ESSENTIALS QUARTERS PROJECTS
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Large urban development projects demand a high degree of collaboration, as well as the pooling of ideas, conception and realization. In the case of HafenCity, the close linking of public investment (some EUR 2.4 billion, of which EUR 1.5 billion is sourced from land proceeds) with the essential commitment of ample private funds (around EUR 8.5 billion), results in highly complex functions and the need for tight controls. In 1997 management of the development of HafenCity was put into the hands of a port and business development company (GHS) set up for that purpose (but known as HafenCity Hamburg GmbH since 2004). It is responsible for the “special city and port assets fund” which contains sites in HafenCity which are the property of the City of Hamburg. Sales of these assets finance a large proportion of public investment in HafenCity, particularly roads, bridges, squares, parks, quays and promenades.

In addition to its financing responsibilities, HafenCity Hamburg GmbH also clears and prepares sites, plans and builds public spaces and infrastructure, acquires and contracts real estate developers and major users, and is in charge of press and public relations and communication. At the same time HafenCity Hamburg GmbH pioneers new ways forward for urban development relating to urbanity and sustainability in particular. These sustain-ability aspects include heating supply, a home-grown sustainability certification system for buildings, ecological mobility concepts, and also flood protection and the development of an urban structure that is wholly sustainable. For its task of integrated urban development, HafenCity Hamburg GmbH benefits from a wide range of highly professional experts: engineers, town planners, real estate developers, economists, cultural theorists, humanities and social scientists, geographers and open space designers.

High Level of Public Controllability

HafenCity Hamburg GmbH is a wholly owned subsidiary of the Free and Hanseatic City of Hamburg, for which it is developing HafenCity. Public supervision, cooperation, and the division of responsibilities are demanding because of HafenCity’s significance for the overall development of Hamburg, the new urban district was declared a priority area in 2006. For this reason HafenCity development is not supervised by Hamburg-Mitte district authority, but managed at city level. The HafenCity Hamburg GmbH supervisory board – chaired by the first mayor – is made up of members of the city senate. Sales and options (with planning obligations) on land purchases have to be approved by the Land Commission. Planning is processed in the Ministry of Urban Development and Housing by the HafenCity task force and then put before the Commission of Urban Development and for consultation and approval (both bodies consist mainly of parliamentary and local government representatives).

Building permits for HafenCity are handled by the ministry. Juries for urban planning and open space competitions and for competitions for individual buildings comprise representatives of the Ministry of Urban Development and Housing (chief planning officer), the district council, HafenCity Hamburg GmbH and several politicians (from Mitte district or the city parliament) as well as private developers and independent architects.

By concentrating non-official functions in a dedicated development company of its own, Hamburg can ensure the efficiency and quality of the urban development project, yet through intensive division of labor and control also retain a high degree of public accountability.

New Fields of Activity

Today HafenCity Hamburg GmbH has additional new responsibilities. These include managing the development of a 72 ha area known as Billebogen, adjoining HafenCity to the northeast, through a subsidiary company. This site comprises both built and undeveloped areas, including the new intermodal rail station. As well as reinforcing the urban qualities of this inner city entryway crisscrossed by transport routes, it will generate new jobs (many of them in vertically aligned production systems). In parallel, in conjunction with the Ministry of Urban Development and Housing, HafenCity Hamburg GmbH is handling invitations to bid for a master plan and supervision of the implementation of the master plan for Olympic City on Kleiner Grasbrook, an area of around 110 ha. The objective is to realize a highly sustainable yet appealing urban development concept including commercial sites, open space, sports facilities and more than 3,000 residential units for around 18,000 people.

Realization of significant urban development projects such as HafenCity is challenging and complex; it depends on a wide range of factors and the interaction of numerous players. It follows that HafenCity, over time, has evolved concepts of ever increasing breadth and differentiation ranging from major projects for international builders to small-scale local and neighborhood developments. Hamburg now has at its heart therefore an attractive urban area with spillover effects well beyond its boundaries, which continues to strengthen Hamburg’s hand in metropolitan competition, internationally too – and thus lastingly guarantees the city’s resilience and prosperity.

Through the current developments in Überseequartier, Baakenhafen and Elbbrückenquartier, HafenCity has entered a phase in which the substance of the cityscape will be determined as much by major architectural and urban planning decisions as by urbanised neighborhood developments. Thus around Baakenhafen, HafenCity’s largest harbor, the next few years will see the growth of a dense mix of residential and leisure uses, green open spaces and places of work, as well as a school and recreation complex. Enhancing the qualities of the city of Hamburg for housing, living, and work right at its center. Building work began in summer 2015. Meanwhile, as the last building project in the northern part of Überseequartier opposite the Speicherstadt draws to a close, Unibail-Rodamco is continuing to make preparations related to the change of builder and operator for southern Überseequartier. The plans for one of the world’s most ambitious and high quality retail projects – HafenCity’s commercial heart – are being refined and revised, to integrate the new cruise terminal and its hotel building. At the end of 2015 the architecture will be decided, public construction works begin 2017.

Within a time span of four to five years, the central plots with retail, bars and restaurants, entertainment, cruise terminal, hotel and most of the office space should be completed.

Finally, with the urban planning definition and for consultation and approval of the Olympic City across the river from HafenCity on Kleiner Grasbrook, if Hamburg is successful in 2017 in its bid to host the Olympic and Paralympic Games in 2024, once the sportsmen and women will have moved out, the Olympic development will gradually become home to about 18,000 Hamburgers in over 8,000 apartments. It is essential to find a wholly sustainable, yet also sophisticated urban concept whose approach, while considering the Olympic and Paralympic Games as a transitory use – albeit hardly an insignificant one – stems from the genesis of a new urban, sustainable and mixed-use district in the south of Hamburg. The inner city expansion down to the water’s edge realized so successfully through
ABOUT HAFENCITY
The HafenCity Project

Hamburg is growing here: HafenCity – Europe’s largest inner-city development project – is a blueprint for a European city on the waterfront.

Hamburg is setting new standards in developing a new city area along the Elbe – at least in Europe. On an area of 171 ha, a lively city with a maritime air is taking shape, bringing together work-place and residential uses, culture and leisure, tourism and retail facilities – quite unlike downtowns dominated by nothing but offices and shops. What sets it apart from other major urban international development projects on the waterfront is the area’s very central location and the high expectations of quality reflected, for instance, in its fine-grained mix of uses, standards of urbanity and ecological sustainability, and its innovative development process.

The intensive interaction between land and water can also be regarded as unique, for HafenCity is neither surrounded by dikes, nor cut off from the water. With the exception of the quays and promenades, the whole area will be raised to between 8 and 9 m above sea level. The concept of building on artificial compacted mounds (warfts) lends an area once dominated by port and industrial uses a new, characteristic topography, retaining access to the water and the typical port atmosphere, while guaranteeing protection from floods.

DEFINITION OF A BRAND NEW URBAN DISTRICT

The task in hand is to define a new downtown in both urban planning and architectural terms. Since the site of HafenCity was once largely occupied by single-story sheds (which is still the case in Oberhafen-quartier) and few existing buildings could be retained or were worth preserving, HafenCity consists almost exclusively of new buildings. Altogether more than 3.32 million sqm GFA is to be constructed. Nearly 7,000 residential units for over 12,000 residents are being built, as well as business premises offering in excess of 45,000 job opportunities, plus educational institutions, restaurants and bars, retail, cultural and leisure amenities, with parks, plazas and promenades.

The urban planning and architectural reinterpretation of the place, however, centers on established structures. Its milieu is informed by the Speicherstadt, port structures, a few existing buildings and, importantly, its horizontal nature and the visual axes of the inner city. The use of red clinker brick opposite the Speicherstadt and in the center of HafenCity is another defining element.

DEVELOPMENT FROM WEST TO EAST

HafenCity is being developed from west to east and from north to south – 56 projects are completed and another 49 under construction or in the planning stage; deals through sale of land or exclusive options have been closed on around 1.2 million sqm GFA. In the meantime, HafenCity has become established as a popular place to live and work. The new district’s urbanity is already very noticeable in the western neighborhoods. Well over 1,500 living spaces have been completed; more than 500 companies have moved into HafenCity. In 2013 three more major office tenants, BP, Hanjin Shipping and Greenpeace, moved into the area, while the next incomers, Marquard & Bahls, Gebr. Heinemann and Engel & Völkers are either building new premises or enlarging their present ones.

Completed in 2009, Am Sandtorkai/Dalmannkai led the way as the first neighborhood in HafenCity’s development. After considerable delay, the Elbphilharmonie Concert Hall, designed by Herzog & de Meuron, sits atop historic Kaispeicher A. The new Hamburg landmark which accommodates two concert halls
HafenCity is made up of ten very different neighborhoods.

In Elbtorquartier, where the International Maritime Museum opened in 2008 in the historic Kaispeicher B warehouse building and which has been home since 2012 to the Ecumenical Forum, around 2,500 students moved into the new HafenCity University (HCU) building on the Elbe embankment in April 2014. Since August 2013, the U4 subway started regular services to Überseequartier station in the historic Kaispeicher B warehouse – and is popular for corporate premises. The U4 subway started regular services to Überseequartier station in December 2012. The slender Cinnamonom residential tower was finished in summer 2015, while work on converting the former harbor master’s office, Altes Hafenamt, continues until early 2016. At the same time, development of the last unbuilt site in the northern part of the neighborhood between Sandtorkai and Tokostrasse is under way. A breakthrough has occurred in development and realization of the southern section of Überseequartier at the heart of HafenCity. A robust new partner with the necessary financial muscle and strong concepts is lined up for planning, development and operation. By 2021 the site will be transformed into a large open space, with new air-conditioned urban shopping district, protected against the weather, with a mix of other public amenities – including the cruise center and residential uses.

HEADLING FOR NEW SHORES

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The Foundation of HafenCity: the Masterplan

HafenCity is among the most outstanding urban development projects on the water front anywhere. Based on a sophisticated concept, it is expanding the area of Hamburg City by 40 percent. It also has spin-off effects for the existing city center, the whole of the Hanseatic city state with its 1.8 million inhabitants and its surrounding metropolitan region with a population of some five million. Hamburg’s identity as a maritime port city will be underscored in the process and HafenCity itself serve as a blueprint for the development of the European city of the 21st century. It is already regarded as a model for major international urban development projects, although its development time scale continues through to 2025.

NEW CORE INNER CITY GROWS

Development of HafenCity is based essentially on a Masterplan approved by the Hamburg Senate on February 29, 2000, which was developed further for the eastern section of HafenCity after wide-ranging public discussions in 2010. For the previous ten years the Masterplan, with its concept for an urban horizontal and vertical mix of uses and its flexible basic framework of a variety of city quarters, served as a good point of departure for development of old port sites south of the city center. However it initially lacked an adequately detailed planning basis for the three eastern neighborhoods, Oberhafen, Baakenhafen and Elbbrücken.

What is more, circumstances also changed during the first decade. Initially, eastern HafenCity was regarded almost as suburban, yet now – partly due to new subway connections – it can be seen as part of the new city core. Redefinition of the Masterplan was led by HafenCity Hamburg GmbH in conjunction with the Hamburg Urban Development and Housing Ministry as well as the principal authors of the original Masterplan, Kees Christiaanse, with ASTOC. At the same time there was intensive public discussion, with a program of more than 40 events. Since then the reworked draft has been honed increasingly in further phases (urban design competitions, open space competitions, zoning plans and architectural competitions by private building companies).

EASTERN DISTRICTS WITH DISTINCT IDENTITIES

Compared with western and central HafenCity, the three eastern neighborhoods (Oberhafen, Baakenhafen and Elbbrücken) are more isolated and less integrated into the existing city. Their proximity to transport routes also calls for noise protection planning. But this also creates special opportunities to give the eastern neighborhoods their own identities. Am Baakenhafen will be a neighbor- hood focusing on living and for leisure; Oberhafen will become the creative and cultural quarter, and Elbbrücken an urban location for business and housing.

