

PROJECT TITLE	GREEN WAVE
GROUP NUMBER	1
TUTOR	Jarosław Tabor , City Hall Barbara Ostrowska , Designe Office Artur Jasiński i Wspólnicy
PARTICIPANTS	<ol style="list-style-type: none"> 1. Monika 2. Tomasz 3. Inez Buczek 4. Marcin Buczek 5. Zofia 6. Małgorzata 7. Agata 8. Monika 9. Małgorzata 10. Andrzej

DESCRIPTION OF THE PROJECT

The workshop of the group 1 began with defining the main problems and determining the value of the area of Superścieżka. The participants – users of the space – among the elementary problems listed a terrible noise coming from Powstania Warszawskiego avenue. Moreover, they complained about dust, heavy traffic and lack of security after dark. Quite a different perspective was presented by people who visit the area occasionally, i.e. the clients of nearby institutions and cyclists who treat the future Superścieżka only as a “transit route”. Among the main problems they listed visual and spatial chaos, mishmash of advertisements, lack of consistent visual identity, difficulties with spatial cognition, especially around Mogilskie roundabout. Listed as one of the greatest assets was a nearby botanic garden. However, it is hardly reachable due to Powstania Warszawskiego avenue that forms sort of a barrier for the users of Superścieżka. Marian Eile square as well as the premises of Krakowski Szkolny Ośrodek Sportowy (Cracow School Sports Centre) were mentioned by the group 1 as other assets of the area – also related to the greenery. Lubicz fort was also appreciated, however, now it is an unimaginative and lifeless space.

The analysis of the problems and values of the space between the roundabouts became a starting point of searching for inspirations and ideas as well as of designing solutions that would limit the defects and disclose the assets of the future Superścieżka. The ideas can be divided into two groups: the first one considered Superścieżka as a whole and consists of general ideas that allows to identify the area as a place, that is – according to the definition of professor Krystyna Pawłowska – “a space with a defined identity”. The second group

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contains smaller ideas, related to detailed fragments of Superścieżka, sometimes resulting directly from the analysis of spatial context and sometimes from other important conditions – the needs, dreams or preferences of the group members, that is the users of Superścieżka.

The first group of ideas consisted of propositions related to the problem of the noise along the whole area. Key question was: how to provide acoustic isolation without making a visual and spatial barrier? Nobody in the group had any doubts that the existent noise barriers are not the right solution and should be disassembled. Among the ideas there was a “**wavy ridge – flower meadow**”, i.e. an embankment in a form of a ridge, higher wherever the noise is louder and lower everywhere else. This natural barrier, planted with perennials and ornamental grasses, diversified in terms of the form and colour, will constitute an attractive noise barrier all year long. In the places with not sufficient space for the before mentioned forms, the participants proposed living pergolas (formed for example of osier) or trellises covered in vines (in the places where there is not enough horizontal space). The pergolas would appear mostly around car parks, isolating cars from the pedestrian and bicycle traffic, humanising the area, creating a “green link” between the key areas of Superścieżka and providing continuity of the greenery.

Other ideas for Superścieżka could be described by the words: **colour** and **form**. Addressing the issue of spatial chaos, mishmash of advertisements, lack of consistent visual identity, there was an idea of **colour identification of Superścieżka**. It was divided into sections connected with the fronts of certain buildings. Each of the section has its colour that appears on certain elements, for example on the pavements or street furniture, and identifies the area as well as facilitates spatial cognition. Thanks to this, we can meet with somebody on a blue bench or tell a lost passerby that he must turn left by the red colour. A common denominator of the sections is a form. The participants noticed the shape of a small green area in front of the Axis building (reminding the shape of Mogilskie roundabout), indicated by the pedestrian routes and analogical form in front of the future Ratusz Marszałkowski (the seat of regional government). Considering the above, the participants proposed benches/seats of the same shape that became a pattern along the whole Superścieżka. Together with individually designed **characteristic lightning**, they create identity and a brand of the place. A consistent form combines versatile functions that take into account the needs of all users – the inhabitants of Grzegórzki, office employees, passersby and cyclists – people of all ages.

Superścieżka was divided into functional sections (corresponding to colour sections): Lubicz fort – “culture” zone, Axis front – a meeting and eating zone, Eile square – relaxation and recreation zone, car parks in front of “żyłtekowce” (very characteristic buildings in Cracow, created in 1960s and 1970s, situated nearby Superścieżka) – transit zone, Krakowski Szkolny Ośrodek Sportowy – sports and recreational zone.

There have been two ideas for Lubicz fort. The “minimum” version uses the amphitheatrical shape of the building and integrates into it a street stage (“culture” zone), comfortable seats, light, openwork roof. In the “maximum” version the fort is closed under a transparent dome

and transformed into a winter garden and a butterfly house. The Axis front is a meeting place – there are several benches in a shape of Mogilskie roundabout. Inside each bench there is a different kind of a tree or the same kind but a different variety. Marian Eile square is a quiet space, covered by an additional crescent embankment from Powstania Warszawskiego avenue. Playground for children will be moved to the premises of Krakowski Szkolny Ośrodek Sportowy. There is a rain garden. Car parks are a problem – they cannot be removed because they are necessary; it is difficult to isolate them because the scope of the project does not go that far.

Beside the pergola, there are other ideas of a little intervention that transforms the area into an art space – painting the surface of the car parks. Krakowski Szkolny Ośrodek Sportowy maintains and develops its sports and recreational functions. The fence is left – as openwork, not high, green. The pitch turns into a skating ring in winter. The playground, moved from the Eile square, takes the form of a bent pipe with stretched ropes. Besides the attractions for children, there is also an open-air gym for adults. Moreover, among numerous ideas, there is a year-round Teflon rink, a zip-line in pergola (especially for people rushing to work) and all kinds of single ideas such as singing dust bins, musical stairs and other things inspired by “funtheories”. There were also ideas that go beyond the scale and scope of the area – restricting the width of Powstania Warszawskiego avenue and changing one lane to calm traffic and moving a car park by the avenue to make another green lane for Superścieżka, as well as a footbridge linking Superścieżka with the other side of the avenue, especially with the botanic garden.

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