



Lecture Abstract:

Welcome to Lecture 9 of Port Cities between global networks and local transformations. My name is Carola Hein. In this lecture, I will explore early and contemporary waterfront regeneration projects

Image:

Canary Wharf after sunset, 2014, Author: Aleem Yousaf

Image source:

[https://commons.wikimedia.org/wiki/File:Canary_Wharf_after_sunset_\(14764524389\).jpg](https://commons.wikimedia.org/wiki/File:Canary_Wharf_after_sunset_(14764524389).jpg)



Lecture Abstract:

As the port withdrew and expanded outside the urban area, city governments tried to reimagine these areas. Various approaches for waterfront regeneration emerged, some being even promoted by developers, with the result that many of the waterfront regenerations look alike. Waterfront regeneration projects have coincided with numerous large-scale events, due to European Capital of Culture designation or hosting of the Olympics. As a result, waterfronts have become a focal point for architectural development. New types of housing, sports stadia, musea, universities and various types of large-scale developments have been built on waterfront sites, creating a whole architectural network that is in principle not shipping dependent, but related through its port heritage facilities. Cruise ships have become a recent way to invigorate old waterfronts and bring ships back to the city.

Image:

VOC ship in the 18th century (18th C) CC0 1.0

Image source:

https://upload.wikimedia.org/wikipedia/commons/thumb/d/d8/VOC-schip_%27Slot_Ter_Hooge%27_op_de_rede_van_Rammakens.jpg/1280px-VOC-schip_%27Slot_Ter_Hooge%27_op_de_rede_van_Rammakens.jpg



GAHTC

GLOBAL ARCHITECTURAL
HISTORY TEACHING
COLLABORATIVE

Port Cities Between Global Networks and Local Transformations

Carola Hein, Tino Mager

Lecture 9: Early and Contemporary Waterfront Regeneration

Part One: Waterfront Regeneration

Part Two: Cruise Ships

GAHTC ©2019

This lecture introduces select waterfront regeneration projects including ones related to cruise ship development

Waterfronts



Kenzo Tange and his 1960 plan for Tokyo Bay (2013) CC BY 2.0

GAHTC ©2019

Kenzo Tange's iconic plan for the development of Tokyo Bay remained a utopian idea, but it is symptomatic of a whole series of port- and water-related architectural and urban developments in the second half of the 20th century. The project anticipates some fundamental developments at a time when technology appeared to be the solution of choice. As we have seen, ports and port cities have undergone major changes since the 19th century in the wake of industrialization and the resulting innovations in shipping and the global economy. In particular, the worldwide boom in oil and containerisation has created port areas that have little to do with the historic ports of earlier times. The relocation of the ports to less central areas left industrial wastelands in the hearts of many cities. Tange's plan for the development of the Bay of Tokyo, opens up new areas for ports and claims the sea for urban functions. It also provides suggestions for the adoption of urban water fronts by residential and cultural buildings, a development that will become a worldwide trend towards the end of the century.

Image source:

<https://www.flickr.com/photos/eager/9265001873>



A famous project of waterfront redevelopment, planned at about the same time, is the Sydney Opera House. Located close to Sydney's ferry terminals and not far from the harbour, it has helped to give the city a distinctive face and to associate it with its location on the water. Areas in the harbour and in the vicinity of the harbour that for a long time were primarily used for industrial purposes were unused and considered unattractive. No longer under the care and attention of port authorities, cities started to include them in plans of urban expansion and transformation. In order to make them attractive, an image change was needed to reposition sites formerly associated with working class and industrial practices. Cities around the world have tackled this task with varying speed and success.

Image source:

https://en.wikipedia.org/wiki/Sydney_Opera_House#/media/File:Sydney_Opera_House_construction_1968.jpg

Waterfronts



Millennium Mills Royal Victoria Dock, London (2010) CC BY-SA 2.0

GAHTC ©2019

Before the development of prestige buildings and highly advertised waterfront regeneration projects, the state of many former port areas was rather alarming. Even in cosmopolitan cities like London, large areas of the Waterfront were characterised by abandoned and derelict areas. The dilapidated port and warehouse buildings and destroyed infrastructure made these areas the least attractive ones in the city. Throughout the world, there were cities with former port areas where a similar picture emerged: vacant, decaying buildings and unused land, and a lack of concepts for use.