The revision of the Masterplan resulted in a marked increase of usable area throughout HafenCity. Because of the intense building density and thanks to the relocation of businesses formerly situated in the port area, the total area realizable has increased from 1.5 million sqm of gross floor area (GFA) to 2.32 million sqm GFA. Partial infilling of the eastern part of Baakenhafen harbor basin also boosts overall land area from 123 to 127 ha.

MANY MORE HOMES TO BE BUILT

Reworking of the Masterplan also meant that the number of homes that can be built is much higher. A total 3,000 housing units will be created in Baakenhafen and Elbbrücken, raising the total number of homes in HafenCity from 5,500 to 6,000–7,000. Joint building ventures now receive more consideration in site tenders and since 2010 one third of residential space developed is publicly subsidized. Additional primary and secondary schools, as well as several more kindergartens will also enhance HafenCity’s attractions as a place for families to live. The number of potential jobs also rises markedly from 40,000 to 45,000, primarily generated in leisure, retail, catering and hotels.

The leafy character of HafenCity will also be intensified. Squares, small and large, linked together will advance urban spatial integration. Lohsepark, HafenCity’s central public park, extends down to the River Elbe. In the south, an Elbe promenade may encourage people to stroll on to Entenwerder island, and Baakenpark, an artificial green play and leisure peninsula, will enhance Baakenhafen neighborhood. Public open spaces throughout HafenCity now cover an area of more than 38 ha, compared with the initially planned 24 ha (not counting publicly accessible private areas), while the total length of shoreline extends from almost 10 to 10.5 km.

Eastern HafenCity’s excellent transport connections do lead to increased noise exposure in the north and east, however. Intelligent urban planning and technical concepts will be utilized to enhance these locations: the main eastern traffic artery Versmannstrasse will primarily be lined with office buildings turning their broad backs toward the road to provide noise-protected areas to the southern side. The semi-enclosed residential ensembles will also form inner courtyards, providing shelter for neighborly coexistence.

The high ecological standards of the western and central neighborhoods will actually be bettered in the east. As well as establishing an innovative heating energy concept, all buildings will meet the demanding criteria for the gold HafenCity Ecolabel. At the same time, flexible integrated mobility structures will be developed ecologically, with good public subway and bus services, charging infra-structure for electric vehicles, car pools featuring electric mobility, e-bikes, pedelecs and other micro electric vehicles.

The reworking of the Masterplan has thus far become enhanced and reinforced HafenCity’s function as a city. At the same time, the urban development area has been thought through to its easternmost point, to the highest standards.
HAFENCITY
QUARTERS
Fine-grained and Alive: HafenCity’s First Neighborhood

Am Sandtorkai/Dalmannkai was the first quarter to be completed in HafenCity. It opened in 2017, its publicly accessible plaza, at a height of 37 m, has spectacular views of HafenCity and the Elbe. Incidentally, through to its opening, the Elbphilharmonie will be the neighborhood’s only building still under construction. After just under a year of building works, Mahatma Gandhi bridge, which links the Sandtorkai and Am Kaiserkai roads, was largely reopened to pedestrians in June 2015. The new bascule bridge provides a 5 m wide sidewalk for pedestrians, along-side an 8.5 m road width. This allows vehicles ample space to stop briefly to drop or pick up passengers, without interrupting the flow of traffic. At the same time it visibly enhances the attractions of the walk-way running between Landungsbrücken and HafenCity.

Multi-dimensional topography continues on the Magellan and Marco Polo Terraces, the largest squares in the locality and in the whole of HafenCity. Like an amphitheater, the 7,600 sqm of the Magellan Terraces descend in steps to the water. The 7,800 sqm Marco Polo Terraces with their grass islands and wooden decking invite passersby to take a break under the trees. Vasco da Gama Plaza, a smaller neighborhood square nearby, also offers a basketball court. While almost all plazas and promenades throughout western HafenCity were planned by EMBT of Barcelona, landscapeing of basements and promenades on Sandtorkai was designed by BHF Landschaftsarchitekten (Kiel). The architecture reflects the variety of the neighborhood: on Dalmannkai alone, the 15 buildings were planned and built by 27 architects’ offices and 26 building cooperatives and three joint building ventures.

As well as the residents, employees of the approximately 50 businesses also influence the quarter’s atmosphere. Most are modern services businesses in the media and logistics sectors. Residents, office workers and visitors regularly meet in the shops, cafes, restaurants, galleries and bars occupying the almost 6,900 sqm of ground floor space divided among most buildings. It was in this neighborhood. Sandtorkai/Dalmannkai that a major project first succeeded in integrating public amenities into ground floors on a larger scale. The condition in sale contracts and zoning plans requiring 5 m ceilings in ground floors, the reduced prices for ground floor space and the investor’s obligation to seek corresponding users paved the way for a growing vitality that will flourish even more after completion of the Elbphilharmonie. The diversity of caterers and retailers that have already set up shop in the quarter, combined with the various services and cultural uses, offer plenty of choice. Of course the principle of dense mix of uses also presents challenges which demand innovative solutions. Since residents need areas of privacy, building ensembles on southern Dalmannkai are grouped around internal courtyards opening toward the south, allowing unobstructed views of Grasbrookhafen harbor and the river, but which are difficult to see into from the lower-lying promenade. It is not incongruous that the private and public exist side by side in Am Sandtorpark/Dalmannkai – quite to the contrary: their coexistence is a definite sign of quality, both in this neighborhood and the whole of HafenCity.
AM SANDTORPARK / GRASBROOK

Green and Metropolitan at the Same Time

With its two leafy parks, Am Sandtorpark/Grasbrook neighborhood offers residents, employees of surrounding companies and Katharinenschule primary pupils ideal conditions.

Am Sandtorpark/Grasbrook is the second large neighborhood to be all but completed. This area, extending from Sandtorhafen harbor in the west to Überseequartier in the east, with its primary school and family homes around Grasbrook park, is a haven of neighborly life.

The small, yet popular Sandtorpark, around which many of the buildings cluster, is the key local element setting the urban scene. HafenCity’s first park was the key local element setting the urban scene.

In August 2013, the 7,100 sqm Grasbrookpark was also completed. This large grassy play park with many play and recreational features for children and adults is the southern interface with Strandid quarter.

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Corporate Location in the Speicherstadt

Brooktorkai/Ericus' position between the Speicherstadt and existing city center makes it a good corporate location. The Brooktorkai/Ericus neighborhood has a specifically maritime character: it is framed by the historic brick buildings of the Speicherstadt, by Brooktorhafen, and the water passage linking Holländischbrookfleet canal. Characteristic of Brooktorkai is its meandering building structure, punctuated and loosened up by three nine-story towers. The Speicherstadt lends atmosphere visibly: its colors are mirrored in the red-brick facades. Urban planning for Brooktorkai (except Ericusspitze) stemmed from Hamburg architects gmp – Gerkan, Marg and Partner, while the winning architectural concepts for the buildings here came from gmp, as well as Jan Störmer Architekten (Hamburg) and Antonio Citterio and Partners (Milan).

Traffic noise and the narrow layout of the neighborhood means that this quarter unusually has little importance residually. Nonetheless, one of the three towers in the ensemble does have 30 apartments with views of Lohsepark. The move of 1,600 employees of Germanischer Lloyd into their 54,000 sqm GFA Brooktorkai office here in March 2010 was the biggest ever corporate relocation into HafenCity. The move of 1,600 employees of Germanischer Lloyd into their 54,000 sqm GFA Brooktorkai office here in March 2010 was the biggest ever corporate relocation into HafenCity. Right next door, the DNV GL head office in the adjoining meandering structure on Brooktorkai was completed in late summer 2014, a road-crossing-free link now runs from Ericusspitze down to the Elbe, highlighting once again how a network of bridges and promenades forms the backbone of HafenCity’s close-knit pedestrian system.

Major Publishing House Marks Entry to HafenCity

The Spiegel publishing house and Ericus Contor form the central entry to HafenCity; the “window” in the façade seems to make a grand urban gesture. DNV GL has its head office in the adjoining meandering structure on Brooktorkai.

The Speigel publishing house and Ericus Contor (20,000 sqm GFA) with their pale façades and massive shared plinth were planned by Henning Larsen Architects (Copenhagen). The majo r publishing house marks entry to HafenCity.

Changing Levels

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Prime location: Places to Live and Work by the Water

Strandkai offers spectacular views, prime locations for homes and outstanding office buildings such as Unilever headquarters.

Seen from the Elbe bridges, Strandkai Quarter is already a conspicuous part of Hamburg’s city silhouette. Its hybrid perimeter blocks are structured in six to seven-story building ensembles punctuated by high tower tops and individual towers, stand-alone or integrated. These high-points provide spectacular views downstream along the River Elbe, to the south across the port, to the north and west over Grasbrook harbor, HafenCity and the city center. Bög Lindner architects (Hamburg) conceived the urban design framework for the ten building plots. The southeastern end of the neighborhood mainly comprises office space for modern service businesses – most housing on the other hand, is being built at Grasbrookpark, in nearby Überseequartier and on the very exposed tip of the promontory. This is reserved exclusively for living space, apart from ground floors.

OUTSTANDING SUSTAINABILITY

The first building erected to the south of the Marco Polo Terraces is an ensemble by Behnisch Architekten (Stuttgart), consisting of an office building and a residential tower. The 35,000 sqm GFA office building (59) has been in use since summer 2009 by consumer goods group Unilever for the 1,000 employees of its German-speaking markets organization. Hamburg’s 2014 Olympic bid company also moved into the building in 2015. The building’s sustainability credentials are impressive: in 2011 it was the first office building to be awarded the gold HafenCity Ecolabel. The interior of the multi-award-winning Unilever office building features an atrium flooded with natural light, open-plan offices and horizontally staggered work stations. A public urban space with shops runs through the ground floor, linking the Marco Polo Terraces to the newly landscaped Elbe waterfront promenade, where the Elbterrassen steps make the riverfront accessible.

MARCO POLO TOWER WINS REAL ESTATE “OSCAR”

Like the Unilever headquarters building, the Marco Polo Tower (58) next door, with some 60 apartments, has also won multiple 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 Awards. The whole ensemble has become a landmark, with the around 60 m high tower and its staggered stories visible from far away, as striking as the Unilever building with its conspicuous façade.

Adjoining it to the east, Quantum Projektentwicklung GmbH and Engel & Volkers (E&V) Development GmbH started building work in January 2011 on the new E&V corporate headquarters designed by Pritzker award winner Richard Meier (New York). Around half of the up to 21,000 sqm GFA complex (60) is planned for about 100 residences and public amenities. Apartments will be both on the southern side, and in the 15-story tower on the northwest side. The ground floor will contain a public catering area and space for upmarket exhibitions and presentation events. Completion is planned by the end of 2017.

Further to the east, the current Cruise Center HafenCity will be replaced by a new cruise terminal integrated into the emerging southern Überseequartier ensemble. The hotel building will provide some 5,000 sqm of terminal space, as well as a bus station, parking area and taxi stand underground.

LIVING ON THE QUAY POINT

In the area on the exposed point of Strandkai (55-57) west of Unilever House a total of around 500 residences are to be realized, among them many building cooperative and affordable apartments. Perimeter block typologies are planned, to designs by Léon Wohlhage Wernik (Berlin), LRW Architekten und Stadtplaner (Hamburg) and BE Berlin, as well as two residential towers (about 60 m, matching the height of Marco Polo Tower), designed by Ingenhoven Architects (Düsseldorf) and Hadi Teherani Architects (Hamburg). This will lend western Überseequartier at ground floor level, a 1,000 sqm children’s arts center (KinderKulturHaus) will open, along with other cultural uses on nearly 3,000 sqm and shops and catering. An exclusive option on the property was granted in 2013 to Deutsche Immobilien AG and the Lawnetz trust with Aug.Prien Immobili en, HANSA Baugenossenschaft, Gemein nützige Baugenossenschaft Bergedorf-Bille and Bauverein der Elbgemeinden.

Building work starts in 2016, with completion planned for 2019. The front 93 m of the quay point, however, will not be built upon – it will be public space.

