HAFENCITY HAMBURG
PROJECTS
INSIGHTS INTO CURRENT DEVELOPMENTS

Projects

- "Insel 01/02": 2.6ha, new administrative center of the Hamburg Metropolitan Region (HMC)
- "Am Sandtorkai 01/02": 2.6ha, mixed-use of residential, commercial and public facilities in Am Sandtorpark neighborhood
- "Überseequartier": 2.6ha, main entrance to the Elbphilharmonie and a new residential area
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A new part of town is growing: HafenCity – currently Europe’s largest inner-city development project – is a blueprint for European city-center development at the water’s edge.

Hamburg is setting new standards in developing a whole new city – at least in Europe. On an area of 157 hectares, a lively new urban space is taking shape to accommodate a mix of office and residential uses, retail, restaurants and bars, as well as cultural and leisure facilities. What sets it apart from similar urban development projects is the area’s central urban location and the expectations of quality reflected, for instance, in its fine-grained mix of uses, its lively atmosphere and innovative development process. Also outstanding are the high quality of its architecture and open space design.

The intensive reciprocal interaction between land and water can be regarded as unique, for HafenCity will not be surrounded by dikes, nor cut off from the water. With the exception of the quays and promenades, the road area will be raised to 7.5 to 8.3 meters above sea level. This creates a new, characteristic topography for an area once dominated by port and industrial uses, retaining access to the water and its typical port atmosphere.

**OBJECTIVES**

Within about 25 years HafenCity will have expanded today’s city center area by 40 percent. The effects of its creation will have an impact both on the whole Hanseatic City of Hamburg and its nearly 1.8 million inhabitants and the 4.3 million residents of the Hamburg Metropolitan Region. The HafenCity development strengthens Hamburg’s hand in competition with other major European cities. The task is a comprehensive one: to define a new city sector in both planning and architectural terms. More than 2.32 million m² of gross floor area (GFA) will be new-built, providing 5,800 homes for 12,000 residents, business premises offering in excess of 45,000 job opportunities, plus retail and leisure facilities, restaurants and bars, cultural amenities, parks, plazas and promenades. Thus a completely new and futuristic addition to the city with its own stylistic vocabulary is gradually emerging. Reinterpretation of the place is oriented toward the established structures; its milieu informed by the old Speicherstadt warehouses and historic port structures as well as a few of the existing buildings. HafenCity perpetuates Hamburg’s identity as a maritime city; at the same time, it is the epitome of European city development in the 21st century. Its innovative planning and implementation methods combine incentives for private investors with the city’s expectations of quality.

**STATUS OF DEVELOPMENT**

HafenCity is being developed from west to east and from north to south. The area currently under construction or completed extends 1.1 km in length. Almost 1 million m² GFA have either been completed, or construction is under way or soon to begin. Dating from 2010, the basis for the upcoming development of eastern HafenCity is an amplified and reworked

The open spaces of the new city district are both urban and maritime, for example around Überseequartier, Am Sandtorpark, or the neighborhood completed in 2009, Am Sandtorkai/Dalmannkai.
HafenCity already boasts many places which are pleasant for spending time in. The former port and industrial area gets its unique character from the proximity of the Elbphilharmonie and International Coffee Plaza. The impressive Hamburg Amerika Center with its two concert auditoriums, five-star hotel and approximately 45 residences, will probably be completed and opened in 2013.

So it is clear that HafenCity has long since left the project planning stage for the phase of intensive results – what’s more, with the reworking of the Masterplan for the eastern neighborhoods, HafenCity has been finally thought through to its eastern point at the Elbbrücken bridges. The western neighborhoods have already become a lively, urban environment, development of Baakenhafen, Oberhafen and Elbbrücken neighborhoods will get underway successively (see pp. 32-37).

DEVELOPMENT PROCESS

For Hamburg, HafenCity is not merely a major real estate project in which individual projects must be completed as quickly and efficiently as possible – urban quality is supposed to emerge. This is why HafenCity Hamburg GmbH pulls the strings, overseeing all activities as the city’s manager of development, property owner and developer of infrastructure (except the subway).

Zoning plan and building permit processes are pooled in a special task force in the Ministry of Urban Development and Environment. Since October 1, 2006, HafenCity has had so-called priority area status, because of their importance, all zoning plans are discussed by the Commission for Urban Development representing all political parties in Hamburg’s City Parliament and set up for this purpose.

However, the aim is also to set international standards for conceptual and architectural quality. It is important, therefore, not only to attract powerful and financially strong investors, but also to find developers willing to cooperate in setting quality standards and in treading innovative paths.

Tenders are invited for properties scheduled for residential use; the competition then decides. In most cases, however, this does not necessarily mean that the highest bidder is successful – the offer price is usually fixed before the start of the tender process. Rather, the crucial factor for awarding the contract is the quality of the use concepts submitted – and the declared users will probably be completed and opened in 2013.

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No city-center neighborhood in Hamburg so far was realized. For the first time, all the important development principles behind HafenCity were brought into play in a larger urban ensemble.

Sandtorhafen is the neighborhood’s core, its harbor basin lined with the pontoons of the Traditional Ship Harbor. One of the functions of this floating setting, operated by the Hamburg Maritime trust, is to provide moorings for 20 to 30 sea-operated by the Hamburg Maritim trust, of the functions of this floating setting, toons of the Traditional Ship Harbor. One core, its harbor basin lined with the ponds of the historic ships, Dalmannkai promontory extends between Sandtorhafen and Grasbrookhafen harbors.

Open public urban structures abound throughout the quarter. Instead of forming a solid barrier, the eight apartment and office blocks on Sandtorkai and the 15 building ensembles on Dalmannkai allow glimpses through to the city center, as well as in the other direction, to the River Elbe. The many plazas and promenades in the neighborhood function as unifying planning elements.

**URBAN SPACES WITHIN A NEW TOPOGRAPHY**

As is the case throughout HafenCity, the urban spaces of Am Sandtorkai/Dalmannkai quarter form a completely new emergent urban topography: all the buildings and the roads are built on artifi
cially raised, flood-protected bases, around 8 meters above sea level. This meant that erecting a new dike around the district, outside the main line of Hamburg dikes, was unnecessary; the area’s terrain was more or less level. Because of their closeness to the water, they are very popular routes for a stroll, and for cyclists. The new topography maximizes the neighborhood’s public character: its urban spaces can be experienced at two levels – street level and the water’s edge. The difference in heights is particularly noticeable in the north of Sandtorhafen, in other words at its interface with the Speicherstadt, which remains at its historic height level.

On the Magellan and Marco Polo Terraces, the largest squares in the locality and in the whole of HafenCity, the new topography has inspired creative interpretation.

Theembankment promenades, however, remain at 4 to 5.5 meters above sea level. Because of their closeness to the water, they are very popular routes for a stroll, and for cyclists. The new topography maximizes the neighborhood’s public character: its urban spaces can be experienced at two levels – street level and the water’s edge. The difference in heights is particularly noticeable in the north of Sandtorhafen, in other words at its interface with the Speicherstadt, which remains at its historic height level.

The Traditional Ship Harbor pontoons provide a third level of urban perception which rises and falls with the tide. Since the water level of the River Elbe varies twice daily by more than 3 meters, depending on the ebb and flow of the tide, perception of the quarter is constantly changing. The relationship here between water level, quay walls and edges, pontoons, watercraft and buildings is continuously shifting.

Almost all other plazas and promenades in this neighborhood – and the whole western end of HafenCity – were planned by EMBT of Barcelona. Associations were created, for instance, through the repeated use of lighting sources, materials and uniform landscaping of the walls of building plinths. The basement promenade on Dalmannkai, however, was designed by BHF Landschaftsarchitekten, which won the “best projects of 1989-2008” award from the “Architecture in Hamburg” yearbook in 2008. Yet another public level – the fourth – is emerging, independent of overall open space planning, in the shape of the Elbphilharmonie Concert Hall on Dalmannkai point: at a height of 37 meters its plaza, the third square, completes the ensemble; this neighborhood square even boasts a basketball court.

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The dense mix of different uses in the neighborhood is representative of the whole district – as well as its urban topography. It sets the scene for the realization of very diverse lifestyles: people from different social and cultural backgrounds live and work here as immediate neighbors, getting involved in their new surroundings together and building endless networks.

The cityscape itself reflects the variety of the quarter: on Dalmannkai alone, 15 building ensembles were realized by 27 developers and 26 firms of architects. While staying true to urban planning requirements such as height restrictions, each building was created with its own signature.

The users and use concepts in the urban ensemble are already as disparate as its architecture. The population structure, for example, reveals enormous variety. Am Sandtorkai/Dalmannkai quarter is home to 1,500 people, with young working singles and families living side by side with “empty nesters” (couples whose children have left home) and seniors. This socially differentiated structure is also the result of a selective tendering and award procedure: sites for housing were not sold to the highest bidder.

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**AM SANDTORKAI / DALMANNKAI**

**Fine-grained and Alive: HafenCity’s First Neighborhood**

The urban ensemble at Am Sandtorkai/Dalmannkai was the first HafenCity quarter to be completed – in spring 2009. Much of its charm stems from the mingling of everyday neighborhood life with a completely new form of urban living on the waterfront. Residential, work and leisure uses are closely enmeshed.

Within the space of six years, therefore, all the buildings, as well as urban spaces of a kind unparalleled anywhere in Hamburg so far, were realized. For the first time, all the important development principles behind HafenCity were brought into play in a larger urban ensemble.

Sandtorhafen is the neighborhood’s core, its harbor basin lined with the pontoons of the Traditional Ship Harbor. One of the functions of this floating setting, operated by the Hamburg Maritime trust, is to provide moorings for 20 to 30 sea-worthy vessels. To the north, Sandtorkai stands out between the listed Speicherstadt and Sandtorhafen harbor, its buildings protruding over the water so that the promenade can run beneath. South of the historic ships, Dalmannkai promontory extends between Sandtorhafen and Grasbrookhafen harbors.