Image source:

https://commons.wikimedia.org/wiki/File:Millennium_mills_northwest.jpg

Waterfronts



Baltimore Inner Harbor (2018) CC BY-SA 4.0

GAHTC ©2019

The Inner Harbour of Baltimore is often presented as an early example of a success story of waterfront regeneration. The mixture of cultural facilities and renovated heritage buildings for leisure and tourism has revitalized the entire area and has become a prototype for the revitalization of inner-city port areas. The concept can now be found in other port cities around the world. Most of these are very central areas; their redevelopment made them popular places. The renewal often remained limited to the waterfront.

Image source:

https://commons.wikimedia.org/wiki/File:A_panoramic_view_of_the_Baltimore_Inner_Harbor.jpg

Waterfronts



USCGC Taney at Baltimore's Inner Harbor (2015) CC BY-SA 4.0

GAHTC ©2019

In almost all waterfront regeneration projects heritage elements—ships, cranes, warehouses or production facilities—play an important role.

Image source:

https://commons.wikimedia.org/wiki/Category:Baltimore_Inner_Harbor#/media/File:USCGC_Taney,_Inner_Harbor.jpg



In Dubai, a variety of urban planning and architectural initiatives have been taken to raise awareness of the city and give it the image of a modern metropolis. The efforts to upgrade the waterfront are gigantic. Several artificial islands in the form of palm trees or the world map were created. As a result, the length of the shore has increased enormously, enabling many residents to live directly on the waterfront. Hardly anyone has the historical districts in mind when thinking of Dubai. The proximity to the water also plays an important role due to the unfavourable climatic situation of the city, the high temperatures and the arid climate bring with them a longing for water.

Image source:

https://commons.wikimedia.org/wiki/File:Vereinigte_Arabische_Emirate_-_Dubai_-_Palm_Jumeirah_und_Dubai_Marina_-_im_Vordergrund_das_Hotel_Atlantis_-_panoramio.jpg



The rediscovery of the long neglected waterfronts also plays a role in urban redevelopment in inland cities. For example, the proximity to the water of the city of Belgrade, which lies on two rivers (the Danube and the Sava), has long been neglected. The Belgrade Waterfront project is specifically trying to integrate the river into the cityscape with a marina and pedestrian zones along the waterfront. The area, which is rather isolated by roads and railway lines, will be given a new spatial attractiveness by emphasizing its location on the river.

Image source:

https://commons.wikimedia.org/wiki/File:Belgrade_Waterfront_project.jpg

Waterfronts



London City Airport is on the site of a dock (2007) GFDL

GAHTC ©2019

London's City Airport is a very creative way of using an old dock in a densely built city. It reflects the take-over of former port functions by airports.

Image source:

https://en.wikipedia.org/wiki/River_Thames#/media/File:Aerial_view_of_London_City_Airport_2007.jpg

Waterfronts



Belgrade Waterfront project (2016) CC0

GAHTC ©2019

Many former port areas have not only lost their former function, they have also been partially destroyed by later infrastructure projects. The example of Manhattan shows that the banks where piers were once located are now dominated by the Franklin D Roosevelt East River Drive, built between 1948 and 1966. The road is an important traffic artery of the city, but certainly does not contribute to its attractiveness. Many cities have begun to correct post-war traffic failures and turn their shores into recreational areas.

Image source:

<https://pxhere.com/en/photo/881744>

Waterfronts



Tokyo Highway above river (2012) CC BY 3.0

GAHTC ©2019

An even more drastic example is Tokyo, where in the course of infrastructure expansion during the 1964 Olympic Games, the only space still available to build highways was the space above rivers and canals. The waters, contained in concrete river beds has thus become virtually invisible. Tokyo's maritime function is no longer visible. However, in Tokyo Bay new buildings have been erected on reclaimed areas which again create a connection to the sea. Two more waterfronts exist in close proximity, in the cities of Yokohama and Chiba. All three cities simultaneously facilitate major shipping activities through their ports.

Image source:

https://commons.wikimedia.org/wiki/File:Typical_Tokyo_highway_and_rivers_on_different_levels_-_panoramio.jpg

Waterfronts



Odaiba (Tokyo) as seen from the Rainbow Bridge (2014) CC BY 4.0

GAHTC ©2019

Odaiba provides Tokyo with a skyline perceptible from the sea and offers numerous attractions. Kenzo Tange's contribution, the Fuji Television Headquarters building (the building with the sphere), is modest compared to his original design proposal for Tokyo Bay, but it's top floor is a popular viewpoint over the sea-claimed areas of Odaiba.