Neighborhood Profile

Area: 8.4 ha
Total GFA: 243,000 sqm
Jobs and commercial uses: offices, hotel, retail, catering
Homes: 733
Special institutions: Cruise ship terminal, Children’s arts center
Development timeframe: 2005 to 2020
Überseequartier – Commercial Heart of HafenCity

While the urban qualities of northern Überseequartier continue to unfold, there has been a breakthrough on development and realization of the southern section.

Überseequartier is the growing commercial heart of HafenCity. Eventually around two thousand people will reside in this urban space of some 10.5 ha, which will be the place of work for up to 7,000 more. On any day the neighborhood may play host to 40,000–50,000 potential customers. A sophisticated mix of commercial uses is gradually being realized from north down to south. Already the northern section of the neighborhood, the most densely built space in HafenCity up to now, with a floor-space index (FSI) of more than 5.0, has impressive big-city appeal. Development here will reach successful completion in 2017.

GROWING URBANITY

More than 100,000 sqm of floor space above ground has been realized since 2007. The underlying overall urban planning concept by internationally known architects was based on the urban Masterplan developed by Trojan Trojan + Partner. More than two dozen shops and eating places have opened for business; more than 340 apartments have been built and rented. The 32,600 sqm of office space realized is occupied by such well-known companies as lawyers Esche Schümann Commichau and petroleum multinational BP. In contrast to the tried and trusted shopping formats of Hamburg’s city center with its passageway malls and high-street-format Mönckebergstrasse and Spitalerstrasse, northern Überseequartier with its owner-run boutiques, its post office, drug store and supermarket, gastronomic attractions and handful of specialist shops already has a profile of its own, despite suffering from the delayed development of the southern section.

At the beginning of 2015, a special German real estate investment fund managed for several long-term invested pension funds by Hines Immobilien GmbH acquired most of the completed buildings. Sumatrakontor had already been successfully sold to the Blackstone group.

LAST EMPTY SITES

To the north of the former harbor master’s office (Altes Hafenamt) the elegant Cinnamon 13-story residential tower soars above the other buildings in the neighborhood. Architects Balles + Wilson (Münster) designed the 57 m tower with its ten privately owned apartments, two of which are triplex homes. The ground floor is occupied by publicly accessible amenities.

The extensive structural conversion of Altes Hafenamt itself, developing it into a gastronomic attraction in its own right, will continue until at least early 2016. The project is in the hands of Groß & Partner in partnership with Hamburg hotelier Kai Hollmann. The former harbor master’s
office is set to become a gastronomic attraction in its own right. Hollmann, co-founder of the 23hours hotel group and managing director of the Fortune Hotels group, is both co-owner and future manager of Altes Hafenamt. The interesting mix of uses, encompassing hotel rooms, catering and retail, combined with a classical open-air street market and an unusual residential building, adds urban pep to the whole of northern Überseequartier.

Since late summer 2015, building work has been under way on the last remaining unbuilt site in the northern part of the quarter. Between Sandtorkai and Tokiostrasse (34/15 and 34/16) an unusually sophisticated mix of homes, a hotel and entertainment complex with premium cinema is taking shape. Prime responsibility for its realization is with DC Commercial and DC Residential. Nalbach + Nalbach Architekten GmbH of Berlin is responsible for planning the building site.

After delays to building in southern Überseequartier caused by a combination of the financial crisis and weaknesses in the original concept, the breakthrough for a new start was reached in December 2014 at the conclusion of long negotiations. Unibail-Rodamco is taking on the development, realization and operation of this area, a driver of the urbanity so crucial to HafenCity in its entirety. This was also taken as an opportunity to establish the original concept on a new viable basis for the future, to enhance retailing and make it more effective and attractive; to reduce the proportion of office space in favor of apartments, to integrate the cruise terminal more effectively, and to provide weather and wind protection. Southern Überseequartier will retain its open, urban character nevertheless. At the same time the new waterfront on the River Elbe will be invested with an architecturally striking identity unique ensemble dominated by the cruise terminal, the Waterfront Towers and a new building to be at least 70 m high by the Pritzker prize-winning architect Christian de Portzamparc.

The northern part of Überseequartier already has an impressive metropolitan feel.

The new concept for southern Überseequartier follows on from the original planning both in terms of use and urban structure. However, the new beginning is also being used by introducing new elements to create much better conditions for long-term success in running Überseequartier as the mixed use, commercial heart of HafenCity. A shopping district will come into being that is open and urban, not air-conditioned, but protected from the weather, interlinked with other public amenities as well as residential, office and hotel space. Together with the integration of the new cruise terminal, an overall area will take shape that stands alone in terms of intensity of use and size.

Under the new concept, the overall amount of office space in Überseequartier will be much reduced (from 122,000 sqm to 90,000 sqm GFA), while the proportion of residential accommodation almost doubles (from 48,000 sqm to 97,200 sqm GFA). For the first time, residential space (44,800 sqm) is also planned for the southern area. At the same time, retailing is also increasing to 80,500 sqm GFA. Then there are also sites for cultural and entertainment use (10,000-12,000 sqm), bars and restaurants (6,000 sqm) and a hotel (23,500 sqm). As well as taking over the old consortium’s sites in southern Überseequartier, Unibail-Rodamco is acquiring two further city-owned sites to round out its portfolio.

Through the interplay of the prevailing urban planning framework and Unibail-Rodamco’s special expertise, a few urban planning corrections have come about. New buildings south of the subway are to be better protected against wind by a glass roof and altered positioning. Retail sites will be accommodated on three storeys (the basement, upper ground and first floor) running on two levels. This will help to create an attractive mix of shop sizes and will give scope for more generous window displays. The shopping experience will be improved, while the open thoroughfare between the buildings is maintained.

Where Überseequartier stops at the Elbe, Unibail-Rodamco will also be integrating the cruise terminal spaces into a building that will replace the temporary Cruise Center HafenCity. Plans for this have also been reworked. With around 5,000 sqm GFA (instead of 3,000 sqm), the new cruise center will also be much more efficient and better linked into the surrounding neighborhood. The building will house additional commercial floor space, as well as a hotel, the whole complemented by an underground bus station, parking space and taxi stand. Christian de Portzamparc, a Pritzker Architecture Prize winner, has already produced designs for an office building around 70 m in height at the entrance to Magdeburger Hafen harbor; it will be a landmark element in the overall architectonic composition of Hamburg’s new perimeter on the Elbe.

Re-working of the designs for all the other buildings continued during the course of 2015, and a new land-use plan was also drafted that now forms the basis on which building applications and approvals are granted. Construction should be able to start in 2017. Completion of central areas with retail, catering, entertainment, cruise terminal, hotel and some office space is expected in 2021.

An open, urban shopping district will develop, not air-conditioned but still partly shielded from the weather.

INTERLINKED SHOPPING AREAS

In the future, closer links between established inner city shopping areas and HafenCity are planned. Up to now, continued growth of retailing in Business Improvement Districts (BIDs) has led to better quality and choice, but not yet to the gradual “growing together” of City and HafenCity. Once a powerful magnet like Überseequartier is established, the conditions can be created medium term for encouraging flows of shoppers to develop between Mönckebergstrasse, Spitalerstrasse and HafenCity.
HafenCity’s New Knowledge Quarter

East of Magdeburger Hafen, an interesting knowledge quarter surrounding HafenCity University and the Elbe Arcades has emerged – joining other trend-setting buildings and uses such as the Ecumenical Forum and the Musicians’ House.

A lively and diversified quarter is evolving between Magdeburger Hafen, Brokortshafen and Am Lohsepark neighborhood whose very special atmosphere stems from the new HafenCity University (HCU) with its 2,500 students and various other pioneering undertakings. The urban planning conception for Elbtorquartier picks up on a variety of typologies. While buildings of up to 70 m will be erected in the south, an elongated block structure along Hongkongstrasse.

DISTINCTIVE BRIDGE LINKS WEST AND EAST

From the Speicherstadt, a footway leads over León-Brücke bridge, designed by Austrian architects Dietmar Feichtinger and WTM Engineers of Hamburg, directly into the listed Kaispeicher B warehouse building (40). This is the oldest building in HafenCity, erected in 1879 to designs by Wilhelm Emil Meierwein and Bernhard Hansen, and was thoroughly remodeled to plans by architects MRLV Markovic Ronai Voss. Since summer 2008 it has housed the International Maritime Museum Hamburg.

Following the passage through the museum, the visitor arrives on a forecourt on whose waterfront the first harbor launch landing stage in central HafenCity was opened in summer 2012. Since late summer 2014, the adjoining promenade on the pier in front of the Elbe Arcades along Magdeburger Hafen has led across Buenos Aires quay, past HCU and on into Baakenhafen neighborhood. This means that walkers and cyclists enjoy an unobstructed route from the Elbe embarkment at Baakenhafen, and the inner Alster lake. In the process they will pass over the historic recently renamed Busanbrücke.

An ecologically sustainable “knowledge quarter” is emerging between Magdeburger Hafen to the west, Brokortshafen to the north, Shanghaialle to the east and Baakenhafen to the south.

The Elbe Arcades at Magdeburger Hafen: one of the most innovative and ecological buildings in Europe.
With HafenCity University (here the eastern entrance), HafenCity now has a young and vibrant center for teaching and research at its heart.

This building, too, has an exemplary energy concept, combining high efficiency, low consumption and very high deployment of renewable energies, including geothermal and photovoltaic energy, as well as the wind rotors on the roof. Requirements for electricity and heat (so-called primary energy requirements) currently run at 50 percent below the applicable statutory regulations for energy-efficient buildings.

UNIVERSITY WITH ELBE VIEWS

A key role in the Elbtorquartier knowledge quarter is played by HafenCity University, which opened in April 2014 and is injecting new life into the area. The esthetically convincing newbuild (54) at the entrance to Baakenhafen designed by architects Code Unique (Dresden) opens out simultaneously to the plaza in front of it, to Baakenhafen and to Lohsepark. The overall ecological concept for the building was also pre-certified with the gold HafenCity Ecolabel.

Building works on the Watermark, Freeport and Shipyard building ensemble – ECE of Hamburg’s and Strabag Real Estate’s Intelligent Quarters project – began in January 2015 on a 9,100 sqm site. Designed by Störmer, Murphy and Partners (Hamburg), HafenCity will also have an iconic landmark office tower around 70 m high at the water’s edge (52). The project also embraces two further buildings with space for some 46 apartments and ground-floor public amenities. Combined with HCU they create a public square. Completion is planned for 2017.

ECUMENICAL FORUM NEXT TO MUSICIANS’ HOUSE

Other excellent projects such as the Ecumenical Forum (49a) on Shanghaiallee, opened in summer 2012, lend the quarter social and spiritual character. Nineteen Christian churches support this joint religious project – unique in Germany – with its meeting place and café in the publicly accessible ground floor, and chapel as a haven of tranquility. The upper stories are occupied by the Laurentius convent and an ecumenical residential community. Right next door, the Musicians’ House (48) was successfully completed in fall 2014. Artistic and creative people from 12 nations have the chance to realize their dream of creative interaction and collectively making music within their own partly soundproofed and flexibly usable four walls. Stadthaus hotel (48) will be Europe’s largest inclusive hotel. Forty of the 60 jobs will go to people with a disability. The around 200 rooms and restaurant of the three-star hotel will be particularly attractive to people with reduced mobility. The Jugend hilft Jugend association is managing the project, with financial support from private sources and the City of Hamburg. The architectural competition for the building was won by Huke-Schubert Berge Architekten (Hamburg); however finance has to be secured before construction can begin. Its size is also being reconsidered. Long completed, on the other hand, is the first residential building to be awarded the gold Ecolabel, NIDUS on Shanghaiallee (49).

Elbtorquartier has very good public transport connections. Messberg U1 subway station is to the north, outside HafenCity, while to the south the new U4 subway line began regular services in August 2013 to HafenCity University station, which has won many awards for its lighting concept.
Central Green Urban District Replaces Industrial Pioneers

A historic industrial and railroad site makes way for a family oriented residential neighborhood clustered around Lohsepark, HafenCity’s largest green space.