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**NEW TOPOGRAPHY**

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Instead, potential developers were invited to present a concept for uses of buildings; it was the quality of this concept that then determined the sale at pre-agreed fixed prices. This is why each of the projects on Dalmannkai has a unique character, while together they form a lively and multifaceted neighborhood. The result is an urban ensemble in which a wide spectrum of projects have been realized: both rentals and condominiums are available; many apartments are financially within reach of mid-income-earners, while some are in the luxury segment. Reasonably priced living accommodation was realized through building cooperatives and priced living accommodation was realistic. Thus the building solutions found are as innovative as the built local spaces to be made available. Residents and visitors are already involved in development; they are exemplary. Thus the building still expected to come from the Elbphilharmonie Concert Hall. Its successful integration into the surroundings can already be regarded as achieved: the concert hall will probably be completed in 2013 and is the only building on Dalmannkai still under construction. Buildings of such outstanding importance elsewhere are often built in isolated areas, separated from city centers. Hamburg’s new landmark, however, is being integrated into a densely built urban ensemble; nevertheless its position, on a point jutting out into the River Elbe, is extremely prominent – as befits its special significance. The principle of dense mix of uses naturally also presents various challenges. Living as they do in the midst of a new urban lifestyle concept, residents needed protected local spaces to be made available. The solutions found are as innovative as they are exemplary. Thus the building ensembles on southern Dalmannkai are grouped around internal courtyards. The courtyards open up toward the south – toward Grasbrook harbor and the River Elbe – thus allowing unobstructed views over the water. At the same time, residents enjoy sheltered private spaces, since the difference in height from the lower-lying promenade means they are largely shielded from view. Other private spaces, for instance, were created in the form of roof terraces – the new neighborhood allows the private and public to coexist side by side.

The facilities of the Katharinenschule school in the next-door quarter, Am Sandtorpark, are in great demand from clubs and initiatives from all over HafenCity. A strong social infrastructure has developed here: under the same roof as the primary school, day-care and after-school supervision have moved in. Many residents are already involved in developing neighborhood or social structures in the newly emerging district. For example, they have set up a sports and an art club, created a play house on the nearby Treasure Island playground and taken over running it, organized neighborhood meeting places and flea markets, as well as putting together various local media. In November 2009, the association Netzwerk HafenCity e.V. was constituted, pooling a great deal of local social potential. As well as many residents, its founding members also include local initiatives, institutions and businesses (see p. 41 f.). It is clear that the coexistence of urban lifestyle and neighborhood here is no contradiction – instead it is a definite sign of quality. Since spring 2011, the neighborhood is also accessible by water via a new HADAG jetty at the Elbphilharmonie.
Green and Metropolitan at the Same Time

With a green park at its heart, the new Am Sandtorpark/Grasbrook neighborhood offers ideal conditions for residents, at its new primary school – and growing companies

Now approaching completion, Am Sandtorpark/Grasbrook is the second large neighborhood to be ready. The typical HafenCity principle of mixed uses is deployed particularly systematically between Sandtorhafen harbor in the west and Überseequartier in the east. Due to the presence of the primary school and the families living around the park, the neighborhood is already busy with community life, recently many shops and companies have joined them. Sandtorpark is the key urban element around which almost all the buildings cluster. This green space, laid out with mounds and a grassy play area from April 2011, blends the maritime atmosphere of the quarter with metropolitan sophistication. The materials and surface coverings used for the open spaces bordering it are the same as those on the Magellan Terraces: a successful unifying urban planning device instigated by architects EMBT of Barcelona, responsible for public open space planning in western HafenCity, to draw together a multiplicity of urban uses.

Classes at HafenCity’s Katharineneschule started in summer 2009. The primary school has since developed into a real social hub with a specific neighborly closeness: its eventual triple parallel classes guarantee all-day supervision, including a day-care center for the smallest and after-school activities. A total of 450 children can be cared for. The sports hall, which is part of the building, is intensively used after school as well, e.g. by Storbecker sports club or sports groups from local companies, such as Pantaenus and NYK Line. The building, designed by architects Spengler & Wiescholder, also houses 30 apartments and was realized by builder Otto Wulf Bauunternehmung GmbH in a public-private partnership.

Right next to Katharineneschule school, the new occupants of the Hofquarter construction project (68 homes built by DS-Bauconcept/Wernst) and Hafenliebe (55 homes realized by Stadt Land Fluss) have been moving in since the end of 2010. The Hafenliebe joint building

venture, in particular, gives priority to family homes: among the 150 residents of the four buildings are 40 children. They were able to influence planning with their individual requirements from an early stage. Every household has a share of garden in the green inner courtyard.

The neighborhood is very international. North of Sandtorpark, the Hamburger America-Center offers 8,700 m² gross floor area (GFA) of office space. The Amerikazentrum Hamburg e.V. society is already offering a program of cultural events in this building designed by Richard Meier (developer DS Bauconcept).

The Coffee Plaza next door, an ensemble of three buildings, was also conceived for relaxing between trees and grassy areas— ...and the SKAI building adjacent to the green space accommodates offices and shops...
Companies headquartered here are just a few minutes’ walk from Hamburg’s Central Station. Gross floor area of 54,000 m² GFA, was developed by Germanischer Lloyd AG and Quantum Immobilien AG. The move of 1,600 employees of Germanischer Lloyd in March 2010 was the biggest removal into HafenCity so far. One of the three towers in the ensemble offers 30 apartments with views of Lohsepark: one of three Hamburg Buildings of the Year 2006. Since the beginning of 2011 an additional pedestrian bridge has connected the new Brooktorhafen harborside promenade with the new St. Annen square, which will be completed in May 2011, linking it to Übersee quartier. The landscaping of large open spaces on Brooktorkai and at Ericusspitze is being carried out by WES & Partner Landschaftsarchitekten (Hamburg). A 30-meter stone sofa on Brooktorkai promenade looks out over the harbor basin. In the continu-
HAFENCITY PROJECTS

Strandkai

Great Location: Residential and Office Space on the Waterfront

Strandkai is surrounded by water and parks and offers spectacular views and incredible locations for homes and modern service industries. The first buildings to be completed, the Unilever headquarters and the Marco Polo Tower, have received many accolades.

The outdoor steps in front of the building have wonderful views of the Elbe, port and growing Elbphilharmonie. The urban design competition was won by Böge Lindner architects (Hamburg). Approximately 200,000 m² of gross floor area (GFA) will be distributed throughout the ten building plots. The eastern end of the neighborhood, directly opposite the Cruise Center, mainly comprises office space for modern service industries. No homes will be built here because of proximity to the cruise terminal.

Residential units will be built at Grasbrook near. And the very prominent locations on the tip of the quay promontory to the west of the new Unilever building are almost exclusively reserved for housing.

The Marco Polo Tower and the new Unilever building (background) form a spectacular – and multiple award-winning – building ensemble.

The urban development plan for Strandkai includes seven 55-meter towers. Most future users of other buildings planned to the west will have views of the Elbe.

1,200 employees now occupy 25,000 m² GFA. The building’s ecological sustainability is impressive. It not only prequalified for the HafenCity Ecolabel in gold, but won the BEX award for particularly sustainable, innovative and efficient architecture in July 2009. In November 2009, at the World Architecture Awards in Barcelona, it was designated as World’s Best Office Building. Recently the German architectural association (BDA) Hamburg awarded the Unilever building the first prize for architecture of the construction years 2008-2010. At the same prize-giving it won the readers’ prize from the Welt/Welt am Sonntag newspapers.

The Marco Polo Tower (58), most of whose 58 apartments are already occupied, has also won several awards. In 2010, the residential tower won the real estate “Oscar”, the MIPIM award, in the residential developments category. The previous year it was named best building in the European Property Award. Behnisch architects (Stuttgart) was responsible for the architecture, having won the relevant competition. The firm designed an organic yet sculptural form, which makes a landmark of the whole ensemble – the 55-meter high tower, with its staggered stories, is visible from far away.

The interior of the Unilever office building is an atrium, flooded with natural light. It branches out like a tree through all seven floors of the building. At ground floor level, a mall passageway accessible to the public runs through, connecting the Marco Polo Terraces to the newly landscaped waterfront promenade on the banks of the River Elbe. The mall includes an ice cream parlor, a shop and a wellness spa. The Elbterrassen form the entrance to the riverfront. It will even be possible to bathe in summer 2011 close to the gentry built outdoor flight of steps. The Hafenbad swimming tank, an art object made of two former transport containers welded together, will offer Elbe views.

The western section of the promenade will be realized to link up with the high-rise building on the quay point. The three plots there (55-57) are planned for perimeter block building typologies, with two residential towers setting urban accents. A total of 430 units are to be built offering sophisticated dwelling concepts. Ecological forms of housing (green living) and housing cooperative apartments are both possibilities; the ground floors will be made available to a children’s arts center, among other uses. Since it is important that a social neighborhood develops, a quarter management organization is to be set up. The site, which has been put out to tender, can be built from 2012/13, with completion expected at the end of 2014.

The eastern end of Strandkai, on the other hand, is still in use for the temporary cruise terminal and for construction works connected with the new U43 subway; it can be built on from 2014/15. The first exclusive options for plots are expected to be awarded in 2011.

