will improve access to services and public spaces, enhance safety, and create conditions for the district's regular use.

A detailed list of the identified key actions, divided into three categories: spatial, programmatic, and stakeholder collaboration, is presented below.



Photo. 7. Workshop documentation. Source: The City Initiative Association.

Space

Figure 126 presents a set of key investments to be implemented concerning the physical space of the Young City. These relate to the design of public spaces (squares and pedestrian routes), green areas, critical connections, and the creation of entrance spaces into the Young City.

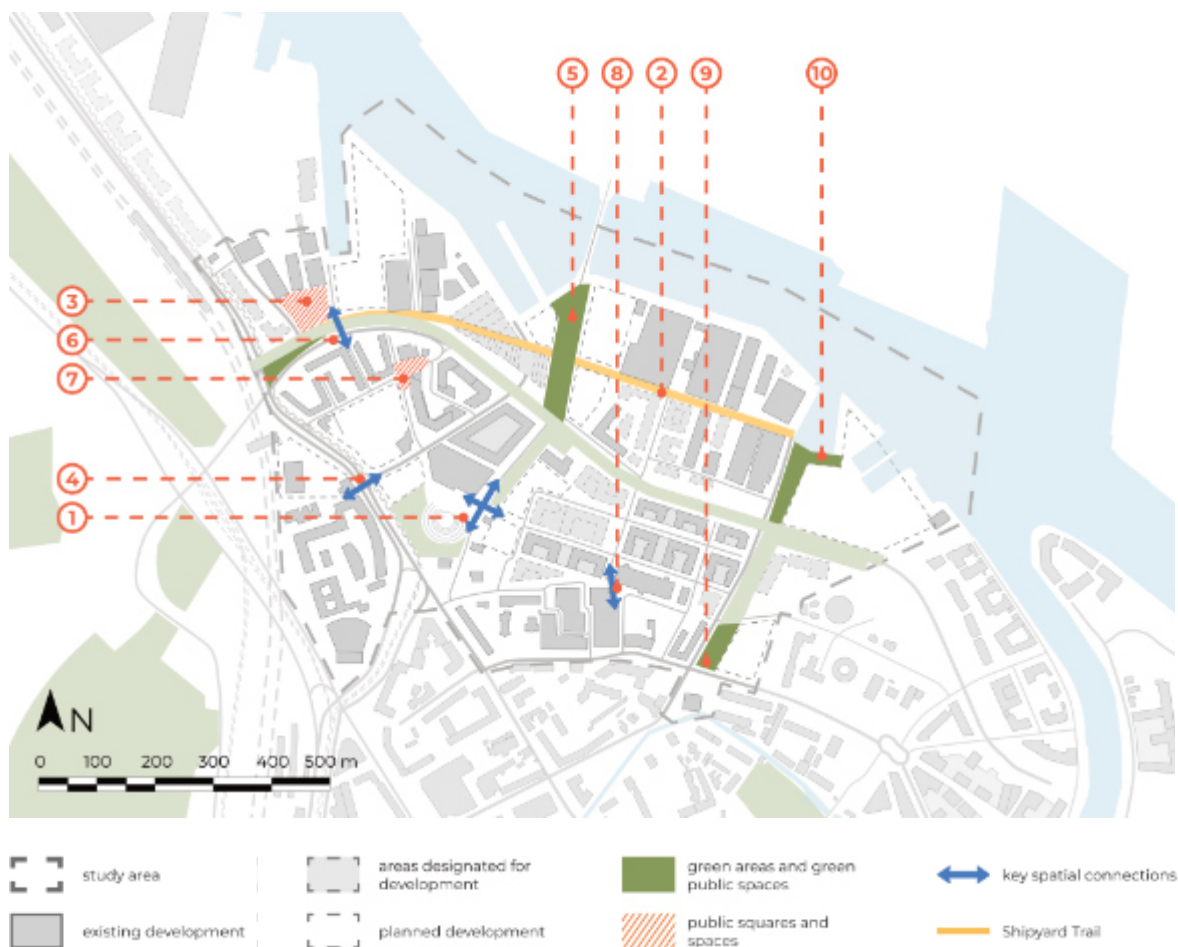


Fig. 126. Diagram of Key Spatial Interventions. Prepared by The City Initiative Association.

Set of Interventions

1

Entrance Zone at the Gate No. 2

A key spatial intervention is the creation of clear connections and an inviting entrance area to the Young City district near the former Shipyard Gate No. 2. The entrance will integrate Solidarności Square with Freedom Road.

2

Shipyard Route

Developing a functional and spatial concept for the Shipyard Route, including public spaces, attractions, and elements of a living museum. The route will serve as an axis connecting the 100cznia area, the so-called Imperial Shipyard, and the waterfront areas beyond the Dock Basin.