An attractive urban area is taking shape in central HafenCity with Lohsepark at its center. All its buildings adjoin the green park to the east and west.

On the northern site (70) of around 5,000 sqm, KOS Wulff Immobilien GmbH is building 54 homes plus commercial space and room for health services and offices (some of the homes, built in cooperation with Leben mit Behinderung Hamburg e.V., are designed for residents with physical disabilities), while Otto Wulff Projektentwicklung GmbH is responsible for construction of a child daycare center, in addition to 47 private apartments. Cooperative housing corporation Bergedorf-Bille is also realizing a childcare center and another 58 apartments, some of which are publicly subsidized. There will also be communal spaces for residents to get together. The ground-floor spaces on Shanghaiallee have been occupied since August 2015 by gourmet restaurant "The Table", run by Kevin Fehling, the youngest German chef to be awarded three Michelin stars.

Construction on plots 70 and 71 right on Lohsepark is going well. The 150 apartments in the residential complex are likely to be ready to move into in fall 2015. Lohsepark itself, with extensive areas already opened, will be finished in summer 2016.

In addition to the residential buildings on Lohsepark, the northern side is being redeveloped by a consortium of ECE, Harmo Nia Immobilien GmbH and the Hamburg student union into an attractive mix of uses consisting of a hotel, publicly subsidized student accommodation (125 apartments) and privately financed homes (45 high-quality units), accounting for a total 21,000 sqm GFA. The residential parts are designed by KSP Jürgen Engel Architekten (Brunswick), the hotel element was conceived by Kister Schonthauer Gross Architekten und Stadtplaner (Cologne). Completion is planned for 2017/18.

The former customs office site (66), one of the few not owned by Hamburg’s special fund for port and city assets, offers around 9,000 sqm GFA for a mix of uses with a residential element. In addition, a further residential complex is planned to round off the block containing the Prototyp automobile museum, a variety of

FAMILY HOMES ON THE PARK

Residential life is increasingly taking on concrete form here at Lohsepark. Construction workers are busy on the two 20,000 sqm gross floor area (GFA) developments between Shanghaiallee and Yokohamastrasse, which will evolve into an urban area consisting of some 100 rental, subsidized, building cooperative and private homes right on the park, integrating a wide range of public amenities.

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tracks of deportation trains from Hanover Railroad Station to ghettos and extermination camps

In and around Lohsepark, a place of remembrance to Nazi victims being created, composed of three elements including a topographical “seam” tracing the routes of deportation trains from Hanover Railroad Station to ghettos and extermination camps.

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Beginning with existing buildings, a nucleus of creative industries will emerge, well integrated with its surroundings. The mainly single-story goods sheds form the backbone. Sites are not sold, but remain the permanent property of the special fund for city and port (administered by HafenCity Hamburg GmbH), not least to retain the possibility of shaping development in Hamburg’s interests and secure a sound economic basis.

**Dialog-oriented Development**

The various development concepts for the neighborhood will be worked out during the course of an intensive dialog process, based on a longer development timeframe of up to ten years. Throughout the development phase, HafenCity Hamburg GmbH will be cooperating closely with Hamburg Kreativ Gesellschaft GmbH, with an energetic exchange of ideas with creative enterprises and many other creative and a variety of interested individuals. A kick-off international symposium in spring 2011 started the ball rolling, and has been followed by numerous other events and discussions. In the same framework, the Oberhafen e.V. organization is promoting the careful, sustainable development of the neighborhood into a lively location for art, culture and creative activities.

**Opportunities for Culture and Creative Industries**

Long warehouses and multi-story frontage buildings are the main features of Oberhafen neighborhood. Changing the use of these buildings, which were formerly largely used by logistics companies, will lend them a strong public character. Nevertheless, new usage permits and considerable modernization will be needed, as well as flood protection for individual buildings. In general, it will only be possible to supplement the existing buildings in the medium term, for example through private or cooperative building projects, if this serves the interests of the cultural or creative branches and, like the old buildings, they are subset at affordable rents.

The quarter’s mix of old and new is planned to create around 500 jobs in various cultural and creative industry activities long term, forming the basis for a lasting creative scene that could spill over later into the Central Wholesale Market site to the east. Small-scale gastronomy and exhibition and presentation spaces will also serve to reinforce the public function of the quarter and aid its integration into the rest of HafenCity.

Because of the complexity of local conditions, expressions of interest were invited for the first time at the beginning of 2012 to find a use concept for a newly vacant site. From the 15 proposed concepts submitted, an interdisciplinary jury selected Hanseatic Materialverwaltung. This successful concept sets out to supply Hamburg cultural institutions, state schools, universities, societies as well as involved citizens with equipment and scenery for social, ecological or creative projects.

In October 2013, Hamburg Kreativ Gesellschaft and HafenCity Hamburg GmbH launched another invitation for tenders, this time for a 6,000 sqm space for exhibition and catering uses. The combination of gastronomy and an event space is highly challenging in terms of organization and financing. Since none of the concepts so far entered was wholly convincing after more detailed discussions, the search will continue in two separate proceedings: first to find an operator for the catering element, and subsequently a manager for the event and exhibition elements. Another 1,000 sqm is in preparation at the moment for use by HafenCity University. HCU is furnishing student studios and ateliers as well as experimental, creative and meeting spaces here. In addition since August 2014, Hamburger Gängeviertel e.V. actors have been using the area for public programs and projects for a temporary period.

**Playing Fields on the Waterfront**

In addition to the focus on creative and cultural uses in Oberhafen, unbuilt areas in the neighborhood also offer opportunities for sport and leisure activities. Public facilities for sports of all kinds, including a small soccer ground, will be developed on former railroad tracks on the embarkment of Oberhafen basin. The facilities will serve for residents and youngsters from inner city areas and HafenCity in particular and can also be used by sports clubs. HafenCity’s gymnasium school and two primary schools will also be able to use the fields for school sport.

**Power Plant Oberhafen**

The area also plays an important role in energy supply for eastern HafenCity. Thermal energy for the whole of eastern HafenCity is being generated by the enterprise Enercity in part of Goods Shed Port. A cogeneration plant, and a substation for power supply to the local power grid.

**Neighborhood Profile**

- **Area**: 8.9 ha
- **Total GFA**: 35,000 sqm (existing)
- **Jobs and commercial uses**: approx. 500
- **Uses**: creative and culture businesses, HCU student work spaces, catering
- **Special institutions**: Sports facilities in the east
- **Powerhouse**: Development timeframe
- **Development centering on existing buildings and perhaps additional newbuilds, detailed concept thru intensive dialog**
- **Completion**
- **Step-by-step implementation**

By 2014, jobs and commercial uses will also serve to reinforce the public function of the quarter and aid its integration into the rest of HafenCity, bringing fresh potential for Hamburg. The Creative and Cultural Quarter can be seen as the basis of a permanent creative milieu.
Living, Leisure and Work between Double Waterfronts

Baakenhafen, HafenCity’s largest harbor basin, will boast a dense blend of residential and leisure uses, open-air spaces and workplaces.

On either side of HafenCity’s longest harbor basin, the coming years will see a sustainable “urban village” grow up in the midst of this big city. Around Baakenhafen basin a green neighborhood for residences and leisure will develop, with a variety of housing – some of it subsidized – to suit the needs of families, students and retired people, as well as many work places. Its topographical center will be Baakenpark, an artificial promontory extending over 1.6 ha, surrounded by water, which will fulfill a wide range of functions: first as a green space and recreational area, but also as a connecting element between the northern and southern sections of the quarter. Construction work will begin here in 2016.

Completion of the whole neighborhood, apart from a few individual projects in the northeast, will probably be by 2021.

LARGE COURTYARDS WITH WATER VISTAS

The urban planning competition for the neighborhood was won by APB Architekten (Hamburg) in August 2011. The moderately staggered height of the planned buildings is a particularly convincing feature. They will be of four to seven stories, in semi-open blocks with a few smaller, open variations. On the Elbe side, the buildings in the southern sub-section will have spacious inner courtyards opening out toward the Elbe, but forming an incisive perimeter to the city. The rhythmic arrangement of the plots to the north between the port and Versmannstrasse where the buildings have diverse uses also guarantees real protection against noise emissions from Versmannstrasse and the railroad line. They form a closed block frontage on the street side, with the buildings opening out toward Baakenhafen harbor basin. This urban planning mechanism shields courtyards facing the water from noise. Thus even apartments on the street enjoy a noise-protected southern aspect, since small units facing the north only are not possible: all apartments “pierce” through, always having a southern aspect, too.

FIRST CONSTRUCTION START

An important step toward development of the neighborhood was the opening of the award-winning Baakenhafen bridge to August 2013. This 170 m link is much more than a local bridge. It opened the way for infrastructural development of eastern HafenCity and, during reconstruction of Versmannstrasse and the harbor basin (81a/b). This urban planning mechanism shields courtyards facing the water from noise.

START

The central segment of the bridge can be lifted using the power of the tide, so that Hamburg’s larger historic ships can continue to reach Baakenhafen harbor.

Meanwhile development of the two plots at the northwest “entrance” to the neighborhood is going well. The architectural competition for the Campustower project at the junction of Versmannstrasse and Grandeswerderstrasse, directly opposite HafenCity University, was decided in December 2014. A 15-story office tower with side wings will take shape, as well as a building in a quiet situation by the water, which in one third subsidized homes and private apartments are planned. With total floor area of 22,000 sqm, designs are by Delugan Meissl Associated Architects (Vienna) and sop architekten (Düsseldorf) and realization by GARBE immobilien-Projekte GmbH. Building begins in 2016. Next door, excavation machines have been at work since early summer 2015. While DS Bauconcept is building a 200-room family hotel here for Jufa-Gruppe with special facilities for children and teenagers, the Justus Grosse Projektentwicklung GmbH is responsible for around 150 publicly subsidized and privately financed apartments going up between Versmannstrasse and the harbor basin (81a/b). Planning for the project was by KBNK Architekten and PFP Architekten (both of Hamburg). An option to plan for the site on the east side of Gerda Gmelin square (83a) was granted to P&B Sportsdome Management GmbH in June 2015 for a very special sports use. After a successful architectural competition, construction work on the site could start at the earliest from 2016.

URBAN VILLAGE

In the southern part of the neighborhood, the nucleus of an “urban village” will grow up around Lola Rogge Platz, including an attractive market square with all functions essential to eastern HafenCity. In addition to a supermarket, the area is planned for smaller shops, a health and beauty supermarket and other services, including doctors and a pharmacy. Adjoining it to the east between Baakenallee and Baakenpark, a school and recreation center including a primary school and 200-place children’s daycare facility will open in 2018.

The 1 km perimeter of the future Baakenhafen neighborhood stretches far into the Elbe; it forms HafenCity’s largest harbor basin.
At 75 percent, the proportion of space given over to residences in the neighborhood is about as large as in Dalmannkai, although the first buildings in the southern section of the quarter reveal much greater variety and mix; 44 percent of living space will be in the subsidized accommodation sector (two grades of eligibility: 1 and 2). Around Lola Rogge Platz one residential building company will be introducing concepts for a varied mix of buildings including homes for people with disabilities or in need of care, and for students.

After the granting of options to plan on eight plots – including four of the Waterhouses designed by Shigeru Ban – 18 option purchasers at the end of 2014 (see diagram p. 4), more architects have been finalized. The winners in the first architectural competition for the core area (91-93) are Lorenzen (Hamburg), Max Dudler (Berlin), KPW (Hamburg), Meck (Munich), Schenk + Waiblinger (Hamburg), as well as 6a (London). A second competition closed in fall 2015. Shortly before, the next invitation to tender got under way for at least 600 residential units in Baakenhafen.

GREEN ISLAND IN HARBOR BASIN

At the end of April 2012 Atelier Loidl (Berlin) was announced winner of the international open space competition. The winning design cleverly blends multiple leisure uses with the special international open space competition. GREEN ISLAND units in Baakenhafen.