GENERAL CONDITIONS

- Services, residential, restaurants and leisure facilities
- Dense overall structure, six to seven stories with seven towers rising as high as 55 meters
- Total gross floor area of approximately 200,000 m²
- Development plan under way
- Unilever Building and Marco Polo Tower were completed in 2009; more projects will follow from 2012/2013
ÜBERSEEQUARTIER

Überseequartier – a New City Icon Emerges

The heart of HafenCity is Überseequartier. Since summer 2010 the first shops in the northern part of Überseequartier have opened serving everyday needs, in the south, small-scale retail and catering concepts. Construction, as well as office space and integrated townhouses) are ready or under construction, as well as office space and small-scale retail and catering concepts serving everyday needs, in the south, high-rise buildings are growing skywards offering spacious office units and accommodating a variety of retail opportunities. No homes will be built here because of proximity to the cruise ship terminal. In addition to flagship stores, branded boutiques and branches of international labels, so-called “innovative” tenants are moving in: offering a retail format of a type not yet seen in Hamburg or even in Germany. Instead of being located in a closed shopping mall, retailers will be integrated into a total of 16 free-standing buildings, giving visitors the benefit of shopping in an urban atmosphere with the waterfront close by. The rich variety of open spaces in Überseequartier complements the enormous mix of uses: sometimes they invite a stroll, sometimes to sit down and relax; sometime they open out into a generously proportioned boulevard, square or terrace, then they also offer sheltered spaces appealing to residents. For the neighborhood’s open space (as well as the two embankments of Magdeburger Hafen and St. Annen square), Beth Gali and her firm BB + GG Arquitectes use overlapping longitudinal and horizontally striped flooring of brown, grey and reddish granite. Throughout the area, the architect plays with variable ground levels, using ramps, steps or terraces to link them. The central point of the urban concept for Überseequartier is Überseeboulevard. The boulevard runs through the whole area like a meandering river, from the Speicherstadt down to the River Elbe. Curving pathways and façades add variety to the 750-meter-long urban space, which opens out into plazas in some places. The northern part of the boulevard was opened with a local opening ceremony in October 2010. Thus the neighborhood evolves, step by step, presenting itself all of a piece, yet always providing surprising new experiences.
perspectives. The individual architecture of the buildings is also impressive. The Sumatra Building, for instance, with its dramatically slanted façade is fascinating from first glance, while the former harbor master’s office (Altes Hafenamt) opposite is a unique counterpart.

The Altes Hafenamt, built in 1885/86 and the last remaining brick-built building in this area, is a gastronomic focus of HafenCity. The interior of the listed building is foreseen for gastronomy, some 15 market stalls outside will be offering their wares – initially, from early summer, a fish market or a flower market. Planning of the renovation and the slim residential tower extension (whose 12 apartments will be ready in November 2011) is by Bolles + Wilson architects. They were also responsible for the information pavilion on the same site. Since 2008, the models and multimedia exhibits here have been keeping visitors up to date with progress on development of Überseequartier.

Further south, Übersee boulevard leads on to the area’s three most important points of attraction – which are architectural highlights, too. The convincing design of the Waterfront Towers by EEA architects for the EBe front of Überseequartier consists of two stand-alone towers, which unmistakably mark the southern limit of the urban ensemble, framed by the Science Center (see p. 4) designed by Rem Koolhaas and the Cruise Terminal, where construction starts in 2012.

Direct connection to the present city center by public bus will be supplemented from fall 2012 by the new U4 subway line. The journey from Jungfernstieg will take just three minutes. But even pedestrians only need at most ten minutes to reach Überseequartier on a newly laid out boulevard from Jungfernstieg or the Town Hall via Domplatz and St. Annen square. When the areas of promenade and plaza beside Magdeburger Hafen harbor basin and next to northern Überseequartier are opened in mid-June, the “Domplatz 24/5” will bring the existing city center and the heart of HafenCity within even easier reach. And car-drivers have not been forgotten – under the whole pedestrian-only area of Überseequartier is Germany’s largest parking garage to date with around 3,400 spaces.

Development of central Überseequartier began in 2003 with a two-tier tendering process which ended with the sale of the site in December 2005 to a Dutch-German consortium (consisting of ING Real Estate, SNS Property Finance and Groß + Partner GrundstücksentwicklungsGbR mbH). Internationally renowned architects created an overall planning concept for the area on the basis of an urban Masterplan (Trojan Trojan + Partner). Just two years later, in the fall of 2007, the construction work began on northern Überseequartier. The quarter management company started work during the final phase; it covers a variety of responsibilities on behalf of all tenants and proprietors of individual buildings. This is also in the interests of Überseequartier tenants, since it organizes street festivals, looks after the urban environment and takes care of security. Its prime task is to maintain the public character of Überseequartier, including 24-hour access and many opportunities for public participation which would not be the case in a shopping center. Thus the majority of Überseequartier is the responsibility of one body: In the northern section there are two exceptions (plots 34/15 and 34/16) which were put out to tender for residential construction in 2010. Quite soon around 230 housing units will take shape here: it would also be desirable for them to include cultural uses such as a theater or movie house.

The striking Arabica residential tower forms the northern entry to Überseequartier.

### MIX OF USE

<table>
<thead>
<tr>
<th>Use</th>
<th>GFA (approx.)</th>
<th>GFA (approx.)</th>
</tr>
</thead>
</table>
| Residential                            | approx.
| offices                                | approx.
| retail                                 | approx.
| Restaurants/Bars                       | approx.
| Cruise terminal                        | approx.
| Hotel                                  | approx.
| Science Center with Science Theater    | approx.

Each individual architectural design in Überseequartier sets new visual standards. Despite the variety of the coordinated open spaces, the overall effect is one of harmony.
HafenCity’s New Knowledge Quarter

An innovative “Knowledge Quarter” is emerging east of Magdeburger Hafen, featuring HafenCity University, Kühne Logistics University, Greenpeace headquarters, designport hamburg, and other creative users. Because so many of its buildings have such high ecological standards, this neighborhood will also become Hamburg’s first model sustainability neighborhood. It will be one of HafenCity’s primary construction sites until 2014.

In its urban conception, Elbtorquartier picks up various typologies. While buildings up to 70 meters high will be erected in the south, a block structure approximately 170 meters long ties into existing built structure to the east, which is taken up again next to Magdeburger Hafen. A footpath leads from the Speicherstadt across the Museumsbrücke bridge, and directly into the shopping mall in the listed Kaispeicher B building (40). This structure, the oldest in HafenCity, dating back to 1879, has created a distinctive northern entrance into the area and since summer 2008 has housed the International Maritime Museum Hamburg (see p. 40). Both the museum bridge (architect: Dietmar Feichtinger; engineers: WTM Engineers) and the converted Kaispeicher B (MKLV Marcovic Ronai Voss architects) won Hamburg Architecture of the Year awards in 2009 from the Hamburg association of architects and engineers. HafenCity Hamburg GmbH, as the developer of the bridge, also shared the award.

Leading from the museum shopping arcade in Kaispeicher B, a walking route crosses the museum forecourt which was designed by architect Beth Galí. Since December 2010, pedestrians have been able to continue on across the newly renovated Busanbrücke bridge, which brings them onto the promenade at Magdeburger Hafen. The historic arched bridge, dating from 1931, is the most important bridging point for cyclists and pedestrians in central HafenCity. It joins the western and central neighborhoods with eastern HafenCity, not to mention HafenCity’s beating heart, Überseequartier, with Kaispeicher B. Like the surrounding promenade, the bridge is laid with stripes of natural stone paving, which integrates it visually into the open space ensemble.

South of Busanbrücke bridge, construction began in spring 2011 of the Elbe Arcades, a meandering ensemble of buildings containing a total 30,000 m² total gross floor area (GFA) based on a design by Bob Gysin + Partner BGP architects (Zurich). By the end of 2013, space will be realized for three use components, each totalling around 10,000 m² GFA. The buildings will be accessible on two levels – both via the promenade at water level and the flood-protected elevation above – with generous space for uses such as cafés, shops and exhibitions. Unique to HafenCity so far is the so-called city loggia, an arced space, ten meters deep and eight high, with extensive water views.

The northern part of the building will be HafenCity University (HCU), which will open its doors in 2013, with around 1,600 students of the new HafenCity University (HCU), which will open its doors in 2013, an innovative “Knowledge Quarter” is emerging east of Magdeburger Hafen.

ELBTEXQUARTIER

HafenCity University (HCU) will be the dynamic force in Elbtorquartier. From 2013 on, around 1,600 students will be studying in the new premises. The HCU building, under construction since the end of 2010 on the Bäumenfelder embankment with Elbe views, has already received a preliminary HafenCity EcoLabel in gold.

The head of the harbor basins is the location of Kaispeicher B, housing the International Maritime Museum Hamburg since 2008. In spring construction of the Elbe Arcades begins.

Bounded by Magdeburger Hafen harbor basin to the west, Bocktorhafen in the north and the Am Lohsepark quarter in the east. It owes its special atmosphere not only to the 1,600 students of the new HafenCity University (HCU), which will open its doors in 2013, but also a multitude of other trend-setting projects in science, sustainability and design.

A lively and multifaceted “Knowledge Quarter” is taking shape between Magdeburger Hafen in the west, Bocktorhafen harbor in the north and the Am Lohsepark quarter in the east. It owes its special atmosphere not only to the 1,600 students of the new HafenCity University (HCU), which will open its doors in 2013, but also a multitude of other trend-setting projects in science, sustainability and design.

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Bounded by Magdeburger Hafen harbor basin to the west, Bocktorhafen in the north and the Am Lohsepark quarter in the east.
The meandering building ensemble on the eastern embankment of Magdeburger Hafen harbor includes the “Stadtloggia” arcade. The promenade in front of it is a pier constructed on existing piles. Eventual users of the building will include Greenpeace Deutschland, the design center designxport and well over 100 apartments. On the roof of the Greenpeace building wind turbines will produce energy.

HafenCity Ecolabel (see p. 48 ff). Architect Bob Gysin was therefore consulting experts in energy-efficient construction even during the competition phase, he shared his first prize with joint venture 3-Plan Haustechnik AG (Winterthur), and ER Energiekonzepte AG (Zurich). Elbtorquartier as a “Knowledge Quarter” will revolve around the emerging Hafen-City University (HCU) campus next to Baakenhafen. Construction of the new HCU building (54) began in December 2010. Designed by architects Code Unique (Dresden), the building’s foyer will open out onto a forecourt, Magdeburger Hafen, and Lohsepark. The lecture halls and seminar rooms have delightful situations by the water and views of the River Elbe. The HCU building, an exemplary ecological all-round concept, has also been preliminarily certified with the gold HafenCity Ecolabel. The Kühne Logistics University (KLU), another prestige educational institution, is housed temporarily in Brooktorkai, Unique in Germany: 18 Christian churches developed the “Brücke” ecumenical forum. One of its features is a chapel, a place of retreat for use by anybody which is where, in September 2010, classes for the first degree program, Master of Science in Global Logistics, got under way. In 2013, KLU will move into a building of its own, to be realized by ECE to the west of the HCU site.