3

Entrance area at 100cznia

To enhance spatial integration and link Young City with the SKM Stocznia station, the area between Niterów Street and Malarzy Street will be arranged as an open public space.

4

Pedestrian Passage connecting Gdyńskich Kosynierów Street with Nowomiejska Street

A key intervention linking areas on both sides of Jana z Kolna Street is the creation of a simple, legible pedestrian passage integrating the interior of Robotnicza Street with the space near the European Solidarity Centre.

5

The Waterfront-side End of the Road to Freedom

The green public space running from the intersection of Narzędziowców Street to the Still Vistula waterfront serves as the culmination of Young City's main axis. Developing this area as a green meeting place is crucial, considering the surrounding building density and the shortage of green spaces.

6

Pedestrian Passage connecting Niterów Street and Robotnicza Street

To create an intuitive connection across Narzędziowców Street under the ks. Jerzego Popiełuszki viaduct, it is essential to develop the space leading to the pedestrian crossing at Robotnicza and Stefana Jaracza Streets.

7

Square by the New Museum of Art NOMUS

Arranging the area at the intersection of Stefana Jaracza and Robotnicza Streets as a small square will create a space for local residents, slightly separated from the main tourist areas.

8

Integration of the Bastion Wałowa Area

A key intervention with a significant impact on pedestrian accessibility and spatial integration of the Young City with its surroundings is the creation of an intuitive passage connecting Wałowa Street with Montownia.

9

The green space at the intersection of Rybaki Górne Street and Wałowa Street

Arranging this space as a recreational green area is necessary to create an inviting entrance to the axis leading to the waterfront.

10

Waterfront Square and Green Public Space

A central task is the creation of an accessible, green waterfront space in the form of a square, serving as a nodal element connecting the linear park along Rybaki Górne Street, the waterfront line, and the Shipyard Route.

Programme**Ensuring Key Services and Employment**

Even distribution of essential services within the fabric of the Young City. The provision of the following services is crucial for the functioning of the Young City:

- supermarket
- grocery store,
- marketplace,
- bakery,
- workplaces,
- community centre,
- library.



Visual Information System and Creation of a Catalog of Names and Buildings

These are essential measures to counter spatial, visual, and terminological disorder. The actions will help build a coherent and legible identity for the Young City, rooted in its historical and industrial heritage. Linking the catalog with a visual information system strengthens the area's recognizability, organizes circulation within it, and gives the spaces a shared narrative that connects the past with the present.



Activation of Internal and External Spaces of Cultural Institutions

These actions aim to integrate cultural institution buildings with their surroundings and highlight their role as accessible, everyday points of social life. Opening buildings to public space, activating surrounding areas, and creating free, multifunctional zones helps reduce mental barriers, increases visibility, and effectively responds to the needs of the Young City users.



Shared Activity Spaces

These spaces are key for fostering long-lasting neighborhood relationships in an area with a diverse and still-developing social identity. A network of local, flexible meeting spaces encourages integration across age groups, engages residents, and strengthens the sense of belonging.

Cooperation



Stakeholder Integration and Adoption of a Common Action Plan

A fundamental step for any further initiatives is the integration of stakeholders and the definition of objectives and priorities. Only adopting a common action plan enables the start of long-term collaboration and the implementation of defined tasks.



Communication Platform

Creating a shared communication platform will help organize and integrate dispersed informational activities, ensuring consistency of messages, transparency of processes, and easy access to up-to-date information for different target groups. At the same time, it will serve as an external informational platform directed at residents, partners, and users of the district. A key feature of the platform will be a clearly defined contact point, which will streamline communication, shorten decision-making paths, and allow ongoing updates on actions and events. The shared communication platform will also serve as a tool for building a coherent narrative about the Young City.



Conscious Shaping of the District's Character According to the Adopted Strategy

Consistent shaping of the district's character allows for spatial, functional, and identity coherence during intensive transformations. This ensures that development is not random but reinforces local values, clarity of place, and long-term attractiveness for residents, users, and the Young City as a whole.

Na kolejnych etapach prac konieczne jest określenie priorytetów oraz sposobu realizacji w odniesieniu do wskazanych powyżej działań.

5.8. Recommendations for Achieving the Sustainable Development Goals

Adopting the United Nations Sustainable Development Goals (SDGs) as the reference framework for the Young City Strategy functions as an operational *common language*, facilitating the alignment of priorities among stakeholders and structuring the logic of the transformation process.

In practice, this allows the vision and objectives to be described in terms of widely recognized public policy directions. Embedding the strategy within this framework increases its compatibility with sectoral documents (municipal, national, and European), enhances transparency in implementation, and supports partnership building and communication of results.