Image source:

https://en.wikipedia.org/wiki/Odaiba#/media/File:Odaiba_in_Tokio_002.JPG

Waterfronts



Port Vell, Barcelona (2007) CC BY 3.0

GAHTC ©2019

In contrast to Tokyo, the Olympic Games in Barcelona (1992) led to a rediscovery of the Waterfront. The city, which was rather remote from its historic port, reopened itself to this area in the course of the modernization that accompanied the Games. In the 1990s, Europe had already moved away from the premise of a car-friendly city. The historic port was given an aquarium and attractive new piers. Wide footpaths and traffic guidance in the tunnel make the area a popular place for city dwellers and tourists. Restored historic harbour buildings offer a beautiful backdrop and accommodate cultural facilities such as museums.

Image source:

https://commons.wikimedia.org/wiki/File:Port_Vell,_Barcelona,_Spain_-_Jan_2007.jpg

Waterfronts



Victoria Basin at the Victoria & Alfred Waterfront, Cape Town, South Africa (2005) CC BY 2.0

GAHTC ©2019

Also in the 1990s, the waterfront of South African Cape Town was regenerated. The two docks of the harbour were put into operation in 1870 and 1905. Due to apartheid, however, the port was boycotted and lay largely fallow. After the rehabilitation of South Africa, the historic buildings of the harbour were renovated and now house a shopping centre, small museums and rarity shops, a brewery and numerous gastronomic facilities. Similar to Barcelona, it was decided to use the architectural heritage to make the history of the place part of its appeal. The Grain Silo in the background was also part of the renovation as the Zeitz Museum of Contemporary Art Africa. Today, the V&A Waterfront is regarded as South Africa's most prestigious property.

Image source:

https://nl.wikipedia.org/wiki/Bestand:V%26A_Waterfront.jpg

Waterfronts



Victoria Basin at the Victoria & Alfred Waterfront, Cape Town, South Africa (2005) CC BY 2.0

GAHTC ©2019

The sophisticated reconstruction of the grain silo from 1921 has provided the Victoria&Alfred Waterfront with an architectural and cultural highlight that reconnects with the industrial past of the port and at the same time embodies the cultural turn of former inner-city port facilities. Its structure was essentially retained, the massive concrete walls in the upper part are now opened up with windows. The three-dimensional windows arranged from individual panes are reminiscent of the glazing of lighthouses. The partition walls of the silos inside the building were cleverly cut through, creating a large atrium that nevertheless reveals its former function. The building now houses the collection of the art collector Jochen Zeitz.

Image source:

https://commons.wikimedia.org/wiki/File:Zeitz_Museum_of_Contemporary_Art_Africa.jpg

Waterfronts



Puerto Madero, Buenos Aires, Argentina (~1900) Public Domain

GAHTC ©2019

The regeneration of the Waterfront is a worldwide urban phenomenon. In many parts of the world there are similarly renewed former port areas. This is also the case in Buenos Aires, Argentina. The Puerto Madero was built in 1887, but already in the 1920s it was replaced by Puerto Nuevo, which is still used today. The reason for this was the increasing size of the ships. The Puerto Madero decayed and the suggestions for its renewal were only implemented since the 1990s.

Image source:

[https://commons.wikimedia.org/wiki/File:A_Partial_View_from_the_Harbor_of_Buenos_Aires_Today_\(4724640995\).jpg](https://commons.wikimedia.org/wiki/File:A_Partial_View_from_the_Harbor_of_Buenos_Aires_Today_(4724640995).jpg)