Two projects lend the quarter both social and spiritual distinction. Stadt- haushotel (48), under construction from the end of 2011, will be Europe’s largest integrative hotel: 40 of its 60 employees will have disabilities. The three-star hotel will offer about 90 rooms and a restaurant particularly suitable for guests with limited mobility. The operator of Stadt- haushotel is the jugend hilft jugend e.V. association; the Free and Hanseatic City of Hamburg is supporting it with an investment grant. The architectural competition was won by Huke-Schubert Berge architects (Hamburg).

In addition, the ecumenical forum Brücke (49a) in Shanghaiallee is scheduled to open in 2012. A total of 18 Christian churches will support this joint project that is unique in Germany. The ground floor, accessible to the public, serves as a meeting place, while a chapel offers an oasis of stillness. The Laurentius Convent will also move into the building: members of this ecumenical spiritual community will live here in shared accommodation. The architectural competition to design the 4,600 m² building was won by Wandel, Hoefer, Lorch + Hirsch architects (Saarbrücken).

To the north and south of the ecumenical forum, new buildings with unusual residential concepts are to be developed. The joint building venture, Bürgerstadt AG, is realizing sound-proof living and working spaces for musicians, sound and film specialists (50). The architects’ office 360grad (Hamburg) won the competition to design the musicians’ house, a structure referencing the clinker-brick façade tradition of the Speicherstadt, but whose expansive window surfaces and loggias set accents of their own. Twenty units will be constructed from May 2011, ranging from duplex apartments to lofts. Work is already under way on the NIDUS joint building venture project (49), providing 30 units whose open-plan layouts can be used for shop/apartments, studios or showrooms. The competition to design the building was won by spine architects (Hamburg).

The meandering building ensemble on the eastern embankment of Magdeburger Hafen harbor includes the “Stadtloggia” arcade. The promenade in front of it is a pier constructed on existing piles. Eventual users of the building will include Greenpeace Deutschland, the design center designxport and well over 100 apartments. On the roof of the Greenpeace building wind turbines will produce energy of the Greenpeace building wind turbines will produce energy.

Elbtorquartier neighborhood has good public transport connections: Messberg subway station can be reached quickly on foot from the north. From fall 2012, the new U4 subway line will provide a direct link to the Hamburg network when HafenCity University subway station in the south opens. In addition, the public harbor ferry service will probably be serving a pier adjacent to the HafenCity University forecourt from 2013.

On the ground floor of the NIDUS joint building venture, a loft-like building houses shops, ateliers and showrooms which are sure to color Shanghaiallee.
From Local Industrial Pioneers to Green Urban Heart

Historic industrial buildings from a bygone industrial era and railroad platform remains from the former Hanover Station reflect the neighborhood’s significant role in Hamburg’s history. With Lohsepark, HafenCity’s “Central Park” is growing. The first apartments will be built along its leafy edges from 2012.
for at least 7,692 people – Jews and Sinti and Roma – who were deported from here to concentration and extermination camps. The station building, which was severely damaged in the war, was dynamited in 1955. It certainly presents a challenge to design Lohsepark as both a memorial and a public park. But this is also a big opportunity: for the first time in Hamburg, a place of remembrance of this kind will be located in a central place that is heavily frequented every day.

Finally it was the concept presented by Vogt Landschaftsarchitekten AG (Zurich) that convinced the jury. The conception is of a space for movement “from the edge to edge of the buildings” and “from water’s edge to water’s edge”. Curving paths will lead through generous sweeps of grass and meadow dotted with numerous, trees of which many will be arranged in attractive groups.

A variety of play and rest areas with clinker-brick fountains and water features, benches curved to follow the paths, and tables, will invite people to stop a while. For children there will also be a community house with a playground. High ecological standards will be maintained, for instance by using water-permeable surfaces for paths. Labor-intensive flowerbeds and expansive paved areas are not planned. On the way to Baakenhafen the embankment promenade runs alongside the new HafenCity University campus. A broad open-air stairway opens out, with seating steps dropping down to the reedy water’s edge. The long sides of the park are lined with planted terraces, which allow barrier-free transition from the park into the city, as the green area dovetails with the street. The park will be laid out on three levels: 5.4 meters above sea-level (the historic level of the memorial location), 6.5 meters (the actual park level) and 8.5 meters (the height of the surrounding city).

The place of remembrance concept foresees a landscape design feature, a seam, slashing diagonally through the park, connecting the relics of the former railroad station forecourt with what remains of Platform Two. This incision through the cityscape is deliberate; the sight line between the two locations makes it possible to reconstruct the historic path of the deportation trains.
Double Waterfronts for Homes, Leisure and Work

Baakenhafen neighborhood will be intensively used for housing and recreation. 1,800 homes of different types will be built in an urban cityscape. The area’s green “soul” will be an island for play and leisure opportunities will be created in mixed-use buildings, the ground floors of residential buildings, as well as some smaller office buildings and recreational facilities. At Baakenhafen, the western tip of the quarter, the Masterplan provides for a landmark building 70 meters high. The use for this prominent principal building, whether public or private, will be decided during the course of HafenCity’s ongoing development. Leisure and sport play a major role in Baakenhafen. In order to exploit the neighborhood’s strong interplay with water optimally, a 15 hectare play and leisure island will be created in the harbor basin. Various indoor and outdoor sports facilities may be also developed on Versmannstrasse, too, near the HafenCity University subway stop, perhaps complemented by a family leisure hotel. At the moment there is a gap in the market in Hamburg for a concept of this type; Baakenhafen could be the ideal location.

In addition to intense juxtapositions with water surfaces, the new Baakenhafen neighborhood will have generous green open spaces and promenades. The tree-lined Lohsepark, HafenCity’s “Central Park”, will be extended down to the River Elbe. Walkers will enjoy the landscaped promenade, 50 meters wide, in the south of the quarter; this will then be connected via a pedestrian and cyclists’ bridge to the leafy island of Entenwerder east of the Elbbrücken bridges.

Eastern HafenCity will be well provided with efficient transport links. Good connections will however increase noise levels in the north of the neighborhood. Affected areas will therefore be subject to intelligent urban planning concepts to provide noise protection. To ensure that Baakenhafen’s spatial integration into HafenCity is successful, three new bridges will provide internal connections and connect with neighboring quarters. The large Baakenhafen bridge represents the prelude to a rapid development of eastern HafenCity. The 150-meter steel bridge, to be realized between 2012/13, will be the first flood-secure connection to link the northern area of the neighborhood with its southern part. Since the development of eastern HafenCity is proceeding from west to east (as was the case with western HafenCity), the bridge will guarantee that infrastructure is linked up at an early stage: infrastructural works for residential development will be started in 2011 and the first sites also put out to tender.

Baakenhafen bridge will not only integrate the quarter’s development internally, but also provide an ideal link between the southern area and the HafenCity University subway stop, perhaps complemented by a family leisure hotel. At the end of 2010 was won by Wilkinson Eyre Architects (London) and the Happold firm of engineers (Berlin). Their design provides for an elegant steel bridge for motorized traffic as well as attractive areas for cyclists and pedestrians: the removable central section of the bridge will allow ships of up to 120 meters in length to continue to berth permanently in Baakenhafen harbor basin. Further to the east, in the central part of the neighborhood, a new pedestrian bridge will connect northern and southern areas via the new play and leisure island. And in east Baakenhafen harbor basin an embankment combined with a footbridge will separate the area from the shallow basin in Elbbrücken neighborhood, probably from 2016.
Oberhafen: Destined for Creatives and Culture

South of Oberhafen harbor basin, a lasting and yet dynamic creative and cultural quarter is to develop. What is special about it? Development will focus exclusively on existing warehouse buildings. Sports facilities will be realized right by the water.

Today the area is still dedicated as a rail depot, lacking flood protection and dominated largely by logistics activities, at least until 2014. But the future looks quite different, for Oberhafen is destined to become the nucleus of a large creative and cultural neighborhood – not a commercial and industrial site as originally planned.

The basic concept for Oberhafen neighborhood: in the medium term it is to develop into a permanent creative and cultural quarter, publicly accessible, centrally located in Hamburg. It will have close connections to the other HafenCity neighborhoods, with Rothenburgsort, City Süd and its newly developing cultural activities, as well as with the Hamburg “museum mile.” At the same time, the presence of older warehouse buildings will help to establish a spatial urban identity.

Here, the conventional HafenCity development process has been turned on its head, since, instead of an urban concept being the objective of development, the process strategy is focused on finding new uses and a conceptual design for the inventory of existing buildings. Additional stories will be built on top of the mostly single-story sheds and then a gradual development of the site will be considered. The plots will not be sold, but remain the permanent property of the Special Fund for City and Port (HafenCity Hamburg GmbH) so as to retain control for Hamburg over the development.

Lengthy storage buildings and multi-story frontage buildings are the main features of Oberhafen neighborhood at the moment. The sheds and office spaces, primarily used by rail operator Deutsche Bahn, comprise around 21,000 m² gross floor area (GFA). Converting these buildings into creative and cultural spaces will lend them a very public character. Change of use permits will be needed, however, if homes are to be integrated, as the buildings were not previously used as places of work or for housing. The project will also involve considerable expense on modernization, as well as measures to include the area in the flood-protection zone.

In the medium term, new-builds will be added to the existing buildings. Private or cooperative investment in new low-budget buildings could be possible if the buildings are used for cultural and creative purposes and are subject to affordable rents.

Both new and old buildings are to be made available to their users at reasonable prices. The mix of old and new could create around 1,500 jobs in Oberhafen neighborhood. The majority of the existing sites in Oberhafen are leased for logistics activities until the end of 2013. In addition the whole area is designated as a railroad depot until 2014/15. This means that, after its release from railroad use, the new quarter cannot be intensively developed and adopted for new uses until 2015.

A few small uses already fit into the category of “creative industry”, potentially forming the basis for a permanent creative milieu in Oberhafen that could later spill over into the Central Wholesale Market site to the east. In the meantime, additional creative and cultural uses are to be established, at least partially.