HOUSES IN WATER

A due to the overall upmarket character to be expected in Baakenhafen is in the architecture of the “HafenCity Waterhouses”, sustainable residential towers which will grow out of the waters of the harbor. The jury for the architectural competition for this ensemble, including political representatives and HafenCity residents, awarded a total of three prizes in July 2012. Although the first prize went to Shigeru Ban Architects Europe (Paris), Studio Gang Architects (Chicago) were given a second prize, with Szymkowitz-Kowalski + Partner ZT GmbH (Graz) coming in as the third prize winner. Options have already been assigned on four Waterhouses designed by Shigeru Ban to be built in the center of the harbor basin. A site next to Baakenhafen bridge is foreseen for the two buildings designed by Szymkowitz-Kowalski + Partner ZT GmbH. Finally, a single Waterhouse, to be built to the design by Studio Gang, is to go up on the northern side of the basin, in the east, where the neighborhood meets Elbbrückenquartier.

The topographical heart of Baakenhafen neighborhood is the 1.6 ha artificial promontory Baakenpark

NEIGHBORHOOD PROFILE

- Area: 24 ha
- Overall GFA: 395,000 sqm
- Jobs and commercial uses: jobs: around 4,000 (including Baakenhof)
- Uses: office, leisure facilities, hotel, retail, catering, services
- Homes: approx. 2,000
- Special institutions: 1.6 ha artificially in-filled area for play and recreational facilities in Baakenhafen harbor, primary school, childcare
- Development time span: from 2012 to 2037 (apart from individual project in northeast)

PERFECT TRANSPORTATION LINKS

In terms of transport, Baakenhafen neighborhood will have excellent connections. Construction of access infrastructure and renovation of the historic docks began back in 2011. By 2017, the central artery, Versmannstrasse, have been raised to more than 8 m above sea level, flood-protected and geared to future traffic demands. At the same time as the road works, the U4 subway line is being extended from HafenCity University station to Elbbrücken station. Work is progressing well: in summer 2015 preliminary work on the extensive storage and reversing sidings were completed. This section of subway is planned for completion by the end of 2018. At that point the U4 line will also connect eastern neighborhoods of HafenCity to the Hamburg subway network, allowing transfers to and from the rapid transit S-Bahn. The stretch between HafenCity University and Elbbrücken stations will be around 1.3 km long and will take about two minutes. The subway line will run beneath the raised and rebuilt Versmannstrasse as far as Baakenwerder Strasse and then resurface toward Elbbrücken at about the level of the bridges.

SUSTAINABLE MOBILITY

The whole neighborhood is a model of sustainable mobility: all developers are obliged to implement sustainable mobility criteria, for which the concept and form of organization have to be included during the phase when the site is under option. The criteria include a below-average parking slot ratio of 0.4 per home, a recharging infrastructure for e-vehicles and its integration into a car-sharing concept based on individual buildings, which should include a high proportion of electric vehicles (see sustainability chapter). Since these measures are better tailored to the mobility needs of households, they will help greatly to reduce the need for individual motorized transport in Baakenhafen, as they are coupled with shopping and workplaces on the spot, excellent and well-integrated public transport, as well as high-quality routes for cyclists and pedestrians.
On its eastern edge HafenCity will be an attractive place for business and living. Three towers up to 170 m high will be built by the Elbe bridges.

A Metropolitan Business and Residential Neighborhood with a View

HafenCity's eye-catching eastern threshold, with its closeness to water and lush Entenwerder island, will also make a very attractive neighborhood to live in.

Elbbrücken neighborhood, named for this major River Elbe bridging point, will be HafenCity’s second urban center after Überseequarter. Spectacular high-rises, water surfaces on three sides and a large central plaza will characterize this very densely built business and residential location. Space for large retail users could also be developed in the Elbbrücken center.

Three striking towers up to 150 m high will be built next to the Elbbrücken bridges. Visible for miles around, they will mark the eastern entry point to HafenCity and the rest of the city, without detracting from Hamburg City’s silhouette. Whereas up to 40 stories are possible in each of these towers, buildings of comparable height anywhere else in Hamburg would spoil its famous outline of church spires. The basements of the towers could also contain space for retail users.

UPMARKET CORPORATE BASE

Apart from the high-rise ensemble, mostly block structures of six to seven stories will be built along Versmannstrasse. Fourteen-story stand-alone towers will form the built structure to the east in front of the Freihafen bridge crossing the Elbe and the rail tracks. Overall, large business enterprises could lend Elbbrücken extraordinary presence. But smaller and growing businesses will also benefit by relocating there. A broad spectrum of properties for businesses and great accessibility offer ideal conditions for dynamic urban and business growth.

LIVING BY THE WATER

To allow offices to be positioned to minimize noise, the eastern end of Baakenhafen harbor basin will be partly filled in. This will allow buildings to be erected in a double row, with higher commercial buildings to protect the residential ones on the inward side toward the water. Moving eastwards through the quarter, there is an increasing concentration of retail, catering and particularly office and hotel uses. Despite the volume of traffic crossing bridges and using Versmannstrasse, this intelligent structure will create noise-protected zones ideal for homes.

Around the head of Baakenhafen harbor and Amerigo Vespucci square, a densely built residential quarter will develop, with around 1,000 high-quality homes. Along the promenade and on the square it will feature a variety of upmarket public amenities as ground-floor uses, such as restaurants and bars and retail. The final urban planning competition for HafenCity, whose results have been finalized since fall 2015, has defined the configuration of the eastern head of the harbor basin and its connection to Amerigo Vespucci square in more detail and thus thought through the HafenCity project to its conclusion at urban design level. Visitors to the district will find that the feeling of closeness to the water here is more intense than is usual even in HafenCity. An attractive urban space will take shape, soaking up atmosphere from the connection to water, the central design element, and imparted subtly through the various levels of height. The competition result and subsequent planning of functions forms the foundations for site development in the last neighborhood to be in HafenCity.

SUBWAY AND RAPID TRANSIT STATION

Since June 2013, work has been in full swing on extending the U4 subway line toward Elbbrücken. Completion is planned for the end of 2018. By then, as part of continuing building since April 2015, a new subway station will be in place at Elbbrücken. The convincing winning design by the Hamburg architects Gerkan, Marg und Partner (gmp), was presented in April 2013. The load-bearing steel exterior structure has an interior glass façade opening up visual sightlines and simultaneously integrating the context of the Elbe bridges. In addition an interchange is to be established with the rapid transit network (S-Bahn) via a new S-Bahn station at Elbbrücken.

Urban planning development of the neighborhood will take place from 2016 to 2025, but mainly after construction works in Baakenhafen quarter are finished. Planning of main access roads, embankment zones and clearance of sites has already begun. Work on renewing and widening the Zweibrückenstrasse bridge began in 2014. The Hafenbahnbrücke and the existing Zweibrückenstrasse bridge will be demolished consecutively and replaced in each case by a new bridge. Then the two sections will be joined. One level deeper work is under way on the second important components of the project; the sharp northern curve of Zweibrückenstrasse will be moderated and the road will be joined directly to Baakenwerderstrasse. The upgrading work will not only provide much broader passage on Zweibrückenstrasse and improved cycle paths and sidewalks, the road will be much better protected in future against flooding. The reopening of these facilities is planned for mid-2016.

A new subway station designed by gmp is part of the extension of the U4 subway line, which will link up with the rapid transit S-Bahn rail network. A new station is also planned for the S-Bahn level. Visitors to the district will find that the feeling of closeness to the water here is more intense than is usual even in HafenCity. An attractive urban space will take shape, soaking up atmosphere from the connection to water, the central design element, and imparted subtly through the various levels of height. The competition result and subsequent planning of functions forms the foundations for site development in the last neighborhood to be in HafenCity.
A City for the 21st Century

HafenCity is setting leading-edge standards for the future through sustainable urban development. Intensive re-use of old docks and industrial areas is enlarging Hamburg City’s area by 40 percent.

The principle behind the development of HafenCity is in itself an important crite-

rion for sustainability in urban develop-

ment since, instead of expanding Ham-

burg into land on its periphery, disused inner-city areas of the port are being

regenerated. In addition to recycling of

land, therefore, HafenCity represents a

densification of the inner city which also

embraces many other primarily eco-


cal, as well as economic and social, aspects of sustainability. This is being initiated at a wide range of levels, for example in building projects, in supply of heating energy and in the area of mobility. Through its innovative energy and heat-


supply system alone, HafenCity will

emit around 50 percent less CO2 than comparable urban locations, thus also con-

tributing to fulfilling Hamburg’s cli-

mate goal of a 40 percent cut in CO2 emis-

sions by 2020 compared with 1990 levels.

EFFICIENT LAND USE

HafenCity is developing on 157 ha of for-

mer port and industrial sites in a central

location. In contaminated areas such as

the site of the old gasworks (now south-

ern Überseequarter), the soil was

removed in an elaborate process, consid-

erably enhancing the ecological value of

this old industrial area and also signifi-

cantly reducing the area of surface sealing

of soil. Intensive use is also being made of

the ground as a resource through high

building density: floor space indexes (FSI) range from 3.7 to 5.6 according to neigh-

borhood, which is in line with density in

other mature European urban centers. In

HafenCity, density of uses is correspond-

ingly high, with no residents and 354 local

employees per hectare (land surface).

New standards are also being set in

terms of distribution of space. Road areas take up only 24 percent of land area (com-

pared with around 40 percent in Hamburg

City between Willy Brandt Strasse and the

Alder, including road surrounds), while 58

percent is available for publicly accessible

open spaces, including the 3.1 km river-

front on the Elbe. Thus HafenCity creates

a high density of uses with a high propor-

tion of public spaces and low proportion of road infrastructure.

MODEL OF SUSTAINABLE MOBILITY

Ground-breaking transport infra-

structure will also characterize eastern

HafenCity, a highly densified urban area.

Baakenhafen and Elbbrücken will not

only be served by an attractive public

transportation service of buses and sub-

ways, the entire zone will function as a

kind of research lab for low-pollution mobility. Building developers here have

fulfill a catalog of sustainable criteria.

For instance, they must commit to equip

all underground garages with charging equipment for electric vehicles and to

get involved in developing car-sharing

systems including a high proportion of

electric vehicles. These are supposed to

include e-bikes, Pedelecs and other elec-

trically powered micro vehicles. The City

of Hamburg has scrapped its previous

requirement that buildings provide 0.6

parking slots per residential unit, but

builders in Baakenhafen have to agree

from the outset to a different approach:

instead of committing to a minimum

number of parking spaces, builders will

have to come up with concepts for con-

figurations of reliable and user-friendly

mobility supply which will increase the

attractions of individual properties to

residents, as well as the neighborhood as

a whole.

HafenCity as a whole is part of the Ham-

burg electromobility model region and

already has two public recharging points

(including Hamburg’s first rapid charging

station). Since February 2012, buses and

cars have also been able to refill with cli-

mate-friendly hydrogen at the station

opposite the Spiegel publishing house.

LOW-EMISSION THERMAL ENERGY

Supply of HafenCity’s heating power is also sustainable. Thus, all buildings in western HafenCity are connected to dis-

tinct heating networks driven by combined heat and power generation operated by Vattenfall. When combined, for instance, with solar and geothermal plants, this pro-

duces an efficient blend of energy with

CO2 emissions of 175 g/kWh. To compare:

“classical” new heat supply meeting envi-

ronmental standards for individual build-

ings produces average CO2 emissions of

240 g/kWh.

But even the good performance of the western HafenCity district heating net-

work will be outstripped in eastern Hafen-

City through its decentralized, modular local heating supply network which will

produce CO2 emissions of just 89 g/kWh.

Thanks to its decentralized structure, the supply system operated by Enercity can

grow in parallel with the city district. The first building block in the network is the

Oberhafen “powerhouse”. Only its chim-

ney is visible from outside. Part of the old

goods shed will be used to supply thermal energy to the whole of eastern HafenCity.

Hidden behind the red-brick walls, the

combined heat and power generating

plant produces a total thermal output of

10 MW. This smallest of spaces is fitted out

with state of the art technology: includ-

ing a combined heat and power generat-

ing plant, two natural gas-fired furnaces,

a heat accumulation plant and an electric

transformer substation to feed the energy

to the local power network.

