





THE INTERNATIONAL TWO-STAGE COMPETITION
for the study design and the realization design

**of urban and architectural development
of Philadelphia Boulevard (Bulwar Filadelfijski)
in Toruń, Poland.**

DESCRIPTION OF THE SUBJECT MATTER OF THE COMPETITION
(Appendix 12 of the Competition Rules)

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1. Location of the competition area

Founded in 1233, Toruń developed as a member town of the Hanseatic League. Prior to the outbreak of the Second World War it was the capital of the Pomeranian voivodeship (province). Currently, it is a city with good transport links to the rest of the country, with a population of over 200 thousand. It is a significant academic center with 40 thousand students studying at the Nicolaus Copernicus University and a few other academic institutions. It is the seat of the local self-government of the Cuiavian-Pomeranian voivodeship (province). Culture and tourism are crucial areas of the city's economic activity and are centered around the area of the Old Town quarter, covering an area of 5 hectares.

The area which is the subject of the competition, with the adjacent surrounding area, is presented on the site location map which is a graphic depiction of this description and marked as **Appendix 13** of the Competition Rules.

1.1. The central part

The Philadelphia Boulevard (Bulwar Filadelfijski) is a street which runs alongside the Vistula river waterfront, between the river and the city defense walls surrounding the well-preserved medieval Old Town quarter. The area is one of the most prestigious public city spaces which forms a backdrop for a breathtaking panorama which has been the city's pride and joy for centuries. Its boundaries are marked by the arches of the truss bridges - road and railway ones.

The historical, river-port character of the place has gradually given way to the transport functions, which contemporarily have been combined with representative functions stemming from the will to commemorate the historical events that have taken place here throughout the ages, the existence of important municipal buildings and facilities, and the desire to cultivate various traditions. Today, the recreational and leisure functions of the waterfront are beginning to dominate, reaching beyond the natural boundaries of its developed section, and extending the zone of its influence up and down the river.

The street which was formed after removing the port facilities, provides a necessary transport link serving the needs of the adjacent section of the Old Town quarter, and constitutes a convenient shortcut for the traffic flowing between the western and eastern parts of the city. The resulting heavy traffic poses threats and nuisance which considerably hampers the other advantages of this place. It lowers its recreational value, results in separating the city founded on the Vistula from its riverfront. It constitutes an obstacle to tourism, which plays a major role here.

1.2. The western part

The western section of the Philadelphia Boulevard crosses the greenery area surrounding the Old Town quarter, leads further away from the river and connects with the streets serving the Rybaki district - an area bordering the Vistula river bank and situated below the Bydgoskie Przedmieście district, which lies on an elevated terrace. There is a river harbour of the so-called Winter Port, which serves as a mooring point for vessels used for the maintenance of the Vistula waterway. These vessels are serviced and repaired in a small shipyard. There is also a river police station. There are plans to build a publically available yachting marina.

To the west of the Vistula harbor there is a gravel shipment facility where the gravel and sand dredged from the riverbed is reloaded. The facility is to be moved to a different place. The area on the eastern side of the port canal, situated between the harbor and the Vistula river, up to the currently developing rowing dock of the Nicolaus Copernicus University Academic Sport Association does not have a concrete-surface river bank and is a natural, biologically active, zone of tremendous potential.

Along the opposite bank of the Winter port runs Reverend Jerzy Popiełuszko Street. It provides a transport link for originally developed industrial and business facilities and also serves as a natural pedestrian and cycling route leading from the Old Town to the Municipal Park which covers the area of 25 hectares. It is one of the oldest public parks in Poland and is inscribed on the natural monuments register. The area on the north side of the street has been previously used for storage facilities and allotments which are gradually being replaced by housing developments. Its eastern edge has been occupied by hotels.

1.3. The eastern part

The eastern part of the Philadelphia Boulevard runs along the edge of the Saint Katherine's District - which historically served as the economic base for the Old Town quarter. The boulevard ends at Plac 18 Stycznia square and connects with Romualda Traugutta Street and Warszawska Street, which is lined with the majestic facades of the Wilhelmstadt townhouses. These streets are a fragment of a small ring road serving the needs of the Old Town quarter, which also has a tram line. It also constitutes a part of the national roads number 15 and 80.

At the Square, there is a railway station included in the BIT-CITY program whose aim is to integrate public transport systems of Toruń and the nearby city of Bydgoszcz using the modernized metropolitan railway line which connects both cities. In the vicinity of the station, there is going to be built a transport intermodal switching hub. It will be connected with the tram platforms by a footbridge to be built soon. The inbound Gen. Skrzyńskiego Street will be transformed into a publically available car park serving cars and tourist coaches.

The eastern part of the Boulevard remains its most peripheral section and is the least developed. It is connected here to Św. Jakuba Street which leads to the New Town Market Square (Rynek Nowomiejski). Its significance will increase after

the completion of the planned housing development, and particularly after the implementation of the BIT-CITY project. The Vistula riverfront, here still covered with concrete surface, recently renovated following flood damage, has the function of a green area fitted only with a pavement which serves as a walking route. To the east of the railway bridge, it changes into a dirt footpath running along a natural wooded escarpment

2. Boundaries of the competition area and its division

The area which is the subject of the competition is a strip of the Vistula riverfront 2 km in length, together with the adjacent part of the riverbed, limited by the line of the Old Town quarter defense walls, walls of the inner defense ring of 19th-century Toruń Fortress, and boundaries of privately-held land with limited access or different types of land use. Its western boundary has been set along the outside area of the newly developed rowing and canoeing dock/slipway of the Academic Sport Association (AZS). The eastern boundary runs a short distance behind the railway bridge, beyond the hard-surface section of the Boulevard riverfront, and encompasses a short fragment of the natural escarpment of the tall Vistula river bank.

The area included in the competition consists of two zones, corresponding to the character of the competition, referred to as the study competition and realization competition. The main task refers to the zone which is subject of the realization part of the competition. For this zone, the winning team will create a building project and a detailed engineering project, which, after going through the required administrative procedures and securing all the necessary funds will be implemented in stages. In respect to the zone which is the subject of the study part of the competition, the winning competition design is to indicate and determine the ways and directions of its arrangement and future transformation in reference to the norms and functions introduced in the area included in the realization part. In this way, the new development of the Philadelphia Boulevard and its immediate surroundings will be implemented in a coordinated and ordered manner.

The boundaries of the competition area, including the extent of the two zones in the respective realization and study parts, are depicted on the map which is a visual illustration of this description, and marked as **Appendix 14** of the Competition Rules.

2.1. The realization zone

The realization part of the competition entails the most precious space, which is most closely related to the historical part of the city, at the same time the most carefully protected and, consequently, most frequently visited one. Currently, it is the most developed part, however, due to the low standard and bad technical condition of some facilities, it is in dire need of modernization. It stretches for

approximately 1.5 km - from the road bridge to the railway bridge, encompassing, in the west, the entire car and tourist coach parking space; while in the east it reaches the end of the concrete-paved surface of the river bank.

The southern boundary of the competition realization zone is marked by the aforementioned concrete-reinforced riverbank structure which is actually not included in the zone. The northern boundary, which is simultaneously the boundary of the study zone, runs along the defense walls façade, defense towers and gates of the Old Town quarter, along the walls of the 19th century Fortress in Wola Zamkowa Street and borders the properties adjacent to the Philadelphia Boulevard, further runs along the line separating Traugutta Street in the east. These elements are excluded from any interference or modification and are to remain illuminated. The realization zone additionally includes a section of Flisacza Street and the section of Św. Jakuba Street stretching up to Wola Zamkowa Street.

The area is partly covered with trees and has a varied land relief. The land relief should not be subject to substantial changes. The land is almost entirely the property of the municipality of Toruń while some small sections belong to the Treasury of State. One of the land plots, with a property on it, remains in private hands. In the competition design, created with the awareness of the resulting consequences, it is necessary to propose an appropriate way of developing this land plot which will be in compliance with the entire design concept. The expectations towards the particular features of the development will be explained further in this description. They are dependent on the significance, value, technical conditions, and even the source of funding or the period in which the project works are to be carried out.

2.2. The study zone

The zone which is the subject of the study part of the competition complements the realization zone. Its introduction results from the lack of possibility to conduct in this area, in the near future, any significant investment project works, or from the peculiar features of this area, which obliges us to pay attention to the place but escapes the traditional notion of spatial development. This way of approach refers particularly to the Vistula riverbed, where any lasting interference must take into account the considerable periodical fluctuations of the water level as well as the requirements of the flood-protection regulations, which requires obtaining appropriate permits of the relevant authorities.

Apart from the riverbed and its newly constructed river bank reinforcements, the study part encompasses the newly developed (last year) leisure and recreational grounds to the west of the road bridge stretching until the AZS rowing and canoe dock, with their immediate surroundings. On the eastern side, it constitutes a transition zone between the well-developed Boulevard which is to be further upgraded and the natural, densely forested river bank escarpment, through which runs an undeveloped walking route.