A detailed concept for the project will be worked out through an intense dialogue over the next few years, to be based on a development time-frame of around 15 years. Throughout the development phase, HafenCity Hamburg GmbH will be cooperating closely with Hamburg Kreativ GmbH. The latter was founded in March 2010 to promote the young art and cultural landscape and is based in the new Elltorquartier. At the same time, energetic exchanges of ideas are taking place with creative enterprises and many other creative individuals. A kick-off symposium at the end of March 2011 will provide the first impetuses. International case studies are expected to provide pointers as to how to set up a strategic concept and structure the development of the area to the needs of creative individuals and the creative industry. What contributions can urban development and individuals make? These and other issues will be discussed at the conference.

To be organized by HafenCity Hamburg GmbH, Kampnagel and Hamburg Kreativ GmbH, it will be followed by other events and discussions.

Despite the fact that creative and cultural uses will clearly dominate in Oberhafen, the neighborhood also offers opportunities for a range of sport and leisure activities to take place in undeveloped areas. The revised Masterplan foresees using these spaces for sports facilities that could not be fitted into Lohsepark because of the Hanover Railroad Station memorial.

Instead, extensive facilities for all kinds of sports will be developed on the site of former rail tracks from 2014/15, including a football ground by the waterside. The new recreational options will be available to all residents, employees and visitors to HafenCity and to sports clubs. The second primary and secondary schools planned for the southeastern frontage of Lohsepark will also be able to make use of these fields for school sports.

A new tunnel will make the neighborhood more quickly accessible from 2015, at the earliest. The tunnel, leading under the rail embankment, will open up directly in front of the northeast exit of the new HafenCity University subway station, connecting users in Oberhafen neighborhood directly with the U4 line.
ELBBRÜCKEN

A Metropolitan Business and Residential Neighborhood with View

Towers up to 150 meters high will stand at HafenCity’s eastern entrance, Elbbrücken quarter. A new urban concept, closeness to the water and green Entenwerder Island also make the neighborhood a very attractive place to live.

Elbbrücken quarter will be HafenCity’s second urban center after Übersee-quarter – but completely different. In future this business and residential location will be densely built with spectacular high-rises, water surfaces on three sides and a large central plaza by the water. Chicago Square. Offering 548,000 m² gross floor area (GFA), Elbbrücken will be larger than the whole of Berlin’s Potsdamer Platz. To allow the metropolitan qualities of this neighborhood to develop fully, space will have to be created on two levels: upwards and on the ground.

Urban density of an intensity new to Hamburg will be achieved through construction of high or very high structures in a variety of building types. Right next to the Elbbrücken bridges, three striking towers containing 30 to 40 stories each will stand at the easternmost end of the neighborhood, while along Versmannstrasse, several elongated block structures 6 to 7 stories high will be built. Fourteen-story stand-alone towers will form an architectural setting between the Freihafen bridge crossing the Elbe and the rail tracks. Consequently, a location for significant companies will be delineated in a quality and form that Hamburg has so far lacked. Buildings as high as this in other areas of Hamburg would detract from the inner city’s well-known skyline of church spires, but here, heights of 150 meters or more will harmonize well with it. The Elbbrücken Center will be visible from a great distance. The tower ensemble will be an urban highlight, forming an imposing entrée to HafenCity as well as Hamburg’s inner city – and representing an extraordinary corporate location.

But smaller and growing businesses will also benefit by moving into Elbbrücken. The broad spectrum of properties for service businesses, of the most varied typologies, offers dynamically growing companies ideal surroundings in which to develop, in a very accessible location.

Even the 2000 version of the Masterplan saw Elbbrücken as a city neighborhood with the character of a center with many high-rise buildings. The revision of the Masterplan has invested the neighborhood with new potential in urban planning terms. The eastern end of Baakenhafen harbor basin will be partly filled in, which will allow buildings to be erected in a double row. The higher industrial buildings will serve to protect residential buildings behind. Despite the volume of traffic crossing bridges and using Versmannstrasse, this will create a noise-protected zone around Chicago Square, ideal for homes. Almost 1,000 very high quality apartments can be built there. The fine-grained mix typical of Übersee-quarter will not be so prevalent in Elbbrücken. Residential and office uses will be right next-door to each other, however, thanks to the dense, staggered arrangement of the buildings. Retail, catering and particularly hotel uses will dominate more the further east one goes.

Up to now, Chicago Square only existed as an abstract concept. But now it has at least been defined as a new urban center, for Elbbrücken neighborhood at least. It will be built into the water in Baakenhafen harbor basin and bordered by buildings on three sides, creating space for a class public center. Like the squares laid out in western HafenCity, Chicago Square will extend toward the water on a variety of levels. The surrounding buildings will house many cafés, restaurants, bars and shops on their ground floors.

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The landscaping of the harbor basin itself has also been thoroughly reworked. In place of a marina, the eastern part of Baakenhafen harbor basin will contain a basin independent of tidal range. This 7.6 hectare water basin looks like an artificial lake. Users of the neighborhood will experience a special quality of proximity to the water for HafenCity that is more intensive than with tidal waters. The embankment along the basin will also serve as a bridge for pedestrians and cyclists, simultaneously contributing to the integration of the quarter. An additional footbridge east of the Elbbrücken Center bridges will connect the neighborhood with Entenwerder Elbpark. The link will carry the European Elbe cycling route along the riverbank to HafenCity and northwards past Lahepark through the Speicherstadt.

To ensure that Elbbrücken functions as an urban business and residential quarter in accessibility terms, the U4 subway will be extended from the west, at least as far as this, initially underground, then above ground. The Elbbrücken subway station is to be located north of the Elbbrücken bridges, where it can eventually be linked up to the rapid transit system (S-Bahn). One challenge to be surmounted is how to link Elbbrücken Center with the Chicago Square area, since the rail tracks form a strong barrier in the neighborhood. A lot more thought needs to go into deciding on the most suitable crossings. Urban planning development for the neighborhood should get under way at the conclusion of construction works in Baakenhafen quarter from 2015/16 to 2025.

Different perspectives of Elbbrücken quarter: the embankments are partly overgrown, just a few existing buildings can be found in this area.

Skyscrapers, water on three sides and the expansive new Chicago Square are the essential elements of this future location for business and homes. The metropolitan heart of eastern HafenCity will create space in two dimensions: both upwards and at ground level.
CULTURAL HIGHLIGHTS

Curtain Up: HafenCity as a Stage for Art and Culture

Art and artists are discovering HafenCity and being supported in many different ways. Projects of all kinds are being developed, small and large scale. Institutions with international appeal are emerging at prominent places in HafenCity. Culture is not just consumed here – HafenCity has become a place of inspiration for a variety of cultural and artistic ventures.

Until 2003 the current area of HafenCity was a big blank spot on Hamburg’s cultural map because free-port status and the Harbor Development Act prohibited any type of usage that was unrelated to port activities. Therefore, art and culture could not gradually “trickle” into the port district as was certainly the case in comparable cities. But development of HafenCity did finally open up this area at the heart of Hamburg to cultural uses. Nowadays cultural and artistic uses are a driving force in the area’s development, adding an extra dimension to its attractions.

The decision to maintain structures typical of a port where possible predestined the area for culture: historic harbor basins and quay walls, cranes and warehouses were restored and are now used to emphasize the cultural-historic heritage of the place.

Totally new settings for art and culture are being created all over HafenCity – and by no means only large, cultural institutions such as the Elbphilharmonie Concert Hall, the International Maritime Museum Hamburg or the Science Center. HafenCity is already a venue for numerous cultural and artistic activities. While initially mainly cleared sites were made available for temporary use, a permanent arts and creative quarter is to be developed on the southern bank of Oberhafen from the end of 2014. The requirements of culture and the arts are also always taken into account in the design of parks, promenades and squares.

COLORFUL CULTURE SCENE WITH NUMEROUS ACTORS

The fledgling artistic and cultural landscape of HafenCity still needs special support. This has led to important cooperation and organizational structures evolving over time. Apart from pivotal individual initiatives, such as Musical LandArt, it was the first artists’ competition 2004/2005, the fruit of cooperation between the Hamburg Cultural Foundation, Körber Foundation and HafenCity Hamburg GmbH, that really launched cultural activities in this new part of town.

This was followed by theater performances under the same cooperation umbrella, including specially conceived summer programs by Thalia Theater. At the beginning of 2010, the cooperation partners reoriented their principles in line with the advanced state of cultural development in HafenCity and extended the partnership for another three years. In the process, new avenues were opened up. In cooperation with Kampnagel, Kunsthalle and Deichtorhallen, several new art projects are to be initiated in 2011 which share a common approach: the focus will be on the possibilities of social coexistence and the newly constituted urban public sphere in HafenCity. Thus, for example, the whole summer long Strandkai will boast a public swimming pool, Hafenbad, constructed out of two cargo containers welded together. Residents, visitors and tourists alike will be invited to swim and enjoy a variety of parallel events and in the meantime, many other Hamburg cultural institutions are getting involved in HafenCity: e.g. in late summer 2009, artists’ initiatives from all over the world gathered for the subvision, off-art festival. HafenCity is on the map for many recurrent festivals or other cultural annual events as a venue or performance location. These include Summer on the Magellan Terraces, with open-air tango, jazz and children’s theater; this popular series of events will be extended to several other locations in 2011 under the name “Summer in the HafenCity.” Also attractive are the parallel to these events, permanent privately supported projects – such as the Prototyp automobile museum – have been set up too: In the listed building of the Unilever building have been the venue for Hamburg’s first regular design market since August 2010. On Saturdays the Der Dieën Markt is the place to buy or just admire ideas and products from various design disciplines.

Finally the open-air spaces around the Körber tower literary festival; the following Schleswig-Holstein Music Festival, Hamburg Architecture Summer, and the Long Night of the Museums. New on the scene since 2009 is the Harbour Front Literary Festival, the following year the Elbjazz music festival, well known beyond Hamburg, made its debut. Finally the open-air spaces around the Unilever building have been the venue for Hamburg’s first regular design market since August 2010. On Saturdays the Der Dieën Markt is the place to buy or just admire ideas and products from various design disciplines.

Parallel to these events, permanent privately supported projects – such as the Prototyp automobile museum – have been set up too. In the listed building of the Harburger Gummi-Kamm-Compagnie, a factory that once produced rubber articles and combs, a collection of historic racing and sports cars is on show. Local residents are also becoming increasingly culturally active, founding the Kunstkompanie HafenCity society to support the arts, organizing staircase concerts and a temporary floating sculpture in Grasbrook harbor basin.