The developed strategy directly supports several SDGs:

SDG 3 – Good Health and Well-being: Strengthening active mobility, traffic safety, access to greenery and water, and everyday recreation to enhance well-being and the comfort of district life,

SDG 8 – Decent Work and Economic Growth: Strengthening the local economy and promoting sustainable tourism,

SDG 9 – Industry, Innovation, and Infrastructure: Diversification and new forms of work, as well as the development of a *SMART Young City*,

SDG 11 – Sustainable Cities and Communities: Core of the strategy,

SDG 12 – Responsible Consumption and Production: Supporting the circular economy, reuse of materials, and preservation of shipyard relics,

SDG 13 – Climate Action: Implementing Nature-Based Solutions (NBS), retention and overheating prevention measures, and enhancing resilience to extreme rainfall and flooding,

SDG 16 – Strong Institutions and Transparent Processes: A model for cooperation,

SDG 17 – Partnerships for the Goals: Cross-sectoral collaboration (city–business–culture–NGOs–residents) as a prerequisite for sustainable, long-term transformation.

Formally embedding the strategy within the SDGs brings multidimensional benefits. In the environmental dimension, it strengthens the coherence of adaptive measures (retention, microclimate, resilience to extreme weather events) and facilitates their measurement. In the social dimension, it organizes accessibility standards and supports the development of social infrastructure as *life support* within the neighborhood, while simultaneously reducing the risks of exclusion and fragmentation. In the economic dimension, it increases process predictability, encourages functional diversification and stabilization of user structures (including mitigating the negative effects of short-term rental dominance), and enhances investment attractiveness by improving the quality of spaces. Finally, in the institutional dimension, it enables better reporting of outcomes based on widely recognized goals, which enhances the strategy's credibility, facilitates partnership building, and increases the capacity to integrate the Young City into collaborative initiatives and external funding programmes.

From the perspective of future project collaboration opportunities, adopting the SDGs as a strategic framework strengthens the Young City's alignment with typical intervention areas of European and international programmes. Potential fields for pilot projects and partnerships may include:

- Heritage and culture as tools for local development (three axes of heritage, cultural institutions as “first-contact points,” temporary and educational activities),
- Climate adaptation and the implementation of Nature-Based Solutions in post-industrial areas (retention, green infrastructure, microclimate),
- Social integration programmes and the development of social infrastructure in new districts,
- Demonstrators of sustainable mobility and accessibility (integration of pedestrian and cycling networks, wayfinding, reduction of infrastructural barriers),
- Digital support for transformation and indicator monitoring (GIS, 3D models, consultation platforms, informational and educational tools).

5.9. Recommendations in line with the Smart City Concept

During the preparation and implementation of the strategy, it is recommended to develop the *SMART Young City* component as a set of tools supporting coordination, user communication, and ongoing monitoring of transformation effects. These solutions do not replace spatial and programmatic interventions, but enhance their effectiveness: they organize information flow, facilitate access to neighborhood services, increase transparency in decision-making, and enable assessment of whether interventions genuinely improve quality of life, accessibility, and environmental resilience.

Implementation Recommendations (SMART Young City):

- Digital neighborhood HUB (physical and digital access point): integrating key services and information (space reservations, reporting issues, event calendar, notifications of changes in the area) as a daily-use tool and practical realization of the 15-minute city concept,
- Intelligent infrastructure: deployment of smart lighting solutions (adaptive control) to reduce energy consumption and light pollution, with the option to link to traffic flow data,
- Digital education and information tools: interactive information kiosks at key nodes and QR codes on heritage boards and elements leading to digital content (interpretive layer, routes, district programme),
- Monitoring system (smart sensors / IoT): distributed network of sensors supporting strategic action optimization, including:
 - Pedestrian/cyclist counters (infrared/Wi-Fi) to evaluate network performance and identify overloaded areas or *white spots*,
 - Air quality monitoring (PM2.5, NO₂) to assess mobility and blue-green infrastructure measures,
 - Temperature and urban heat island monitoring (sensors/stations) to locate areas requiring greenery and retention interventions,
 - Motion sensors supporting adaptive lighting and safety enhancements.
- Participatory platform (digital civic engagement + participatory GIS): tool for sustained community engagement and process transparency (geospatial submissions with photos, online/offline consultations, public rationale for choices, access for non-workshop participants, archive of decisions and changes),

- Digital 3D model / digital twin (long-term perspective): continuously updated Young City model based on data (e.g., LIDAR, BIM, orthophotos), enabling scenario testing without risk, collaborative work among stakeholders (municipality, investors, designers, researchers), optionally with VR component and progress monitoring (*plan vs reality*).