3. Basic conditions and preliminary conclusions

A significant section of the Philadelphia Boulevard runs through an area which has been put in the historical monuments register, while its another section crosses a buffer zone of the UNESCO World Heritage Site. Along its entire length, The Boulevard lies on the edge of an area of special bird protection PLB040003 Lower Vistula Valley, which is a part of the Natura 2000 protected areas network. Despite having valuable clusters of greenery, it lacks any protected monuments of nature. The area in question is not included in the local spatial development plan. Currently, no permanent public transport route runs through it. In the summer season there are boat trips for tourists along the Vistula, and a small boat ferry service across the river, to the Kępa Bazarowa grove in the direction of Dworzec Główny railway station.

A large portion of the street, particularly in its lowest point, is at risk of flooding. Pursuant to the Water Law act, in the areas of particular flooding risks, it is forbidden to carry out works and activities that would hamper flood prevention or that would increase the risk of flooding, including:

- 1) constructing water facilities and structures, as well as erecting other buildings, except for bicycle lanes;
- 2) planting trees and bushes, with the exception of wicker plantations for the need of water regulation and vegetation which is an element of natural river valley biom or vegetation that reinforces river banks, dikes, levees or fluvial deposits;
- 3) making changes to the land relief, storing materials and carrying out other works, with the exception of works connected with the regulation and maintaining of waterways, river banks and sea shores, construction, reconstruction or renovation of bicycle lanes, and maintenance, recreation, reconstruction or extension of flood dikes and related objects and activities connected with building and marking bicycle or walking routes.

Any of the aforementioned prohibitions may be lifted or repealed by the director of the regional water management, provided that it does not hamper flood risk management process. The designed development must take into account the Vistula river water level fluctuations which may reach 8 m and its average gradient of 0.18 m/km.

The legal and formal conditions, including the presence of Natura 2000 area and the extent of the flooding area are shown in a map which is a graphic depiction of this description and marked as **Appendix 15** of the Competition Rules. The historical and restoration circumstances are included in **Appendix 16**. The inventory count of trees and bushes and the results of geological survey are contained in source materials and have been marked, respectively, as **Appendix 20** and **Appendix 21** of the Competition Rules.

3.1. Directions of the spatial development policy

The study of conditions and directions of the spatial development of the city of Toruń situates the zone included in the realization part of the competition

within the area of public amenities and within the green park area located in the city center, in the protected sub-zone of preserved valuable elements/features with the simultaneous support of modernization works. The support should aim at raising technical and utility value of the objects, buildings and urban architectural ensembles with the possibility of replacing some objects, buildings or facilities while meeting the historical preservation requirements. It is considered a priority to include in the restoration and revitalisation plan the area located between Wola Zamkowa Street, Warszawaska Street and Philadelphia Boulevard Street.

The area of the Philadelphia Boulevard between the city walls and the Vistula river bank in the section between the railway bridge and the road bridge is one of the areas to be included in the program called „Returning the Vistula to the City”. The zone which is subject of the study part of the competition is partly located within the bounds of the river surface area, in the protection and preservation (restoration) sub-zone. The grounds situated to the west of the road bridge are within the area of services (amenities) in greenery, in the controlled development sub-zone. They can be urbanized, and the urbanized areas must be subject to the process of arranging and ordering the existing forms of land use and development based on conditions which ensure maintaining or facilitating their ecological function.

3.2. Guidelines for landscaping process

In the landscape management plan of the city of Toruń, the Philadelphia Boulevard and the Winter Port constitute a separate landscape unit, which is a part of the Vistula river bank greenery system. Its bio-resources comprise decorative public-space low plants such as flowerbeds, lawns and hedges as well as single trees and clusters of tall greenery situated near the bridges. The plan recommends increasing the share of greenery in order to increase the aesthetical value, protection of the existing trees, introduction of low greenery related to the character of the place, with plant species typical for the local environment/habitat (reed beds, river bank vegetation, with a selection of contemporary varieties of basic species).

This unit encompasses the main walking route leading along the river bank and offering wide-open vistas. It is open to the public and serves as a representative area of the city. Its revitalization should aim at creating a unique public space that would become an “open salon”, attractive both for the locals and the visitors. It can be used as a venue of open-air events, a mooring point for tourist boats, it is particularly suitable as a location of cafes and food outlets. The tourist service facilities and the architectural objects corresponding to the function and character of a public space should generate profit from tourism and leisure activities.

In reference to the conclusions from the international project „InWater”, implemented in years 2006-2007 and co-financed from EU funds, whose aim was to popularize inland waterways and their use for the tourist and economic development, the landscape development plan points to the need of developing the area along the historical Old Town defensive walls with the change of function of the car traffic road into a pedestrian promenade. The plan provides for maintaining the human transit continuity of the Vistula waterfront by marking the

footpaths, walkways and bicycle and pedestrian routes and mounting elements of small architecture such as benches, rubbish bins, and bicycle racks, improving the quality of road and pavement surfaces, as well as preserving the landscape view connections with the adjacent areas in order to increase the landscape attractiveness of the area (keeping the existing communication routes, planes and viewing points and highlighting the new ones)

For the western part of the boulevard, the plan encourages introducing new functions: educational, leisure and recreational. It proposes creating a system of platforms or piers along a section of the riverfront that would be used for mooring vessels and simultaneously serve as viewing points. In the vicinity of the railway bridge it recommends creating a system of communication and functional links with the neighboring areas. The plan also proposes the introduction of a surveillance cameras network and illuminating the lower part of the Boulevard to improve the aesthetic value of the place and the security of its users. The location of the light sources and the stylistic design of the lighting devices should be subject to prior view analysis and field tests with the participation of the representatives of the historical preservation office. Additionally, the plan provides for the creation of an integrated system of visual information (information boards, commemorative plaques and boards, signposts), which should become a coherent element of the city identification system.

The concept of developing the Boulevard in the „InWater” project is contained in the demonstrative materials and is marked as **Appendix 35** of the Competition Rules.

4. Justification for the need for changes

Toruń keeps modernizing and continues to highlight its symbolical sites. More and more elements of the Old Town quarter are being restored to their original glory. Apart from the suggestive and harmonious illumination, emphasizing the assets of the Philadelphia Boulevard, its present state of development remains in ever starker contrast to the improving state and sight of the historical townhouses, public edifices, gates, squares and streets. In comparison to the modernization works undertaken in other cities, including works in waterfront locations , the current state of the Vistula river front does not meet the contemporary standards both in terms of aesthetics and functionality.

Despite the constant care and attention, the solutions used in the Philadelphia Boulevard are becoming less and less satisfactory to the local residents, fail to satisfy the changing needs and diverse ambitions. The space, perceived as a waterfront landmark of the city, does not live up these expectations and its intended role. Simultaneously, it is constantly subject to the pressure from various active communities and groups which demand adding more symbolic and decorative features and arrangements. We also need to consider the elements and facilities which serve various practical functions. They are all created in separation from each other, filling yet another empty spaces.

4.1. The investment project

The elements of the Philadelphia Boulevard arrangement are exposed to various detrimental factors - time and water in particular. The most badly damaged features are subject to more or less costly repair work. The ad hoc actions cause the facilities to be in varying technical condition. Due to the size of the subject and the scale of incurred expenses, the rational approach obliges us to leave intact, in near future, some of the newly renovated or newly created elements. Some investment projects are financed from the funds whose use requires observing the sustainability period of the projects. Some properties are temporarily inaccessible. All this necessitates implementing the investment project chosen in the competition gradually, in stages. This fact must be taken into account while preparing the concept.

4.2. Social expectations

In 2011, public consultations were conducted on the ways of development of the Philadelphia Boulevard. The participants voiced their needs in respect to the area in question. They pointed out the necessity of creating conditions for sports and family recreation, as well as facilities for organizing cultural events and opening cafes and pubs. It was also emphasized that the new facilities should cater to the needs of people of all ages, according to their interests and abilities, should be also available for disabled persons, including these in wheelchairs. They also proposed introducing into the street space uniform elements of small architecture, introducing larger area of greenery and mounting a greater number of benches. A particular emphasis was placed on providing security of the place.

The expressed opinions suggested rebuilding the street in such a way that would allow for periodical transformation of the street into a pedestrian promenade, while banning the motor vehicle traffic in some sections. To offset the limitations to the road traffic, residents proposed a footbridge that would connect the street with the BIT-CITY intermodal switching hub, and also building a bicycle path there. They also suggested building a viewing platform that would have the combined function of a city square, creating an exhibition area, building a café, opening a sport equipment rental and creating a playground for children. There were voices that the Boulevard should be linked to the other side of the Vistula and that it should make better use of its connection to the riverfront. As far as the riverfront is concerned, the participants pointed out the necessity to adapting it to the needs of inland water transport along the E-40 water route.

Detailed information on the process of the public consultations and their results is included in the Report from the public consultations “The Future of the Philadelphia Boulevard”, which is included in the source materials and marked as **Appendix 31** of the Competition Rules. The social needs voiced during those consultations resulted in the development of the western part of the Boulevard - the recreational area between the road bridge and the AZS rowing dock. The solutions implemented this year are presented in the collective picture of area development included in the project “The Development of the Philadelphia Boulevard with the Vistula riverfront in the section from the road bridge to the AZS rowing dock in Toruń”, marked as **Appendix 23** of the Competition Rules.

5. Aim and purpose of the competition

The aim of the competition is to gather various concepts for the development of the area of the Philadelphia Boulevard and its immediate surroundings and to enable the selection of the best arrangement and development of its elements, a solution that will protect and highlight the historical, originally preserved features of a city on a river, a solution connecting these feature with new functions fulfilling the ambitions and catering to the needs of the residents, subordinated to a unified coherent vision, designed and implemented according to the best models, within the set budget, with the awareness of the necessary implementation in stages, with the possibility of further continuation in the future, formally and functionally coherent.