Waterfronts



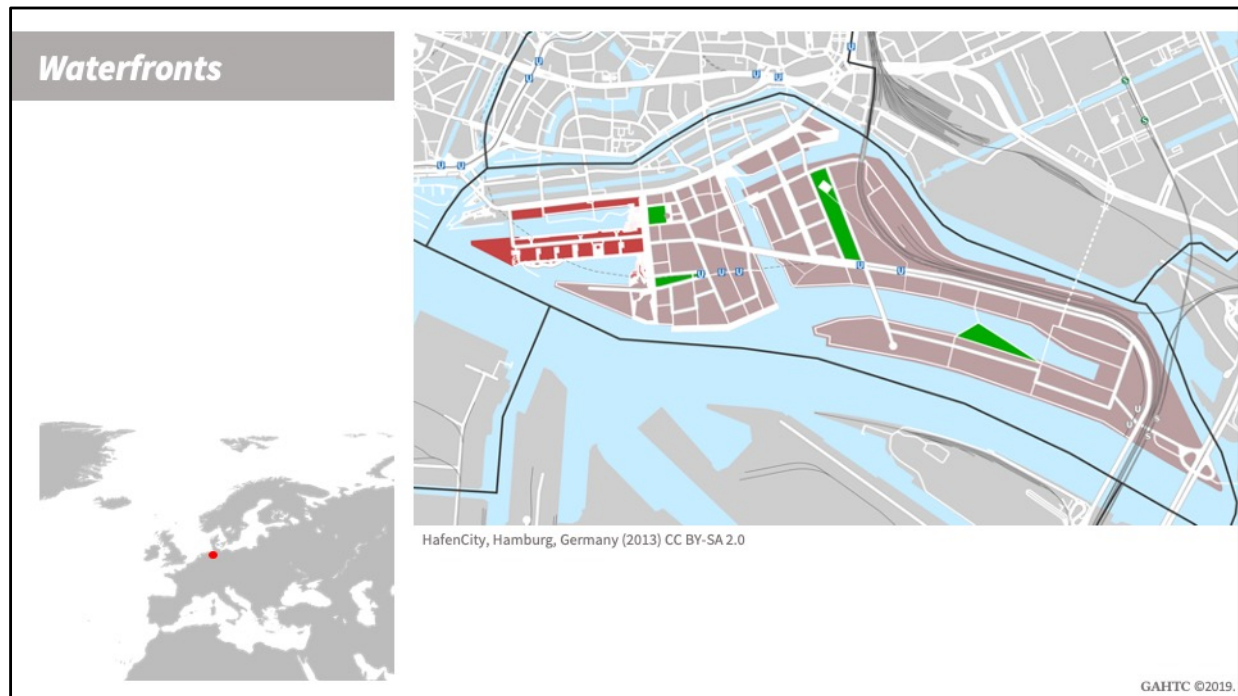
Puerto Madero, Buenos Aires, Argentina (2018) CC BY 2.0

GAHTC ©2019

The old department stores of Puerto Madero have been transformed into offices, private colleges, lofts, hotels and restaurants. Some new buildings have been added, such as the Fortabat Museum, opened in 2008. In this case, too, the strategy of renewal consists of a mixture of renovated heritage buildings and cultural facilities. As with other regenerated waterfronts in the world, internationally renowned architects such as Phillippe Starck, Santiago Calatrava and Norman Foster have contributed to the redesign. An old sailing ship, the ARA Presidente Sarmiento, and two East German port cranes are used as decor to preserve the flair of the former port.

Image source:

<https://www.flickr.com/photos/deensel/26860888698>

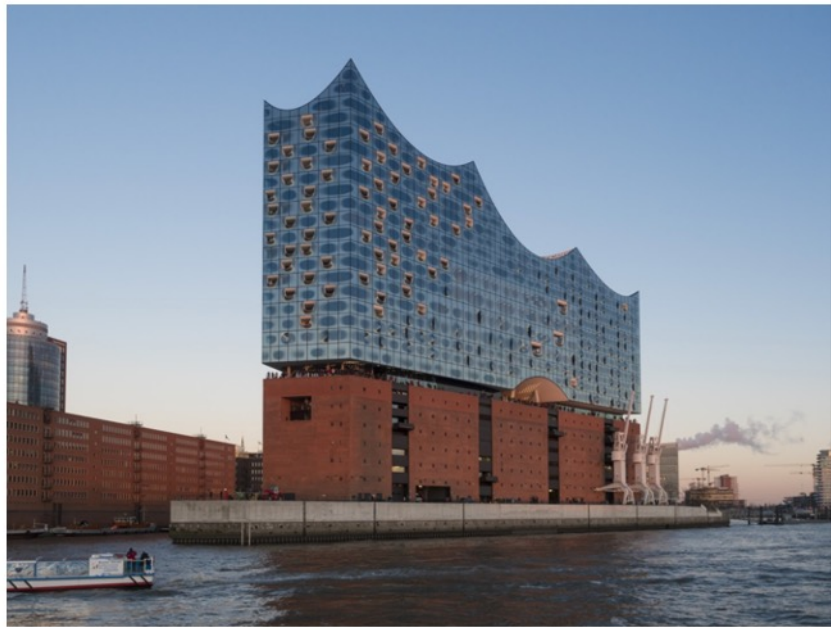


HafenCity is a new district of Hamburg founded in 2008. Hamburg is still the largest German port, but it has largely moved to the South of the river. Many storage buildings and port facilities have lost their function. In the HafenCity area on the North of the River Elbe, port use has declined since the 1960s. The master plan for a multifunctional district was submitted in 2000. It includes the former harbour basins and remaining buildings and supplements them with residential and cultural buildings as well as a modern infrastructure.

Image source:

https://de.wikipedia.org/wiki/Hamburg-HafenCity#/media/File:Karte_HafenCity-Am_Sandtorkai-Dalmannkai.svg

Waterfronts



Elbphilharmonie, Hamburg, Germany (2017) CC0

GAHTC ©2019

HafenCity is crowned by the Elbphilharmonie, completed in 2016, a prestigious 866 million euro building that has attracted worldwide attention. The Philharmonie rises on the former Kaispeicher A of 1963. The decision to give the new urban area a heavy cultural accent gave important impetus to the development of the new HafenCity. The construction of the HafenCity University of Hamburg continued to support this development. The area was thus defined from the outset as an extension of the inner city. The contrasts between old and new and the nearby harbour areas, which are still active, lend HafenCity a special ambience.

Image source:

<https://pxhere.com/en/photo/1198934>

Waterfronts



HafenCity, Hamburg, Germany (2013) CC BY-SA 3.0

GAHTC ©2019

The new district is completely surrounded by rivers and canals, it is located directly next to the city centre and has a total area of around 2.2 square kilometres. The picture on the right shows Hamburg's old town and the harbour in the background. To the right are the old Speicherstadt buildings and to the left the areas under construction in the newer part of HafenCity. The use of bricks and the omnipresence of water creates a link to local traditions. Also noteworthy is the limited height of the buildings, which also ties in with an architectural tradition of European cities.

Image source:

https://en.wikipedia.org/wiki/File:Projekt_Heißluftballon_-_Highflyer_-IMG-1414.jpg

Waterfronts



Minato Mirai 21, Yokohama, Japan (2008) CC BY-SA 3.0

GAHTC ©2019

In Japan, a comparable project took a completely different approach. The urban development project Minato Mirai 21 (Port Future 21) was developed on the former docks and port facilities of the city of Yokohama. With the addition of land reclamation projects, the opportunity was seized to develop a completely new urban district. Only very few elements remind us of the old use as a port, yet they are effectively staged. The former Chinatown also still exists and can be seen as a reminder of the historic use as a port. Enriched by some attractions (Ferris wheel) and the location on the water, Minato Mirai 21 has become a flourishing area of the city. Yokohama has a new skyline and a new face.

Image source:

https://de.wikipedia.org/wiki/Datei:Minato_Mirai_21_Far_View.JPG

Waterfronts



Ōsanbashi Pier, Yokohama, Japan (2005) CC BY-NC-ND 2.0

GAHTC ©2019

Ōsanbashi Pier, the main international passenger pier at the Port of Yokohama, is a rather outstanding example of waterfront regeneration. The pier, actually built between 1889 and 1896, was reconstructed between 1988 and 2002. It emerged from an international competition with over 600 submissions. The unusual architecture resembles a walkable landscape of wood and meadows. It houses the ferry terminals with all the important infrastructures. Contrary to many other waterfront projects, which convert historical buildings for new functions, the original function of the pier is preserved here, but its architecture is completely new. The Ōsanbashi pier leads to another contemporary aspect of port cities: cruise shipping.