Outstanding among the distinguishing features of the heating concept in east-

ern HafenCity is that it uses a significant proportion of renewable energies and pri-

marily locally sourced combustible fuels, because there is no sizable energy source in
HafenCity itself (e.g. waste industrial heat).
The co-generation plant will be powered by offset biomethane gas. It is produced in agricultural biogas plants and refined in a treatment plant so that it can be fed into the natural gas grid. Similar to electric power, the electricity generated from regenerative sources, biogas plants feed in the volume of gas to be consumed in another location – for instance in the urban area of HafenCity. This is known as offsetting. The Oberhafen co-generation plant will be “supplied” by biogas producers in Schleswig-Holstein.

LIFE BY THE WATER

A loose-knit building structure close to expanses of water also has a positive environmental impact. This results in a reduction of the heat island effect in the city in summer and thus leads to lower ventilation and air-conditioning requirements – and more comfortable conditions at home and in the office. However, the position by the water and thus proximity to port activity, with traffic noise in eastern HafenCity, means that high levels of protection for both people and buildings are necessary. Positioning of buildings, orientation of living space and special window surrounds help to cut down on the effects of noise. Port planning regulations also limit emissions from the port south of the Elbe to the current level. Another important aspect of sustainability is to cater for long-term flood protection requirements. Because of its position in the tidal part of the River Elbe, HafenCity is subject to considerable risks of flooding in cases of extreme storm surges. HafenCity was therefore built on compacted artificial foundations – “warfts” – raising it to 8–9 m over sea level above the former level of the port and not, as is usual for low-lying areas, surrounded by dikes or provided with flood defense barriers. To protect it against high water, therefore, a new formation has taken shape, with the artificial “warfts” that form a flexible boundary between water and land. Lowering areas such as promenades and parts of squares are designed to provide expansion surfaces and are flooded during severe storm surges – in such cases HafenCity is robbed of some of its public space for an hour or two, but at higher levels it continues to function as a “normal” city. Another side effect is that cars can be parked in the flood-protected underground garages inside building plinths. Above-ground parking slots are not allowed in buildings. Stationary vehicles therefore consume little public space (see p. 60 ff).

THE HAFENCITY ECOLABEL IN GOLD AND SILVER

HafenCity Hamburg GmbH unveiled Germany’s first certification system for sustainable building in 2007. The Gold Ecolabel for extraordinary attainment is designed to motivate developers and users to handle resources responsibly. The system evaluates the ecological, economic and social sustainability of a projected building. Initially the Ecolabel applied only to residential, office and special construction. But since 2010 retail or hotel uses and multi-uses are also being certified. Buildings are certified which meet at least three of five categories of special or outstanding attainment. The developer submits the application, presenting planning documentation demonstrating the special or outstanding sustainability of its building. After positive examination by an independent auditor, the project receives preliminary certification. This gives builders and developers the opportunity to convince potential buyers or tenants of the sustainability of their desired property in the early marketing phase. The final certificate is awarded after the project is completed, when implementation of Category 1 energy standards can be documented.

Certification breaks down into five categories:

- reduction of primary energy consumption well beyond statutory requirements for running a building
- sustainable management of public goods (e.g. using advanced sanitary equipment to cut water consumption); efficient use of publicly accessible areas and family friendliness in hotel and retail buildings
- use of ecocriendy construction materi- als free of halogen, volatile solvents or biocides. Use of certified tropical wood is recognized
- special consideration of health and well-being such as comfortable room temperature, non-allergic fixtures and fittings, reverberation and sound insulation, glare protection and air circulation in air-conditioned spaces
- sustainable building facility operations, including low maintenance or use of durable materials and barrier-free mobility throughout.

The HafenCity Ecolabel has proven to be a huge success. Within just a few years, numerous projects have been certified in line with the rigorous criteria for the gold standard, been pre-certified or planned for it, including Katharinenhousename primary school, the HafenCity University building, the Elbe Arcades on Magdeburger Hafen as well as the Musicians’ House and Ecu- monical Forum on Shanghaiallee. The first confirmed certified holder was Unilever headquarters on Strandkai. Since then, the highest grade of HafenCity sustain- ability certification has also gone to the Spiegel publishing group building, Cen- ture Commercial Center, as well as the Nidus Loft (the first residential building). Meanwhile, tendering invitations now increasingly call for compliance with the gold criteria. In Am Lohsepark neighbor- hood all buildings on sites belonging to Hamburg special fund for city and port are to be built to gold standard. These criteria are also regular for the eastern neighbor- hoods of Baakenhafen and Elbbrücken.

SUSTAINABLE BRIDGE BUILDING

Sustainable construction in HafenCity is not confined to buildings. Baakenhafen bridge has also set standards in many ways. As one of just five pilot projects throughout Germany it was planned and realized in line with specific sustainability aspects and rated “very good” according to the criteria for assessing “sustainability of road bridges in the life cycle” de veloped by the German Federal Institute for Roads.

48 HAFENCITY PROJECTS | ESSENTIALS

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Cultural and artistic uses play a crucial inspirational role in the HafenCity development process. The decision to maintain structures typical of a port wherever possible was therefore a cultural signpost in itself, providing a backdrop for culture in HafenCity: the harbor basins, quay walls, cranes and a few warehouses were restored. At the same time, from the very start the needs of art and culture were taken into account in the design of squares and promenades throughout HafenCity. Thus, in addition to major cultural institutions such as the Elbphilharmonie and the International Maritime Museum Hamburg, completely new settings with history are taking shape for art and culture – and, on the southern embankment of Oberhafen, a permanent arts and creative quarter is developing.

Over time, special cooperations and organizational structures have emerged regularly in addition to initiatives such as Musical LandArt, a cooperation between the Hamburg Arts Foundation, Körber Foundation and HafenCity Hamburg GmbH to launch an artists’ competition in 2004/2005, which was an important landmark in HafenCity’s cultural development. Later came theater performances, including specially conceived summer programs by the Thalia Theater, delighting the public in its temporary theater tent every year. Art and Culture in HafenCity, the important cooperation between Hamburg Arts Foundation, Körber Foundation and HafenCity Hamburg GmbH, successfully promotes new projects. In cooperation with three cultural greats in the Hamburg culture scene (Kampnagel, the Hamburg Kunstverein and the Deichtorhallen), several art projects have been initiated since 2011, which drive forward the debate on the opportunities of social coexistence in the new urban public space emerging in HafenCity.

The HafenCity cultural coordination circle also brings together many actors and activities. This panel of experts, set up in May 2005 by the Hamburg Culture Ministry, holds regular meetings with HafenCity Hamburg GmbH representatives to promote the arts and culture in the new city district. In developing concepts, it takes on a share of responsibility for development of the range of cultural activities in HafenCity.

HafenCity has been discovered by the art and cultural community, which is finding widespread support. Institutions with international appeal are emerging in conspicuous sites. The important cooperation of the Hamburg Arts Foundation, Körber Foundation and HafenCity Hamburg GmbH frequently serves as open-air stage, auditoria or dance floors. Popular magnets for visitors are Summer in HafenCity, an annual event with open-air tango and swing, evening readings in a maritime atmosphere, or children’s building sites. The same goes for the Körber foundation’s series of top-level discussions open to the public in the Körber Forum.

HafenCity has become a popular and in some cases, permanent venue for events of almost every size, from pop-up street performances through to major events. From the Long Night of the Museums, Hamburg Architecture Summer, to the Harbour Front literary festival, the Elbjazz festival – the list of events is a long one. The squares and promenades of HafenCity frequently serve as open-air stages, auditoria or dance floors. Popular magnets for visitors are Summer in HafenCity, an annual event with open-air tango and swing, evening readings in a maritime atmosphere, or children’s building sites. The same goes for the Körber foundation’s series of top-level discussions open to the public in the Körber Forum.

Other widely varying events attracting an increasingly mixed public range from the former East German refrigerator ship MS Stubnitz, a music venue featuring everything from Pakistani jazz to hardcore electro music, now anchored in Bakenhafen, to the relaxed Club 20477 on Osakaallee or after-work sessions at the Sunset Lounge in front of the Unilever building.

Cultural and artistic uses play a crucial inspirational role in the HafenCity development process.

UP until 2003, HafenCity was a big blank spot on Hamburg’s cultural map. Its status as a free-port and the Port Development Act prohibited any type of usage that was unrelated to port activities. Art and culture therefore only subsequently gradually found a place here. However, cultural and artistic uses are a very important driving force in the new district’s development.

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Whether for a jazz concert, theater performance or as a platform for readings, HafenCity is a popular location for events and well-established as a venue.
CULTURAL HIGHLIGHTS

well as newly developed cultural activities in Rothenburgsort and City Süd, not to mention the nearby Museum Mile.
Not to be outdone, Elbtorquartier is also putting itself on the creative and cultural map. Following in the footsteps of iF Design, which arrived in 2013, the Hamburg design network designxport, another heavyweight design presence, opened in HafenCity in July 2014. Gradually Magdeburger Hafen is turning into an exciting forum for ideas and a public showcase for local, regional and international design. Hongkongstrasse right alongside is also increasingly an address for small agencies and start-ups. An important pioneering role in HafenCity was played by the annual “Hamburger Jedermann” theatrical production by Michael Batz. It was a permanent feature of Hamburg’s cultural calendar long before HafenCity was in a position to become a place for the arts, staged every summer since the 1990s against the spectacular backdrop of the Speicherstadt.

MUSEUM BETWEEN PAST AND PRESENT

The International Maritime Museum Hamburg opened its doors back in the summer of 2008. It took up residence in Kaispeicher B, a warehouse dating from 1879 (architects: Wilhelm Emil Meerwein, Bernhard Hanzens). It is actually the oldest warehouse in HafenCity and the Speicherstadt.

From the summer of 2005, architect Mirjana Markovic extensively renovated the listed warehouse at Elbtorquartier, converting it into a museum but leaving its characteristic architecture intact. The ten floors or “decks” of the museum, covering 11,500 sqm, house an exhibition based on the history and a library, including an archive. The warehouse shell will be used for car parking, as well as backstage areas and facilities for the construction of the concert hall. However, the city’s contribution will be considerable due to the dramatically increased cost of the building to EUR 789 million. The Elbphilharmonie is to be officially opened on January 11, 2017, although the public plaza should be accessible from November 2016.

In April 2015, the Prototyp automobile museum celebrated its seventh anniversary in HafenCity. The permanent exhibition in the listed former premises of the Harburger Gummi-Kamm-Compagnie on Shanghaialle is based on the private collection of the museum founder. It includes rare automobile icons, including the legendary Porsche 64, as well as original cars of Sebastian Vettel and Michael Schumacher.

In the immediate vicinity of the historic Speicherstadt several creative and cultural uses have opened their doors, with a number of museums here describing the past of this listed ensemble. At the same time, HafenCity is becoming increasingly popular with art dealers for galleries.

ELBPHILHARMONIE CONCERT HALL

It is hard to overlook HafenCity’s international landmark, the Elbphilharmonie Concert Hall. Swiss star architects Herzog & de Meuron are now erecting a spectacular concert venue atop mighty Kaispeicher A, a cocoa warehouse built between 1963 and 1966 to plans by architect Werner Kallmorgen. Its cubic shape and façades remain intact beneath a unique architectonic hybrid housing the concert hall, a hotel with 250 rooms, 45 apartments and a garage offering parking for around 500 cars.

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The former warehouse building is crowned by an undulating, curved glass structure, up to 110 high, blending elements of historic port architecture and contemporary building design, port tradition and the district’s new identity. Sandwiched between the original building and the new wave-crested crown, a public plaza at a height of 37 m offers fantastic views of the harbor, HafenCity, the River Elbe and rest of the city. It is the interface both between the original and new parts of the building, and the public open space and the other uses.