5.1. The Direction of transformations

The entire area which is subject of the competition is to serve as a prestigious space filled with attractive greenery of local character, consisting of typical riverside vegetation, well-suited to the conditions of the climate zone. It should be enriched with cultural elements with recreational function, enabling holding celebratory and commemorative events, taking advantage of the vicinity of the river, interacting with nature and the Old Town quarter. The Philadelphia Boulevard space should ensure the convenient functioning of the city, offering its users conditions for various forms of activity, according to their age, physical abilities, while maintaining the forms appropriate for the significance and location of the place, simultaneously keeping, to a necessary extent, transport service of the Old Town quarter.

The new development of the Philadelphia Boulevard should first and foremost lead to removing the discrepancy between its present role as a transport route and recreational and representative function. Taking advantage of the traffic control technology, most of all, laying out and shaping the road surfaces, and limiting traffic control by means of road signs and traffic lights, it is necessary to get rid of the transit vehicles, while keeping links necessary for the transport service of the Old Town quarter , with the possibility of periodical exclusion of motor vehicle traffic on the Boulevard section between Ślimak Getyński street and Łazienna Street. We also need to take into account the policy of maintaining the present number of car and bus parking spaces in the area and its vicinity.

Transforming the traffic system must take into account the needs of other users of this space in reference to the existing and planned points generating various kinds of traffic, existing and planned attractions and all the crucial axes providing view connections. The basic goal to achieve is to create a danger-free, efficient connection of the Old Town quarter with the riverfront, giving preference to pedestrians, limiting the collision points with cars, cyclists and other persons in motion, simultaneously improving access to the river. The surfaces of the walking routes, pavements, roads and squares should receive meticulously designed, representative forms and suitable lighting, leaving appropriate enclaves of well-selected, attractively arranged and sufficiently emphasized greenery.

Full documentation of the traffic spatial analyses in the light of the proposed changes in traffic organization in the Philadelphia Boulevard is contained in the demonstrative materials, and marked as **Appendix 30** of the Competition Rules.. The graphic illustration of the location of traffic facilities in the vicinity of the Old Town quarter together with a summary of the key conclusions is presented by the map of traffic and transport functions marked as **Appendix 17** of the Competition Rules.

5.2. Approach

The space of the Philadelphia Boulevard is coherent. It requires developing in the way that will satisfy various possible needs, in an adequate coordinated manner, using the best currently available technologies, while maintaining a uniform adopted convention and artistic discipline, each time in a form fully subordinated to the showcase character of the place. Its elements should be so selected that they will attract local residents and tourists alike in all seasons, and the area will maintain its appeal not only by day but also at night, according to the interests of the users' various age groups.

The full protection encompasses the panorama and views of the city defense walls, which considerably limits the possibility to introduce new buildings which would cover obscure them. Under these circumstances, of particular significance is the choice of surface and flooring patterns complemented by high-quality forms of small architecture, suitably interspersed by greenery, as well as their mutual arrangement and lighting scheme that will highlight the desired features. They should, to a greatest possible extent, acknowledge the existing land relief and all complex local circumstances. The proposed development must be in tune with the clear functional layout of the city, and harmonize with its colors and Gothic skyline.

It will be natural to adapt the new arrangement to the existing system of gates, streets and pedestrian routes, and emphasizing them, in relation to the location of the public car parks and transport facilities. Additional value will be gained by linking the new development with the characteristic features of the surrounding area (i.e. the sundial, The Teutonic Knights' Castle), also across the river (e.g. the rowing club, the viewing deck, the Dybowski Castle). An appropriate handling of the program and aesthetic issues, particularly the vista axes, opens the possibility of a functional and attractive placement of attractive urban furniture matching the historical surroundings.

When creating the concept of development of the Philadelphia Boulevard, it is necessary to take in to consideration the proposals put forward by the residents and tourists, which were collected during the social consultations conducted in 2011. Their results were discussed in an earlier part of this document. While designing own solutions, one must take into account the existing state of development, adapting the new elements to the permanent as well as temporary ones. Accordingly, one must assume the realization process in stages, which would allow, at each stage, to achieve a favorable functional and aesthetic effect. Determining the final functional and utility program, and indicating the way of its realization, including the number, location and form of the food outlets, public toilets, recreational facilities, playground equipment, elements of small

architecture and others is left to the competition entrants and their proposals will be subject to assessment by the competition Jury .

The boundaries of the competition area, marked on the maps - both the one which is an illustration of this description and referred to as Appendix 14 of the Competition Rules, and the map set for designing, marked as Appendix 37, where the boundary has been drawn in a more precise way, and the line of suggested division of the design into sheets are to be treated as rough and indicative.

5.3. Auxilliary materials

The previously adopted functional and utility program of developing the Philadelphia Boulevard and the related conditions are defined by the decision of the President of Toruń of 12 October 2010 ref. numbers WAiB-II/JS/GK-7331/CP/45/2010, WAiB-81/V/2003 on the location of the public purpose investment project called “ The Development of the are situated at the Philadelphia Boulevard in Toruń, between the railway bridge, the city defense walls, AZS rowing dock and the Vistula river together with small architecture, reconstruction of pavement and bicycle lane, and technical infrastructure”. It is solely of informational character and constitutes **Appendix 29** of the Competition Rules.

For the needs of the competition design project, four characteristic topographic profiles (land relief cross-sections) have been prepared. They show it as an ordinates system with reference to the height of the adjacent buildings and the range of Vistula water table fluctuations. They are contained in the design materials marked as **Appendix 38** of the Competition Rules. The location of the cross-sections is marked on the site-location map illustrating this description, which is **Appendix 13** of the Competition Rules. The complementary, detailed cartographic studies, including color aerial-view map of Toruń from 2011 and a three-dimensional model of the Old Town quarter are available from the website of the Department of Geodesy and Cartography of the Toruń City Office at <http://mapa.um.torun.pl/geoportal/?p=MAPA:110:4407979421044072> .

6. Competition guidelines

The following guidelines constitute a detailed description of some of the issues discussed previously herein. They pertain to the selected elements of the development of the Philadelphia Boulevard and the related crucial problems. The location of the most important ones, as well as the boundaries of the areas included in the previous development concepts available in the demonstrative and source materials of the competition, together with the rules of the spatial development policy the adopted for them, is indicated on the map which is an index of objects and facilities, marked as **Appendix 18** of the Competition Rules. The references to this map have been marked as “**item**” (“**poz.**”); the reference word “**image**” corresponds to the photographic index of the particular elements of the development, also available in the competition materials. The location of the

selected places presented in the photographs is determined by a map which constitutes the index of photographs, marked as Appendix 19 of the Competition Rules.

6.1. General recommendations

While designing the functional system of the Philadelphia Boulevard, it is necessary to match the functions of its particular elements to the related conditions and their predispositions, situating them in such a way that they do not interfere with each other, both in terms of their utility functions and aesthetics.

The road and traffic system should take into account and cater for the needs of all users i.e. pedestrians, cyclists and motorists. Giving priority to the first group, it must ensure a convenient and safe access to the riverfront from all walking routes within the Old Town quarter as well as from the nearby public transport stops in the Rapackiego square (Plac Rapackiego) and the intermodal switching hub (currently under construction) in Traugutta street, near the railway bridge. From there, as well as from the Dworzec Miasto railway station, an attractive passage along Św. Jakuba Street to the New Town Market Square (Rynek Nowomiejski) must be designed.

As regards the traffic, the road system and shaping its elements should protect the pedestrians against dangers both from drivers and cyclists. Its main task is to provide a necessary transport service to the Old Town quarter, while eliminating the motor vehicle transit traffic and creating a possibility of periodical exclusion of motor vehicle traffic from the section of the Philadelphia Boulevard between Ślimak Getyński Street and Łazienna Street.

The transformation of the road and traffic system also requires solution in respect to the parking space. The car parks catering for the needs of the Old Town quarter, that are to be removed from the immediate surroundings must be located elsewhere in order to continue serving their purpose. It is necessary to consider the rules of organizing the mass tourist transport - the location of lay-bys where the tourist will get off the coaches and parking space where the coaches and buses can park and wait for them.

As far as the river transport is concerned, the competition entrants must point out a location of an easily accessible river transport marina/port, with the possibility of the continuation of the small boat ferry service to the viewing point across the river, near Dworzec Główny railway station. In this respect, it is necessary to situate the mooring points which are currently used by vessels which are elements of the seasonal Boulevard facilities providing tourist service, but which may also become an undesired feature.

The lighting of the Boulevard at night time should guarantee its users necessary comfort along its entire length, providing a sense of safety, and facilitating the existing surveillance camera system. The CCTV system is to be further developed - in order to create the possibility of online viewing. The lighting system must not compete with or disturb the illumination of the city walls, gates and towers. It should properly highlight selected elements of its development, and also introduce attractions suitable to the seasons and their conditions.