Image source:

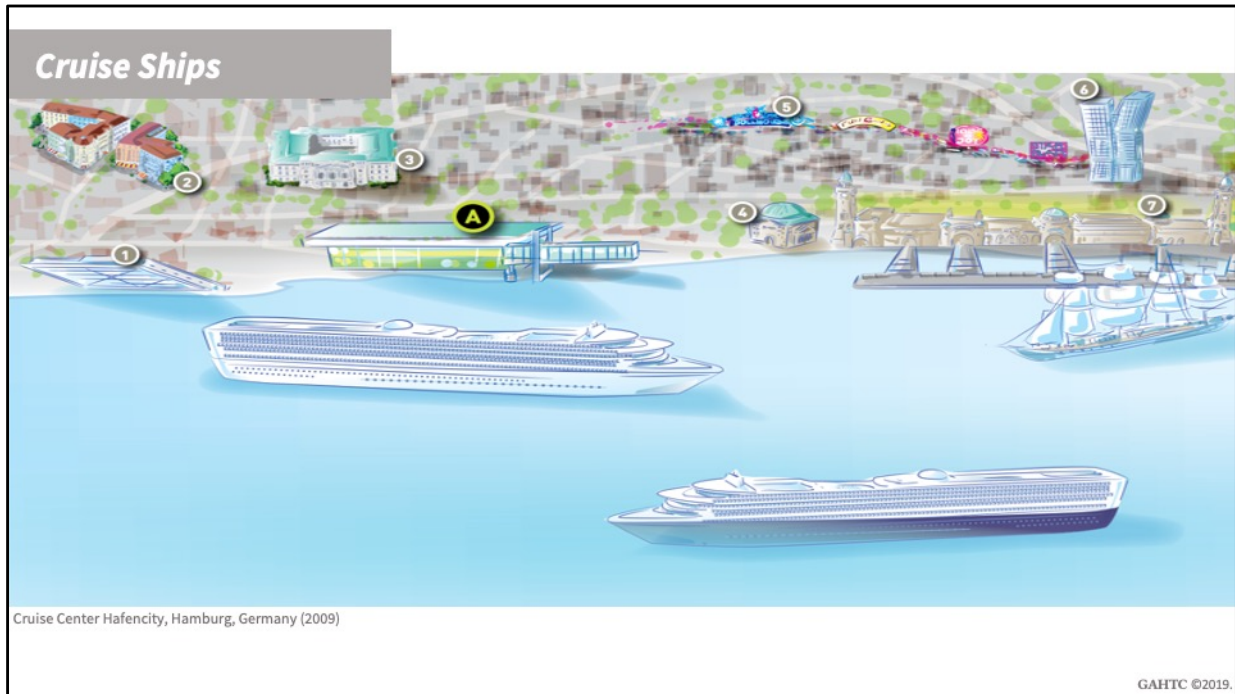
<https://www.flickr.com/photos/nmichelin/36757039/>



Canada Place in Vancouver hosts a convention center and is a landing stage for cruise ships. Completed in 1985, the building was named one of the world's best cruise ship terminals by Cruise Insights Magazine in 2017. It has to handle 840,000 passengers annually and is centrally located between the container port and the marina. The city centre location and its interesting architecture make Canada Place an enrichment for Vancouver. The big city wins through the cruises.

Image source:

<https://commons.wikimedia.org/wiki/File:CanadaPlaceVancouverSnow.jpg>

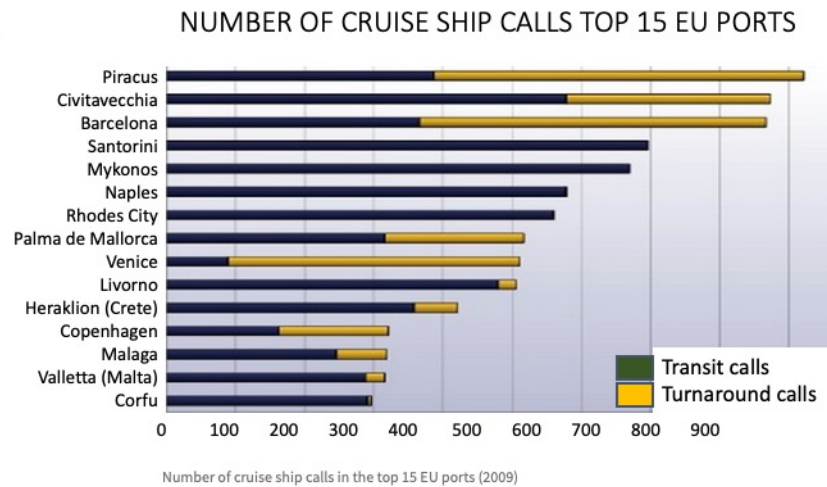


The shipping of commodities is a major part of today's port activities, in the last years, cruise ships have grown rapidly, adding another facet to the overall rankings of ports. For cruise ships space and time matter as much as for the commodities. The ports have to have access to sea and land, and they have to have easy access to tourist sites.