The various actors and events are mainly directed by the Cultural Coordination Committee of HafenCity, set up in May 2005 by the Ministry of Culture, Sports and Media. Since then HafenCity Hamburg GmbH representatives have met regularly with experts from the performing and visual arts, classical and pop music, club culture and literature. All members return to their respective scenes full of the ideas they have discussed, thus drawing the competence of their networks into the debate. But the coordinating circle also develops concepts, assuming a share of the responsibility for shaping cultural life in HafenCity.

Art and culture in HafenCity is therefore not simply consumed by its residents, visitors and tourists, but is also produced here. HafenCity serves them as an inspiration – a place between water and air, between the complete and incomplete, between new and old. In future, Oberhafen neighborhood will also be a moving force. This area, planned for creative and cultural uses, expands Elbtorquartier, already developing into a focus for knowledge, into western HafenCity. The conventional development pattern in HafenCity will be turned on its head in Oberhafenquartier. Here plots of land will not be sold, but remain special assets of the City of Hamburg: the springboard for development will be the inventory of existing buildings.

Tango dancers take to the floor in the regular summer events taking place in HafenCity.

Whether for theater, inspiring literature evenings or open-air concerts, residents and visitors alike are attracted to HafenCity’s many cultural events.
CULTURAL HIGHLIGHTS

HafenCity and the Speicherstadt.

Wilhelm Emil Meerwein, Bernhard Hans

warehouse dating from 1879 (architects:

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INTERNATIONAL MARITIME

MUSEUM HAMBURG

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From the summer of 2005, architect

Mirjana Markovic had extensively reno-

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multitude of nautical devices, paintings

and drawings. Kaispeicher B and its adja-
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and a library, including an archive.

ELBPHILHARMONIE

CONCERT HALL

The Elbphilharmonie Concert Hall will

be an incomparable landmark for Ham-
burg. Swiss star architects Herzog & de

Meuron are now erecting a spectacular

concert venue within the walls of mighty

Kaispeicher A, a cocoa warehouse built

between 1963 and 1966 to plans by archi-
tect Werner Kallmorgen.

Although the core of this striking struc-
ture was completely removed, its cubic

shape and brick façades remain intact.

Thus, a worldwide unique architectonic

hybrid is emerging, which will also house a

five-star hotel and 45 apartments.

The former warehouse building is

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bor, HafenCity, the River Elbe and the city

will take shape at a height of 72 meters on

the brick building below the new glass

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Two thirds of the gutted warehouse will

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The Elbphilharmonie will be ready in 2015,

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ring, will be located right next to the River

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port as well as the city, symbolizing a gate

into the world of knowledge.

Its exhibition concept resembles a sci-

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The next steps to finance and realize the

23,000 m² gross floor area (GFA) project

are already under way on the financing

side, the Überseequartier consortium is

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private uses of the building. Significant

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topics of society at first hand. It is still to

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is complete.

Creative and cultural uses are already

established on the doorstep of the nearby

historic Speicherstadt warehouse district,

which houses several museums describ-
ing the past of this listed ensemble. Now

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City-center Life: HafenCity as a Place of Neighborly Coexistence

For many decades Hamburg city was completely dominated by office and retail uses. Now HafenCity, with its future population of some 12,000 residents, is reinforcing the “living” aspects of city-center life. This opens up a whole new world of opportunities for creating a lively and pleasant inner-city core – in which urbanity and neighborly coexistence complement each other.

The variety of housing in HafenCity is exceptional: apartments to rent or to buy are available in different price brackets, homes are being built by building cooperatives and joint building ventures, and there are even special facilities on offer, for example for musicians, designers or seniors. The first subsidized rental apartments will be built in Am Lohsepark. Throughout HafenCity, the spectrum of concepts, prices and architectural styles available motivates people of all ages and from the most diverse backgrounds to get interested in HafenCity. Even though special factors in HafenCity, such as flood protection, foundations of buildings and high ecological standards, mean that rentals run at 2-3 euros per square meter more than comparable new-builds nearer the city center core, living in HafenCity is attractive to wide-ranging social groups. This is mirrored in the residential structure so far. Many families made the decision to move into the new district at an early stage of HafenCity’s development. They appreciate particularly the opportunity to be able to combine family and job easily and flexibly from a base in HafenCity. Here it is not just the availability of jobs, but also the high-quality child care that has been available at least since the Katharinen primary school and kindergarten opened in 2009. Twelve percent of HafenCity households include children, a proportion in line with other inner-city districts such as Winterhude or Eimsbüttel. It is likely that demand from families will increase further. To meet that potential need, at least one more secondary school and a primary school will be built in eastern HafenCity, in addition to day-care centers near residential clusters.

Another strongly represented group of residents are couples aged 50+, who want a change after their children have moved out. They tend then to look for a new home, usually smaller, but situated in stimulating surroundings. Their high degree of mobility also means that access to a railroad station, airport and fast roads is indispensable, too.

Then come young, career-driven couples and single people who are attracted by the new district’s prestige waterfront position, housing with lots of potential for creating individual homes, and of course the central location of this new part of town. Their direct neighbors could be retired people who have specifically pinpointed HafenCity as their retirement base. Retirees explicitly combine their move with the wish to open a new (residential) chapter in their lives, which is why they have chosen a place where attractive activities, such as culture and events, are just around the corner, adding up to a socially alive environment.

For many residents it is exactly this community of people of all ages with such different lifestyles that makes HafenCity so exciting. Yet many other aspects also bond residents, such as identification with the area’s orientation toward the river and the port, desire for an urban context to live in, or the wish to be part of a new venture and to become active in shaping it.

This prevailing positive mood has led to rapid development of contacts between neighbors in the first completed quarter, Am Sandtorkai/Dalmannkie. A flurry of communication channels and networks has been set up, such as the digital residents’ forum hafenCityleben.de, or the HafenCity-Zeitung, a paper started by one of the locals on his own initiative (www.hafencitynews.de), regular local get-togethers, special occasions such as a flea market or a summer fête, and a series of courtyard parties. Sport is not neglected either: Störtebeker SV sports club offers a wide range of activities, while culture-vultures enjoy events such as staiwel concerts organized by Kunstcompanion HafenCity e.V. Parents who decided the Treasure Island playground needed a play house got together and made it happen. In future, three play and community buildings, offering their facilities for everything from play to discussions through to parties, will be an important addition.

Many residents therefore already experience HafenCity as a place which offers them a lot of added value compared to the areas they lived in before. Identification with the new district is actively promoted by HafenCity Hamburg GmbH, which encourages such initiatives and seeks intensive dialog with residents, both through direct contact and through regular information and discussion forums. Intensive communication of this kind is in line with the very interesting, but also very demanding, residential circumstances offered by the new city district, whose success should not be taken for granted. HafenCity Hamburg GmbH regards it as a responsibility not only to establish a mix of diverse uses, but to make sure that these different components actually gel, and to help maintain a careful equilibrium.

One initiative to encourage even greater responsibility was the founding of Netzwerk HafenCity e.V. in October 2009. Many questions that affect everyday life are discussed – and solutions found if possible. Interest groups have been set up, for example to look at the traffic situation around the Elbphilharmonie Concert Hall, to try and make HafenCity more hospitable as a habitat for animals, and to deal with issues impinging on the social structure of the new city district. The network is explicit that it is not a vehicle for realizing the specific interests of individuals, but for finding cooperative solutions between those involved. In addition, it has already become thoroughly involved in initiating events and festivities, such as exchange visits taking place between residents of HafenCity and Rothenburgsort. In these ways, the network is making a real contribution to intensifying neighborly coexistence in HafenCity and beyond.
PUBLIC URBAN SPACES

The City of Plazas, Parks and Promenades

The new neighborhood enriches Hamburg with exciting, new urban spaces beside – and even on – the water.

It is probably more than coincidence that two of the three major international competitions to landscape open space were decided so far were won by architectural firms from Barcelona: the importance HafenCity attaches to urban open spaces usually applies only in a few, generally southern, European cities. For in the new district, squares, promenades and parks not only serve as a thread linking various forms of architecture and uses, as well as public places, but also as distinguishing features in their own right.

The significance of these urban open spaces for HafenCity is clear from just a few key figures: 22 percent of its land area is to be developed as open space. The green and leafy character of HafenCity has been intensified once more through the Masterplan revision for the eastern neighborhoods and the result of the third major open space competition for Lohsepark. The total area of open space in HafenCity increases from 24 to 27 hectares (excluding private publicly accessible areas), the shoreline extends from nearly 10 to 10.5 kilometers, while the 34 hectares of water surface (excluding the River Elbe) will also be configured and usable. Architectural firm EMBT Arquitectes Associates designed the largely completed urban spaces in the western section of HafenCity, an elaborate and ethereal interplay between water and land; severe forms typical of a port contrast with airy Mediterranean influences.

Two large terrace ensembles were created at the heads of the Sandtorhafen and Grasbrookhafen harbor basins. The Magellan Terraces (5,600 m²), completed in 2005, cascade down to the water on several levels. The rather hard surfaces of this amphitheater-like plaza emphasize its urban character. From here the gaze sweeps across to the Traditional Ship Harbor in Sandtorhafen, opened in 2008; this 5,800 m² floating promenade rises and falls with the tide, providing permanent moorings for up to 30 historic watercraft. With the completion of HafenCity’s first planted park in 2010, the 6,000 m² Sandtorpark in the ubiquitous quarter nearby, this open space ensemble is now entire. The Marco Polo Terraces (7,800 m²) opened in 2007. Grass islands, wooden decks and trees, break them down into smaller sections, so that they appear more sheltered, green and soft. In Grasbrookhafen harbor, another pleasure-craft marina is scheduled for construction in 2012. Promenades link together this variety of urban spaces. From Sandtorhafen promenade, for instance, walkers or cyclists can reach Kaiserkai promenade via Magellan Terraces; it leads past three historic port cranes to the forecourt of the Elbphilharmonie Concert Hall, merging into Dalmannkai promenade. Here the Dalmannkai steps drop down in green, tree-lined steps to Grasbrookhafen. Vasco da Gama Plaza, also alongside the promenade, with its basketball field and outside eating areas, is a popular meeting place. South of the Marco Polo Terraces strollers reach the new Elbterrassen steps, after passing through Grosser Grasbrook’s open spaces and the publicly accessible mall in Unilever House.