The entire development must ensure long term useful sustainability - particularly the permanent elements, which may be periodically complemented by a well-matched and considered system of seasonal features. So designed facilities should be attractive and stimulate human activity as well as stimulate the development of particular areas. This expectation particularly pertains to the social and economic revival of the New Town and its market square. The crucial role in the development of the Boulevard will be played by flooring and paving. They should be well-suited to their function and intensity of use, while retaining their representative and decorative qualities.

6.2. Detailed recommendations

1. The Vistula with its waterfront - Creating facilities in the riverbed may add additional attractiveness the space of the Philadelphia Boulevard, particularly considering its limited area. However, they should not hamper the river transport and mooring of vessels at the riverfront. Any permanent structure must be resistant to flooding and ice-floe movement. Under the regulations of the Water Law, the creation and mounting of such elements will require obtaining permits from the Director of the Regional Water Resources Management in Gdańsk. The permit is issued on condition that the structure in question do not hinder the flow of floodwater. The structure of the riverfront has also been included in the study part of the competition, mainly due to the considerable expenses incurred in its reconstruction after flood damage. For this reason, the riverfront cannot be changed or considerably reconstructed in near future. However, this does not exclude introducing small local modifications necessary for the development of the Philadelphia Boulevard. The design project should define the intended use and purpose of the particular section of the waterfront, and if necessary, particularly to increase the exposure to the vista of the Old Town quarter, it should designate the mooring zones for river vessels and design the location of the mooring facilities. A certain problem may be posed by barges which are moored there throughout the entire season and have been converted into floating pubs, cafes and eateries. Currently, their form and size remain outside any control (**images BFc 029, 031, 036, 037, 041, 042; BFs 096, 114, 118**). The study part of the competition must contain a final, optimal concept of organization of the riverfront, one that will be possible to implement through gradual adaptation changes. The drawings of the riverfront facilities and structure from the reconstruction project are contained in source materials marked as **Appendix 22** of the Competition Rules. The entire riverfront, together with the Boulevard space (**item 1**) has been a subject of numerous concept studies. One of them is included in the demonstrative materials as **Appendix 35** of the Competition Rules.

2. The rowing dock of the Nicolaus Copernicus University Sport Association (AZS) (**images Bfc 004,005**) together with developing a section of the Philadelphia Boulevard riverfront to the west of the railway bridge (**images Bfc 001, 003, 006 - 001, 013, 014, 016 -021, 243; BFs 142 -146,148,149**) was commissioned in spring this year after reconstruction based on the design project called "The Revitalization of the Philadelphia Boulevard with the Vistula riverfront on the section from the road bridge to the AZS rowing dock."**(item 2)** . As a result, the entire area has gained a recreational and sports character. The development scheme is presented by the design available in the source materials as **Appendix**

23 of the Competition Rules. The investment project was co-financed from the funds of the Regional Operational Program of Kuyavian-Pomeranian Voivodeship for the years 2007-2013. The use of these funds obligates the municipality to observe a five-year sustainability period of the project. Under these circumstances, the only possibility here is to add elements that would improve the functionality following the acceptance of the Managing Institution of ROP KPV. Any such additions must be performed bearing in mind the limitations stemming from the location in the flooding area, also in respect to the choice of greenery. The concept of a target, upgraded development of this area is the subject of the study part of the competition.

3. The building facilities of the AZS rowing club (**images BFc 205, 206, 208**) are being prepared for substantial changes based on the „Concept of reconstruction and extension of of the Buildings of the NCU Water Sports Marina in Toruń” (**item 3**). The concept of the new shape of the building is presented by a study called „The concept of reconstruction and extension of the buildings of the NCU Water Sports Marina in Toruń” contained in the demonstrative materials as **Appendix 32** of the Competition Rules. The construction design that is currently being prepared entails only a small portion of the area between the dock and the buildings which has already been developed under the project of „Revitalization of the Philadelphia Boulevard”. The solutions adopted therein are not deemed final. The development of the area so far is very extensive. The revival of the marina/rowing dock and opening its facilities for public use necessitate extending the functional program for this area by elements which are currently absent and might be useful e.g. a small campsite with facilities.

4. The ring of greenery constitutes a green buffer zone surrounding the medieval Old Town quarter. In the vicinity of the road bridge it reaches the Philadelphia Boulevard and it is here that it comes the closest to the Vistula bank. (**images BFc 195, 224, 226, 232, 234, BFs 154**). One part of this green buffer zone is the grove between Chopina Street, Bydgoska Street and Aleja 500-lecia Avenue. (**item 4; image BFc 220**). The concept of new development of this area was conceived in 2012 as part of the EUROSCAPES project, co-financed from the means of the European Regional Development Fund in the INTERREG IV C Program. The concept has not been implemented. The study is included in the demonstrative materials as **Appendix 33** of the Competition Rules. The new development of the Boulevard creates an opportunity to open the ring of greenery to the river, their functional and compositional connection with the river front, which would ensure the continuity of the recreational and walking areas and connecting the elements of the city's greenery in a single network. The appropriate surroundings and prominence should also be given to the facilities of Batardeaus V and VI - elements of the early modern period defense system, which originally served the regulation of water level in the moat (**images BFc 188, 192, 193, 228; BFs 153, 158, 162, 163,**) Today, one of them is occupied by a public toilet scheduled for refurbishment (**images BFc 159, 160**), while the other houses a club/pub frequented by youths (**images BFs 159, 160**). On the western side of the bridge, across the Vistula loom the ruins of the Dybowski castle (**image BFc 024**). They are illuminated at night and also for that reason they are worth highlighting in the composition. The realization part of the competition also includes a traffic and pedestrian route (**images BFc 200,227, 230; BFs 147, 150, 152**) built under the aforementioned project of „Revitalization of the Philadelphia Boulevard”, leading

between the Copernicus hotel car park and the municipal car park. Its sustainability period expires in mid-2020.

5. The car and coach parking area situated under the road bridge (item 5; images BFc 022, 180, 187, 189, 191, 199, 229; BFs 155, 168) uses a relatively unattractive place yet one that is conveniently positioned in the city road network. It is one of the main public objects of that kind catering for the needs of the Old Town quarter. The car park is operated based on a land lease contract concluded with the municipality of Toruń and valid until 29 December 2020 and is non-terminable prior to that date. Nonetheless, it was included in the realization part of the competition due to its bad technical and aesthetical condition, as well as crucial location. The stage-by-stage development of the Philadelphia Boulevard must assume that the works on this place should start in the last, final stage. According to the functional solutions, the design project can limit the availability of the car park for certain types of vehicles or limit its capacity. However, in such case, it is necessary, in compliance with the current policy of the municipality, to indicate, in return, a location where the parking spaces will be moved.

6. Informational and promotional panel (item 6; image Bfc 171, BFs 172) installed on the green area in the passage from The Bulwar hotel which occupies former Ractawickie Barracks, which in the Interwar period housed the Naval Academy, to Klasztorna Gate at the end of Św.Ducha street, was financed under the project called „Toruń - Hansa by the river Vistula” within The Operational Program Innovative Economy for the years 2007-2013. This item is under the five-year sustainability requirement, therefore its location should not be changed before 2017.

7. Flisacza Street (item 7; images Bfc 164 - 166) running between the city walls and the Flisacza restaurant, is used as a passage way towards the main entrance to the Bulwar hotel and the foot of the nearby Leaning Tower, and simultaneously serves as an access way to the adjacent properties. It is a cozy space in need of some attractive development. The low walls alongside the street were previously use for mounting wooden seats.

8. The anchor standing on a pedestal is a monument (item 8; images BFC 030, BFs 122, 125). The plaque mounted on it reads: „On the 50th anniversary of the foundation of the first Polish Naval Academy. The residents of Toruń. 1972” (image BFc 215) The other plaque, bearing the emblem of the Naval Academy, was sponsored by Naval Academy on the 90th anniversary of Polish naval education. The anchor might be relocated , for example to the area of the Naval Academy Square (Skwer Wyższej Szkoły Marynarki Wojennej)

9. The air-raid shelter (item 9; image Bfc 153) situated under the Naval Academy Square is a small room shaped as a zigzag corridor, to be open to the public. One of the concepts of using this space for educational purposes is presented in Appendix 34 of the Competition Rules. The facility should be developed in accordance with this design project or remain subject to the competition solutions. Easy and convenient access into the shelter should be provided.

10. The Naval Academy Square (item 10; image BFc 157 - 159, 168, 218, BFs 176, 177) was arranged and developed from the funds of the Municipal Road Management Authority in Toruń. Its layout is presented in Appendix 24.

11. The station of the Toruń City Bike (item 11, image BFc 152, 155) at the Naval Academy Square may be relocated to another, more suitable place, located in nearby.

12. KATARZYŃKA boat (item 12; images BfFc 034, 211; BFs 189) exhibited on the riverfront comes from a passenger ship „Mazowsze” and was used as a lifeboat. After having been adapted for tourist service, it served in Toruń from 1969 as a tourist vessel shuttling tourists across the river from the Philadelphia Boulevard to Kępa Bazarowa grove. In the competition design it can be moved to another location.

13. The limnigraph house, which houses a device used for constant recording of water level, was created in 1899 (item 13; images BFc 039, 135, 143; BFs 109, 111). Built from wood, and resembling a chapel, featuring a clock and wind-power measuring equipment on the roof, belongs to the Institute of Meteorology and Water Management. Well-exposed on the Boulevard, it makes for the most characteristic feature of the place. The competition design project should leave it in its current location. The area around it has been used by a seasonal café or as a display point for various informational and promotional materials. The nearby low retaining wall is decorated with murals commemorating the shooting of the famous Polish comedy movie “Rejs” (“The Cruise”) (image BFs 116). There is an information board about that fact. There is also a publically available river gauge (image BFs 115). The way of dealing with these elements is left to the competition entrants to decide on.