The warehouse shell will be used for car parking, as well as backstage areas and space for musical education. The new glass superstructure will contain two auditoria holding audiences of 2,150 and 550 respectively. The unveiling of the first designs by architects Herzog & de Meuron in 2003 caused an international sensation; yet their plans could only be realized through the unequalled commitment of Hamburg citizens, more than 7,500 of whom promised support and endowments for the construction of the concert hall. However, the city’s contribution will be considerable due to the dramatically increased cost of the building to EUR 789 million. The Elbphilharmonie is to be officially opened on January 11, 2017, although the public plaza should be accessible from November 2016.
SOCIAL DEVELOPMENT

Living in the Center: HafenCity as a Place of Neighborly Coexistence

Western HafenCity has become an urban place, home to 2,000 people. Despite their very different backgrounds and lifestyles, neighborly networking is already advanced.

The variety of housing in HafenCity is already quite exceptional. It includes a small-scale mix of apartments to rent or to buy in different price brackets, although the spectrum ranges from publicly subsidized rental housing through to different price brackets, small-scale mix of apartments to rent or to buy in different price brackets, and private ownership.

In HafenCity, catering for a mid-price segment of the newbuild market and often acting as an important catalyst in formation of a neighborly culture. In addition, because of sharp rises in the cost of rental and owned homes in Hamburg’s inner districts, 20 percent of residential building plots in HafenCity have been put out to tender for subsidized homes since 2010 – since 2017 the proportion has risen to one third. At the same time a modified concept bidding procedure was introduced in HafenCity, in which 70 percent accounts for the con-cept and 30 percent for the offer price for the plot. This will enhance the diversity of the range of housing offered even more, making way for rentals in the subsidized sector of EUR 6.20/m² (housing subsidy scheme I) and EUR 8.30/m² (second tier subsidy) in the lower price segment. The spectrum of living concepts, price levels and architectural styles available attracts many people to live in HafenCity. Some households are prepared to shoulder higher direct costs, since having children have moved out and have targeted HafenCity as the place to live. In the desire to own a new (resi- dential) chapter in their lives, they have chosen a place to live which offers cultural events, a socially alive environment and proximity to neighbors including young, career-driven couples and single people. Residents are also particularly attracted to HafenCity by its emotionally positive waterfront situation, individual home types, and good transport infra- structure.

At 46.5 percent, the quota of one-person households is lower than the Hamburg average of 54.3 percent and significantly below the average in inner-city districts, where it is usually already more than 60 percent.

ENCOURAGING INITIATIVE AND DIALOG

Whether for families, sports clubs or the culturally inclined, a stimulating social community has already developed in HafenCity. Many residents are active in the community, organizing the digital residents’ forum hafen.city-leben.de, for instance, or the HafenCity-zeitung, a paper started by one of the locals on his own initiative (www.hafen.city-news.de). In addition there are regular local get-togethers, special occasions such as a flea market or neighborhood parties. While Stretebecker SV sports club offers a wide range of sports, Spielhaus HafenCity e.V. looks after the interests of HafenCity’s youngest residents; members of the business senior group Wirtschafts-Senio- ren-Beratung – Alt hilft Jung e.V. offer the benefits of their years of experience free to fledgling entrepreneurs. HafenCity Hamburg GmbH actively nurtures identification with the new district through regular information and discussion events, for example. It sees its responsibility not only as establishing a diverse mix of uses and social milieus, but making sure that even where friction arises, equilibrium is maintained. Proactive impulses include promoting social neighborhood and offering advice during the process. One such project was the first playground developed in conjunction with parents, while school pupils contributed ideas to the planning of Grasbrookpark and Lohsepark. In a future workshop, a school committee at Katharinenhau primary school tried to pinpoint the actual needs of chil- dren and adolescents in a public urban place.

Pre-school and primary school kids in grades 1 to 3 took part in the Baaken- hafen participation camp in 2015, giving them a say in the design of open spaces in HafenCity. The Netzwerk HafenCity association has been a force in sharing responsibility for HafenCity’s development since 2009, involving itself in finding cooperative solutions to everyday issues for all Hafen- City residents. In addition, it initiates events and festivities, increasingly also in cooperation with surrounding districts, thus making a real contribution to neigh- borly coexistence – in HafenCity and beyond. In May 2015 a business commu- nity of interest (IGG) came into existence under the aegis of the network, aiming to bring all business operators in HafenCity into an efficient network to promote communication between them which will further strengthen the location.
Sandtorpark, with its mounds, trees and grassy play area, also acts as an integrative urban planning element: the same materials and paving decoration used for the Magellan Terraces continue on the open areas around the park. They are broken up into smaller sections, so that they appear more sheltered, green and soft. Promenades along the quays link these varied urban spaces.

Vasco da Gama Plaza, also alongside the promenade, is a popular meeting place with outside eating areas and space for basketball. South of the Marco Polo Terraces, a stroll leads to the Elbterrassen steps, after passing through Großer Grasbrook and the publicly accessible mall in Unilever House.

The City of Plazas, Parks and Promenades

HafenCity’s exciting, new urban spaces on and beside the water enrich Hamburg. Squares, promenades and parks are no mere urban development tools but distinctive elements of the cityscape in their own right.

The significance of urban open space for HafenCity is clear from just a few key figures: 25 percent of its land area – as much as 28 ha – will be public open space. All open spaces, whether parks or promenades, are on the waterside, and 10.5 km of shoreline will be made. Water surfaces in harbor basins and the River Elbe are all “islands of fresh air”, opening up views. In addition to the public open spaces, which are closely interlocked and well connected to one another, publicly accessible private open spaces account for a further 13 percent. A mere 7 percent of all open space is inaccessible to the public. Open space therefore accounts for 45 percent of all of HafenCity – while 31 percent of it is built and 24 percent is devoted to traffic.

Mediterranean Airiness with Auster Port Influences

Architectural firm EMBT Arquitectes Associats designed most of the largely completed urban spaces in the western section of HafenCity, an elaborate and esthetic interplay between water and land; severe forms typical of a port contrast with aicher Mediterranean influences. Two large terraced squares were created at the heads of the Sandtorhafen and Grasbrookhafen harbor basins. The Magellan Terraces (5,600 sqm), completed in 2005, are stepped down to the water on several levels. With its rather hard surfaces, this plaza resembling an amphitheater has an urban character with multiple functions. From here the gaze sweeps across to the Traditional Ship Harbor in Sandtorhafen, opened in 2008; 5,800 sqm of floating pontoons rise and fall with the tide, providing permanent moorings for up to 30 historic watercraft. The Marco Polo Terraces (7,800 sqm) opened in 2007. Grass islands, wooden decks and trees break them down into smaller sections, so that they appear more sheltered, green and soft. Promenades along the quays link these varied urban spaces.

In the west, Sandtorpark, covering around 6,000 sqm, with its mounds, trees and a grassy play area designed for a variety of uses, is the urban planning element unifying the materials and ground surface design used for the Magellan Terraces with those around the open space surrounding the park. The green area, opened in April 2011, is also used by neighboring Katharinen school. In summer 2013 Grasbrookpark, the interface to Strandkai neighborhood, was inaugurated. With a play ship as its centerpiece, this large leafy play park, for which primary school pupils were involved in designing the play and recreational facilities for young and old, is a meeting place popular well beyond HafenCity limits.

Squares, promenades and parks are not just urban planning devices in HafenCity, but individual elements putting their stamp on the cityscape.

Sandtorpark, with its mounds, trees and grassy play area, also acts as an integrative urban planning element: the same materials and paving decoration used for the Magellan Terraces continue on the open areas around the park.

ON FOOT FROM THE INNER ALSTER TO MAGDEBURGER HAFEN

Multifunctional urban spaces by the water are established meeting places for visitors and venues for numerous events.

In other words Überseequartier and Magdeburger Hafen. Architect Beth Galí and her firm BB + GG arquitectes (Barcelona) won the competition for landscaping central HafenCity – in other words Überseequartier and Magdeburger Hafen. The firm chose natural, Spacious Green Spaces and Play Areas

Public open spaces by the water are established meeting places for visitors and venues for numerous events.

In the west, Sandtorpark, covering around 6,000 sqm, with its mounds, trees and a grassy play area designed for a variety of uses, is the urban planning element unifying the materials and ground surface design used for the Magellan Terraces with those around the open space surrounding the park. The green area, opened in April 2011, is also used by neighboring Katharinen school. In summer 2013 Grasbrookpark, the interface to Strandkai neighborhood, was inaugurated. With a play ship as its centerpiece, this large leafy play park, for which primary school pupils were involved in designing the play and recreational facilities for young and old, is a meeting place popular well beyond HafenCity limits.
granite slabs intersected by paving stones recycled from old quays for the promenade on Osakaallee, Dar es Salaam square and the forecourt of the International Maritime Museum.

With the advent of the new area around Magdeburger Hafen, HafenCity and the existing city center are increasingly growing together. The Inner Alster is only 500 m away and thus just a few minutes’ walk from Magdeburger Hafen, interconnected by the central “Domplatz axis”. Inside HafenCity, this links Übersesequartier, Elbtorquartier and Brooktorquartier, which are connected, for instance via Busanbrücke, opened at the end of 2010. Along Osakaallee, an embankment promenade up to 12 m wide borders the western side of Magdeburger Hafen. Ramps, steps and clumps of green shrubs lead from road level onto the historic quay level. The difference in elevation integrates the site for the Osaka 9 suspension bridge.

The public open spaces of HafenCity – here the new Buenos Aires dock opposite HafenCity University – are of high quality.

Lohsepark in the center

Four-hectare Lohsepark, for which Vogt Landschaftsarchitekten AG (Zurich) designed the open space concept, based on the principles of the urban development Masterplan, is the largest contiguous park in HafenCity, covering 4.4 ha; it will incorporate a variety of urban, social and ecological functions. Generous sweeps of grass broken up by loosely winding pathways, seating areas and play opportunities will attract residents both young and old in future, as well as visitors.

On the long sides of the park, terraces open out to the street, providing an unobstructed view towards the green area and its urban surroundings, interlinking built structures and open space. Although the park has made a green impression since 2013, many areas in the central section were opened to the public in time for the HSH Nordbank Run in HafenCity in 2015. This included play areas for children, a stone grotto, as well as a streetball pitch. By summer 2016, the whole park will be ready to be handed over to the public.

In addition to public open spaces, many private areas in HafenCity are also accessible to all residents, local employees and visitors. Public and private land is closely interlocked; many spaces in private ownership are subject to general rights of way or, as in Übersesequartier, comparable rights to public thoroughfares. This ensures, for instance, that private areas between buildings remain passable to pedestrians and sometimes cyclists – and that they have a dense network of paths and well-connected leisure areas at their disposal.

Ingenieurbüro Happold, gives cyclists plenty of space on both sides of the carriageway on their way to and from southern Baakenhafen.

The public open spaces of HafenCity – here the new Buenos Aires dock opposite HafenCity University – are of high quality.
A new Infrastructure as the Basis for Urban Development

Proximity to water, ground conditions and flood risks present particular challenges

HafenCity is characterized by infrastructural features specific to the site: the area is a low-lying island in the River Elbe, indented by several harbor basins. The prerequisites for its urban use are therefore new internal and external connections and cross-links as well as effective flood protection.

A particular challenge is the east-west orientation of the historic warehouses in the Speicherstadt, forming a barrier between HafenCity and the City like the waterways extending east-west in parallel and broad Willy Brandt Strasse. These factors meant, for instance, that efficient public transport connections could only work well underground via subway.

Furthermore, the HafenCity site is situated outside Hamburg’s dike line on low-lying land not protected from flooding at 4.5–5.5 m above sea level. Because of its location in the Elbe, separate and elaborate protection measures are required. HafenCity hugs the Elbe for more than 3.1 km and has a total waterfront of over 10.5 km, including the harbor basins. In the past, the HafenCity area was laid out as an industrial and port district. The extension of the modern port facilities that began in 1862 gave this area the typical appearance which largely remains today, with harbor basins and docks constituting HafenCity’s character.

In many places, Am Sandtorkai/Dallmannkai, for instance, the historic quay structure could be partially conserved and carefully restored. New quay walls were built in sections where the old structure was too damaged or previously did not exist.