Architect Beth Gali and her firm BB + CG arquitectes won the competition for landscaping central HafenCity – Überseequartier and Magdeburger Hafen harbor in other words. The firm’s choice of materials for its first plaza design (completed 2008) in front of the International Maritime Museum Hamburg at Kaispeicher B references the brick architecture of the old ware-
PUBLIC URBAN SPACES

By fall an attractive promenade will be ready, with a spacious flight of steps inviting people to change levels. They can then reach the new Spiegel publishing house on foot from there, as well as a funnel-shaped plaza with views of Ericus canal and Oberhafen harbor basin. But green spaces also embellish the built environment. In the west, Sandtorpark, with mounds, trees and a grassy play area, is the urban planning element unifying a variety of uses, since the materials and ground surface design of the Magellan Terraces is also continued around the open space surrounding the park as well as neighboring buildings. The green area, usable from April 2011, thus unites the atmosphere of a maritime port with metropolitan flair. The 850 m² Treasure Island playground close by at Viewpoint has been populated by children since 2008, as soon as Grasbrookpark is ready in 2013, it will be replaced by a new and significantly larger play area there. Lohsepark will be the largest contiguous green area in HafenCity, covering four hectares stretching from the Ericus canal down to the River Elbe. This “Central Park”, designed by Vogt Landschaftsarchitekten AG (Zurich), will run like a wide green ribbon from waterfront to waterfront; parts of the park will be ready in 2013, the remainder from 2018. Wide-ranging grassy areas, more than 500 newly planted trees and terraces lining the side interfaces with surrounding streets will structure the Lohsepark open space. An integrated memorial remembers the Jewish, Sinti and Roma people deported from Hanover railroad station formerly on this site (see p. 29 ff). The park will join up with a 30-meter wide promenade by the River Elbe, which will eventually lead walkers as far as Entenwerder island. In addition, in Baakenhafen the harbor basin will boast a 15-hectare artificial play and leisure island. A competition to landscape the open space here will be held in 2013.

In Überseequartier, tolerance of political advertising, demonstrations or begging, as well as artistic and cultural activities, such as musical performances in private areas between buildings, remains passable to pedestrians or cyclists – and that the neighborhood is crisscrossed by a dense network of such paths and well-connected leisure areas.

The design of private areas of this kind accessible to the general public usually echoes that of neighboring public spaces. In Überseequartier, tolerance of political advertising, demonstrations or begging, as well as artistic and cultural activities, such as musical performances in private areas, is set down in the register of real estate. Despite the preponderance of private real estate owners then, Überseequartier remains a very public space.
In a place where industry and port uses dominated the cityscape for more than a century, construction of a new city district is growing space. It will provide homes and workplaces, cultural and recreational opportunities, as well as high-quality public spaces. Hamburg is no longer growing on its greenfield periphery, as was the case in the 1980s and 1990s. Instead old areas of the port are being upgraded – and the city is being expanded by 40 percent. Overall, HafenCity is being densely built. The floor space index (FSI) ranges from 3.4 to 5.2 in the various neighborhoods. This density reveals an efficient utilization of land that, thanks to the waterside location, is tolerable despite the high proportion of residential use. In contaminated places such as the site of the old gasworks, the soil was removed in an elaborate process. This considerably enhances the ecological value of this old industrial area – surface sealing of soil has also been reduced significantly. Plazas, promenades and parks are now taking shape on a total area of approximately 27 hectares. Intensive use has been made of the ground as a resource: HafenCity will not have a single parking garage above ground – apart from parking in the Elbphilharmonie Concert Hall – because of the generous space in underground garages in the plinths of buildings. Parking above ground is strictly limited in general. In any event, as HafenCity development is so very central, it can also be reached very easily without a car. The two stops of the new U4 subway line guarantee excellent connections to local public transport services. And cyclists and pedestrians can cover the route between the new city district and existing city center in minutes.

Once inside HafenCity, the fine-grained mix of work, retail, gastronomic or residential uses ensures short distances to almost everywhere – covered quickly by a close-knit network of foot and bicycle paths. Pedestrians have two and a half times as many kilometers of pathway at their disposal as motorists – sidewalks running on both sides of roads are only counted once. The density of footpaths is thus double that in the similarly densely built, late 19th century district of Eimsbüttel, for instance. Seventy percent of foot and cycling paths run separated from motorized traffic on promenades, piers and squares; 30 percent run beside water. And since HafenCity has scarcely any extended blocks of buildings, pedestrians and cyclists seldom have to take a long way round. Thoroughfares between many free-standing buildings are also available. Most public rights of way here guarantee accessibility indefinitely.

Twenty-four red bicycles stand ready for use outside the Unilever building on Stranakai, supplied by the new Hamburg city bike rental system StadtRad; the next two StadtRad hire points will be in place by summer 2011, with others planned. Low car ownership will also be promoted in eastern HafenCity, e.g. through intelligent car-sharing systems.

Supply of heat to the new district will be guaranteed by innovative concepts. After a Europe-wide tender procedure, the contract to supply heat to western HafenCity was awarded to energy supplier Vattenfall in 2003: an upper emission limit value of 175 grams of carbon dioxide per kilowatt hour (g/kWh) will not be exceeded. Compared with gas-powered heating units in individual buildings, this amounts to a reduction of 27 percent. All buildings in western HafenCity are connected to district heating networks for this purpose. In combination with decentralized heat generated by fuel-cell technology and solar thermal energy, this produces a very efficient blend of energy – geothermal plants are used in individual cases.

Heat supply for HafenCity’s eastern section will see CO₂ emission limits reduced even more significantly to just 89 g/kWh. After tenders had been invited from all external providers, Vattenfall was selected as leading supplier in December 2006.
Sustainability

HafenCity includes an unusually high proportion of squares, promenades and parks. The densely built environment makes effective use of ground as a resource, simultaneously reducing the amount of surface sealing.

Particular consideration of health and well-being belong to the fourth category. Decisive factors here are parameters such as comfortable room temperature, non-allergenic fixtures and fittings, reverberation and sound insulation. Revision of the criteria also means that users now have even greater influence on glare protection and air circulation in automatically air-conditioned spaces. Completely barrier-free mobility constitutes the fifth category. Buildings should be easily accessible for people with limited mobility. Washrooms, for example, should provide plenty of space. Sustainably building facility operations, including low maintenance and the use of durable materials, are also part of this category. A monitoring certificate showing actual energy consumption has to be provided in the building’s first two years of operation.

The Ecolabel has very quickly proven a huge success: within three years, preliminary certification was awarded for 10,000 m² at the rigorous gold standard, buildings include Katharinenhochschule primary, the UniLever building, the new Spiegel group publishing building, the new HafenCity University building, the Commercial Center building at Sandtorpark, the NIDUS joint venture building as well as an ensemble in Elbtorquartier to be occupied, among others, by Greenpeace Deutschland and the design center designtop. In addition, certification is planned for another 163,000 m² GFA (status: spring 2011). Other buildings will quickly follow because tender invitations now increasingly include the requirement that building projects should meet the stringent standards of the gold Ecolabel – and tenants increasingly insist on them. In eastern HafenCity the aim is to reach a level of more than 50 percent gold certification for residential buildings and at least 30 percent for other buildings, although the actual level achieved is expected to be a lot higher: in future, the gold standard Ecolabel will be mandatory for buildings which include residential use. Thus it is clear that, although sustainability in HafenCity is a timeless concept, the criteria will be continually scrutinized and developed to achieve the most effective possible results. The new Sustainability Pavilion on the embankment of Magdeburger Hafen harbor basin provides a good impression of this. In the year in which Hamburg holds the title “European Green Capital”, a compact exhibition, covering 130 m², describes the ecological emphasis of HafenCity’s urban development.
New Infrastructure – Basis of the Urban Development

HafenCity’s backbone is its new infrastructure: in building it, however, the area’s proximity to water, ground conditions and flood risks present particular challenges.

Large urban development projects that evolve from land use conversions are faced with the management of major land development activities (e.g. demolition of unusable buildings or decontamination of soil) and tremendous infrastructural tasks. The prerequisites for any new uses with increased urban density. This includes building new roads and high-capacity water, sewerage, power supply, district heating and communication networks.

In the case of HafenCity, a number of other site-specific infrastructural requirements have to be fulfilled. The HafenCity site is an island indented by several harbor basins in the River Elbe. The prerequisites for intensive and urban use are therefore internal and external links and integration.

Other issues to be taken into account include the east-west orientation of the Speicherstadt’s historic warehouses, acting like a barrier between HafenCity and the city center, as well as waterways extending in an east-west direction. These meant, for instance, that efficient public transport connections would only work well via subway. Furthermore, the whole of HafenCity is, or rather was, situated outside Hamburg’s dike line on low-lying land 4 to 5.5 meters above sea level, which means that it is subject to occasional flooding and that extra protection is required.

And finally, HafenCity not only includes a 3.3 km stretch of Elbe riverbank or shoreline, it is an integrated landscape of water and harbor basins where water meets land on a total 10.5 kilometer contact area. It even has navigable stretches of water suitable for ocean-going vessels, and correspondingly deep quay walls. All in all, the development of HafenCity’s infrastructure is a particularly complex and financially demanding task, which also has to be partially carried out in parallel with a multitude of construction activities by private investors.

The HafenCity area shows ample evidence of its past as an industrial and port district. The extension of the modern port facilities that began in 1862 gave this area its signature appearance which largely remains – harbor basins, quays and several existing revitalized historical buildings – constitute HafenCity’s typical character today.

In many places, Am Sandtorkai/Dalmannkai, for instance, historic structures have been destroyed many of HafenCity’s buildings – constitute HafenCity’s typical character today. In many places, Am Sandtorkai/Dalmannkai, for instance, historic structures could be partially conserved. New quay walls were built in sections where the old substance was too damaged or previously did not exist. The area’s industrial uses left traces: highly contaminated ground on a number of sites had to be cleaned.