14. Bridge abutment (item 14; images BFc 049, 050, 052, 125; BFs 012, 019, 192, 196) located at the end of Mostowa Street commemorates a medieval wooden river crossing that once stood there. It has the function of a viewing deck. Together with the arrangement of its immediate surroundings (images BFs 007, 013, 014, 101 - 103), it was built with the funds of the Regional Operational Program of Kuyavian-Pomeranian Voivodeship for years 2007-2013. Due to the use of external funds, it is subject to a 5-year long sustainability requirement - until 2018. The solutions are presented in **Appendix 25** of the Competition Rules.

15. Building at 10-12 Jakuba Street, with a residential multi-apartment function and amenities on the ground floor, obtained building permit in October this year (item 15). Its visualization is presented in **Appendix 26** of the Competition Rules, and a fragment of the basement floor plan and the height of the building can be seen on cross-section D ramps in front of the entrances result from adapting to the current pavement layout. The reconstruction of the street should do away with the current differences and enable construction of the building without these elements.

16. Information and promotional panel situated at plot number 222/3 at the crossing of Św. Jakuba Street and Philadelphia Boulevard (item 16; image BFc 093) was financed under the project called “Toruń - Hansa by the river Vistula” of the Operational Program Innovative Economy for the years 2007-2013. The element is under the 5-year sustainability requirement, which means that its location must not change before 2017.

17. Intermodal switching hub at Dworzec Toruń Miasto railway station (item 17), integrating the tram line number 1 and other forms of public transport with the metropolitan railway BIT-CITY, is a project with a building permit secured in its

final stage of preparation for the construction works. Under this project, the Plac 18 Stycznia square situated in front of the railway station will be completely reconstructed. The bus stops located there will be fitted with new, glass-paneled, continuous shelters. A new arrangement will be given to the square with the monument of the railwaymen - victims of Nazism, which will be moved to the edge of the escarpment by Traugutta Street. Over this street, in front of the railway bridge, there will be a characteristic, roofed footbridge that will allow passengers to safely access the tram stops situated between the street lanes. The Skrzyńskiego Street, which is situated at the back of the square, will be converted into a public parking space for cars and coaches. A station of the Toruń City Bike will be also located in the vicinity of the railway station. The layout and arrangement of the are are presented in **Appendix 27** of the Competition Rules.

18. The footbridge over Traugutta Street fitted with a transparent roof and lift shafts connecting it to the tram platforms and the external pavement (item 18) is an element of the intermodal switching point, to be implemented under the BIT-CITY project. The aim of the project is to integrate the city public transport systems of Toruń and Bydgoszcz with the use of the newly modernized rapid metropolitan railway. The visualization of the footbridge together with the images of other elements of development of Plac 18 Stycznia square are contained in **Appendix 28** of the Competition Rules. Due to the fact that the construction works have not begun yet, it is difficult to predict the expiry date for the 5-year sustainability requirement of this project, most probably it will start running from around the middle of next year.

19. Św. Jakuba Street connects Rynek Nowomiejski (the New Town Market Square), through the Philadelphia Boulevard and Plac 18 Stycznia with Dworzec Miasto railway station (**images BFc 095, 102**). Historically, the street ran towards the areas which used to serve as an economic supply base for the New Town. On the south side of its eastern section, originally outside the New Town, hidden behind a massive brick wall turning into a long side wall of a two-storey building, are the buildings of Bastion 1 which is a part of the outer ring of 19th-century Fortress of Toruń, stretching as far as Wola Zamkowa Street and Philadelphia Boulevard. The area is quite well enclosed/ fenced off, densely wooded, and used extensively. There are no plans to change this arrangement. On the northern side, utility buildings of Toruń army garrison were erected at that time, such as laundry and storage facility. Later, the buildings of High School No. 4 were added. A new residential building, four-storey high, with amenities on the ground floor, will be soon erected on the site of the single-storey brick house. Its visualization is included in **Appendix 26** of the Competition Rules. Another investor has bought the buildings of the former army laundry. They plan to extend it for residential use. Both properties will be accessible from Poniatowskiego Street, which is currently cut-off from Warszawska Street. Św. Jakuba Street will gain, thanks to this development, an impressive northern frontage as far as the crossing with Wola Zamkowa Street, marking the boundary of the area of the New Town (Nowe Miasto). Carrying out these investments will considerably raise the attractiveness of the neighborhood and will bring in new users. This, in turn, will create an inevitable necessity to modernize the road surface, which along considerable section has retained the original cobblestone paving. Reviving the area of the Dworzec Miasto railway station thanks to the BIT-CITY PROJECT should play an important role in the process of transformation. All this gives hope of bringing renaissance to the

New Town Market Square (Rynek Nowomiejski) which will be conveniently accessible using Św. Jakuba street. This importance and function of the street ought to be emphasized in the concept of its redesigning and development. Any change of the way the street is accesses the Philadelphia Boulevard or limiting this access must be carried out only if the appropriate gradients and access to the adjacent properties are maintained, in particular to the area of the Bastion in Wola Zamkowa Street situated on the right-hand side through the gate (**image BFs 071**) and the back of the building to be erected on property at number 10-12 (**image Bfc 100**), a nearby entrance to the school grounds (**Bfc 099**) and to the property currently occupied by a private vulcanization workshop.

20. The eastern part of the Philadelphia Boulevard, along the section from the crossing with Wola Zamkowa street (included) has a renovated asphalt road surface and pavements. (image BFs 067,077; Bfc 115) This discourages us from any attempts at rebuilding it. However, the area has been included in the realization part of the competition owing to its potential stemming from vast open spaces, relatively poor development so far, and its bad condition, as well as the expected rise in its attractiveness due to the new functions and properties to be developed nearby.

21. The tyre vulcanization workshop operating in the one-storey detached building on a square between the Philadelphia Boulevard and Św. Jakuba Street (**images BFc 073, 095, 098; BFs 070**) does not offer services that are considered appropriate for its current location. Its appearance is not of any particular aesthetic value. Together with the small plot of land on which it stands, it is a private property. The surface area and boundaries of this property have been marked for information purposes on the designing map, which is Appendix 37 of the Competition Rules,. The author's proposal of the transformation and development of this property should encourage the municipal authorities to take proper action in this respect.

22. The land irrigation facility visible on the lawn in front of the Carnot wall protecting the Bastion in Wola Zamkowa Street from the direction of the Philadelphia Boulevard (**image Bfc 112**) drains large quantities of water flowing from the Bastion to an irrigation well situated in front of the foreground observation gate (image BFc 113). To the east of the well it is open and has a form of a small open ditch running along the brick fortress wall, which is partly reinforced. To the west of the well until the end of Wola Zamkowa Street, the irrigation is performed using an invisible underground drainage system. The function of these facilities should be preserved, although their form might be modified or solved in a different way, possibly emphasizing it in the new development as an attractive feature.

23. The other objects and elements of the current arrangement of the Philadelphia Boulevard including: toilet for dogs (**image BFc 101**), an LED interactive display board of the multimedia gallery Grupa Falco 2 (image BFc 149), and a board with a axonometric plan of the Old Town quarter located in front of the Convent Gate (Brama Klasztorna) (**image BFc 169**) may be dealt with according to the wishes of the competition entrants. They should consider moving them to another, more suitable location, or restoring their function in an appropriate form and shape there The characteristic street lamps (**images BFc 058; BFs 087**) are property of ENERGA OŚWIETLENIE (ENERGA LIGHTING) company.

24. The viewing point at the rowing club in Majdany Street (**images BFc 051, 068; BFs 196**) is a characteristic feature of the left side of river Vistula. It has been constructed in the form of a deck corresponding to the abutment of a former wooden bridge. It is the most common vantage point for the panorama of the Old Town quarter. The „Green Bridge” project, co-financed from the Regional Operational Programme of Kuyavian - Pomeranian Voivodeship for the years 2007-2014, aims to span both river banks with a ray of green light.