Image source:

https://www.academia.edu/399710/Which_Homeport_in_Europe_The_Cruise_Industries_Selection_Criteria

Cruise Ships



Cruise ship tourists only have a day in a single city and prefer to be able to step off the ship and experience a city--a desire that Hamburg has managed to capture with its HafenCity. The accessibility of the city is key for the tourist temporalities.

Image source:

https://www.academia.edu/399710/Which_Homeport_in_Europe_The_Cruise_Industry_Selection_Criteria

Cruise Ships



The cruise ship MSC Fantasia in Venice (2013) CC BY 3.0

GAHTC ©2019

Elsewhere, cruises, which are ecologically questionable anyway, have significant negative impacts. Cruises can be an attractive business model for many major port cities. In many cases, however, they contribute to destruction. Venice, which has long developed into a city museum, receives a final blow from the gigantic cruise ships. On the one hand they contribute considerably to the erosion of the canals and banks, on the other hand the city can hardly accommodate the thousands of tourists who go ashore in a short time. The consequences for the local population have also become unbearable: the population of the center has fallen by 75% in recent years.

Image source:

https://commons.wikimedia.org/wiki/File:Cruiseship_passing_Venice.JPG

Cruise Ships



Oranjestad , Aruba (2001) CC BY-NC-SA 2.0

GAHTC ©2019

The mass tourism associated with cruise ships not only threatens existing historical sites, but also leads to a shift in the understanding of architectural heritage. In many places, such as here in Oranjestad, there are questionable reconstructions based on local traditions that serve as backdrops, for example, for a stereotypical image of colonial architecture. In addition, they do not serve to deal with local conditions, but are purely commercial places that hardly possess any cultural values.

Image source:

<https://www.flickr.com/photos/atomicshark/230203053>

Cruise Ships



Norwegian Joy (2018) CC0

GAHTC ©2019

With today's cruise ships, architecture has shifted into the sea, so to speak. Like gigantic prefabricated buildings, the floating monstrosities accommodate thousands of passengers and crew members. They have lost all elegance of the early cruise ships and symbolize tourist mass handling.

Image source:

<https://www.pexels.com/photo/white-cruise-ship-on-the-sea-945177/>

Port City Futures



Norwegian Joy (2012) CC BY-SA 3.0

GAHTC ©2019

What will the future of port cities look like globally? Which developments will determine their appearance, which decisions have to be made? What is certain is that port cities are exposed to many issues: Climate change and sea level rise, energy transformation and the digital economy, changes in world trade and new demands on tourism. Many functions of the former port have been taken over by airports and computer networking ports. Significantly, in both cases the word port is also used, the port remains the hub in exchange in every sense. Over the centuries, port cities have developed their own open and resilient cultures, which are a valuable base when it comes to future challenges.

Image source:

https://commons.wikimedia.org/wiki/File:Erasmusbrug_seen_from_Euromast.jpg

Literature / Sources

Rinio Bruttomesso (ed.): *Waterfronts - A New Frontier for Cities on Water*. Venice, 1993.

Hein, Carola, and Felicitas Hillmann, "The Missing Link: Redevelopment of the Urban Waterfront as a Function of Cruise Ship Tourism," in *Waterfronts Revisited*, ed. H. Porfyriou and M. Sepe. Routledge, 2016.

Hein, Carola. "Oil Spaces: The Global Petroleumscape in the Rotterdam/the Hague Area." *Journal of Urban History*!, no. 43 (2018).

Hein, Carola, ed. *Adaptive Strategies for Water Heritage*. Dordrecht: Springer, 2020.

Carta, Maurizio and Daniele Ronsivalle (ed.): *Fluid City Paradigm: Waterfront Regeneration As an Urban Renewal Strategy*. Springer, 2018.

Desfor, Gene. *Transforming Urban Waterfronts: Fixity and Flow*. New York: Routledge, 2012.

Dowling, Ross K, and Clare Weeden. *Cruise Ship Tourism*. Oxfordshire: CABI, 2017.

GAHTC ©2019.