Flood protection was, and remains, an important precondition for building HafenCity. There was a conscious decision not to surround it with dikes. Works would have had to be completed prior to realization of the first buildings through out the 16.5-hectare land area of the new district. A speedy start to HafenCity’s development would therefore not have been possible and, at the same time, dike construction would have also generated significant front-end costs. From a built environment standpoint, dikes would have destroyed many of HafenCity’s unique waterfront characteristics.

Instead, new buildings – and streets – are built on elevated mounds: these foundations are 8 meters above mean sea level, protect the development from floods and offer space inside for flood-secure parking garages. In contrast, promenades and certain squares will remain at this area’s current elevation of about 4.5 to 5.5 meters above sea level, therefore attractively preserving their close links to the water.

An additional challenge is the clay soil. Clay, a so-called cohesive soil layer, changes in volume according to humidity, which means it is incapable of bearing heavy weight. This is why all buildings in HafenCity are built on piles. These are usually driven around 30 meters deep into the earth, into ground that can sustain the weight. For road building, on the other hand, structural fill is used to raise
The U4 subway line will connect HafenCity with the central public transport hubs of Jungfernstieg, the central station and Berliner Tor. Regular bus services run by proof road axis via Oberbaumbrücke emergency vehicles. The second flood-proof bridges will be built or older bridges renovated and raised. An exception is the road Am Sandtorkai/western Brooktorkai that runs between HafenCity and Speicherstadt: because of the proximity of the historic Speicherstadt, raising this street over its entire width was not possible or meaningful.

In the seldom and brief case of a storm surge, therefore, new flood-secure accesses to HafenCity are being created. The first one already runs across the Kibbelsteg basins. Under normal circumstances they are an attractive route for pedestrians and cyclists, in flood situations these bridges provide access for emergency vehicles. The second flood-proof road axis via Oberbaumbrücke bridge, Brooktorkai, Shanghaialei and Übersealei is in place, but can be used by public transport in case of flooding. Additional flood-secure connections will be ensured with the two other bridges, Grossmarktbrücke and Freihafenelbbrücke, which both link up with Versmannstrasse. Roads in HafenCity are planned in at an early stage but the realization of road surfaces, pavements, cycling lanes or parking bays only takes place gradually and in close coordination with construction firms. This is why all roads initially get temporary surfaces. The final surface is then laid and finished after completion of the surrounding buildings, together with ancillary surfaces, cycling paths/stripes and tree plantings.

Four road bridges connect HafenCity with the city center core. Am Sandtorkai/Bröoktorkai, a street running east-west, serves as western HafenCity’s central northern access road link. From it, traffic fans out along several south-bound streets, but primarily Shanghaialei and Oskakai. The latter has a double role: it continues across Kornhausbrücke bridge and forms an extension of the so-called “Domplatzachse”. On a boulevard running from the newly laid out St. Annen square, across Kornhausbrücke and Domplaz, traffic fans out directly onto the surrounding buildings, together with ancillary surfaces, cycling paths/strips and tree plantings.

The transport system is thus keeping pace with the development of the district. Planning and realization of these complex infrastructural measures (except on private land) is the responsibility of the developer, HafenCity Hamburg GmbH, owned by the City of Hamburg. Financing of such top-quality, innovative infrastructure services in HafenCity is covered exclusively by sales of land in the planning zone. However, finance for the new U4 subway line, planned and realized by Hamburger Hochbahn AG, comes out of budgetary funds of the Free and Hanseatic City of Hamburg as well as federal subsidies. The cost of external accessibility to HafenCity, the planned reconstruction of Deichtorplatz and other hubs, as well as bridges to be constructed between HafenCity and other city neighborhoods, is also financed out of Hamburg’s state budget.

The needs of pedestrians with limited mobility and cyclists received particular consideration during planning of squares and promenades. Differences in height are bridged by gradually inclining ramps.

Parts of Baakenhafen neighborhood from 2013. This 150 m long Baakenhafenbrücke bridge represents an important milestone on the way to rapid development of eastern HafenCity, where infrastructural connections for housing construction will start in 2011. Medium term this flood-secure link might be continued across the River Elbe to Kleiner Grasbrook.

In addition, numerous pedestrian and cycling routes will be created; two pedestrian bridges are planned across the Baakenhafen basin. A new tunnel will connect Oberhafenquartier and Am Lohsepark neighborhood, which are at present separated by railroad tracks. The tunnel, to run under the railway embankment from 2012 at the earliest, opens directly onto the northeast exit of the HafenCity University subway station. Thus the tunnel offers both a direct connection to the U4 and access to nearby green spaces and highways.

Both existing and planned transport routes will lead to increased noise levels in part of eastern HafenCity. For that reason, non-noise sensitive commercial uses will dominate in east Versmannstrasse, which also acts as a noise buffer for the housing behind it.

HafenCity’s central situation is also an open invitation to dispense with cars: the complex network of footpaths and cycling routes is unusually close-mouthed (see p. 48 ff). No problem for people without their own bicycles: bikes can be rented in front of the Unilever building from the Hamburg Stadtrat hire system for which additional rental points are planned in HafenCity in future. An essential requirement for sustainability in HafenCity, with its dense mix of uses and high level of visitors, is an efficient, close-knit public transport system. Two existing subway stations (U1 and U3) are sited at the interface with the current city center. The new U4 subway, ready by fall 2012, will boast two stations, Überseepark and HafenCity University. The breakthrough for the second tunnel of the future U4 subway line at Jungfernstieg was celebrated at the end of 2010. This means that the basic work for the new line between the city center and HafenCity University is completed. As soon as operation begins, 23,000 people a day are expected to use the line.

Another U4 station is to be built north of the Elbbrücken bridges, where it could also join with the rapid transit (S-Bahn) rail line in the medium term. HafenCity already has good and flexible HVV bus services that are constantly being adapted to match the growth of the new city district. It will also be connected by water in future: from spring 2011 on, the HADAG port ferry service will be calling at the first pier (near the Elbphilharmonie Concert Hall). The transport system is thus keeping pace with the development of the district.
Revision of the Masterplan: Taking the HafenCity Concept Further

Western HafenCity has developed rapidly since approval of the Masterplan in 2000. The east is still an area in the planning phase, for which the Masterplan has now been developed further. Each of the three neighborhoods in the eastern section – whether creative, active, residential and business quarter, or metropolitan center – will have an individual profile.

Yet another milestone in the development of HafenCity is place: the reworking of the Masterplan for the eastern neighborhoods means that conception of the new district through to its most easterly point has for the first time been fully thought through to the end. It’s true that leading-edge development of a European city, combining work, housing, culture, tourism and leisure, has already been in progress on the River Elbe for the past ten years. It is also a fact that the published Masterplan dating from 2000 has proved a fine foundation for ongoing planning and realization. However, the three eastern neighborhoods, Oberhafen, Baakenhafen and Elbbücken, had not been fully worked through in the neighborhoods lack recognizable individual identities and no specific plans had been conceived for their successful urban integration or the degree of density. Adjustments were also necessary to plans for the Am Lohsepark neighborhood, which is to function as a green ‘zipper’ linking central and eastern HafenCity.

Lastly, of course, surrounding conditions have also undergone changes during the past decade. Eastern HafenCity was previously regarded as part of the suburban fringes of Hamburg; yet now – similar to western HafenCity and thanks partly to its new subway connections – it is very much a part of the new inner city core. Hamburg is making its “leap across the Elbe” right now. The Elbe islands to the south are coming up fast, given a boost by ambitious projects such as the international building festival as well as public funds for subsidizing public rental housing. The number of new jobs will not be primarily in offices, but in leisure, retail, catering and hotels. Special uses such as an additional primary and secondary school and child daycare facilities close to housing will also enhance HafenCity’s qualities as a place to live.

The leafy character of the new city district will be intensified. Squares, small and large, and interconnection between them will encourage urban spatial integration. Lohsepark, the “Central Park” of HafenCity, will be extended down to the River Elbe. In the south, an Elbe promenade may motivate people to stroll on to Entenwerder; an island for play and leisure is to be created in Baakenhafen harbor basin. More generous landscaping of open spaces means that the total area of public unbuilt areas throughout HafenCity increases from 24 to 27 hectares (not counting private areas accessible to the public), the water shoreline extends from 10 to 10.5 kilometers in length. The high standards of sustainability set in the western neighborhoods will actually be outdone by the east. This improvement is due to the 2009 commitment to sustainable supply of heat from renewable energy sources as well as the planned high proportion of new buildings qualifying for the HafenCity gold Ecolabel. The extension of the U1 subway line at least as far as Elbbücken station is another important contribution to environmental quality.

Eastern HafenCity will have excellent transport infrastructure. The very quality of the new and existing road links, however, will lead to heightened exposure to traffic noise in some places. For such locations, intelligent urban planning and technical concepts will therefore be applied. Along Versmannstraße – the main traffic artery – mixed use blocks, with their broad backs turned toward the road, will act as sound deflectors for residences. The semi-closed residential ensemble itself will also form inner courtyards, which will ensure sheltered neighborly coexistence. The first buildings in eastern HafenCity can be realized from 2012. The reworking of the Masterplan was introduced and discussed from spring 2010 in a series of public presentations and discussions. In summary, the onward development of the Masterplan was very positively received, although there was some criticism. This centered on the topic of urban density, housing, social mix and traffic. The draft was given one more critical perusal and worked over again after being presented to the Hamburg Senate in spring 2011. The great strength of the Masterplan is that it simply sets out the rudiments for neighborhood development – albeit crucial ones. In a large number of supplementary steps, these basic tenets (such as zoning and infrastructure plans, open space competitions, as well as urban planning and architectural competitions) are then developed further and refined. It is an intensive dialogue, on the basis of which new chapters in the success-story of the western HafenCity neighborhoods will continue to be written right up to Elbbücken.

With the reworking of the Masterplan, eastern HafenCity begins to take shape – continuing the success-story of the western neighborhoods right through to the Elbbücken bridges.