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- BFc 137- Łazienna Street,
- BFc 138- city walls, wall illumination covers visible on the lawn,
- BFc 139- entrance into Żeglarska street,
- BFc 140- a detail of Sailors' Gate (Brama Żeglarska),
- BFc 141- pedestrian passage in Sailors' Gate (Brama Żeglarska),
- BFc 141- car passage in Sailors' Gate,
- BFc 143- limnigraph house seen from the back,
- BFc 144- pavement along the city walls, view of the Dovecot Tower (Baszta Gołębnik),
- BFc 145- trees on the riverside near Dovecot Tower (Baszta Gołębnik),
- BFc 146- bend of Philadelphia Boulevard near the Dovecot Tower (Baszta Gołębnik),
- BFc 147- Dovecot Tower (Baszta Gołębnik),
- BFc 148- detail of Dovecot Tower (Baszta Gołębnik),
- BFc 149- interactive display panel of Grupa Falco 2 multimedia gallery,
- BFc 150- way to the Naval Academy Square (Skwer Oficerskiej Szkoły Marynarki Wojennej),
- BFc 151- buildings along Bankowa street,
- BFc 152- station of Toruń City Bike (Toruński Rower Miejski) - view of the Convent Gate (Brama Klasztorna),
- BFc 153- entrance into the air-raid shelter at the Naval Academy Square,
- BFc 154- Naval Academy Square, former site of a naval gun,
- BFc 155- station of Toruń City Bike (Toruński Rower Miejski),
- BFc 156- view of the Convent Gate from the Naval Academy Square,
- BFc 157- benches on the Naval Academy Square,
- BFc 158- a naval mine at the Naval Academy Square,
- BFc 159- view of the road bridge from the Naval Academy Square,
- BFc 160- view of the Convent Gate and the entrance into Flisacza street,
- BFc 161- a detail of the Convent Gate,
- BFc 162- view through the Convent Gate on the Św. Ducha Street,
- BFc 163- remains of characteristic city-wall utility buildings,
- BFc 164- view of the Leaning Tower (Krzywa Wieża),
- BFc 165- a vista of Flisacza street,
- BFc 166- view of Flisacza Street from the Naval Academy Square Flisacza street - entrance to the Raftsman Inn (Karczma Flisacza),
- BFc 167- view of Flisacza Street from the Naval Academy Square,
- BFc 168- area development of the Naval Academy Square,
- BFc 169- a board with axonometric plan of the Old Town quarter,

BFc 170- view of the Anchor and the Vistula river from the Naval Academy Square,
 BFc 171- information and promotion panel at the end of Ślimak Getyński Street,
 BFc 172- fence around the area along the passage towards Ślimak Getyński Street,
 BFc 173- end section of the passage towards Ślimak Getyński Street,
 BFc 174- fence around an area with the view of the back side of the Bulwar hotel,
 BFc 175- edge of the Raławice Barracks (Koszary Raławickie) wall - currently Bulwar hotel,
 BFc 176- backside facade of Raławickie Barracks (Koszary Raławickie),
 BFc 177- entrance gate from Philadelphia Boulevard in the the backyard of the Bulwar hotel,
 BFc 178- Philadelphia Boulevard at the Bulwar hotel,
 BFc 179- remembrance of the first Polish Naval Academy,
 BFc 180- advertisement boards on the fence of the car park under the road bridge,
 BFc 181 watermark plaques showing the highest Vistula river levels on record,
 BFc 182- Ślimak Getyński Street,
 BFc 183- exit from Łazienna Street, visible: sundial and the viewing deck,
 BFc 184- advertisement board on a lamp post,
 BFc 185- emblem of Camino Polaco pilgrimage route on the Batardeau VI wall,
 BFc 186- view from the intersection with Żeglarska streets towards west,
 BFc 187- advertisements on the fence of the car park under the road bridge,
 BFc 188- fragment of Batardeau VI,
 BFc 189- view of the car park under the bridge from Philadelphia Boulevard,
 BFc 190- stairs leading onto the road bridge at Batardeau VI,
 BFc 191- space under the road bridge,
 BFc 192- stairs leading onto the road bridge at Batardeau V,
 BFc 193- fragment of Batardeau V,
 BFc 194- entrance of the public toilet in Batardeau V,
 BFc 195- eastern section of the Boulevard - entrance to the green area towards the Dream Valley (Dolina Marzeń),
 BFc 196- eastern section of the Boulevard - view of the Copernicus hotel,
 BFc 197- Sailors' Gate (Brama Żeglarska),
 BFc 198- end of the passage between the municipal car park and and the hotel car park,
 BFc 199- view of the municipal car park from the hotel car park,
 BFc 200- view towards the river of the passage between the two car parks,
 BFc 201- connection of the passage between the car parks with the main walking route,
 BFc 202- view of the main walking route along the fence of the Copernicus hotel,
 BFc 203- the main walking route - a street light, sleighing hill and a playground,
 BFc 204- the main walking route - a bench and the view of the sports grounds,
 BFc 205- view from the sports grounds of the buildings at the Winter Port,
 BFc 206- buildings of the AZS water sports marina,

BFc 207- flag poles at the AZS rowing dock,
BFc 208- view of the way to Popiełuszki Street,
BFc 209- view of the way from Popiełuszki street,
BFc 210- central section of Philadelphia Boulevard - in the background the Dovecot Tower,
BFc 211- "Katarzynka" boat,
BFc 212- view of the Dovecot Tower from Philadelphia Boulevard,
BFc 213- a square on Philadelphia Boulevard,
BFc 214- Philadelphia Boulevard - view of the Bulwar hotel and the road bridge,
BFc 215- the Anchor and plaques mounted on its base,
BFc 216- view of the Convent Gate from Philadelphia Boulevard,
BFc 217- view through the Convent Gate on Św.Ducha Street,
BFc 218- the Naval Academy Square,
BFc 219- area development of the the Naval Academy Square,
BFc 220- a boulder with a plaque commemorating priest Popiełuszko and the wooden mushroom in the green city greens,
BFc 221- beginning of Popiełuszki Street - Ibis Budget hotel,
BFc 222- view of the bridge from the intersection of Philadelphia Boulevard and Popiełuszki Street,
BFc 223- the Copernicus hotel driveway - view towards east,
BFc 224- the main entrance from the Boulevard onto the city greens into the Dream Valley (Dolina Marzeń),
BFc 225- the Copernicus hotel driveway - view from the east,
BFc 226- Philadelphia Boulevard - entrance onto the city green at Batardeau V,
BFc 227- entrance onto the city green at Batardeau V - view from the passage between the car parks,
BFc 228- view of Batardeau V and the Józef Piłsudski road bridge,
BFc 229- view from the west on the car park under the bridge,
BFc 230- view of the car park and the passage between the car parks,
BFc 231- entrance to the Copernicus hotel grounds,
BFc 232- Philadelphia Boulevard - view towards the west on the city greens,
BFc 233- the main entrance of the Copernicus hotel,
BFc 234- flower beds in the city greens at Philadelphia Boulevard,
BFc 235- entrance of the Copernicus hotel car park,
BFc 236- intersection of the Boulevard and Popiełuszki Street - view of the Ibis and Etap hotels,
BFc 237- a square with the boulder bearing a plaque commemorating priest Popiełuszko,
BFc 238- Ibis and Etap hotels at the beginning of Popiełuszki street,
BFc 239- Ibis Budget hotel in Popiełuszki Street,
BFc 240- Popiełuszki Street - Kia Motors car dealership,
BFc 241- a gate in the fence of the Winter Port,

BFc 242 - buildings of the Winter Port as seen from the passage to the rowing dock,
BFc 243 - barbecue facility at the AZS rowing dock,
BFc 244 - view from the green areas towards the AZS rowing dock.

7.4. „Sunny” Catalogue

BFs 001 - Spichrz hotel - view from Mostowa Street,
BFs 002 - front facade of the Spichrz hotel,
BFs 003 - view of Philadelphia Boulevard through the Bridge Gate (Brama Mostowa),
BFs 004 - entrance to the Spichrz hotel car park at Mostowa Street,
BFs 005 - view of Mostowa Street through the passage under Mostowa Gate (Brama Mostowa),
BFs 006 - view of Mostowa Street through the driveway under Mostowa Gate (Brama Mostowa),
BFs 007 - detail of the development of the riverfront at the viewing deck,
BFs 008 - Mostowa Gate (Brama Mostowa),
BFs 009 - Philadelphia Boulevard - view from the intersection with Mostowa Street,
BFs 010 - view from Mostowa Gate (Brama Mostowa) towards east,
BFs 011 - a detail of Mostowa Gate,
BFs 012 - viewing deck,
BFs 013 - the development of the riverfront at the viewing deck,
BFs 014 - slipway at the viewing deck,
BFs 015 - city walls - view of the Burghers' House,
BFs 016 - passage from Philadelphia Boulevard to the Spichrz hotel car park,
BFs 017 - Philadelphia Boulevard riverfront - view from the end of the slipway,
BFs 018 - Zamkowa restaurant (Hit Casino) at the exit of Castle Moat (Fosa Zamkowa),
BFs 019 - the viewing deck as seen from the east,
BFs 020 - Philadelphia Boulevard riverfront in the vicinity of the Teutonic Knights' castle,
BFs 021 - the Guardhouse Tower and the Burghers' House at the end of the Castle Moat (Fosa Zamkowa),
BFs 022 - Zamkowa restaurant (Hit Casino) on the walls of the ruins of the Teutonic Knights' castle,
BFs 023 - a wall separating Philadelphia Boulevard from the castle riverfront,
BFs 024 - view of the caponier at the entrance of Wola Zamkowa Street,
BFs 025 - caponier at the entrance of Wola Zamkowa Street,
BFs 026 - intersection with Wola Zamkowa Street - view of the pontoon storage house,
BFs 027 - riverfront near Wola Zamkowa - mooring dolphin,
BFs 028 - entrance of Wola Zamkowa Street,
BFs 029 - eastern section of Philadelphia Boulevard riverfront,