5.10. Challenges and Risks

The implementation of the Strategy for the sustainable development of the Young City will take place under conditions of high complexity. This means that even with a coherent vision and clear implementation of recommendations, the process will inevitably encounter barriers and unforeseen circumstances. The most significant difficulties and challenges that may affect the pace and effectiveness of implementation are outlined below; their identification is intended to make the action plan more realistic and to emphasize the need for a critical approach. These include:

Lack of Representation of all Stakeholder Groups in the Process – the risk of decision-making being dominated by a narrow group of participants, potentially leading to the omission of certain needs and perspectives,

Failure to achieve the critical mass necessary to drive change – significantly limiting agency and the ability to act effectively,

Reluctance of Individual Actors – difficulties in developing solutions that address disengaged or unwilling stakeholders,

Diffusion of responsibility – the risk of tasks being dispersed among multiple entities without a clearly designated *owner* for key actions,

Lack of Willingness to engage – Absence of motivation to participate due to individual reasons,

Difficulty in Identifying Shared Priorities and Goals – tensions between public, private, and social perspectives, as well as between short-term and long-term objectives,

Lack of Decision-making Capacity – the risk that dialogue and agreements will not translate into real decisions, timelines, and implementation commitments,

Challenges in Selecting Representatives – ensuring both representativeness and legitimacy of participants while maintaining operational efficiency,

Financing – uncertainty regarding funding sources (both for investments and programmatic actions), as well as the risk of underestimating the costs of maintenance and management of implemented solutions,

Difficulty in identifying and leveraging *bargaining chips* – fluctuating levels of stakeholder motivation, influenced by organizational constraints, differing priorities, or limited confidence in the process's effectiveness.

In the subsequent stages of the work, it is advisable to determine how to limit and/or mitigate the aforementioned risks and how to address the identified challenges.

6 Summary

The aim of this study was to develop a coherent foundation for the proces of shaping of the Young City in accordance with the sustainable development principles: one that simultaneously organizes the area's complex spatial and functional conditions, incorporates stakeholder perspectives, and translates the idea of the 15-minute city into a set of actionable directions. The report was therefore intended to serve as an integrative tool combining:

1. Diagnoses and analyses (social, spatial, environmental, and mobility-related),
2. Expectations articulated during the participatory process,
3. Operational requirements related to implementing the strategy in the context of multiple stakeholders and parallel investments.

Considering the collected findings, it can be concluded that this objective has been achieved at a level appropriate for a research and development document and provides a solid basis for adopting an official implementation document in the form of a Strategy, as it:

1. Organizes the input material and reveals key interdependencies and development tensions, in particular the relationship between tourism and residential use, between investment pressure and the authenticity of heritage, as well as between the development of infrastructure and services and the risk of exclusion (transport-related, economic, and *mental*),
2. Formulates synthetic spatial principles, indicating a clear structure of the public space system as well as key identity elements of the area – including three coexisting heritage axes and the need, emerging from the process, to protect authenticity and avoid artificial thematization,
3. Moves from diagnosis to operational proposal by presenting a Conceptual Transformation Model – a strategy for shaping the Young City as a framework for action encompassing spatial, programmatic, and organizational components, with a clear emphasis on stakeholder collaboration and coordination mechanisms.

The most important test of the report's value will be whether the proposed conclusions and recommendations can be translated into practice. Its contribution lies in preparing a mutually agreed and implementable pathway and demonstrating that the transformation of the Young City requires the parallel implementation of three complementary action packages:

- A Coordination Plan (structuring the spatial framework),
- A Social Programme (providing life support through social services, culture, and neighborhood-based activities),
- A Cooperation Model (establishing mechanisms for aligning priorities, responsibilities, and progress monitoring).

Such a structure makes the strategy implementable: it clarifies roles, reduces the risk of fragmented responsibility, and allows for the gradual alignment of actions over time, rather than assuming a one-time *full implementation*. Consequently, the report can be treated both as the closing point of the analytical-conceptual phase and as the starting point of the implementation phase.

For this transition to be real, it is necessary to formally agree on the direction and adopt the strategy by stakeholders – not as a declaration, but as a shared commitment to coordinated action within the assumed time horizon. This study provides the basis for such a step: it identifies risk areas, indicates priorities, proposes a structure of actions and monitoring tools (including a digital component), and, above all, clearly articulates the overarching criteria for success: maintaining authenticity, developing the district as a place of everyday life, and consistently moving toward the 15-minute city standard. Whether these goals are achieved will depend not on the quality of the diagnosis, but on the willingness to jointly assume responsibility for the process – in a long-term, iterative, and accountable manner.

7

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Photo. 8. Aerial view of Young City. Photo: BAM.

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