In the past, the HafenCity area was laid out as an industrial and port district. The urban spatial relationship to water so characteristic of HafenCity would have been prevented.

Instead, the new buildings and roads are built on plinths or “warfts” which are formed at a height of 8–9 m above sea level, thus protecting against flooding. Their interiors also offer space for flood-protected underground garages. Promenades and many squares, on the other hand, remain at the area’s previous level of 4.5–5.5 m above sea level, which maintains the close relationship to water and creates high quality, usable public spaces. All roads are built at a minimum of 7.5 or 8.3 m above sea level, protected against floods. New bridges are built in flood-protected form, or old ones upgraded and lifted. One exception to the rule of raising road levels is the street running between HafenCity and the historic Speicherstadt. Elevation would not have been possible; and, as well as generating huge upfront costs, the urban spatial relationship to water so characteristic of HafenCity would have been prevented.

In the rare and brief occurrence of a storm surge in combination with high water, new flood-safe access routes to HafenCity have been created, such as the Köhlerstegbrücke bridges: under normal conditions they function as an attractive route for pedestrians and cyclists; in flood conditions they provide safe access for fire and rescue services.

The second flood-secure traffic axis to the Elbe-bound city center is via Oberbaumbrücke bridge and Brooktorkai, Shanghaiallee and Überseeallee roads. These routes are also open to private vehicles in case of flooding. Additional flood-secure links will be formed via the bridges Grossmarktbrücke and Freihafenbrücke, both of which connect with Versmannstrasse.

NEW ROADS AND BRIDGES

An additional challenge is the ground itself in the new city district. HafenCity’s location on the Elbe marshes is subject to the alluvial influence of the Elbe, which means that the upper layers of soil are made up mostly of clay and glacial sediment. As so-called cohesive layers, they are highly water absorbent, which means they cannot bear heavy weight. Sand, which is load-bearing, begins further down. This is why all buildings in HafenCity are built on piles. These are usually driven around 20 m deep into the earth, which transfers the weight to the load-bearing sand layers. For road building, preloading is used to raise the level temporarily to 10 m: the

The concept of elevated foundations and flood protection in HafenCity (showing the example of Dallmannkai and Kaiserkai)

FLOOD PROTECTION HAS PRIORITY

Protection against flooding was a crucial precondition for the development of HafenCity. Surrounding it with a dike was ruled out, since it would have had to be in place around the whole 177ha land area of the new district before realization of the first buildings. A rapid start to development would not have been possible, and, as well as generating huge upfront costs, the urban spatial relationship to water so characteristic of HafenCity would have been prevented.

Instead, the new buildings and roads are built on plinths or “warfts” which are formed at a height of 8–9 m above sea level, thus protecting against flooding.
INFRASTRUCTURE

Weight of heaped up sand presses any water out of the cohesive layers of ground below, creating a stable foundation suitable for road-building. When this process is finished, the sand preload is removed down to the future level of the road, so that piping and conduit can be laid and roads built.

Roads in HafenCity are planned in at an early stage but the realization of road surfacing, pavements, cycle lanes, tree-planting or parking bays only takes place gradually and in close coordination with construction firms. This is why almost all roads initially get temporary surfaces. After completion of the surrounding buildings, the final surface is then laid and finished, together with ancillary surfaces, cycle paths/stripes and tree planting.

THROUGH THE CITY BY CAR OR ON FOOT

Four road bridges currently connect HafenCity with the city center. Am Sandtorkai/Brooktorkai, a street running east-west, serves as western HafenCity’s central access road link northwards. From it, traffic fans out along to the south, primarily via Shanghaiallee and Osakallee. Then it continues across Kornhausbrücke bridge along an extension of the so-called “Domplatze axis” through. On a boulevard running from Übersee boulevard across Kornhausbrücke and Domplatz, Jungfern- stieg is just ten minutes’ walk away.

NEW BRIDGES OVER BAAKENHAFEN

The new bridge over Baakenhafen harbor links the northern part of the neighbor- hood of Baakenhafen with its southern part. Much admired for its range of functions, the bridge has been showered with praise and prizes – including the 2014 Balthasar Neumann Prize, the German Steel Construction Prize, the renowned British RIBA award and the title “Structure of the Year” from the Hamburg architects and engineers association (AV). The 90 m Baakenhafen bridge, opened in June 2013, marked another important milestone in the rapid development of eastern Hafen- city, traffic quality, using cut (and therefore smooth) cobbles.

ENVIRONMENTALLY FRIENDLY TRANSPORT

HafenCity’s central situation and good accessibility are increasingly an invitation to leave the car behind – particularly as HafenCity, with its short distances, is ideal for cycling and walking with its branching, unusually dense network of paths. The majority of cycle and footpaths are isolated from moving traffic along promenades, piers and squares, often along the waterside. Cycle lanes are standard on streets with heavier traffic. People with limited mobility or severely impaired sight can move about HafenCity easily. Despite differences in height, a mass of measures make open spaces barrier-free. The most important walking and driving routes are equipped with wheelchair-accessible ramps; acoustic signals can be operated at traffic lights, and the surfaces of promenades have been made with an eye to walking and rolling quality, using cut (and therefore smooth) cobbles.

An essential requirement for sustained development in HafenCity, with its dense mix of uses and high number of visitors, is an efficient public transport system. The start of U4 subway ser- vices – the line was not foreseen in the original Masterplan – to Überspreequarter station in December 2012, therefore, rep- resented a major new link in the public transport chain. Since then regular ser- vices have connected HafenCity directly to Jungfernstieg and the central station. In August 2013, services to the HafenCity University station followed. Two months earlier, the groundbreaking ceremony for the extension of the U4 through to the Elbe bridges took place. Construc- tion is forging ahead; in summer 2015, preliminary construction of the storage sidings and reversing facility in Baa- kenhafen quarter was completed. The last 1.3 km section runs from HafenCity University station to the new station at Elbbrücken. From 2018 it will link the new neighborhoods with their approximately 3,000 homes and some 20,000 jobs.

SUBWAY, FERRIES AND BUSES

In the course of construction of the extension a new overground subway sta- tion has been going up at Elbbrücken since April designed by the Hamburg office of Gerkan, Marg and Partner (gmp). The objective is not only to link up with the rapid transit S-Bahn at a new S-Bahn sta- tion; a new stretch of the U4 subway is to be built southwards to Wilhelmshaus/ Kirchdorf Süd. There is also a dense network of bus stops in HafenCity: the MetroBus 6 serves the Auf dem Sande stop in the Speicher- stadt, the new 11 line, skirting the port and known as “Hamburg’s cheapest city tour”, initially runs from Fischereihafen, the fishing port, through HafenCity to Baakenhafen. The first ferry pier has also been installed near the Elbphilharmonie. Two more are to follow at HafenCity Uni- versity and the Elbbrücken. In addition there are various jetties for port barges, for instance in Magdeburger Hafen and in Baakenhafen harbor. Planning and realization of these com- plex infrastructural measures – except on private land – is the responsibility of the developer, HafenCity Hamburg GmbH, owned by the City of Hamburg. Financing is covered exclusively by sales of land in the planning zone. However, finance for the new U4 subway line is an exception. It is being planned and realized by Ham- burger Hochbahn AG, and financed out of budgetary funds of the Free and Han- seatic City of Hamburg as well as federal subsidies. The cost of the extension of the subway, however, will be carried by Ham- burg’s special fund under public law hold- ing “city and port” assets, while the cost of external access to HafenCity, the planned reconstruction of Deichtorplatz, as well as bridges to be built between HafenCity and other city neighborhoods, is also financed out of Hamburg’s budget.

HafenCity is crossroads by a dense network of cycle paths and lanes. The integration of cycle routes with the city-center network gets better and better.
HafenCity: Out of a Port a City Emerges

- Overall area: 157 ha of former port and industrial sites
- Expansion of Hamburg’s city area by 40%
- 10.5 km new waterside promenades (including Elbe embankment)
- 3.1 km riverfront along the Elbe
- Distance from center of HafenCity to City Hall: 800 m
- Density of uses for offices, residential, retail, education, culture and recreation
- Building density: 3.7 to 5.6 floor space index (FSI)
- Average density of residents: 110/ha (land area)
- Average density of employees: 354/ha (land area)
- Newbuild gross floor area (GFA) above ground: 2.32 million sqm
- More than 45,000 jobs of which 35,000 office
- 6,000 to 7,000 homes (of which approx. 1,500 to 2,000 subsidized) for at least 14,000 residents
Data and Facts

Total investment volume HafenCity

c. EUR 10.9 bn (provisional estimate at current prices)

Public
- Primarily from “Special Fund for City and Port”; approx. EUR 1.5 bn from sales of plots (“Special Fund for City and Port”)
- Not borne by the special fund are new subway construction (except cost of the extension to the Elbbrücken) and public buildings such as university, schools and Elbphilharmonie, or provision of external access roads for HafenCity (e.g. reconstruction of Deichtorplatz and Damplatz 2011) or the costs of the International Maritime Museum (EUR 30 million)

Private
- c. EUR 2.4 bn
c. EUR 8.5 bn

Distribution of building space

Total: 2.32 million sqm GFA

- Offices 48%
- Academic, education, culture, leisure and hotel 13%
- Residential 30%
- Retail, gastronomy, services 9%

Distribution of land areas in HafenCity

Total area: 127 hectares

- Traffic areas 24%
- Public open spaces 25%
- Private open spaces 15% publicly accessible
- Private open spaces 7% not publicly accessible

Distribution of land uses

Overall area: 127 hectares

- Public open spaces 25%
- Public squares, parks, promenades
- Traffic areas 24%
- Building area 31%
- Private open spaces 7%
- Not publicly accessible
- Private open spaces 13% publicly accessible

Overall area: 157 hectares

- Land Area
- Water surface of which, 1 hectare floating pontoons
- Total: 30 hectares
- Office: 127 hectares

Key stages of development in HafenCity

1997
- City parliament decides to realize HafenCity
- Construction of buildings begins (SAP, now Kühne Logistics University KLU)
- Kesselhaus information center

2000
- Masterplan approved by Hamburg Senate on basis of international competition
- Opening of Kesselhaus information center

2001
- Construction of buildings begins (SAP, now KLU)
- Construction of first neighborhood (Sandtorkai/Dalmannkai)

2003
- Completion of first building (SAP, now KLU)
- Construction of first neighborhood (Sandtorkai/Dalmannkai)

2007
- Introduction of HafenCity Ecolabel for sustainable building
- Construction of northern Überseequartier begins
- Construction of Elbphilharmonie begins

2009
- Completion of first neighborhood (Sandtorkai/Dalmannkai)
- Completion of first building on Strandkai (Unilever and Marco Polo Tower)

2010
- Decision on the architectural competition for western Strandkai
- Southern Überseequartier has new investor
- Revision of Masterplan for eastern HafenCity

2011
- Completion of Sandtorpark/Grasbrook neighborhood
- Opening of International Maritime Museum Hamburg and Traditional Ship Harbor
- HafenCity, with Speicherstadt, becomes individual city district

2012
- Completion of northern Überseequartier as well as Brooktorkai/Erics neighborhood
- Further building of southern Überseequartier delayed
- Construction of Überseequartier begins

2013
- Construction of U4 subway extension to Elbbrücken begins
- Construction of Am Lohsepark neighborhood begins
- Completion of Baakenhafen bridge

2014
- Construction starts in Baakenhafen neighborhood
- First urban planning competition for HafenCity (Elbbrücken neighborhood)
- Decision on the architectural competition for western Strandkai

2015
- Construction of central Lohsepark and Grasbrookpark begins
- Opening of Grasbrookpark and Elbe Arcades in Magdeburger Hafen
- Construction of central Lohsepark and Grasbrookpark

2016
- Opening of Lohsepark
- Inauguration of Elbphilharmonie Concert Hall (planned)

2017
- Opening: Baakenpark
- Construction starts of southern Überseequartier
- Construction of U4 subway extension to Elbbrücken begins
- Opening: Lohsepark
- Projected completion of HafenCity (apart from a few buildings)
PICTURES BY

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