BFs 030 - driveway to the lower level of the Philadelphia Boulevard riverfront,
BFs 031 - Carnot wall of the Bastion in Wola Zamkowa Street,
BFs 032 - eastern section of the riverfront - view of the railway bridge,
BFs 033 - surfaces of the eastern section of the riverfront,
BFs 034 - middle section of the reinforced part of the river bank,
BFs 035 - walking route on the upper level of the reinforced part of the river bank,
BFs 036 - view from the pavement on the green area on the middle level of the riverfront,
BFs 037 - development of the upper level of the reinforced section of the river bank,
BFs 038 - entrance from the walking route to the middle level of the riverfront,
BFs 039 - renovated section of the reinforced part of the eastern riverfront,
BFs 040 - green area along the walking route in front of the railway bridge,
BFs 041 - sandbars on the Vistula river under the railway bridge,
BFs 042 - trees in the green area in front of the railway bridge,
BFs 043 - end section of the reinforced part of the riverfront in front of the railway bridge,
BFs 044 - view of the escarpment in front of the railway bridge,
BFs 045 - the first support of the railway bridge,
BFs 046 - western tower on the bridge support at the entrance onto the railway bridge,
BFs 047 - the end of the reinforced section of the riverfront behind the railway bridge,
BFs 048 - underside of the railway bridge - view of the first bridge support,
BFs 049 - beginning of a natural escarpment behind the railway bridge,
BFs 050 - beginning of a natural part of the Vistula river bank,
BFs 051 - beginning of the reinforced part of the river bank - view towards west,
BFs 052 - eastern tower on the bridge support at the entrance onto the railway bridge,
BFs 053 - upper, natural part of the escarpment near Traugutta Street,
BFs 054 - bridge abutments and the overland bridge span of the railway bridge over Traugutta street,
BFs 055 - Traugutta Street - view towards Warszawska Street,
BFs 056 - Traugutta Street - view towards Dworzec Miasto railway station,
BFs 057 - towers on the first bridge support of the railway bridge,
BFs 058 - Traugutta Street - view towards the townhouses of Wilhelmstadt,
BFs 059 - bus stop on the south side of Traugutta Street,
BFs 060 - the Vistula riverfront, view from Traugutta Street,
BFs 061 - escarpment near Traugutta Street,
BFs 062 - artistic decoration at Traugutta Street,
BFs 063 - Warszawska Street - view from the end section of Philadelphia Boulevard,
BFs 064 - view from Traugutta Street on the end section of Philadelphia Boulevard,

BFs 065 - intersection of Philadelphia Boulevard with Warszawska Street,
BFs 066 - pedestrian crossing on Philadelphia Boulevard at the intersection with Warszawska Street,
BFs 067 - vista of the eastern part Philadelphia Boulevard,
BFs 068 - Św. Jakuba Street - view of the school grounds of High School No.4 (IV LO)
BFs 069 - end of Philadelphia Boulevard - view of Dworzec Miasto railway station,
BFs 070 - view of Philadelphia Boulevard from the tire vulcanization workshop,
BFs 071 - a square between Św. Jakuba Street and Philadelphia Boulevard - the upper part,
BFs 072 - a square between Św. Jakuba Street and Philadelphia Boulevard - the lower part,
BFs 073 - trees on the square a between Św. Jakuba Street and Philadelphia Boulevard,
BFs 074 - land relief of the square area near the Bastion wall in Wola Zamkowa Street,
BFs 075 - corner of the Bastion walls in Wola Zamkowa Street,
BFs 076 - parking meter at the car park lay-by along Philadelphia Boulevard,
BFs 077 - corner of the Carnot wall of the Bastion in Wola Zamkowa Street,
BFs 078 - Carnot wall along the square at Philadelphia Boulevard,
BFs 079 - Carnot wall of the Bastion in Wola Zamkowa Street along Philadelphia Boulevard,
BFs 080 - view of the Vistula river, buildings of the rowing club and the viewing point,
BFs 081 - Philadelphia Boulevard along the Bastion in Wola Zamkowa Street,
BFs 082 - drainage system of the grounds along Carnot wall in Philadelphia Boulevard,
BFs 083 - a parking meter,
BFs 084 - way to the foreground observation gate and a drainage well of the Bastion area,
BFs 085 - pavement of Philadelphia Boulevard along the Bastion in Wola Zamkowa Street,
BFs 086 - pedestrian crossing on Philadelphia Boulevard,
BFs 087 - Philadelphia Boulevard - intersection with Wola Zamkowa Street,
BFs 088 - entrance from Philadelphia Boulevard into Wola Zamkowa Street,
BFs 089 - view of Wola Zamkowa Street through the passage from Philadelphia Boulevard,
BFs 090 - tourist trail markings on the caponier wall,
BFs 091 - plants growing on top of caponier near the castle and Wola Zamkowa Street,
BFs 092 - pavement of the Boulevard along the wall separating the castle riverfront,
BFs 093 - a cyclist on the Philadelphia Boulevard riverfront,
BFs 094 - a runner cyclist on the Philadelphia Boulevard riverfront,
BFs 095 - city walls towering over the Teutonic Knights' castle,

BFs 096 - the boat ferrying tourists across the Vistula river,
BFs 097 - Zamkowa restaurant, the Burghers' House and the Guardhouse Tower,
BFs 098 - view from Philadelphia Boulevard of the viewing deck and the road bridge,
BFs 099 - "Katarzynka II" boat in close-up,
BFs 100 - the viewing deck and the limnigraph house on the Vistula riverfront,
BFs 101 - entrance to the slipway near the viewing deck,
BFs 102 - way to the viewing deck,
BFs 103 - bicycle parking racks near the viewing deck,
BFs 104 - development of the surroundings of the limnigraph house, entrance into Łazienna Street,
BFs 105 - view of the Spichrz hotel and the Bridge Gate (Brama Mostowa) from the riverfront,
BFs 106 - view of the entrance into Łazienna Street and the sundial on the façade of a townhouse,
BFs 107 - view of the entrance into Łazienna street from the riverfront,
BFs 108 - greenery on the riverfront around the liminigrapha house,
BFs 109 - artistic ornaments of the retaining walls near the limnigraph house,
BFs 110 - decorative artistic detail,
BFs 111 - the front of the limnigraph house,
BFs 112 - stairs connecting different levels of the riverfront near Łazienna Street,
BFs 113 - low wall along the riverfront and the inscriptions and ornaments commemorating the shooting of the „Cruise” (Rejs) movie,
BFs 114 - a barge „Raftsman's House” moored at the Philadelphia Boulevard riverfront,
BFs 115 - elements commemorating the shooting of the „Cruise” (Rejs) movie, in the background: Convent Gate (Brama Klasztorna),
BFs 116 - a decorative detail, „Katarzynka” boat at the riverfront, in the background - the Dovecot Tower (Basztka Gołębnik),
BFs 117 - flowerbeds on the Philadelphia Boulevard riverfront, in the background: the road bridge,
BFs 118 - a tourist boat moored at the Philadelphia Boulevard riverfront,
BFs 119 - in the background: the Anchor monument,
BFs 120 - rubbish bin, stairs connecting different levels of the square,
BFs 121 - a square at Philadelphia Boulevard - view of the Convent Gate (Brama Klasztorna),
BFs 122 - the Anchor monument seen from Philadelphia Boulevard riverfront,
BFs 123 - gangway onto a tourist boat moored at the Philadelphia Boulevard riverfront,
BFs 124 - the Convent Gate (Brama Klasztorna) seen from the riverfront,
BFs 125 - the Anchor monument seen from the riverfront,
BFs 126 - cyclist on the Philadelphia Boulevard riverfront,
BFs 127 - a dog on the riverfront,

- BFs 128 - the Bulwar hotel in the building of former Raclawickie Barracks (Koszary Raclawickie),
- BFs 129 - side of the building of former Raclawickie Barracks (Koszary Raclawickie) converted into a hotel,
- BFs 130 - an angler at the Philadelphia Boulevard riverfront,
- BFs 131 - walkers at the Philadelphia Boulevard riverfront,
- BFs 132 - riverfront equipment: mooring dolphin and a lifebelt rack,
- BFs 133 - people resting on the Philadelphia Boulevard riverfront,
- BFs 134 - public car park under the road bridge,
- BFs 135 - wioślarze na Wiśle, w tle Zamek Dybowski, rowers on the Vistula river,
- BFs 136 - new surface of the old riverfront in the western section of the Boulevard,
- BFs 137 - public car park under the road bridge, in the background: Baatardeau V,
- BFs 138 - infrastructure under the road bridge and the illumination of the bridge,
- BFs 139 - in the background the grounds of Tramp campsite,
- BFs 140 - view from behind the road bridge on the central part of the riverfront and the railway bridge,
- BFs 141 - the western section of the Boulevard, where the old and new parts of the riverfront meet,
- BFs 142 - a detail of the new riverfront in the western section of the Boulevard,
- BFs 143 - a close-up of the transitional area between the new and the old part of the riverfront,
- BFs 144 - the walking route on the new riverfront of the western section of the Boulevard,
- BFs 145 - the western section of the Boulevard: greenery and adjacent municipal and hotel car parks,
- BFs 146 - bicycle path on the riverfront of the western section of the Boulevard,
- BFs 147 - bicycle path near the passage between the car parks,
- BFs 148 - the beginning of the walking route on the western section of the Boulevard,
- BFs 149 - a walking route - view of the outdoor gym and the sleighing hill,
- BFs 150 - a section of the bicycle path along the passage between the car parks,
- BFs 151 - a view from the passage to the municipal car park, in the background: Batardeau V,
- BFs 152 - view from the passage on the way onto the city greens into the Dream Valley (Dolina Marzeń),
- BFs 153 - view from the passage between the car parks to the city greens and Batardeau V,
- BFs 154 - view from the passage between the car parks on Philadelphia Boulevard and city greens,
- BFs 155 - view of the road bridge from the western section of Philadelphia Boulevard,
- BFs 156 - Batardeau V at the road bridge,
- BFs 157 - entrance of the public toilet in Batardeau V,

BFs 158 - stairs leading onto the bridge next to Batardeau V,
 BFs 159 - entrance of the Pilon youth club in Batardeau VI,
 BFs 160 - stairs leading onto the bridge next to Batardeau VI,
 BFs 161 - Philadelphia Boulevard at the end of Ślimak Getyński street,
 BFs 162 - water system facilities of Batardeau VI,
 BFs 163 - a detail of the sluice gate of Batardeau VI,
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 BFs 165 - Ślimak Getyński Street - facade of the new part of the Bulwar hotel,
 BFs 166 - Ślimak Getyński Street - view of the Leaning Tower (Krzywa Wieża),
 BFs 167 - the terrace of the new part of the Bulwar hotel and former Raclawickie Barracks (Koszary Raclawickie),
 BFs 168 - a cluster of advertisements on the fence of the municipal car park,
 BFs 169 - a view from the car park towards east on Philadelphia Boulevard,
 BFs 170 - Philadelphia Boulevard street at the Raclawickie Barracks (Koszary Raclawickie),
 BFs 171 - pavements of Philadelphia Boulevard at the hotel grounds fence,
 BFs 172 - view of the highest section of Philadelphia Boulevard,
 BFs 173 - view of the Anchor monument from Philadelphia Boulevard,
 BFs 174 - green area in the highest section of Philadelphia Boulevard,
 BFs 175 - Naval Academy Square near the Convent Gate (Brama Klasztorna),
 BFs 176 - naval mine on the Naval Academy Square,
 BFs 177 - general view of the Naval Academy Square,
 BFs 178 - view from the Naval Academy Square on the Anchor,
 BFs 179 - street bend on the highest section of the Philadelphia Boulevard,.
 BFs 180 - renovated passage leading from the Naval Academy square,
 BFs 181 - details of development at the passage leading from the Naval Academy Square,
 BFs 182 - view of the Convent Gate (Brama Klasztorna) from the lower level of Philadelphia Boulevard,
 BFs 183 - Philadelphia Boulevard street near the Dovecot Tower (Basztka Gołębnik),
 BFs 184 - defensive city walls at the Sailors' Gate (Brama Żeglarska),
 BFs 185 - Philadelphia Boulevard near the Sailors' Gate (Brama Klasztorna),
 BFs 186 - view of Philadelphia Boulevard near the Sailors' Gate (Brama Klasztorna),
 BFs 187 - defensive city walls between the Sailors' Gate (Brama Żeglarska) and the entrance to Łazienna Street,
 BFs 188 - the Sailors' Gate (Brama Żeglarska),
 BFs 189 - "Katarzynka" boat on the Philadelphia riverfront,
 BFs 190 - Philadelphia Boulevard near the limnigraph house and the entrance of Łazienna Street,
 BFs 191 - entrance into Łazienna Street,
 BFs 192 - view of the viewing deck from the limnigraph house,

- BFs 193 - the Crane Tower (Baszta Żuraw) and the viewing deck at the Philadelphia Boulevard,
- BFs 194 - covers of the city walls illumination lights,
- BFs 195 - entrance into the car park of the Spichrz hotel in the south castle moat (riverfront),
- BFs 196 - the viewing deck on the riverfront - view towards a point across the river.

7.5. „Port” Catalogue

- BFp 001- view towards west from the area of the AZS rowing dock,
- BFc 002- a road along the southern fence of the Winter Port,
- BFc 003- roadside greenery along the southern fence of the Winter Port,
- BFc 004- central section of the road along the southern fence of the Winter Port,
- BFc 005- view towards the river from the road along the southern fence of the Winter Port,
- BFc 006- western section of the road along the southern fence of the Winter Port,
- BFc 007- view of the southern fence of the Winter Port,
- BFc 008- greenery of the central part of the area between the Vistula and the Winter Port,
- BFp 009- way to the Winter Port,
- BFp 010- final section of the road along the southern fence of the Winter Port,
- BFp 011- view of the entrance to the Winter Port,
- BFp 012- a shipwreck on the other side of the Winter Port canal,
- BFp 013- view of the Winter Port canal,
- BFp 014- view of the Winter Port along the port canal,
- BFp 015- a path leading to the cape at the entrance to the Winter Port,
- BFp 016- greenery on the cape at the entrance to the Winter Port,
- BFp 017- view of the Vistula from the entrance to the Winter Port canal,
- BFp 018- the groyne protecting the entrance to the Winter Port canal,
- BFp 019- view of the Vistula river bank across the Winter Port canal,
- BFp 020- the tip of the groyne protecting the entrance to the Winter Port canal,
- BFp 021- widok z ostrogi na Wisłę (w kierunku wschodnim),
- BFp 022- view from the groyne on the Winter Port canal,
- BFp 023- view from the groyne on the riverside greenery,
- BFp 024- view of the shipwreck across the Winter Port canal,
- BFp 025- view from the southern bank of the Winter Port towards Popiełuszki Street,
- BFp 026- view through the fence on the Winter Port,
- BFp 027- road along the fence of the Winter Port - view towards east,
- BFp 028- traces of human activity in the green area,
- BFp 029- view of the AZS rowing dock from the western direction,
- BFp 030- Popiełuszki Street - view of the Ibis Budget hotel,

BFp 031- entrance gate to the Winter Port area,
 PFp 032- buildings of the Winter Port along Popiełuszki Street,
 BFp 033-former villa of the Winter Port harbormaster,
 BFp 034- Popiełuszki Street - view of the fence running along the Winter Port grounds,
 BFp 035- Popiełuszki Street - development on the northern side,
 BFp 036- view of the Winter Port,
 BFp 037- slipways of the ship repair yard,
 BFp 038- ships in the Winter Port harbour,
 BFp 039- townhouses between Rybaki Street and Popiełuszki Street,
 BFp 040- Rybaki housing estate between Rybaki Street and Popiełuszki Street,
 BFp 041- a ship on the shipyard slipway,
 BFp 042- architecture of the buildings in Rybaki Street,
 BFp 043- access road from Popiełuszki Street into Rybaki housing estate,
 BFp 044- view of the central section of Popiełuszki Street,
 BFp 045- river police motorboats in the Winter Port,
 BFp 046- Popiełuszki Street, view towards west,
 BFp 047- parking lay-by at Rybaki housing estate,
 BFp 048- view of the Winter Port canal from Popiełuszki Street,
 BFp 049- river police station in the Winter Port,
 BFp 050- Toruń Waterworks (Toruńskie Wodociągi) base on the northern side of Popiełuszki Street,
 BFp 051- entrance from the Winter Port into the harbor canal,
 BFp 052- Stroma Street - passage to Rybaki Street,
 BFp 053- view along the fence on the western side of the Winter Port,
 BFp 054- view towards the Municipal Park (Park Miejski),
 BFp 055- gardens on the north side of Popiełuszki Street,
 BFp 056- view of Popiełuszki Street,
 BFp 057- villas on the north side of Popiełuszki Street,
 BFp 058- Popiełuszki Street - entrance into Stroma Street.

8. Map index

1. Site location plan (Appendix 13 of the competition Rules):
 Spatial location of land lots, buildings, trees, transport and communications facilities, names of important streets and squares, location of the topographic cross-sections.
2. Site location map with the competition area marked (Appendix 14):

boundaries of the competition area, boundaries and areas included in the study part and the realization part of the competition, lines of the suggested division of the design project into sheets.

3. Formal and legal conditions (Appendix 15):

boundaries of the urban districts of the Old Town quarter and the New Town quarter within the old city walls, boundaries of the historical urban quarter of Bydgoskie District and Rybaki housing estate, areas of land plots and the park inscribed into the historical monuments register, boundaries of Natura 2000 which is a special bird protection zone PLB040003 Dolina Dolnej Wisły (Lower Vistula Valley), live natural monuments, boundaries of the areas in danger of one-hundred-year flood water.

4. Historic and Historic Conservation conditions (Appendix 16):

Areas under archeological protection, boundaries of the UNESCO World Heritage Site and the boundaries of its buffer zone, areas of protected land relief.

5. Transport functions (Appendix 17):

Location of the more important car parks, including hotel car parks, location of more important parking lay-bys, location of public transport stops, existing and planned self-service stations of Toruń City Bike, more important motor traffic roads with indicated traffic direction and sections which might be temporarily banned for traffic, the route of the Vistula Bicycle Trail (Wiślana Trasa Rowerowa) and main walking routes, location of the existing public toilets, location of Dworzec Miasto railway station.

6. Index of objects (Appendix 18):

Marked elements of development which must be preserved, including possible complementation or extension in the design project, boundaries of areas included in the existing development concepts or with approved construction design projects, crucial elements of development which can be adapted, moved or modified (reconstructed).

7. Index of photographs (Appendix 19).

Routes of walking trips documented by particular photograph catalogues, including approximate location of the sites where the picture were taken.

